

**Events: Core Strategy Pre-Submission Chapter 8 Wimborne and Colehill Housing and Town Centre**

Contact Person ID	Contact Full Name	Contact Company / Organisation	ID	Number	Question 1 - Legally compliant	Question 2 - Sound	Question 3 - Positively Prepared	Question 3 - Justified	Question 3 - Effective	Question 3 - Consistent with national policy	Question 4	Question 5	Question 6	Question 7	Order	Filename	
656756	A J Gooch		<a href="#">CSPS1586</a>	8							<p>It is a great pity that the writer has been brainwashed by Furzehill into thinking that anywhere in East Dorset is called "Wimborne".when they could be expected to have a bit more sense of geo-political boundaries.</p> <p>Instances:</p> <p>8.1 "Wimborne is the historic centre of East Dorset". Wimborne Minster might be considered historic, although not as historic as the lands around Kingston Lacy, nor the barrows at Ferndown, Colehill and Stapehill</p> <p>8.4 The north western edge of "Wimborne" (i.e. "Colehill") adjoins Cranborne Chase. Cranborne too adjoins Cranborne Chase and is part of East Dorset but doesn't rate a mention.</p> <p>8.11 2nd sentence. Add "and at Furzehill Post office".</p> <p>8.12 The hospital is in Pamphill not Wimborne. The cemetery is not mentioned (also in Pamphill) nor that Colehill has a youth centre.</p> <p>8.15 "Wimborne has a good provision of sporting facilities with the Q,E. Leisure Centre (Pamphill), rugby clubs, football (Pamphill) and two circket clubs (one Colehill).</p> <p>8.18 Why distinguish between Wimborne and Colehill West but make no reference to Colehill East?</p> <p>8.34 Both Football Club and Victoria Hospital are in Pamphill not Wimborne.</p> <p>As to the content of the Plan, there is, as ever, no mention of the vital need for Colehill to have a fuel storage facility. Will you be amending the Plan for the gypsy and travellers site? Same old, same old. Planners continue to live in a fantasy land where there is "regeneration of commercial activities" whereas the experience is that the Internet has taken over so much retail activity that the likely future choice is between shopping malls and charity shops. (see Dixon's CEO statement).</p> <p>There is no planning for this, nor the consequences of oil dependency, which will bring most economies to their knees within the next generation.</p> <p>The answer is, of course, that it is "outside your remit". Thus Local Government follows the ostrich-like behaviour of Whitehall by Concentrating on minutiae while blinkered to the reality of the outside world. There has to be a better way.</p>					357	
654817	Mr Alan Spencer		<a href="#">CSPS858</a>	8.4	Yes	No	Yes	Yes	Yes	Yes	How can the natural environment be protected, maintained and enhanced when no one has conducted detailed surveys or examinations of the areas proposed for development?	I suggest that detailed surveys or examinations of the natural environment are conducted by experts in this field before any of the areas in this Core Strategy are considered suitable for development.	No, I do not wish to participate at the oral examination		361		

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359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 319</a>	8.4		No		No		No	Dorset Wildlife Trust supports the recognition given to the natural environment in this section. However given that the River Allen is a chalk stream, which is a UK priority habitat and supports UK Biodiversity Action Plan/protected species, and is also a Strategic Nature Area already subject to biodiversity enhancement work and funding by various partner organisations and local people, we feel the text could be strengthened to indicate its importance. Opportunity clearly exists through the Core Strategy for this SNA to be considered as part of development proposals and enhancements made to the ecological network in line with NPPF (117,118)	Suggested amendment to paragraph 8.5: Wimborne sits at the confluence of the Rivers Allen and Stour. These are not protected in themselves, but they do provide habitat for protected species and provide habitat for protected and priority species. The River Allen is a chalk stream which is a UK priority habitat. They also affect the location of development as they cause flooding. Additionally, the area to the north of Wimborne is protected as a Groundwater Source Protection Zone and is a major source of water for the area.	No, I do not wish to participate at the oral examination		361	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 320</a>	8.5		No		No		No	Dorset Wildlife Trust supports the recognition given to the natural environment in this section. However given that the River Allen is a chalk stream, which is a UK priority habitat and supports UK Biodiversity Action Plan/protected species, and is also a Strategic Nature Area already subject to biodiversity enhancement work and funding by various partner organisations and local people, we feel the text could be strengthened to indicate its importance. Opportunity clearly exists through the Core Strategy for this SNA to be considered as part of development proposals and enhancements made to the ecological network in line with NPPF (117,118)	Suggested amendment to paragraph 8.5: Wimborne sits at the confluence of the Rivers Allen and Stour. These are not protected in themselves, but they do provide habitat for protected species and provide habitat for protected and priority species. The River Allen is a chalk stream which is a UK priority habitat. They also affect the location of development as they cause flooding. Additionally, the area to the north of Wimborne is protected as a Groundwater Source Protection Zone and is a major source of water for the area.	No, I do not wish to participate at the oral examination		362	
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS2 024</a>	8.5	Yes						As the Lead Local Flood Authority, Dorset County Council has responsibility to develop a strategy to tackle local flood risks and to ensure that other plans and policies accord with it. A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of flood risk management.	Add to text "They also affect the location of development as they cause flooding, (flood zones 2 and 3) and local flood risk issues (Flood Map for Surface Water, Environment Agency)".	No, I do not wish to participate at the oral examination		362	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 258</a>	8.5		No	No	No		No	The importance of the River Allen has not been recognised. As a chalk stream, it is a UK priority habitat supporting priority and protected species (White Clawed Crayfish, Otter, Water Vole) and is a Strategic Nature Area (NPPF para 117, 118). We recommend the wording should be amended to reflect this. As they are	We recommend DWT advice on amended wording should be adopted.	No, I do not wish to participate at the oral examination		362	

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											the lead partner for the SNA we recommend DWT's advice should be followed.					
654817	Mr Alan Spencer		<a href="#">CSPS857</a>	8.6	Yes	No	Yes	Yes	Yes	Yes	Policy ME2 qualifies the provision of SANGs, implying that if a developer is unable to protect Dorset Heathland they can buy their way out of this requirement. Therefore there is no guarantee that any SANGs will be provided in the Wimborne or Colehill area.	Delete the option for buying out of the protection of Dorset Heathland in policy ME2.	No, I do not wish to participate at the oral examination		363	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1321</a>	8.6		No		No		No	Dorset Wildlife Trust supports the recognition given to the natural environment in this section. However given that the River Allen is a chalk stream, which is a UK priority habitat and supports UK Biodiversity Action Plan/protected species, and is also a Strategic Nature Area already subject to biodiversity enhancement work and funding by various partner organisations and local people, we feel the text could be strengthened to indicate its importance. Opportunity clearly exists through the Core Strategy for this SNA to be considered as part of development proposals and enhancements made to the ecological network in line with NPPF (117,118)	Suggested amendment to paragraph 8.5: Wimborne sits at the confluence of the Rivers Allen and Stour. These are not protected in themselves, but they do provide habitat for protected species and provide habitat for protected and priority species. The River Allen is a chalk stream which is a UK priority habitat. They also affect the location of development as they cause flooding. Additionally, the area to the north of Wimborne is protected as a Groundwater Source Protection Zone and is a major source of water for the area.	No, I do not wish to participate at the oral examination		363	
474462	Mrs Sheila Bourton		<a href="#">CSPS174</a>	8.8	Yes	Yes	No	No	No	No	It is particularly important that coalescence does not occur between settlements. With regard to Wimborne and Colehill there are strong differences between the settlements, Colehill having been in existence since 1431 when it was called Cohlulle and later re named as Colhill in 1518, Collehill in 1547 and becoming Colehill in 1578. Wimborne dates back to the 11th Century.		No, I do not wish to participate at the oral examination		365	
651712	Mr Tim Frere		<a href="#">CSPS423</a>	8.8	No	No	Yes	No	Yes	No	Building upon green belt land undermines the entire concept of 'green belt'. Surely we cannot choose which parts of a regulation (green belt) we obey. If we can arbitrarily choose to build on this green belt land, why can anybody justifiably be prevented from building on any green belt land?	Not to build on green belt land. Find other areas for expansion	No, I do not wish to participate at the oral examination		365	
495715	Mr Jeremy Belcher		<a href="#">CSPS694</a>	8.8	Yes	No	Yes	No	No	No	Building upon green belt land is not allowed for us "normal people, i.e. the general public" therefore what happens to the concept and why the 'green belt' was established Surely we cannot choose which parts of a regulation (green belt) we obey. If the local government can choose to build on this green belt land whenever they like, why can anybody justifiably be prevented from building on any green belt land in the future? Not to build on green belt land. There are plenty of other	Follow the rules of Green belt and development and dont ride roughshod over them when it suits East Dorset and the local government	No, I do not wish to participate at the oral examination		365	

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											areas for expansion, use them instead, instead of ruining the green belt areas of Wimborne that makes it so good and special to live here. No, I do not wish to participate at the oral examination					
654817	Mr Alan Spencer		<a href="#">CSPS856</a>	8.8	No	No	Yes	Yes	Yes	Yes	The proposed development at WMC5 sits directly on the border of Wimborne and Colehill thereby creating coalescence of the two Settlements. This is totally against National, County and District policy.	The proposed development at WMC5 should be removed from the Core Strategy in order to prevent coalescence of the Wimborne and Colehill settlements.	No, I do not wish to participate at the oral examination		365	
654506	Mr John Showell		<a href="#">CSPS981</a>	8.13	Yes	No		Yes	Yes		The recognition that any increase in housing and associated planned population generated by inward migration will result in significant investment on education facilities and or overcrowding or reduction in quality is not seen as a constraint to housing and population growth. There is also no mention of the existing increase in elderly population impacting on the Health Service at the local level. There is no internal demand for this growth so the plan is creating a reduction in standards for the existing population and those who would move into the current stock as it is released through natural population turnover. The plan is therefore intentionally negative in outlook. The plans in this area over the last 50 years have all focused on incremental small area and infill housing with the result that the developments lack cohesion and have gradually degraded the quality of life in the area. Only the small villages and hamlets have been sufficiently protected to sustain their pleasant ambience.	New Housing areas should be deleted from the Wimborne and Colehill plan to ensure that education facilities are improved to meet current demand. Instead of placing stress on the existing infrastructure, if the plan wishes to adopt an expansionary stance to attract people into the area, it should look to concentrate housing and the associated expenditure on new facilities in a new town setting. The opportunity should be taken to create a new community experience, not necessarily like Poundbury but with the same freedom of thought. This plan should take the opportunity to think creatively rather than incremental degradation proposed in the document. There is no intrinsic local demand that cannot be met from the existing housing stock - given the age profile of the population. This gives the plan the opportunity to be creative if it is accepted that the migration demand into Dorset is to be met in the Plan area.	No, I do not wish to participate at the oral examination		370	
654506	Mr John Showell		<a href="#">CSPS983</a>	8.15		No		Yes	Yes		The demands from Wimborne Football and Rugby clubs to relocate do not justify the loss of agricultural land and the narrowing of the gap between Wimborne and Colehill. This appears to be a way of creating more land for housing to finance the expansion of the clubs concerned to the detriment of the local population.	The example of Hamworthy Sports club should be considered. When considering relocation it was placed near Hurn Airport. This had several advantages. One the land used was of a poor quality agricultural standard and secondly many of these sporting activities go on into the late evening often with the use of floodlighting and the generation of traffic and noise.	No, I do not wish to participate at the oral examination		372	

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												The planned site at WMC6 will generate problems in the future and does nothing for the local town. Many of the people using these facilities will come from outside the plan area. Has a journey study been undertaken before coming to the plan proposal?				
654817	Mr Alan Spencer		<a href="#">CSPS855</a>	8.16	Yes	No	Yes	Yes	Yes	Yes	The increased traffic flow to and from WMC5 is not catered for by the Transport Strategy and Prime Transport Corridors - Policy KS9	If there is no strategy to improve the flow of traffic along the Cranborne Road into, and through, Wimborne to connect with the A31(T) corridor, I recommend the proposed development at WMC5 is removed from the Core Strategy.	No, I do not wish to participate at the oral examination		373	
654320	Mrs Meghan Downing	Highways Agency	<a href="#">CSPS752</a>	8.17	Yes	Yes					Although the improvements to Canford Bottom are predicted to improve flows, we would highlight that any development proposals in the Wimborne and Colehill area will still need to take account of and mitigate their traffic impacts. The improvement to Canford Bottom does not change the policy, as referenced in 4.57 and Policy KS11 of this Core Strategy, for developments to ensure that any traffic impacts are appropriately mitigated.		No, I do not wish to participate at the oral examination		374	
651712	Mr Tim Frere		<a href="#">CSPS424</a>	8.19	Yes	No	Yes	No	No	No	The development of high density and social housing on the Cuthbury allotments will surely exacerbate, rather than ease this position.	Either do not build on Cuthbury, or build medium or low density housing, detached housing and bungalows. This requirement clearly laid out in your statement 8.19	No, I do not wish to participate at the oral examination		376	
654817	Mr Alan Spencer		<a href="#">CSPS854</a>	8.20	Yes	No	Yes	Yes	Yes	Yes	It seems to have escaped the planners notice that all industrial expansion proposed in the Core Strategy lies to the South, East or West of Wimborne along or over the A31(T) corridor. Thus any housing development North of Wimborne will have a negative impact on the already congested streets of Wimborne and Colehill from the additional 1200 people pursuing their work, schooling or leisure activities.	Do not give up the space at WMC4 for housing. Retain, renovate and expand the Business Park in Stone Lane to create job opportunities for local people.	No, I do not wish to participate at the oral examination		377	
643167	Mr Ian Foster		<a href="#">CSPS13</a>	Policy WMC1		No		Yes	Yes		Unsound because if you do not include road improvements or traffic requirements in your 15 year plans, there will be gridlock in this area. The situation is already bad enough but when 1550 new homes are built in this area as per your plan, causing another 2500 odd more vehicles to be on the roads, there will definately be gridlock and to ignore traffic matters now is very unsound. (If you want evidence of the current traffic situation, just stand on the roundabout at Merley any week-day morning.)	To be soundly compliant you need to include road improvements and extra parking in your plans.	No, I do not wish to participate at the oral examination		384	

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474462	Mrs Sheila Bourton		<a href="#">CSPS175</a>	Policy WMC 1	Yes	No	No	Yes	Yes	No	I disagree strongly that the East Dorset District Council Office should be moved to the Allenview area. There is already a modern purpose built Council building at Furzehill and public finances which are under pressure should not be used for thus unnecessary move.		No, I do not wish to participate at the oral examination		384	
474490	Mrs Sheila Bourton	Keep Wimborne Green	<a href="#">CSPS12</a>	Policy WMC 1	Yes	No		Yes			We strongly disagree with the proposal to move East Dorset District Council offices to the Allendale area when they already have a purpose built modern building able to accommodate all employees at Furzehill. The use of public money particularly now when finances are "squeezed" is not justified.		No, I do not wish to participate at the oral examination		384	
647352	Mrs Audrey Bowler		<a href="#">CSPS75</a>	Policy WMC 1	Yes	Yes				Yes	1. Wlaling around Wimborne Centre it looks messy. I suggest we clear this mess by investing in one man with a small sweeper to keep all the town looking good, and to get our money hiring this man to other Councils. 2. All 'A' boards to be removed.		Yes, I wish to participate at the oral examination	These points may have been overlooked.	384	
360235	Mr Christopher Undery	Christopher D Undery	<a href="#">CSPS734</a>	Policy WMC 1		No				No	This representation relates to the bridge to/from Waitrose/Crown Mead. The bridge is vital to the enhancement of Crown Mead, shopping vitality, flow of pedestrians and the linkage between Waitrose, its car parking and the historic town centre. The bridge will not be achieved without compulsion. (compulsory pruchase)	Inclusion within the Core Strategy to commit EDDC to adopt compulsory purchase powers (with funding as offered by Waitrose) to acquire land as required to enable construction of bridge, together with pedestrian access between Waitrose and Crown Mead.	Yes, I wish to participate at the oral examination	To explain and illustrate how plan objectives for Wimborne town centre will be achieved only by use of compulsory purchase powers since negotiated settlement has failed.	384	
507546	Mr Nigel Pugsley	BNP Paribas Real Estate	<a href="#">CSPS698</a>	Policy WMC 1							Royal Mail has a number of land holdings in the District of East Dorset and the Borough of Christchurch all of which are strategically mportant, these are as follows: Wimborne Delivery Office, 29 East stree, Wimborne, BH21 1AA As such should any of the land surrounding Royal Mail's sites be redeveloped, it would be vital that any new uses be designed and managed so that they are both cognisant and sensitive to Royal Mail's operations.		No, I do not wish to participate at the oral examination		384	
654989	Tanner & Tilley	Tanner & Tilley Planning Consultants	<a href="#">CSPS978</a>	Policy WMC 1	Yes	No	Yes	Yes	Yes		It is considered important that the Prime Shopping Core should also contribute to the evening economy and should not become dormant after normal shopping hours. Therefore we suggest that the evening economy uses such as restaurants, cafés and pubs should also be supported in the Primary shopping Core to enhance the vibrancy of the afternoon and evening economy of the town provided it does not detract from the primary shopping purpose of the core.	We suggest that the policy be amended to read:- "...3. The evening economy uses such as restaurants, cafés and pubs will be supported in the Primary Shopping Core to enhance the vibrancy of the afternoon and evening economy of the town provide and to avoid the Primary Shopping Core becoming dormant after normal shopping hours provided that such uses do not unduly detract from the prime shopping purpose of the Core...."	No, I do not wish to participate at the oral examination		384	
475541	Mr and Mrs		<a href="#">CSPS1270</a>	Policy WMC		No			Yes		"The townscape quality in and around Crown Mead will	The paragraph to be revised as	No, I do not wish to participate at the		384	

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	P Spencer			1							be improved and the opportunity for redevelopment to improve links through the town will be promoted". The policy is not explicit. It is submitted that a specific commitment should be made to implement a direct link between the Waitrose supermarket/Willow Walk and Crown Mead by means of a new pedestrian/cycle bridge over the River Allen, using compulsory purchase powers as necessary.	follows "The townscape quality in and around Crown Mead will be improved and the opportunity for redevelopment to improve links through the town will be promoted. Specifically the provision of a new pedestrian/cycle bridge over the River Allen to connect Crown Mead with Willow Walk (Waitrose supermarket site) will be provided and where necessary compulsory purchase powers will be used to ensure this objective is met"	oral examination					
589293	Mr Penri Jones		<a href="#">CSPS1 291</a>	Policy WMC 1	Yes	No	No	No	No		Paragraph 2.18 of the Pre-Submission Consultation background paper states "support and no opinion cumulatively being the majority view". This is incorrect and shows bias and a blatant attempt to mislead; of the opinions expressed the majority of people objected. The route into Wimborne over the Grade II listed Julians Bridge, into the conservation area is described by EDDC Policy Planning Division as "the south side of Julians Road is an attractive row of Victorian detached and semi-detached villas (which) display a variety of architectural features but retain a strong sense of unity". In relation to this the assertion in Objective 10: Protect historic buildings and sites of being a "Positive Direct Effect" and Objective 11: Maintain and enhance local distinctiveness, is plainly wrong as the plan proposes the development of a high density housing estate between the bridge and the existing Victorian houses. This is out of keeping for the area and will have a detrimental visual impact. There are also features in the pictorial representation of the plan, which display either a lack of knowledge of the location or a wish to deceive the reader; the Potential Green Link shown crossing Julians Road is situated in an area designated part of the River Stour flood plain on the Environment Agency maps and does regularly become inundated.						384	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 322</a>	Policy WMC 1		No				No	The River Allen is a real asset in the town centre, running through the town in two channels. Dorset Wildlife Trust would like to see some reference to this within the vision, given its ecological importance as a UK priority habitat and recognition within the business community as an attractive feature. This would also relate to 8.24 – "environmental improvements will continue to be identified and implemented".	Natural features such as the River Allen will be enhanced to provide a high quality and attractive town environment.	No, I do not wish to participate at the oral examination			384		
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1 918</a>	Policy WMC 1							We therefore firmly endorse the policies laid down on WMC1.4 - development must respect and enhance the local character of the town centre - and WMC1.9 - new					384		

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											development must reflect the architectural and historic significance of the town centre.					
35955	Mr L Hewitt	Wimborne Minster Town Council	<a href="#">CSPS2 074</a>	Policy WMC 1	Yes	Yes							No, I do not wish to participate at the oral examination		384	
49959	Sir Roger Palin		<a href="#">CSPS2 372</a>	Policy WMC 1		Yes					I fully support this proposal		No, I do not wish to participate at the oral examination		384	
35947	Mr Rohan Torkildsen	English Heritage	<a href="#">CSPS2 738</a>	Policy WMC 1							Support NPPF Section 12 – Conserving and Enhancing the HE. Paragraph 126. Does the plan set out a positive strategy for the conservation and enjoyment of the HE?				384	
65649	Mr Matthew Morris	GVA Planning Development	<a href="#">CSPS2 905</a>	Policy WMC 1	Yes	Yes					The Co-op is generally supportive of the approach to Wimborne Minster in Section 8 of the Pre-Submission document, including the vision for the town centre in Policy WMC1. The Co-op is supportive of the need to concentrate new retail development on comparison goods floorspace and the need to make improvements to the townscape across the town centre.		Yes, I wish to participate at the oral examination	Given the detailed nature of the Co-op's representations and the need to interrogate the Council's evidence base.	384	
36030	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 259</a>	Policy WMC 1		Yes					Support We welcome the apparent intention to enhance the historic town and its natural environment. Re-establishing the setting of the River Allen (and Wim) through the urban area and enhancing its biodiversity is particularly welcome.		No, I do not wish to participate at the oral examination		384	
35946	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 323</a>	8.30		No				No	Dorset Wildlife Trust supports the opportunity to provide an attractive wildlife and linear park, however feels that within the policy 'a riverside park' indicates a formal park rather than a more informal open space bringing people in contact with nature. The River Allen is a chalk stream, which is a UK priority habitat and supports UK Biodiversity Action Plan/protected species, and is also a Strategic Nature Area and enhancements here will complement enhancement work being carried out elsewhere on the river. We consider that alongside all the other assessments required in this policy should be an ecological assessment of the River Allen and its corridor and an appraisal of potential for biodiversity restoration, to inform the design and opportunity to make ecological enhancements within the riverside park. This would meet the requirement of NPPF (9, 109, 114, 117) for positive biodiversity gains.	Changes proposed are Amend 4. to A riverside wildlife and linear park. Add bullet An ecological assessment and appraisal of the potential for restoration of the biodiversity and consequent enjoyment of the River Allen corridor.	Yes, I wish to participate at the oral examination	Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.	390	
36030	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 266</a>	8.30		Yes					Support in part We welcome the proposals for the riverside park and the conservation assessment of the impact of development on the historic setting of Allendale House and for these to be planned as part of an Area Brief. The policy does not recognise adequately the importance of the sub-region's environmental assets. Sustainable development must include all three strands of Sustainability - social, economic and environmental.	Amend item 4 to A riverside wildlife and linear park. Add bullet point, An appraisal of the potential for restoration of the biodiversity and consequent enjoyment of the River Allen corridor within the urban area.	No, I do not wish to participate at the oral examination		390	

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											(NPPF para 7). Given the importance of the River Allen as a BAP priority habitat (chalk stream) and the priority/protected species it supports, the Policy should seek to enhance wildlife opportunities for the benefit of local residents and tourism and to re-create an appropriate setting for this area of the historic market town. Light pollution of the river should be avoided. Please see ETAG's detailed supplementary advice to the Options consultation (Light Pollution – Issues for consideration in developing the Core Strategy submitted to EDDC, 5.6.11) which includes details of why light pollution is harmful and where and why particular developments (roads, car parks and buildings, as well as lighting) can have devastating effects. In addition to Flood Risk Assessment, the Area Brief should include an appraisal of the potential for biodiversity restoration and consequent enjoyment of the River Allen corridor within WCM 2. Sustainability Appraisal SA Objective 1 Protect, enhance and expand habitats and protected species If (but only if) the opportunity is taken to restore the biodiversity and setting of the River Allen corridor in Wimborne for the benefit of people and wildlife this could score positively.						
643167	Mr Ian Foster		<a href="#">CSPS19</a>	Policy WMC 2		No	Yes	Yes			Unsound because if you do not include road improvements or traffic requirements in your 15 year plans, there will be gridlock in this area. The situation is already bad enough but when 1550 new homes are built in this area as per your plan, causing another 2500 odd more vehicles to be on the roads, there will definitely be gridlock and to ignore traffic matters now is very unsound. (If you want evidence of the current traffic situation, just stand on the roundabout at Merley any week-day morning.)	To be soundly compliant you need to include road improvements and extra parking in your plans.	No, I do not wish to participate at the oral examination		391		
474462	Mrs Sheila Bourton		<a href="#">CSPS176</a>	Policy WMC 2	Yes	No	No	Yes	No	No	I disagree with item 2. There is no economic reason for the EDDC's modern and purposebuilt Council offices, to be moved from Furzehill to the Allendale area. This is a waste of public resources and the area would be better used for some affordable housing.. I agree, though, that some public car parking should be retained in the centre of Wimborne for both residents and visitors and a riverside park would benefit all		No, I do not wish to participate at the oral examination		391		
644986	Mr John Slow	Allendale Community Centre	<a href="#">CSPS39</a>	Policy WMC 2		No					The committee of the Allendale Centre is striving to make the centre viable and attractive and yet it appears that the Plan is to demolish all our efforts.	The Plan should state no action on the Allendale can take place until 2022 as we have a legally binding lease until that time.	Yes, I wish to participate at the oral examination	It is not possible to override a legally binding lease.	391		
474490	Mrs Sheila Bourton	Keep Wimborne Green	<a href="#">CSPS213</a>	Policy WMC 2	Yes	No		Yes			Item 2, the proposed move of East Dorset District Offices to the Allendale area of Wimborne is unnecessary and a waste of public finances when the Council already have a purpose built. modern building		No, I do not wish to participate at the oral examination		391		

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											which accommodates the necessary staff and departments. These Council offices should not be moved.							
359546	Mrs K. Bradbury	Vale of Allen Parish Council	<a href="#">CSPS384</a>	Policy WMC 2		No			No		If the East Dorset Council Offices are moved here, they will need most of the parking spaces for employees. Members of the public visiting the offices will be subject to a parking fee; at present they can park for free at the Furzehill site	Policy WMC2 highlighted in blue-expand the scope of the penultimate bullet point to include the needs of categories such as employees, entertainment, tourists and residential.	No, I do not wish to participate at the oral examination		391			
648141	Mr David Plowman		<a href="#">CSPS133</a>	Policy WMC 2		No		No			The expense of redeveloping the Allendale Area is unnecessary as the existing facilities at the centre are adequate for Wimborne's needs, now and in the future. There is already satisfactory car parking available in the town and a new public open space has been created beside Waitrose.	The existing Council Offices at Furzehill could be extended to provide any extra office requirement. The existing Allendale Centre could be refurbished if required.	No, I do not wish to participate at the oral examination		391			
515938	Mr Frank Stevens		<a href="#">CSPS400</a>	Policy WMC 2							A second point is that the transfer of EDDC offices to Wimborne would involve much more pressure on the town centre. If one looks at the present office car parking it is already at a maximum for the area allocated at Furzehill. One has to circle around in a rather pointless search for an empty place. One dreads to think where all these vehicles would go in Wimborne town centre.					391		
650948	Mr Gary Court		<a href="#">CSPS402</a>	Policy WMC 2							Wimborne Minster Cine and Video Club (WMCVC) has been located in the wooden building at the end of Allendale House since the late 1960s. The property is wholly owned by club members and is standing on land leased by EDDC. WMCVC is a private members club wholly financed by members' subscriptions and donations and is devoted to the promotion of amateur movie-making by means of digital video. Annual membership is in the order of 45-55. The club season runs from the first Friday in September to the last Friday in May. The premises are available for use by members throughout the year. During the Summer recess annual routine maintenance is undertaken, financed from club resources. Also during this period Summer video projects and workshops take place. The premises are also loaned to other local organisations such as specialised film societies and the Wimborne Folk Festival. Over the years the club has been closely associated with the local community, members having produced several community-based videos featuring local charities, the Folk Festival, Priest House Museum, the Minster and others. This practice is on-going e.g. the installation of the new bells in the Minster. WMCVC is concerned that the proposed re-development of the Allendale Community centre site may adversely affect the present location of its clubhouse. Our funds do not run to meeting the cost of re-siting the existing building. Re-location to hired premises (e.g. Allendale						391	

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											Community Centre) would entail considerable inconvenience such as the assembly and removal of projection, sound and control equipment, screen etc on each club evening. These facilities are currently situated permanently in our clubhouse building. WMCVC sincerely hopes that, during the re-development planning stages, sympathetic consideration will be given to allowing the clubhouse building to remain on its current site.						
703944	Cllr John Little	Christchurch & East Dorset Conservative Association	<a href="#">CSPS447</a>	Policy WMC2	Yes	No	Yes	Yes			The proposed development does not adequately consider or recognise the effects of the joint working with Christchurch Borough Council, the development and use of modern communication systems and the reduced need to have all Council Services in one location. The policy includes District Council offices in the Town Centre. With the joint working with Christchurch there is no requirement for District Council offices to be located in Wimborne. It is more appropriate to have "joint offices" in a suitable central location such as the Airport equidistant between East Dorset and Christchurch.	Consideration should be given to the introduction of "local" offices together with all support staff at a central location mid-way between East Dorset and Christchurch. One stop shops could be provided in Ferndown, Wimborne and Verwood in partnership with Town Councils	No, I do not wish to participate at the oral examination		391		
360235	Mr Christopher Undery	Christopher D Undery	<a href="#">CSPS735</a>	Policy WMC2		No			No		This representation relates to the bridge to/from Waitrose/Crown Mead. The bridge is vital to the enhancement of Crown Mead, shopping vitality, flow of pedestrians and the linkage between Waitrose, its car parking and the historic town centre. The bridge will not be achieved without compulsion. (compulsory purchase)	Inclusion within the Core Strategy to commit EDDC to adopt compulsory purchase powers (with funding as offered by Waitrose) to acquire land as required to enable construction of bridge, together with pedestrian access between Waitrose and Crown Mead.	Yes, I wish to participate at the oral examination	To explain and illustrate how plan objectives for Wimborne town centre will be achieved only by use of compulsory purchase powers since negotiated settlement has failed.	391		
654392	Mr Geoffrey Chopping		<a href="#">CSPS672</a>	Policy WMC2		No			No		I object to Policy WMC2 as there is no valid justification contained in the "Core Strategy" Document for the relocation of the council offices from Furzehill to within Wimborne and consequently it would be manifestly unsound to do so without any explanation as to how such an exercise would be funded. In the "Options for Consideration" document the reason stated for moving the EDDC Offices was: 8.128 The current Council Offices are remote from the general population and cannot be accessed by public transport. The relocation of East Dorset District Council to this site would mean that it was more accessible to the community. The shuttle bus run by EDDC was withdrawn several years ago. It would surely be much more cost effective to reinstate the shuttle bus than move the council offices. The relocation of East Dorset District Council and perhaps Christchurch Borough Council as well to the centre of Wimborne would be a ridiculous waste of money and would create a considerable requirement for extra car parking spaces. No mention is made as to how much it would cost for such a move. If it were assumed that the cost would be largely covered by the sale of the	To delete: 2. District Council Offices	No, I do not wish to participate at the oral examination		391		

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											<p>present Furzehill site with suitable planning permission for considerable housing, then that should have been stated. It would explain the reason for the core strategy classifying the settlement of Furzehill as a village when it is clearly only a hamlet at present.</p> <p>I was informed that there are 230 car parking spaces for staff and visitors at the current Woodleaze site in Furzehill (More than in the Waitrose car park). I have noticed that the Furzehill car park is often very full. Because the District Council covers such a large area, it follows that most of the visitors and most of the staff to the District Council Offices do not need to come into the current Wimborne Town centre. Consequently moving the District Council offices into Wimborne would greatly increase the demand for parking in Wimborne.</p> <p>Some council services are based in Ferndown, but I have not found any mention of saying they should also move to the centre of Wimborne.</p> <p>If the District Council relocates to Wimborne and all the extra housing is built, it is very likely that the majority of visitors to the District Council would find that the District Council is less accessible than at present as the chance of finding any parking space would be small and they would incur car-parking charges if they did. Hence the quoted justification is completely flawed.</p> <p>I remember the council chamber being built at Furzehill. I am not aware that it is now considered as not being fit for purpose.</p>						
654511	Mr Kevin Hodder	East Boro Housing Trust	<a href="#">CSPS687</a>	Policy WMC 2	Yes	Yes	Yes	Yes	Yes	Yes			No, I do not wish to participate at the oral examination		391		
654506	Mr John Showell		<a href="#">CSPS984</a>	Policy WMC 2		No		Yes	Yes		<p>The movement of the District Council Offices to this site only makes sense if it part of a proposal is to radically reduce the size of the offices and transfer work out of the Wimborne Area. Either to Christchurch or to another part of the country through a scheme of privatisation. If downsizing is being considered then a clear statement on the impact on local employment and spending power in the local the economy should be included in the Plan</p>	<p>Employment impact should be included in the Plan and the environmental impact of the increase in traffic and the demand for parking in the Town Centre .</p>	No, I do not wish to participate at the oral examination		391		
475541	Mr and Mrs P Spencer		<a href="#">CSPS1271</a>	Policy WMC 2		No		Yes	Yes		<p>1. Paragraph 1 - The Allendale Centre is not old, although now somewhat dated. No evidence has been given to justify replacement rather than refurbishment.</p> <p>2. Paragraph 2 - No evidence has been given to show that relocating the district council offices would be cost-effective. There would also be concerns over the possible loss of car parking spaces. Should it be decided to provide these facilities they should be located on the site of the underused Police Station/Magistrates Court buildings adjacent to the Fire Station and not on the Allenview Car Park site.</p> <p>3. Paragraph 5 - Much of the town centre car parking is spread out over a large number of small sites. It is not possible to identify available spaces on approaching the town centre, and therefore the use of car parks is</p>	<p>The paragraph to be revised as follows          "The area shown on the Proposals Map is identified as an area for potential change to enable delivery of a civic hub to include:          1 a new or refurbished Allendale Community Centre"          2 District Council Offices, subject to it being shown that relocation of these offices can be carried out cost effectively with no net increase in cost to residents of East Dorset. Any relocated</p>	No, I do not wish to participate at the oral examination		391		

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											inefficient. Consideration should be given to creating a multi-storey car park on the Allenview West site (between the Allendale Centre and Allenview Middle School) together with the redevelopment of smaller car parks in the town centre for high density "affordable" residential and/or sheltered housing. Because of its prominent location adjacent to the River Allen and the footpath alongside the river, the design of this multi-storey car park would need to be of the highest quality to reflect its surroundings. Because of its proximity to the town centre this high density housing should be built with very limited parking. The provision of this additional town centre housing would potentially allow one or more of the other housing sites to be reduced in size.	offices, together with those for other public bodies, should occupy the site of the current Police Station and Court building to avoid the loss of town centre car parking." 5 Public car parking. This area will be developed as the principal parking area for Wimborne Town Centre with sufficient parking spaces to permit the closure of smaller peripheral car parks which in turn can be redeveloped for high-density "affordable" residential and sheltered housing use."				
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 324</a>	Policy WMC 2		No				No	Dorset Wildlife Trust supports the opportunity to provide an attractive wildlife and linear park, however feels that within the policy 'a riverside park' indicates a formal park rather than a more informal open space bringing people in contact with nature. The River Allen is a chalk stream, which is a UK priority habitat and supports UK Biodiversity Action Plan/protected species, and is also a Strategic Nature Area and enhancements here will complement enhancement work being carried out elsewhere on the river. We consider that alongside all the other assessments required in this policy should be an ecological assessment of the River Allen and its corridor and an appraisal of potential for biodiversity restoration, to inform the design and opportunity to make ecological enhancements within the riverside park. This would meet the requirement of NPPF (9, 109, 114, 117) for positive biodiversity gains.	Changes proposed are Amend 4. to A riverside wildlife and linear park. Add bullet An ecological assessment and appraisal of the potential for restoration of the biodiversity and consequent enjoyment of the River Allen corridor.	Yes, I wish to participate at the oral examination	Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.	391	
501497	Mr Adrian Rafferty		<a href="#">CSPS1 455</a>	Policy WMC 2		No			Yes		Currently insufficient Parking. Redevelopment and move of Council Offices will increase requirement for parking spaces. Increase in congestion in Wimborne.	Reject WMC2 proposal.	No, I do not wish to participate at the oral examination		391	
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1 920</a>	Policy WMC 2							We welcome the proposed assessment of flood risk, conservation, public car parking and community facilities in relation to the Allendale Area. Other than refurbishment of the Allendale Centre we find the arguments for redeveloping the Area totally unconvincing, particularly moving the District Council offices from Furzehill. This would critically lose valuable car parking space. As a consequence it would not be necessary to amend the Furzehill village envelope to include the present EDDC offices and neighbouring buildings.				391	
650948	Mr Gary Court		<a href="#">CSPS1 983</a>	Policy WMC 2							Wimborne Minster Cine and Video Club (WMCVC) has been located in the wooden building at the end of Allendale House car-park since the late 1960s. The				391	

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											<p>property is wholly owned by club members and is standing on land leased by EDDC.</p> <p>WMCVC is a private members club wholly financed by members' subscriptions and donations and is devoted to the promotion of amateur movie-making by means of digital video. Annual membership is of the order of 45-55. The club season runs from the first Friday in September to the last Friday in May. The premises are available for use by members throughout the year. During the Summer recess annual routine maintenance is undertaken, financed from club resources. Also during this period Summer video projects and workshops take place. The premises are also loaned to other local organisations such as specialized film societies as the Wimborne Folk Festival.</p> <p>Over the years the club has been closely associated with the local community members having produced several community-based videos featuring local charities, the Folk Festival, Priest House Museum, the Minster and others. This practise is on-going e.g. the installation of the new bells in the Minster.</p> <p>WMCVC is concerned that the proposed re-development of the Allendale Community Centre site may adversely affect the present location of its clubhouse. Our funds do not run to meeting the cost of re-siting the existing building. Re-location to hired premises (e.g.: Allendale Community Centre) would entail considerable inconvenience such as assembly and removal of projection, sound and control equipment, screen etc. on each club evening. These facilities are currently situated permanently in our clubhouse building.</p> <p>WMCVC sincerely hopes that, during the re-development planning stages, sympathetic consideration will be given to allowing the clubhouse building to remain on its current site.</p>					
359555	Mr L Hewitt	Wimborne Minster Town Council	<a href="#">CSPS2 075</a>	Policy WMC 2	Yes	Yes							No, I do not wish to participate at the oral examination		391	
360082	Mr and Mrs K Healy		<a href="#">CSPS2 469</a>	Policy WMC 2	Yes	No	No	No	No		<ul style="list-style-type: none"> <li>• We find it difficult to accept that the existing Allendale Centre needs replacing rather than modernising. We feel that the original choice of design and poor building standards showed a lack of foresight and in a time of austerity to consider replacing it with new community facilities and new District Council Offices is unacceptable.</li> <li>• Whilst we do recognise that those without private transport and with the greatest need of support are unable to easily access services at Furzehill, surely it would be more prudent to have just front line services relocated to Wimborne town centre, possibly in Allendale House.</li> <li>• What is also of great concern is the impact of parking on the available town parking facilities if the Council Offices relocated to the centre of Wimborne. The council</li> </ul>	By all means relocate some front line services to the centre of Wimborne, but not the entire offices	No, I do not wish to participate at the oral examination		391	

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											employees are accustomed to parking on site at Furzehill so we assume the same arrangements would exist in Wimborne which would greatly reduce the availability of public parking when at least 1300 new homes are to be built in the town. We do hope that the assessment of public parking will not be too idealistic and assume that residents will do all their shopping without need of a car to transport it! • In the Sustainability Appraisal (SA) it states that this policy will use brownfield land and so safeguard greenfield sites. As the Council Offices already exist we can see no reason for needing to boast of 'safeguarding greenfield sites from development', when no development is required. • The SA also states that the proposed center of town site will 'result in a reduction in the need to travel'. It may also lead to an increase in town center pollution due to all the council employees and visitors who will be travelling to the centre of Wimborne and adding to the existing congestion.						
499596	Sir Roger Palin		<a href="#">CSPS2 373</a>	Policy WMC 2		No		No			There is no evidence to support the proposal to provide new District Council Offices. This would be very costly, would leave the current buildings at Furzehill redundant, and is unnecessary.	Delete the proposal to move the District Council Offices to Wimborne. Retain all other proposals in WMC2.	No, I do not wish to participate at the oral examination		391		
359478	Mr Rohan Torkildsen	English Heritage	<a href="#">CSPS2 740</a>	Policy WMC 2							Support				391		
656498	Mr Matthew Morris	GVA Planning Development	<a href="#">CSPS2 904</a>	Policy WMC 2	Yes	No		No	No		We note the identification of the Allendale area, in Policy WMC2, as an area of potential change. The Co-op supports the potential improvement of this area, including the range of land uses listed, although it recommends that Policy WMC2 is expanded to add additional criteria/guidance for the Area Brief, including a need to ensure that redevelopment secures an attractive entrance to the town centre and does not damage accessibility into the town centre.		Yes, I wish to participate at the oral examination	Given the detailed nature of the Co-op's representations and the need to interrogate the Council's evidence base.	391		
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 268</a>	Policy WMC 2		Yes					Support in part We welcome the proposals for the riverside park and the conservation assessment of the impact of development on the historic setting of Allendale House and for these to be planned as part of an Area Brief. The policy does not recognise adequately the importance of the sub-region's environmental assets. Sustainable development must include all three strands of Sustainability - social, economic and environmental. (NPPF para 7). Given the importance of the River Allen as a BAP priority habitat (chalk stream) and the priority/protected species it supports, the Policy should seek to enhance wildlife opportunities for the benefit of local residents and tourism and to re-create an appropriate setting for this area of the historic market town. Light pollution of the river should be avoided. Please see ETAG's detailed supplementary advice to	Amend item 4 to A riverside wildlife and linear park. Add bullet point, An appraisal of the potential for restoration of the biodiversity and consequent enjoyment of the River Allen corridor within the urban area.	No, I do not wish to participate at the oral examination		391		

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											<p>the Options consultation (Light Pollution – Issues for consideration in developing the Core Strategy submitted to EDDC, 5.6.11) which includes details of why light pollution is harmful and where and why particular developments (roads, car parks and buildings, as well as lighting) can have devastating effects.</p> <p>In addition to Flood Risk Assessment, the Area Brief should include an appraisal of the potential for biodiversity restoration and consequent enjoyment of the River Allen corridor within WCM 2.</p> <p>Sustainability Appraisal SA Objective 1 Protect, enhance and expand habitats and protected species</p> <p>If (but only if) the opportunity is taken to restore the biodiversity and setting of the River Allen corridor in Wimborne for the benefit of people and wildlife this could score positively.</p>					
498554	Mr Paul Davenport	Stour Valley Properties Ltd	<a href="#">CSPS3035</a>	Policy WMC 2	Yes	No	Yes	No		No	<p>Policy WMC2 is not the most appropriate strategy, when considered against reasonable alternatives, based on proportionate evidence.</p> <p>When set against the alternative to do nothing this policy does not stand up under scrutiny.</p> <p>Ease of Access</p> <p>a) Employees EDDC employ 461 people who practically all drive to work at their current offices at Furzehill ( 261 cars in car park today, 25th June 2012).</p> <p>If the Council offices were relocated back to Wimborne (they used to be located in Allendale House), then some employees may choose to use the Bus services in the Square but employment data Appendix A ) shows that employees are so scattered that you may attract the same % of workers, which currently use the bus service in Wimborne to go to work 2.9% (appendix B) 14 employees and lets be generous and assume all 7.2% who live in Wimborne will walk to work(no matter the weather), another 33.</p> <p>Then this still means 414 employees will still drive a car to work.</p> <p>Allenview Road already acts as an overflow carpark for people who work in the town who cannot park in the existing car park.</p> <p>To build offices on the Allenview car park would require a rather large multi storey car park-if this is the case it needs to be stated in the Policy.</p> <p>b) Visitors The residents of Wimborne, without an access to a car have always bemoaned the fact that the Council offices were a 2km walk from the centre of Town.</p> <p>But the fact now is that so many of the council services are now provided on-line, there is less justification now to move into the town than there has been for the last 25 years!</p> <p>Location</p>	The policy should be deleted from the Plan.	Yes, I wish to participate at the oral examination	To ensure my ideas are clear to the Inspector and contribute to any discussions.	391	<a href="#">2250148_0_1.pdf</a> <a href="#">2250150_0_1.jpg</a>

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											Existing site:- is it a sustainable and justified policy to allocate the existing site for housing considering its remote location from the town? Proposed site:- is it sustainable to build on a well used car park rather than say the site just to the north west of Julians Road at Cuthbury. Would not a statement building of quality design be appropriate for this important gateway to the Town? Policy WMC2 is not clear or defined. Of the 5 points it purports to deliver we already have a riverside walk/park, we already have public car parking, we already have an Allendale Community Centre (planning to spend £150,000 over next 3 yrs on refurbishment), EDDC does not need to move and What mysterious public bodies are we talking about?						
474462	Mrs Sheila Bourton		<a href="#">CSPS184</a>	8.33	Yes	No		Yes			The sheer numbers of new houses proposed for the Wimborne area is, in my opinion, well in excess of what the area can accommodate bearing in mind the greenbelt constraints and the existing road network. The numbers of new houses proposed around Wimborne has been steadily increasing as other areas around other towns have been decreasing. Under the now defunct Regional Spatial Strategies, a total of 800 new houses was proposed for the Wimborne area; in 2010 this figure was raised to 1005 and now in 2012 the number proposed is 1300 plus 186 already agreed for the Brook Road area of Wimborne. Assuming that 2 adults plus 2 children occupied each new house, then the population of Wimborne and Colehill would rise by an incredible 45%! It is important that any new development has minimal impact on the environment and, even more importantly, minimal impact on existing communities (see paragraph 8.35 Wimborne & Colehill Core Strategy Options for Consideration October 2010) and I would suggest that the sheer numbers of new houses and residents would impact greatly on the existing communities the local transport system and the education facilities.	The number of new houses proposed for the Wimborne area should be drastically reduced. The reason being given by East Dorset District Council that "there is nowhere else to build" and that Wimborne is the only settlement not surrounded by protected heathland does not justify the huge population increase and associated additional infrastructure requirement which would be needed to support the proposed new developments. Because of the geography of the area, new roads cannot be built and Wimborne would be unable to cope with the additional traffic.	No, I do not wish to participate at the oral examination		395		
656626	Mr Michael Madgwick		<a href="#">CSPS1278</a>	8.33							We are generally supportive of the document and would comment that, in general, it is 'legally compliant' and 'sound', however, with respect to the New Neighbourhoods, whilst a credible evidence base has been put forward to justify the need for additional housing, there is little evidence to suggest that the increased traffic that these developments will bring, particularly with respect to WMC5, has been assessed and planned for and can therefore satisfy the 'justified' and 'effective' tests. With the exception of WMC7, all the proposed new neighbourhoods occupy 'gateway' locations into Wimborne that will affect the Town's character and setting, particularly sites WMC3, 4 and 5 and we welcome the explicit recognition of this within the policy wording. However, the rigour with which the design				395		

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											criteria are applied to these developments, along with those contained within the Green Infrastructure provisions, will be critical in protecting and enhancing the landscape setting of the area and we would urge the Council to adopt high standards in these locations.						
503787	Mrs P A Dent		<a href="#">CSPS1575</a>	8.33		No			No	No	The document does not recognise the housing needs, in Colehill, where there are 4 significant schools which obviously generate young families and the opportunity to acquire affordable housing is almost nil.	More small areas of green belt land should be released, especially those that are not 'open' to the public which was the original intention of green belt areas. The proposed lack of development for Colehill is scandalous.	No, I do not wish to participate at the oral examination		395		
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1902</a>	8.33							Criteria - The Core Strategy is required to be 'justified', 'effective' and 'consistent with national policy'. To these criteria the Government, at a late stage, has added that the strategy must be 'positively prepared' including, inter alia, seeking to meet 'unmet requirements from neighbouring authorities'. Effectiveness - East Dorset needs a planning policy which is comprehensible by and responsive to the priorities of its residents. The effectiveness of the Core Strategy will therefore be judged on how far it meets these these two objectives. Thwe strategy will need to be a safeguard against inappropriate action by developers and nsguided initiatives at parish or neighbourhood level. It must be practicable and open to amendment in response to changing circumstances. Justification - As to justification it is appreciated that targets have been set for housing, commercial and other areas. However we seriously question the changes in housing targets for the Wimborne/Colehill area between the Core Strategy Options for Consideration of October 2012 and the current pre-submission document. Excluding Leigh Park, yet to be determined, the proposed Wimborne/colehill additional housing units have risen from 955 to 1300, up 36%, in addition to the 186 dwelling scheduled for the Cobhams/Brook Road development.					395	
523531	Mr Tim Hoskinson	Savills	<a href="#">CSPS3195</a>	8.33		No	No	No	No	No	It is important for the Core Strategy to be sound. In order to do so it should be positively prepared, justified, effective and take account of and reflect Central Government policy and guidance, including the recently produced National Planning Policy Framework (NPPF). To be positively prepared the Core Strategy should take account of the Government's Localism agenda, which encourages the consideration of locally generated initiatives which deliver development to meet local needs and provide local facilities. Land at Wimborne Rd Colehill has been discussed between the landowner and Colehill Parish Council for a small area of housing development which will deliver a significant area of land for much needed allotments. This	The Core Strategy should address and explain how such sites and such local initiatives are to be addressed in policy terms. It should make provision for locally generated initiatives that will deliver local housing and local facilities to be considered and taken forward, including those that necessitate minor modifications to green belt boundaries. It should set out a framework through which such initiatives will be addressed.	Yes, I wish to participate at the oral examination	Savills are acting on behalf of the Canford Estate and Harry J Palmer Ltd in relation to their landholdings on the edge of Corfe Mullen that form part of the CM1 allocation in the Pre-submission Draft Core Strategy. We are seeking participation at the oral part of the examination in order to help ensure that the plan is sound and deliverable.	395		

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											<p>initiative is supported by the Parish Council and by the newly formed Colehill Allotments Group. The land is in the green belt and is not one of the District Council's strategic housing site allocations. It has not therefore been the subject of a specific consultation in the current or previous consultation rounds. The Core Strategy should allow for such initiatives to be fully and appropriately considered. As drafted, it fails to do so hence it fails in terms of its soundness by not engaging with such initiatives at this stage or providing an appropriate framework in which to engage with them at a later stage in the process.</p> <p>The Core Strategy is not justified in precluding the consideration of such sites at this stage. The process that the Council has adopted means that such sites may not be capable of being considered at the Site Specific Allocations Stage as they will need a modification of green belt boundaries, which by then will have been fixed at the strategic stage. Development opportunities of significant local importance may be precluded by this process. The effectiveness of the Core Strategy is therefore open to serious question. It is not positively prepared as it does not embrace local needs and considerations. The Core Strategy is not effective as it fails to meet the Government's advice in the NPPF and in relation to Localism.</p>	<p>Colehill should be one of the parishes where minor amendments to the green belt would be permissible to facilitate local needs, including local housing and the delivery of local facilities.</p>				
640463	Mr. Tim Edwards		<a href="#">CSPS5</a>	Policy WMC 3	No	No	Yes	No	Yes	No	<p>While agreeing to any improvement to the grounds and buildings of the Victoria Hospital, I am firmly against any amendment to the GREEN BELT area. Especially in connection and association to the Stour River Park area! As this would effect the wild life living along both river banks. Mainly the swan, ducks, cormorants, moorhens, coots, otters, heron, egret, etc etc.</p> <p>I would also suggest that any proposed house's built, would be unsustainable, due to the lack of general services, E.G. water, electric, and gas.</p>		No, I do not wish to participate at the oral examination		397	
642628	Mr Robin Christopher		<a href="#">CSPS12</a>	Policy WMC 3	Yes	No	Yes	Yes	Yes	No	<p>WMC3 -WMC6 propose 1300 homes and two new first schools postulating an additional school intake of 5-600 children. No consideration or provision appears to have been made to accommodate secondary education for these children.</p>	<p>Consideration should be given as to whether there is adequate scope for sufficient expansion at QE or suitable available land for a further secondary school.</p>	No, I do not wish to participate at the oral examination		397	
643167	Mr Ian Foster		<a href="#">CSPS20</a>	Policy WMC 3		No		Yes	Yes		<p>Unsound because if you do not include road improvements or traffic requirements in your 15 year plans, there will be gridlock in this area. The situation is already bad enough but when 1550 new homes are built in this area as per your plan, causing another 2500 odd more vehicles to be on the roads, there will definately be gridlock and to ignore traffic matters now is very unsound.</p> <p>(If you want evidence of the current traffic situation, just stand on the roundabout at Merley any week-day morning.)</p>	<p>To be soundly compliant you need to include road improvements and extra parking in your plans.</p>	No, I do not wish to participate at the oral examination		397	

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474462	Mrs Sheila Bourton		<a href="#">CSPS177</a>	Policy WMC 3	Yes	Yes	No	No	No	No	I support this proposed development because it was originally supported by East Dorset District councillors when the Cuthbury Allotments area was proposed under the old Regional Spatial Strategy. The site is close to Wimborne town and all the facilities offered by that town and would be very suitable for the building of affordable housing. The move of the Football Club to a purpose built site should benefit the club and its supporters. I am unsure why land at St Margarets Close was suggested as a small development site but can only assume it was because it was identified by the East Dorset Housing Options Masterplan Report by Broadway Malyan. It is hoped that an agreement can be found to re locate the Football Club to the new site south of Leigh Road (WMC6) because without this move, many new affordable houses cannot be built in this area of Cuthbury.		No, I do not wish to participate at the oral examination		397	
496473	Mr Brian Morgan		<a href="#">CSPS13</a>	Policy WMC 3	No	No		Yes		Yes	The reasons are for the most part set out in my attached copy letter to Christopher Chope MP dated 17th February 2012 (actual letter dated 8th February), in addition to which I consider there to be little or no need (as opposed to demand) for new housing here, and certainly not enough to override green belt protection.	Complete deletion of FWP5, FWP6 and FWP7. Exactly the same comments as those in 3, 4, 5 and 6 above apply to many other policies in the document with similar deletion considered necessary - these include:- FWP3 and 4, WMC3 and 5, and VTSW4 and 5. The only proviso to this is that it in so far as any of these sites are not now green belt, then that factor would obviously not apply to those sites.	Yes, I wish to participate at the oral examination	1. I consider a well-argued oral and public presentation of the case outlined above would be much more effective than mere written argument. 2. The opportunities for open public debate on this matter have so far been far too limited, having regard especially to the long term importance of the Green Belt heritage, as opposed to the short term 'needs' to promote economic growth, both locally and nationally.	397	<a href="#">2158985_0_1.pdf</a> <a href="#">2158987_0_1.pdf</a> <a href="#">2158984_0_1.pdf</a>
511219	Ms Kathleen Smith		<a href="#">CSPS140</a>	Policy WMC 3							My comments haven't changed from the last consultation stage. Am concerned at the high/medium density housing on such a small site with entry/exit points to existing narrow, busy roads seems crazy. The traffic on Victoria Road now seems to get busier day by day. Cuthbury Gardens is at a very narrow part of the road. The speed of traffic at this point is frightening with little regard to the 30 mile per hour sign. The entry to the new development at the Cuthbury/Victoria Place junction is beyond belief. These are narrow, residential roads, already clogged with parked cars of carers, residents and casual parkers. Additionally, should the hospital be extended and with possibly a new Ambulance Station located there all with additional traffic load, the quality of life for the existing residents would be hugely affected. There are far better and more appropriate sites for development than Cuthbury.	Please see item above. The developers, decision makers, surveyors should all come to live in these affected areas. Computer generated models do not convey the quality of life of those affected and can only be a biased view.	No, I do not wish to participate at the oral examination		397	
511940	A C and K G		<a href="#">CSPS154</a>	Policy WMC	Yes	No		Yes	Yes		The proposal is not fit for purpose. The land at St		No, I do not wish to participate at the		397	

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	Sherman			3							Margarets Hill is unsuitable for housing - also houses there would be in the wrong place. With 1500 extra houses in Wimborne this would necessitate extra provision in the cemetery. For the short term the land could be used for allotments.		oral examination			
648120	Mr Philip Best		<a href="#">CSPS1 25</a>	Policy WMC 3	Yes	Yes					The proposals are sound but it is important that there is adequate provision of alternative allotments that are of comparable size to what is currently at Cuthbury. They should in addition please be fully equipped with running water etc and in convenient locations for existing allotment holders from Wimborne.		No, I do not wish to participate at the oral examination		397	
648124	Mrs Lesley Eve		<a href="#">CSPS1 42</a>	Policy WMC 3	No	No		Yes	Yes		The most appropriate strategy based on proportional evidence is for 100% low cost housing - there is a great need for this as you (as a council) must know from the list of people wanting low cost housing - not to mention those who have given up! Not effective, not deliverable as you can't provide the land for low cost housing.	I don't understand most of your jargon - is it designed to stop one disagreeing with your strategies? Do you really want us to have a say? Re 7 above changes to make document (? strategies?) sound - release brown field sites and edges of farmland for low cost housing for local people and only give planning consent for this type of housing.	No, I do not wish to participate at the oral examination		397	
648322	Mrs Jean Wierzbicka		<a href="#">CSPS1 55</a>	Policy WMC 3	Yes	Yes							No, I do not wish to participate at the oral examination		397	
515938	Mr Frank Stevens		<a href="#">CSPS3 96</a>	Policy WMC 3							Further, it would be a pity to lose more open space to buildings, as the attractive nature of Wimborne and its environs is becoming increasingly eroded.				397	
360235	Mr Christopher Undery	Christopher D Undery	<a href="#">CSPS7 36</a>	Policy WMC 3		No			No		This representation relates to the bridge to/from Witroes/Crown Mead. The bridge is vital to the enhancement of Crown Mead, shopping vitality, flow of pedestrians and the linkage between Waitrose, its car parking and the historic town centre. The bridge will not be achieved without compulsion. (compulsory purchase)	Inclusion within the Core Strategy to commit EDDC to adopt compulsory purchase powers (with funding as offered by Waitrose) to acquire land as required to enable construction of bridge, together with pedestrian access between Waitrose and Crown Mead.	Yes, I wish to participate at the oral examination	To explain and illustrate how plan objectives for Wimborne town centre will be achieved only by use of compulsory purchase powers since negotiated settlement has failed.	397	
653402	Mr Anthony Sherman	Wimborne Cemetery	<a href="#">CSPS5 55</a>	Policy WMC 3	Yes	No	Yes	Yes	Yes	No	No 8 Land at St Margaret's Hill. It makes no sense to put houses on this land as it is unsuitable. With an extra 1500 houses in the area it will put additional need for space on Wimborne Cemetery, and this piece of land being adjacent to the cemetery would be better used for burials. Poole and Bournemouth are both running out of burial land and Wimborne Cemetery is accommodating many of their deceased residents. It would make no economic sense for the Cemetery to have a split site requiring extra staff and equipment when there is ideally suitable land available at St Margaret's Hill. In the short term, the land could be used for allotments, thus relieving the necessity of finding additional space to	Wimborne Cemetery needs the land at St Margaret's Hill in order to cater for the needs of Wimborne and surrounding areas.	Yes, I wish to participate at the oral examination	To re-inforce the need of extra land for Wimborne Cemetery	397	

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											replace Cuthbury allotments.					
495715	Mr Jeremy Belcher		<a href="#">CSPS703</a>	Policy WMC 3	Yes	No	Yes	No	No	No	<p>Ref: The proposals for St.Margarets Close. This should not be considered as a potential site for development as it is Green belt first of all, and that would mean going against Green Belt policy again, as a lot of the proposals are.</p> <p>This was considered at the time of the current St.Margarets Close being developed, and dismissed for various reasons, including drainage, imposing on green belt land, too much traffic trying to exit onto St.Margarets Hill/Victoria Road and potential future use for expansion to the Cemetery.</p> <p>The cemetery does not have much area left for burial, and if it runs out extra land would have to be made available at a separate location from the current cemetery which is ridiculous.</p> <p>With a potential of 1500 new houses needed, a St.Margarets Close development would only develop around 15 houses maximum, which is not worth the effort and issues involved, however as this land is already owned by East Dorset, it would obviously raise a large amount of revenue for the sale of it to Developers. Therefore raising funds for East Dorset must be more important than adhering to national and local policy of the Green Belt rules!!.</p> <p>Lastly it is very dangerous exiting from the current St.Margarets Close, due to speeding motorists coming into Wimborne and completely ignoring the 30mph signs and regulations.</p>	Stick to the Green Belt policy, and earmark this land as expansion the the Cemetery.	No, I do not wish to participate at the oral examination		397	
654871	Mr Martin Miller	Terence O'Rourke Ltd	<a href="#">CSPS892</a>	Policy WMC 3	Yes	No	Yes	No	Yes	No	<p>Stone Park House is a grade II listed building set in extensive grounds located to the north west of the town. Stone Park house directly overlooks Julian's Bridge, Wimborne Town Football Club and the Cuthbury allotments, with views to the Minster, all of which form part of the building's setting.</p> <p>We are aware that the council's evidence base includes the Cuthbury Allotments, Stone Park &amp; Julians Road Landscape Character Assessment (May 2009). We note from the landscape appraisal contained within the district council's Housing Options Masterplan 06 Constraints and Opportunities background paper that Stone Park is considered to have a substantial landscape sensitivity. However, we also note that it is considered to have only a moderate landscape value (rather than substantial value), perhaps underpinned by the appraisal recording Stone Park as having little conservation interest, despite being a Grade II listed building.</p> <p>Apart from the landscape character assessment, we can find nothing within the council's evidence base that indicates that the local planning authority has assessed and defined the setting of Stone Park in accordance with English Heritage guidance published in October 2011. This, we believe, is a deficiency with the council's evidence base.</p>	As part of its evidence base, the council needs to formally define the setting of Stone Park in line with English Heritage guidance published in October 2011. It should also identify within Policy WMC3 the measures that will ensure that this setting is preserved and/or enhanced as part of the proposed development.	Yes, I wish to participate at the oral examination	The owners of Stone Park will be directly affected by the proposed development and wish to participate in any discussion at the examination concerning the impacts on the setting of Stone Park House. To date, the absence of an evidence base dealing with this issue has prevented such discussions from taking place.	397	<a href="#">2252791_01.pdf</a>

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											<p>Historically, the site owners have objected to the development of the Cuthbury Allotments on the basis that it would adversely affect the setting of Stone Park. By way of an alternative that would not adversely affect its setting, the site owners advocated a small parcel of land at the entrance to the Stone Park estate be developed for around 70 dwellings. Although this parcel of land fell within the Council's Area of Search for new housing sites (as shown on Map 4.1 within chapter 4 of the pre-submission Core Strategy), the site was discounted from further consideration because it was considered by the council to have "low landscape capacity for development and is part of the historic landscape". 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 historic landscape.</p> <p>During winter months, Stone Park endures 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. The council has confirmed that the Football Club is immune from planning enforcement action and that the owners of Stone Park must use statutory nuisance legislation to address the impacts that the pollution is having on their residential amenity.</p> <p>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 Estate and the overall setting of the estate is of interest to the owners. In January 2011, they reluctantly supported the council's suggested allocation of land south of Cowgrove Road, subject to measures that would deliver improvements to the residential amenity and heritage setting of the Stone Park estate being specified. The estate owners also objected to the possibility of a green link between the proposed development site and the Stone Park estate, in the absence of residential development at the latter. Although Policy WMC3 and Map 8.3 confirm the allocation of land to the south of Cowgrove Road for future development without a green link to Stone Park (which is supported), Policy WMC3 fails to identify how the layout and design of the site will preserve or enhance the setting of Stone Park, which is a significant</p>					

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											heritage asset. Consequently, the plan is not sound because it is not consistent with paragraphs 129, 132, 154 and 169 of the National Planning Policy Framework which require: <ul style="list-style-type: none"> <li>• local planning authorities to identify and assess the particular significance of any heritage asset affected by a proposal, including its setting</li> <li>• great weight to be given to the impact of a proposed development on the significance of a designated asset when considering the impact of a proposed development, given that substantial harm or loss to a grade II listed building, park or garden should be exceptional</li> <li>• local planning authorities to set out clear policies that provide a clear indication of how a decision maker should react to a development proposal</li> <li>• local planning authorities to have up-to-date evidence about the historic environment in their area and use it to assess the significance of the heritage assets and the contribution they make to their environment.</li> </ul>					
655010	Mrs S Moran		<a href="#">CSPS9 94</a>	Policy WMC 3	Yes	No	Yes	Yes	Yes	Yes	WMC3 fails to take into account the impact such a large number of houses would have on the surrounding environment. The size of the site would have a cascading impact around it which has been overlooked in the Core Strategy. The road access around the site is poor. Julians bridge is narrow and it is unrealistic to expect that amount of extra housing to not require significant changes to the crossing of the river. Both main roads around the site are already heavily congested during peak times. This presents hazards for pedestrians especially the school children during these times. A large increase in traffic in and out of the site will increase that risk.	It is understandable why this site has been identified. Whilst loss of green and open space is not desirable I recognise the need for housing stock. However the proposal for 260 homes is far too much and should be reduced to around half that number.	No, I do not wish to participate at the oral examination		397	
475541	Mr and Mrs P Spencer		<a href="#">CSPS1 272</a>	Policy WMC 3		No		Yes	Yes		1. Provision of a secondary access from Cuthbury Gardens is likely to create a "rat run" with significantly increased traffic in Cuthbury Gardens. Any such secondary access (if deemed necessary) should be limited to an emergency services access and controlled by lockable gates, rising bollards or other suitable means. Subject to the views of the emergency services the access from Cowgrove Road could also incorporate a restricted access for these services 2. Theoretically these two criteria could be met by suitable phasing of traffic lights, possibly with a narrow pavement constructed within the width of Julians Bridge (nominally a 3.3metre wide single lane width and 1.5metre wide pavement) However the environment for pedestrians, in particular, on a narrow pavement very close to the traffic lane would not be acceptable. An independent pedestrian/cyclist bridge should be provided on the south side of the existing bridge linking on the west side of the river to the existing footpath alongside the road, together with suitable pedestrian	1. The paragraph to be revised using one of the two paragraphs below. Either "The main access for the Cuthbury site will be delivered from Julians Road. Two secondary access points will be provided, one from Cuthbury Gardens and one from Cowgrove Road, for pedestrian, and cyclist use only" Or (if required by the emergency services) "The main access for the Cuthbury site will be delivered from Julians Road. Two secondary access points will be provided, one from Cuthbury Gardens and one from Cowgrove Road, for pedestrian,	No, I do not wish to participate at the oral examination		397	

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											phasings of the traffic light junction between Julians Road and the access road into the Cuthbury development.	cyclist and emergency services use, such access points including physical barriers to prevent unauthorised usage” 2. The paragraphs to be revised as follows “The Cuthbury development must contribute to delivering a traffic light controlled system to improve safety at Julian’s bridge. Suitable phases must be incorporated into the sequences of these lights to allow for safe pedestrian movements at this junction. Improved pedestrian and cycle access must be provided across the River Stour to enable access to the wider countryside, the town centre and the settlements to the south. This shall be effected by the construction of an independent pedestrian and cycle bridge to the south of the existing bridge. This new bridge shall be of the highest design quality to acknowledge its setting adjacent to the historic Grade I listed Julians Bridge”.				
476256	Mr Steven Coates	Wimborne Allotment Association	<a href="#">CSPS1 292</a>	Policy WMC 3	Yes	No	Yes	Yes	Yes	No	It is believed WMC3 is unsound as regards the development of the Cuthbury Allotments site as it deprives the residents of Wimborne town centre of one of their only two areas of natural green space, the other being Redcotts Recreation Ground. A Suitable Alternative Natural Greenspace (SANG) strategy is to be implemented as part of the provision of the new housing as required by Policy ME3 although under Chapter 13 of the Core Strategy Pre-Submission no suitable SANG is identified. Even if one were, the central tenet of the argument that the town centre residents of Wimborne have been deprived of one of only two green spaces remaining within the town and that by pushing the green spaces to the margins town centre residents are being discriminated against in terms of their rights of enjoyment of natural easily accessible open green spaces. It is inevitable that the town centre residents (including allotment holders, leisure walkers and dog walkers) will need to travel, most probably by car, to the alternative SANG thereby adding further to traffic issues within Wimborne as well as pollution. According to Paragraph 73 of the current version of The National Planning Policy Framework (March 2012): Access to high quality open spaces and opportunities for	It is considered that alternative sites have been insufficiently explored as to their possible suitability as the Cuthbury allotments site represents a relatively soft target. Wimborne town centre cannot easily afford to see this site concreted over. The Wimborne Allotment Association believe that to avoid the overcrowding of central Wimborne that the Core Strategy should concentrate on the development of land in Leigh Road South It is considered that the additional traffic generated at Pye Corner, along Julian’s Road and across Julian’s Bridge render this development extremely unsatisfactory aside from any other considerations such as the loss of green space. It is considered unsound for this issue to proceed without full	Yes, I wish to participate at the oral examination	As the Chairman of Wimborne Allotment Association, I represent all plot holders and I have a moral duty to represent their concerns and to reinforce their concerns that the allotments are being sacrificed with little regard for the unique position they have and have had within Wimborne town centre.	397	

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											<p>sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.</p> <p>I would contend that allotmenting is a very valid recreational activity, contributing significantly to the health and well-being of plot holders and making a valid contribution towards the sustainability agenda. I would further contend that to date no robust analysis has been made of current provision nor indeed future provision bearing in mind the intended population growth within Wimborne</p> <p>Paragraph 74 of the current version of The National Planning Policy Framework (March 2012) also provides: Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> <li>• an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</li> <li>• the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</li> <li>• the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</li> </ul> <p>As little or no firm detail is given as to alternative provision within the current core strategy, quite clearly at this stage the equivalence or better test is not met. It is believed WMC3 is unsound as regards the development of the Cuthbury Allotments site owing to the traffic congestion issues.</p> <p>According to the Wimborne Transport Model Saturn Model Option Testing Non-Technical Report 24/5/12 prepared by Dorset County Council: 'Provision of the additional dwellings reduces the amount of available capacity at the mini-roundabouts at Hanham Road/Crown Mead, Pye Corner and pushes Canford Bottom Roundabout over capacity' and 'it is clear that traffic from proposed development sites within and around Wimborne will impact on several key junctions within the town. These junctions will require further analysis as development proposals are advanced and, if necessary, mitigation packages will need to be secured to overcome the detrimental traffic impact of development.'</p> <p>This report envisages an increase in traffic during the</p>	<p>investigation of the traffic issues. It is felt that alternatives sites for development should be more fully explored such as Leigh Road South to enable the additional traffic impact of the new housing developments to be more widely spread particularly given the Wimborne Transport Model Saturn Model Option Testing Non-Technical Report 24/5/12 prepared by Dorset County Council would tend to indicate that the proposed Hamburger junction at Canford Bottom will assist in traffic handling.</p>				

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											<p>peak hour of 160 vehicles (Julian's Road) and 170 vehicles (St.Margaret's Hill/Victoria Road). The conclusions to this report (Section 3) make no reference at all to the impact of Option B (described as Option A plus 250 dwellings at Cuthbury allotments) which is considered very unsatisfactory. This section does state: ' it is clear that traffic from proposed development sites within and around Wimborne will impact on several key junctions within the town. These junctions will require further analysis as development proposals are advanced and, if necessary, mitigation packages will need to be secured to overcome the detrimental traffic impact of development.'</p> <p>It is therefore very clear that the impact of the additional traffic at Pye Corner and Julian's Road is insufficiently understood and insufficiently researched at this stage. At this stage insufficient rigour has been applied. Certainly no evidence has been presented which would disprove the contention of the Wimborne Allotment Association that traffic problems within this area would not be severe at peak times.</p> <p>WMC3 anticipates 'The Cuthbury development must contribute to delivering a traffic light controlled system to improve safety at Julian's Bridge.' That is all well and good but no evidence has been provided of the ability of this bridge to withstand the considerable strain imposed by the additional loadings of the increased traffic nor is any supporting data given as to the impact upon traffic queues of the installation of a traffic light system. Further, there are no plans for the type of improvements to this bridge which were seen as part of the Canford Bridge improvement scheme. Julian's Bridge was built in 1636 and clearly has severe limitations not least of which is that it is better suited to single lane traffic. I would also like to stress that the bridge was closed for several days in January 2012 as a result of a minor accident and caused considerable chaos within Wimborne. Again no data has been presented as how a recurrence would be handled given there would be an increased likelihood of damage to the bridge from an increased volume of traffic. notwithstanding the installation of traffic lights.</p> <p>Whilst WMC3 anticipates a traffic light controlled system, it has become apparent within recent days that a further change is envisaged again for which no robust analysis appears forthcoming and simply serves to demonstrate a lack of clarity combined with an on the hoof strategy. The document produced following the Q&amp;A meeting of the Colehill and Wimborne Minster Focus Group on 13/6/12 to the Core Strategy Pre-Submission Consultation advised: Traffic signals either side of Julian's Bridge are now no longer the favoured solution here. A more likely solution will be to introduce traffic calming measures such as a town gateway feature, visual narrowing of the carriageway to slow traffic</p>					

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											speeds down on the approach to and over the bridge. No evidence has been provided to support this change of stance and there is no evidence that traffic exiting / entering Wimborne from / to the new housing developments can be successfully managed.					
656249	Ms Gemma Care	Barton Willmore LLP	<a href="#">CSPS1098</a>	Policy WMC 3	Yes	No	Yes	No	No	No	<p>Thank you for the opportunity to provide comments on the Christchurch and East Dorset Core Strategy (JCS) Pre-Submission document. On behalf of our client, Stour Valley Properties (Dorset) Ltd., we are pleased to provide the following response, which should be read in conjunction with the accompanying Consultation Response Forms.</p> <p>Background</p> <p>Barton Willmore LLP has been instructed to make representations to this document, on behalf of Stour Valley Properties (Dorset) Ltd. ('SVP')</p> <p>SVP have land interests within East Dorset and welcome the opportunity to contribute to the emerging Core Strategy (JCS). SVP are currently promoting the release of their land to the south of Wimborne for housing.</p> <p>Fundamentally, SVP have serious concerns over the level of overall housing provision identified within the draft JCS and the degree to which that which is proposed is sufficient to meet identified needs within the East Dorset and Christchurch locality. We submit, having regard to the evidence base material available that the level of housing proposed for East Dorset within the draft JCS is inappropriate and inconsistent with national planning policy, which states that each local planning authority should ensure that the Local Plan is based on adequate up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities are expected to ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.</p> <p>Consideration is given within the submitted representations to the strategic site allocations for Wimborne and Colehill identified within the JCS and the extent to which the proposed allocations fulfil the overall objectives and spatial vision for East Dorset and Christchurch. On the premise that insufficient housing requirements are identified in the Pre-Submission JCS we submit that additional strategic allocations or an increase in the specified number of required new dwellings are required in order to plan positively for the further housing growth we consider necessary in light of our appraisal of the Council's published JCS evidence base.</p> <p>In accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) local plans must be 'sound': i.e. they must be positively</p>		Yes, I wish to participate at the oral examination	To ensure our case is presented in full and to be party to discussions.	397	

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											<p>prepared, justified, effective and consistent with national policy. We suggest that the housing strategy adopted within the JCS as it stands is (a) not the most appropriate (on the basis that it is not considered fully justified) and (b) it is not 'positively prepared' – i.e. it is not based on a strategy which in our view genuinely seeks to meet objectively assessed needs.</p> <p>Within these representations we do not comment on every aspect of the JCS; our intention is to comment on those sections where we non-compliance with tests of soundness is apparent, or where we are particularly supportive. To be clear, our primary concern in this instance is the content and justification of Policy KS4 and the proposed housing allocations for Wimborne and Colehill – specifically Policy WMC6.</p> <p>An alternative proposal for housing to the south of Wimborne is considered with specific reference to the SVP land shown on the concept plan attached at Appendix 1 to these submissions.</p> <p>Comments are also provided on a number of other policies within the JCS, on individual response forms, as requested. The full list of policies to which these representations respond are:                      Policy KS1, KS4, KS5, KS10                      Policy WMC3, WMC6                      Policy FWP3, FWP4, FWP6, FWP7, FWP8                      Policy ME3                      Policy HE4</p> <p>Copies of all Core Strategy Response Forms relating to each policy addressed within these representations are contained at Appendix 4.</p> <p>Appendices 1 – 3 to this cover letter are those referred to in the various consultation forms.</p> <p>I trust that all of the enclosed is clear and in order and we look forward to engaging with you further in the consultation process.</p> <p>Policy WMC3 is not justified as it is not the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</p> <p>It is not 'consistent with national policy' as it does not take into account the NPPF.</p> <p>Therefore Policy WMC3 is Unsound.</p> <p>Cuthbury Allotments were first identified as a potential urban extension in the South East Dorset Strategy (SED 04 Development Options) November 2005.</p> <p>The methodology used(para 3.1-3.48) consisted of 9 steps and while the Cuthbury site was not considered under steps 1-6 as part of the Structure Plan Review it was considered in Step 7-Overlooked Potential.</p> <p>Results For Broad Areas of Search and Broad Areas of Search-Summary of Main, both cover north and south Wimborne but do not consider Cuthbury allotments.</p> <p>The assumption that the Cuthbury site is appropriate for removal from the Green Belt gained momentum at local</p>					

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											<p>government level through numerous Committee meetings since 2005.</p> <p>It was therefore supported by EDDC consultants Broadway Malyan in their Housing Options Masterplan Report 2010, which appears to assume that the testing and evidence gathered by previous reports in respect of Areas of Search were both accurate and still relevant. The soundness of the evidence base that supports the building of up to 260 homes at Cuthbury and St Margarets can be questioned on a number of accounts.</p> <p>1) Landscape and Character: (assessed and illustrated on pages 58 &amp; 59 of the Broadway Malyan Report): We consider that there are a number of views into the site from the surrounding countryside that show the proposed level of development at Cuthbury is excessive and potentially damaging to :-</p> <p>a) The setting of the Listed building Stone Park and its grounds, particularly as viewed across the Area of Great Landscape Value from the Scheduled Ancient Monument of Julians bridge ( photo 1694 - training pitch mid centre)</p> <p>b) Important views from the Pamphill Conservation area of the Minster,(Photo 1711 – training pitch mid centre). Pamphill is an Area of Great Landscape Value. “There is a fine view of the Minster from Little Pamphill. The vantage point offers a panoramic view of the valley and the landscape beyond, and to the west, a dramatic glimpse of the Stour. ”( EDDC supplementary Planning Guidance No.19, June 1997).</p> <p>c) Important views from Cowgrove Road(Sustrans route 25) across the Area of Great Landscape Value to the scheduled ancient monument of Julians Bridge and the listed building of Merley House.(photo1698,1700,1703 all would be blocked by building on the training pitch )</p> <p>d) Views from Eye Bridge (Area of Great Landscape Value) downstream-(photo 1705- currently no built environment-field at far end of river is training pitch). On landscape and visual terms the site should not be removed from the Green Belt and should not be built on: therefore Policy WMC3 is unsound.</p> <p>2) Relationship to areas of employment: In employment terms placing housing to the west (WMC3) and northwest (WMC5) of Wimborne is an inappropriate strategy and is therefore unsound. Evidence shows that the majority of the residents of Wimborne either work to the south in the Bournemouth/Poole conurbation, to the southeast at the airport, to the east, locally at Ferndown industrial estate, or even farther afield along the A31 corridor to Hampshire and London. Paragraph 2.52 of the Core Strategy states that East Dorset has the highest level of car ownership in the country. Analysis of the 2001 census by DCC show that in Wimborne only 21.2% of people travel &lt;2km to work.</p>					

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											<p>Only 15.4% walk to work but it should be noted that the employment figures include any 16+ who are in education, so a reasonable percentage of this figure will be children walking to the upper school at Pamphill. The profile for Wimborne on the Dorsetforyou website dated 7/02/2012. There is a general inconsistency regarding whether the document is referring to Wimborne or Wimborne and Colehill. It lists 5,600 people working in the town, but then qualifies this as Wimborne/Colehill (2001 census shows 2,839 in employment in Wimborne, including 16+in education). It lists 16 major employers in Wimborne, however:</p> <ul style="list-style-type: none"> <li>4 are on the Ferndown industrial estate( 9.7km from Cuthbury)</li> <li>2 are on the Woolsbridge industrial estate (16.6km from Cuthbury)</li> <li>1 is at Bournemouth airport (703 employees)(15.7km from Cuthbury)</li> <li>1 is in Holt (7km from Cuthbury)</li> <li>1 is in Merley (Poole)(4.2km from Cuthbury)</li> <li>1 is in Furzehill (446 employees at EDDC but only 7.2% live in Wimborne)( 3km from Cuthbury)</li> </ul> <p>Of the remainder, 3 are in Public administration, education and health- basically DCC and NHS. This leaves 3 'major employers' in Wimborne: a supermarket, an estate agents (Savills) and Cobham (480 employees)(2.km from Cuthbury). Core Strategy Employment Policies BM1 &amp; BM2 (Bournemouth Airport) and FWP8 (Blunts Farm, Ferndown) provide for up to 60ha of new industrial land to the East and South East of Wimborne and appear robust and sound. However, draft Policy WMC4 (Stone lane) even proposes replacing the only small employment estate to the west of Wimborne with housing. The justification (para 8.34 Core strategy) for placing up to 260 homes at Cuthbury and St Margarets in terms of work opportunities is not supported by the evidence base and is therefore unsound. The proposed SANGS strategy is not clear for the site, particularly as the site is close to and influenced by proposed development and it is not clear whether the SANG is able to deliver a 2.5km circular walk in accordance with Natural England guidelines. Moreover, a substantial proportion of the SANG appears to be subject to flood risk, which means that the avoidance measures may not be available all year round, this calls into question their efficacy (see our response to draft Policy ME3).</p>					
656626	Mr Michael Madgwick		<a href="#">CSPS1 279</a>	Policy WMC 3							<p>We are generally supportive of the document and would comment that, in general, it is 'legally compliant' and 'sound', however, with respect to the New Neighbourhoods, whilst a credible evidence base has been put forward to justify the need for additional</p>				397	

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											housing, there is little evidence to suggest that the increased traffic that these developments will bring, particularly with respect to WMC5, has been assessed and planned for and can therefore satisfy the 'justified' and 'effective' tests. Mention is made of a contribution to delivering a traffic light controlled system to improve safety at Julian's Bridge however, it isn't clear whether this will be designed to allow access to and from WMC3 or whether the traffic lights would control access across Julian's Bridge itself. Given the increase in traffic that will be generated by the proposed developments within the town, a detailed assessment should be carried out to quantify the effect these will have on Julian's Bridge, (and the Town as a whole), and whether a traffic light system in combination with a new pedestrian link would be the best solution in this location					
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 325</a>	Policy WMC 3	No	No	No	No	No	No	Ecological survey information for this site is not available therefore it is not possible to fully assess the potential environmental impacts of development on this site. NPPF (165) states that planning policies and decisions should be based on up-to-date information about the natural environment. Should this site be determined as of low ecological value, Dorset Wildlife Trust has no objection to the allocation of this site based on the policy provisions but has several concerns; (i) That the ecological corridor of the River Stour should be protected and the green corridor given greater width to provide both an attractive pedestrian route and natural riverside wildlife habitat, given that the Stour supports a range of priority species. We do not consider that parkland is appropriate in this setting. (ii) That no SANG has been identified, thus there is uncertainty of the ability to comply with ME3.	An ecological survey is required to inform this allocation and a SANG identified. WMC3 - Suggested amendment to wording to take into account the environmental assets of the Stour: Green Infrastructure • Land running alongside the river is to be set out as parkland, to provide an attractive informal recreation area and substantial wildlife corridor. Map 8.3 Amend to show a more substantial green corridor along the River Stour.	Yes, I wish to participate at the oral examination	Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.	397	
359416	Mrs Tracy Paine	Colehill Parish Council	<a href="#">CSPS1 789</a>	Policy WMC 3	Yes	No	No	No	No	No	Whilst approving the acknowledgement that this is an important gateway to the historic town of Wimborne we believe that there has not been sufficient examination of the environmental and ecological impact of the site proposal. We acknowledge that there is a need for the Wimborne Town Football Club to relocate to better facilities and that the land thus vacated could provide room for expansion for the Victoria Hospital and some new housing. We do believe however that the green infrastructure proposals between the new properties and the River Stour are too narrow and present the possibility of serious run-off pollution. In addition we do not believe that there is the prospect of providing a SANG that would be of any benefit to the occupants of new housing situated on this proposed site. Particularly we believe that the idea of incorporating the land at St. Margaret's into the plan is not in the best interests of the residents of Wimborne, Colehill and Pamphill (the three which own and administer the		Yes, I wish to participate at the oral examination	These issues are crucial to Colehill.	397	

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											<p>Cemetery to which the land is adjacent). The expansion of property and residential occupancy envisaged within the Colehill and Wimborne area by the Core Strategy will lead to an increase in interments in The Cemetery which is already experiencing increased demand from surrounding areas due to the lack of burial space in Ferndown and other local parishes. This land should be left for further expansion of The Cemetery. To later cause The Cemetery to expand away from this site - remote from its chapels and maintenance equipment would be illogical.</p> <p>It is our belief that the proposals for this site should be confined to development on the site of the Football Club and the allotments at Cuthbury leaving a greater wildlife and green corridor between housing and the River Stour with alternative sports facilities and allotments being provided under site proposal WMC6.</p> <p>There is considerable concern expressed by residents of the Cuthbury area on the issue of flooding should the development of the area take place in the density proposed. Much better research into this issue is needed before the idea of any development in this area receives approval.</p>						
361170	Mr Tim Harvey		<a href="#">CSPS1766</a>	Policy WMC 3	Yes	No	No	No	No	No	<p>These new houses will increase the population by 50% - this CANNOT be legally sound or justified. Traffic is overwhelming at certain times of the day already, so with all the extra cars, it will be APALLING (NO - people will NOT walk anywhere - please don't talk as if they will).</p>	<p>Increasing the population by 10% might be legal and sound - NO more.</p>	No, I do not wish to participate at the oral examination		397		
657341	Mr & Mrs K Perry		<a href="#">CSPS1528</a>	Policy WMC 3							<p>We understand from the Wimborne Journal that only 140 people returned the Pre-Submission Core Strategy Response Form. All we can say is that we are surprised the number was so large. The form completely ignored the whole issue - which is whether or not the town of Wimborne Minster should be so drastically altered to make it unrecognisable by building on farmland (which will be necessary in the future for food production) and green belt. We were not asked this question, we were asked whether a consultation was based around the 'Tests for Soundness'. Whoever thought up the form must have studied for a degree in obfuscation. Certainly the majority of people trying to fill in the form would be hard put to know at the end whether or not they had agreed with the ideas, which would then have been taken as a 'go ahead'.</p> <p>Wimborne will grow as and when there is work, proper transport links - one only has to envisage more people trying to negotiate the Canford Bottom roundabout to get to work in Bournemouth or Southampton to realise that this is a problem area, and a proper infrastructure is necessary. Dumping large quantities of people in affordable or non-affordable housing on an area will cause immense hardship to the already hard pressed rate-payers of Dorset who do not have the high revenues of the Unitary Authorities. It is noticeable that</p>					397	

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											the developments proposed are away from Dorchester and the County Council where a lot of money has been spent on unnecessary so called improvements. To conclude we would like to stress that we heartily disapprove of the submission and the core strategy and the undemocratic way we believe it will be foisted upon us.					
499367	Mrs Rosemary Coward		<a href="#">CSPS1 825</a>	Policy WMC 3			Yes				Lack of green/leisure space - the present allotments soak up water, which if built over will result in flooding in Wimborne. Replacement allotment sites are too far for many present users to travel, no bus eg, for non-car owners it will be impossible. Loss of wildlife habitat for insects, mammals and birds. Traffic increase will be huge, with limited access to site. Where are children going to find schools, doctors, dentists? There will be far too many people for existing infrastructure.	Lower density housing, if such there must be eco-housing, or at least legislation to stop concrete/decking in gardens. Careful attention to drainage and landscaping. Pedestrian crossing places on Victoria Road. Additional road access into Cuthbury Gardens. New surgery, schools, dentists, shops.	No, I do not wish to participate at the oral examination		397	
50080	Cllr Diann March		<a href="#">CSPS1 840</a>	Policy WMC 3							Consideration has only been given to the living and none to the deceased. The land bordering St Margaret's Close should be considered as extension land for the cemetery.	The land bordering St Margaret's Close be annexed to the adjoining land belonging to the Cemetery as future burial ground.	No, I do not wish to participate at the oral examination		397	
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1 908</a>	Policy WMC 3							The present population in Wimborne/Colehill is approaching 15,000. If we assume an average of two people per unit, 1,500 new dwellings would be an extra 20%. There is a considerable danger that the present bespoke character of Wimborne and its infrastructure would be overwhelmed by off-the-peg suburbia. In contrast Corfe Mullen has had its target for housing reduced by 20% and Verwood/West Moors at present by 35%. Ferndown would rise by 8% and West Parley by 70%. After considerable debate we have concluded that this proposal should be supported. in conjunction with the approval of WMC6, Wimborne Town Football Club would have the potential to move and Victoria Hospital could expand, although we recognise that the allotmenters could face difficulties in having to move to other locations. The development must however be harmonious to the gateway location of the sites.				397	
359261	Mr Doug Cramond	DC Planning Ltd	<a href="#">CSPS2 110</a>	Policy WMC 3	Yes	Yes					1: Introduction 1.1 By way of general comment Wyatt Homes considers that having regard to the NPPF the Core Strategy Pre-Submission Consultation (CS) is an impressive collaborative document which passes the 'Tests of Soundness'. Within an extremely constrained area, but one which is in need of much new development for economic, social and physical reasons, the Councils have been positive and have justified the stances taken to produce deliverable change all in accord with national policy. 1.2 The background to population make-up and the		Yes, I wish to participate at the oral examination	Wyatt Homes holds the complete controlling interest in the WMC3 site and will be able to assist the examination on all technical, environmental, ecological, delivery, design, contributions and community benefit aspects as well as the inherent linkages to Polcy WMC6.	397	

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											<p>present strains within this, along with housing supply limitations and needs, are cogently set out within Chapter 2 of the CS. The Core Strategy Vision (para 3.5) is attuned to the local situation and achieves the balance between aspiration and realism; it is supported by Wyatts. Similarly all 7 Objectives across the environmental, economic and community spectrums are soundly based.</p> <p>2: Policy Support</p> <p>2.1 In this context the Company feels there are a number of 'general' policies of particular relevance and support is expressed for:</p> <p>KS1: Settlement Hierarchy                      KS4: Housing Provision in East Dorset                      KS9: Transport Corridor Improvements                      ME1: ME2: Protection of Dorset Heathlands                      ME3: SANGS                      ME4: Sustainable Development Standards                      LN1: Dwelling Size &amp; Type                      LN2: Design, Layout &amp; Density                      LN6: Community Facilities &amp; Services</p> <p>3: Potential Policy Review</p> <p>3.1 Improvement to the Plan would arise if some amendment were made to Policies LN3 (Provision of Affordable Housing) and ME5 (Renewable Energy Provision).</p> <p>3.2 In the case of the former the % of affordable homes should be expressed as maxima not minima. Furthermore the policy should have reference in it to any delivery target being subject to viability. It is clear from recent public presentations by the Housing Development and Enabling Manager that this is the approach intended to be taken – the policy wording should reflect this. Clearly Wyatts will do what it can on the WMC3 site. However, it will need to be borne in mind that the list of planning obligations, including a new football ground and replacement allotments, would give rise to a viability profile not in accord with 'normal' greenfield development, indeed akin to a brownfield one. Hence flexibility needs to be maintained in the matter of precise percentage of affordable housing at this stage.</p> <p>3.3 On the issue of Policy ME5 the Councils' stance on Renewable Energy is set in too rigid a framework and to a degree reflects past rather than current thinking. The increasing consensus is that reducing energy consumption by in-built fabric means is more appropriate and effective in the reduction of carbon emissions than bolt on or even integral renewable energy devices. These could effectively just be meeting a % of energy from a wasteful home. The policy should acknowledge that there is 'another way of doing things' through enhanced specification for the built fabric.</p> <p>4: Site Involvement</p> <p>4.1 As underlined in previous submissions, Wyatt Homes is a regional builder renowned for creating</p>					

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											<p>quality buildings, spaces and places and is fortunate to have the over-arching interest in the new neighbourhood area of Cuthbury allotments and Wimborne Town Football Club within Policy WMC3 area at Wimborne. A key to this redevelopment opportunity is the ability to relocate the Football Club and provide replacement allotments at other locations. Parallel Policy WMC6 includes provision for this through its new neighbourhood and sports village proposals. Wyatts strongly support that Policy and this is set out in a separate representation paper. Meanwhile, comment on, and support for, Policy WMC3 is expressed below.</p> <p>5: Policy WMC3 Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne</p> <p>5.1 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>5.2 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. With about 2,500 households on the EDDC Housing Register and only 14 affordable dwellings added to EDDC stock last year the position for people in housing need is bad and deteriorating. The 2011 review of the SHMA recorded that the total annual need for affordable properties in the EDDC area was 426. The Area Profile for 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."</p> <p>5.3 On the nature conservation front, 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,</p>					

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											<p>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 aim is to have a Statement of Common Ground between EDDC, NE and Wyatts available for the Examination Inspector.</p> <p>5.4 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 WMC6 as noted above. Study has shown that a considerable number of present allotment holders are not immediately local and this distribution will be beneficial.</p> <p>5.5 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>5.6 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).</p> <p>5.7 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 the NPPF, 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. We agree that the housing and other needs outweighs any complete 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 WMC3. The setting of the historic town would not be compromised, no gaps are encroached upon and the river forms a firm boundary to countryside beyond.</p> <p>5.8 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"> <li>• the site has no environmental constraints, it is not designated landscape such as AONB;</li> <li>• there is considerable scope for improving biodiversity on the site;</li> </ul>					

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											<ul style="list-style-type: none"> <li>• levels and siting provide for visual integration with the existing townscape;</li> <li>• there will be an enhancement of the built environment at the western entry to the town;</li> <li>• access arrangements are well suited to the proposals – the respondent’s consultants (PFA) and DCC are at one on this;</li> <li>• 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;</li> <li>• the ability of ready accessibility to the river’s edge for local people will prove a major draw;</li> <li>• 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</li> <li>• significant funding from the ‘New Homes Bonus’ will be available with a substantial proportion for locally determined local projects.</li> </ul> <p>5.9 There are two aspects of the allocation Wyatt would ideally wish to see amendment on for the Submission CS:-</p> <p>1) There is no evidence that mention need be made of extending Victoria Hospital and reserving 0.4 ha for this. The hospital appears comfortably accommodated and has some temporary buildings which could provide land for more intensive development if required. No evidence has been forthcoming from the PCT or other relevant bodies to the contrary or setting out the basis for the alleged need for extension land. This element should be deleted.</p> <p>2) The policy refers to “260 homes” and having carefully considered the relevant constraints, opportunities, ambitions and context relating to this site this figure is deemed on the face of it to be too high and probably not entirely conducive to suitable well planned development. Having regard to relevant factors it is suggested that the policy has slight amendment to refer to ‘around 220 homes’.</p> <p>5.10 Finally, it is worth underlining that the long established Wyatt Homes is committed to timely delivery of high quality architecturally designed, locally distinctive, development at WMC3 using south east Dorset labour and suppliers.</p> <p>6: Conclusion</p> <p>6.1 The NPPF tests of soundness are unequivocal. To be ‘sound’ a core strategy should be POSITIVELY PREPARED, JUSTIFIED, EFFECTIVE and consistent with NATIONAL POLICY.</p> <p>6.2 Policy WMC3 is sound on a site specific basis. By including this policy the intended strategy for this part of the Plan area including housing delivery, recreational and sporting provision, transport enhancement and environmental protection can come forward. A major</p>					

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											part of the soundly based CS would be delivered. 6.3 For all the reasons above, WMC3 should continue to be a firm policy in the Submission CS. We look forward to working with the LPA over coming months towards collaborative delivery of this lynchpin new sustainable neighbourhood.					
612430	Mr Nick Squirrel	Natural England, Dorset and Somerset Team	<a href="#">CSPS1 935</a>	Policy WMC 3	Yes	No	Yes	No	No	No	<p>Policies; CN 1, CN 2, CN 3, WMC 3, WMC 4, WMC 5, WMC 6, FWP 3, FWP 4, FWP 6, FWP 7, FWP 8, VTSW 2, VTSW3, VTSW 4, VTSW 8 etc are all proposing development and or mitigation in the form of SANGs on greenfield locations. In order to avoid a conflict with policy ME1 at a later stage in the planning process Natural England advise the authorities to bring to the attention of those with an interest in these locations the need to carry out a basic biodiversity survey eg Phase 1 habitat survey including assessment of the likely presence or evidence of other features likely to restrict or delay development eg badger setts, priority species such as reptiles, water voles etc in time for consideration at the EIP. In many cases this will simply be a statement as the proposer has already engaged an ecological advisor.</p> <p>These policies appear to have been brought forward in an absence of adequate information and assessment on the biodiversity features held by the policy land. There is reason to suspect that on some there may be a significant biodiversity interest owing to close proximity with designated sites and or other biodiversity sites. The NPPF requires that planning policies should be based on up-to date information on the natural environment (paragraph 165). These policies are not shown to be compliant with this requirement. Thus, irrespective of the above matters concerning other nearby designated sites, it is not possible to identify whether the policies are compliant with policy considerations in the NPPF on sustainable development for the sites alone, especially the aspect on sustainable development set out in paragraph 9 of moving from a net loss of biodiversity to achieving net gains (for example on priory habitats and species).</p>	The policies may need to include specific paragraphs about features of biodiversity importance which are to be secured or enhanced.	Yes, I wish to participate at the oral examination	Natural England has provided extensive advice to a number of the parties concerned with these policies and may be able to offer advice and reassurance to the Inspector about the reliance he may have on the effectiveness of the policy and any modification proposed.	397	
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS2 025</a>	Policy WMC 3							As the Lead Local Flood Authority, Dorset County Council has responsibility to develop a strategy to tackle local flood risks and to ensure that other plans and policies accord with it. A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of flood risk management.	"Flood risk • A flood risk assessment will be required."	No, I do not wish to participate at the oral examination		397	
35955	Mr L Hewitt	Wimborne Minster Town Council	<a href="#">CSPS2 077</a>	Policy WMC 3	Yes	Yes							No, I do not wish to participate at the oral examination		397	
536860	Mrs Nicola Sparks		<a href="#">CSPS2 271</a>	Policy WMC 3	Yes	No	No	Yes	No	No	When this policy WMC3 was an option in the October 2010 core strategy allowing people a say on which policy they preferred, it stated 170 homes (at least 40%	To return to the original wording of '170 homes (at least 40% affordable)'	No, I do not wish to participate at the oral examination		397	

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											affordable). That has now been changed to 260 homes (minimum of 50% affordable) in the core strategy pre-submission. Sorely it is not justified to change the amount of homes, once they went through as an option on the basis of information given at that time.					
655876	Mr James Moran		<a href="#">CSPS2 262</a>	Policy WMC3	Yes	No	Yes	Yes	Yes	Yes	<p>WMC3 is unsound because of the high density of housing:</p> <ul style="list-style-type: none"> <li>• It takes no realistic account of the wider impact such a large concentration of housing would have it that location.</li> <li>• It proposes a dramatic acceleration in size of the ward which is completely disproportionate to the growth in the last 20 years and not accounted for elsewhere in the plan.</li> <li>• The plan as a whole increases the size of Wimborne by 45%. A dramatic and disproportionate growth. It changes the nature of the town significantly and makes little suggested for supporting that growth with amenities and infrastructure.</li> <li>• It suggests a growth rate in this area alone which has not been proven.</li> <li>• It places a disproportionate burden of the housing stock on one small area.</li> </ul> <p>WMC3 carries the 3rd largest number of potential houses but is a very small area of land for such a number. I cannot see the justification to burden one small area with so much housing.</p> <p>The road routes to WMC3 are poor. Julians Bridge is narrow and would require improvements to carry the 45% increase in households the plan suggests. It is naïve to suggest that significant road improvements would not be necessary which would impact the riverside and further destruction of local environment and greenbelt.</p> <p>The current proposal of WMC3 with its density would negatively impact all the neighborhoods around it. Peak time road movements already create pedestrian hazards. This would only increase. This site, along with the density of the others forces Wimborne from its current state of modest market town into a large commuter town for the wider county.</p> <p>The strategy as it stands requires Wimborne to account for 52% of the districts entire new stock. This is completely unjustified nor an effective use of the land under EDDCs control.</p> <p>It is disingenuous for EDDC to claim that 99.5% of the Greenbelt is protected when 90% of the Wimborne ward proposals involve digging up fields, grass and allotments. Surely greenbelt in spirit if not law. EDDC covers 137 square miles. Are we already at the stage where 93% of new houses in Wimborne have to be built on greenbelt?</p> <p>The proposal as it stands is far too dense and places a</p>	<p>Of all the Wimborne sites I can see why WMC3 has been identified. It is well suited to meet the pressures of housing stock requirements. The demand for affordable housing cannot be denied in the area.</p> <p>Modifying the plans to reduce the number of dwellings in WMC3 will reduce the impact on surrounding housing and roadway and with other WMC revisions, reduce the infrastructure burden and create a more realistic growth rate which will aid the town in retaining its character whilst adding to the districts housing stock</p>	Yes, I wish to participate at the oral examination	I only consider this necessary if my points above are not adequately imparted by another party.	397	

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											ridiculously large burden on the proposed site. The up to date figure will be released shortly after the consultation closes, but Census 2001 indicated Wimborne has 3269 households. With only small developments in the last 10 years this figure is unlikely to climb much higher. However these proposals seek to increase the households by nearly 50% suggesting Wimborne is currently just 2 thirds the size EDDC is planning to make it in the next 15 years. Such exponential growth is unprecedented and represents a complete shift of the character and make up of the town.						
360082	Mr and Mrs K Healy		<a href="#">CSPS2 471</a>	Policy WMC 3	Yes	Yes	Yes	Yes	Yes	Yes	<p>• Although we very reluctantly accept the need to build adjacent to St Margaret's Close, we fully support the proposed housing at Cuthbury. Providing the design is good and in keeping with the highly visible site, a site that visitors will see first and will form their impressions of Wimborne, then we cannot fault it. We would however, be interested to know where the SANG will be. In the issues and options it was shown as the other side of the river, but the pre-submission document does not show it.</p> <p>• We would hope the site, particularly close to the river, would be subject to ecological surveys and flood risk assessment and that the landscape area would not encroach too close to the banks of the Stour in order to allow a natural and more biodiverse habitat.</p> <p>• Mitigation to minimise pollution, particularly light pollution and a loss of tranquillity is vital to protect the wild life along the Stour.</p> <p>• We object to the land running alongside the river being 'set out as parkland'. This should be left as unspoiled grassland with some mown paths.</p>	<p>Although we are in general support of this site, some changes need to be made.</p> <ul style="list-style-type: none"> <li>References to the recreational area alongside the river becoming parkland should be deleted, the fields should be left as unimproved grasslands (with paths) to encourage wild flowers and greater biodiversity.</li> <li>There is no recognition of the need to prevent pollution along the Stour. All life in the ecosystem needs protection from a loss of tranquillity and night time light pollution.</li> </ul>	No, I do not wish to participate at the oral examination		397		
499596	Sir Roger Palin		<a href="#">CSPS2 375</a>	Policy WMC 3		Yes					<p>I support this proposal, particularly to improve the appearance of the approach to Wimborne from the west, which is blighted by inappropriate development of a 3 storey apartment block sites at 90 degrees to the approach. Concern must be expressed at the increase in traffic and potential impact on Pye Corner roundabout.</p>		No, I do not wish to participate at the oral examination		397		
359478	Mr Rohan Torkildsen	English Heritage	<a href="#">CSPS2 741</a>	Policy WMC 3							<p>It is essential that any future "traffic light controlled system" at Julians Bridge (Grade 1 listed) is bespoke and does not adversely affect its historic significance and setting.</p>	<p>Include additional design criteria to reflect the national significance of Julians Bridge.</p>			397		
656639	Mrs S Robinson		<a href="#">CSPS2 795</a>	Policy WMC 3							<p>Although there is pressure to provide affordable housing this should not be to the detriment of current residents or the character of the area in which we have chosen to live, as would be the case in Cuthbury Gardens for the following reasons:</p> <ol style="list-style-type: none"> <li>Green belt open space and views will be lost forever</li> <li>Run off from High density development is likely to worsen the problems with flooding as less water is absorbed by the ground</li> </ol>	<p>propose the following changes to help alleviate these problems:</p> <ol style="list-style-type: none"> <li>1) Leave more open green space and ensure any buildings are effectively screened by greenery.</li> <li>2) Minimise the built-up area by using empty housing stock &amp; building fewer homes.</li> <li>3 &amp; 4) Limit vehicular access to</li> </ol>	No, I do not wish to participate at the oral examination		397		

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											3) Increased traffic and extra traffic lights will make travel slower 4) The potential 'rat-run' through our quiet cul-de-sac will have a direct negative impact on the neighbourhood.	one point – Julian's Road – to prevent through traffic.					
657372	Mr A.J Linehan	Brookside Manor Residents Association	<a href="#">CSPS2 846</a>	Policy WMC 3							I am writing as Chairman of Brookside Manor Residents Association at the request of the Association's members. We should be grateful if you would consider our comments on the Core Strategy Proposals, and incorporate them in the final submission document. I have not completed the formal Response Form which we found far from user friendly, and, in some parts at least to require a professional/legal knowledge of planning law. Our comments fall into two main sections. The first deals with the whole package as it affects Wimborne and Colehill. The second deals with the specific proposals for the housing and sports grounds development south of Leigh Road, Wimborne/Colehill. 1.Wimborne and Colehill We are concerned by the scale of the project for Wimborne/Colehill. The Strategy calls for a total of 1300 new houses in the developments of Cuthbury (260 houses), Stone Lane (90), Cranborne Road (600) and south of Leigh Road (350). Statistically it may be conservatively assumed an occupancy of at least 2.1 per house. This is an increase of some 2700 in the population of Wimborne/Colehill from its present level of 13,300. In percentage terms a population increase of over 20%. This increase will distort the distinct market town environment of Wimborne. The fact that there are insufficient employment opportunities within Wimborne/Colehill to satisfy the current working population, serves to emphasise the point that the development will mean that the town will rapidly lose its distinct identity, and simply serve as a dormitory suburb of the neighbouring Unitary Authorities. We do seriously question what is the rationale for increasing the population by 20%.					397	
359521	Mr R. Hunt	Pamphill & Shapwick Parish Council	<a href="#">CSPS3 008</a>	Policy WMC 3	Yes	Yes						Regarding development on Football Ground, feel single storey buildings would be less intrusive with regard to present housing and view across from A31. Would like more information on "Focal Building". Also concerned about access to / from St. Margarets Close.	No, I do not wish to participate at the oral examination			397	
360320	Mrs J Tripp	Friends Of Victoria Hospital Wimborne	<a href="#">CSPS3 183</a>	Policy WMC 3	Yes	No	Yes	Yes	No	No	The Trustees support the proposed expansion of Wimborne Hospital (VHW) but believe that the 0.4 hectares allotted will be insufficient for the future health needs of the local population. The Hospital is built to the boundary already, leaving no room for expansion within the existing footprint.	A larger supply of land than that proposed in the document should be made available for future expansion of the hospital that may be required with the proposed population increases	Yes, I wish to participate at the oral examination	To contribute to any public debate there may be surrounding this particular element of the strategy.		397	

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											<p>The justification for our view is as follows:</p> <ul style="list-style-type: none"> <li>• The proposed building of 1300 new dwellings in Wimborne/Colehill alone will put pressure on local health services. Patients outside of this area where further population growth is expected, will also need to access VHW facilities</li> <li>• The demography will change, with an increase in the numbers of elderly needing help with independence made difficult through physical and mental health challenges. More young families moving into the area will require intervention for the outcomes of unhealthy lifestyles in younger people</li> <li>• The demand for out-patient treatment of all types will grow as the cost of in-patient care increases and VHW is well established, with the infrastructure in place to meet this need</li> <li>• The pressure on health agencies to offer low cost, local care, such as that provided at VHW is likely to continue and the drive to keep patients out of high cost acute care will remain a priority</li> <li>• The move of health commissioning to general practitioners will increase demand, as these groups are committed to using the services at VHW from 2013/14</li> <li>• We believe that an amalgamation of GP practices to the area identified in WMC3 is unlikely and would be better sited elsewhere. This land should be used for the expansion of the hospital</li> <li>• Sufficient land for car parking would be a requirement as a result of the expected growth in services</li> <li>• We know that local people would prefer to be treated at VHW. Evidence of their support for VHW is overwhelming, Since 2000, £6.5 million has been donated and £5million has been spent on improving current and funding new services</li> <li>• Although it is not possible at this early stage to estimate accurately the area of land required, we suggest 0.8 hectares would be sufficient</li> </ul>	and for reasons as detailed above.				
656498	Mr Matthew Morris	GVA Planning Development	<a href="#">CSPS2 894</a>	Policy WMC 3	Yes	No				No	<p>The Co -op notes and supports the provision of additional residential accommodation via policies WMC3-WMC6, although it recommends that where new local centres are planned within these new neighbourhoods these centres remain small scale, serving basic day-to-day needs only, and complement the role and function of the town centre.</p>		Yes, I wish to participate at the oral examination	Given the detailed nature of the Co-op's representations and the need to interrogate the Council's evidence base.	397	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 269</a>	Policy WMC 3		Yes					<p>Support in part Layout and design We welcome recognition of the importance of this location as a gateway to the historic market town. Green Infrastructure We welcome the principle of riverside access, a SANG and replacement allotments. Transport and access We welcome the proposals for improved traffic, pedestrian and cycle access.</p>	<p>Parkland would be inappropriate in this riverside setting. Open green space should seek to enhance the biodiversity and create an area suitable for people and wildlife. The people and wildlife corridor between the River Stour and built area should be substantially wider and link to a SANG when identified. The</p>	No, I do not wish to participate at the oral examination		397	

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											<p>The site selection and design have not been informed by biodiversity survey. Parkland would be inappropriate in this setting.</p> <p>We are concerned that the green infrastructure between the R Stour and the built environment is too narrow, as little as 20m in places. This indicates the need for FRA of the site and SUDs. There should be no ecological damage to the river corridor and the priority species it supports.</p> <p>Please see ETAG's detailed supplementary advice to the Options consultation (Light Pollution – Issues for consideration in developing the Core Strategy submitted to EDDC, 5.6.11) which includes details of why light pollution is harmful and where and why particular developments (roads, car parks and buildings, as well as lighting) can have devastating effects.</p> <p>No SANG has been identified which puts doubt on the deliverability of the site. Any SANG proposed should not be liable to flooding: if parts of it are, then the development area should include adequate alternative space for informal recreation space that is easily accessible.</p> <p>From the map, the allotment area would appear to include land that is identified on Dorset Explorer as having archaeological interest (Scheduled Ancient Monument). Deep cultivation could damage this.</p> <p>Sustainability Appraisal SA Objective 1 Protect, enhance and expand habitats and protected species Scoring of this policy depends on the widening of the riverside area and its recognition of existing and potential biodiversity interest and linkages to a SANG (as yet not identified).</p>	<p>location of the allotments should be informed by biodiversity and archaeological survey.</p>				
498554	Mr Paul Davenport	Stour Valley Properties Ltd	<a href="#">CSPS3 161</a>	Policy WMC 3	No	No	No	No	No	No	<p>Policy WMC3 is not justified as it is not the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</p> <p>It is not 'consistent with national policy' as it does not take into account the NPPF.</p> <p>Therefore Policy WMC3 is Unsound.</p> <p>Cuthbury Allotments were first identified as a potential urban extension in the South East Dorset Strategy (SED 04 Development Options) November 2005.</p> <p>The methodology used (para 3.1-3.48) consisted of 9 steps and while the Cuthbury site was not considered under steps 1-6 as part of the Structure Plan Review it was considered in Step 7-Overlooked Potential. (appendix A)</p> <p>This is where the evidence trail appears to break down. As it appears that the methodology that was applied to other sites was never used on Cuthbury, or if it was never published?</p> <p>Rigorous Test Results For Broad Areas of Search (appendix B) and Broad Areas of Search-Summary of</p>	<p>The opportunity to support the aspirations of Wimborne Football Club to move to a new location to the east of Wimborne is to be supported, together with the chance to allow some land for any future expansion of Wimborne Hospital.</p> <p>To achieve these aims Policy WMC3 is not the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</p> <p>It would be more appropriate to reduce the number of homes at Cuthbury and St Margarets to a level which enables the re location of the football club, but does not have a detrimental effect on the landscape and</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>1) There are 2 surveys I am commissioning regarding existing residents travel patterns and school postcode data. These are not yet complete but will be available to inform the Inspector at EiP.</p> <p>2) I have lived and worked in the district for 59 yrs. I started at Queen Elizabeths Grammar School in 1965, my 15, 17 and 18yr old daughters have all been educated at local schools and believe I can provide an insight into how the town operates on a personal level as opposed to how professional consultants believe it operates.</p>	397	<p><a href="#">2251457_0_1.pdf</a>  <a href="#">2251458_0_1.pdf</a>  <a href="#">2251459_0_1.pdf</a>  <a href="#">2251460_0_1.pdf</a>  <a href="#">2251462_0_1.pdf</a>  <a href="#">2251463_0_1.pdf</a>  <a href="#">2251464_0_1.pdf</a>  <a href="#">2251465_0_1.pdf</a>  <a href="#">2251466_0_1.pdf</a>  <a href="#">2251467_0_1.pdf</a>  <a href="#">2251468_0_1.pdf</a>  <a href="#">2251469_0_1.pdf</a>  <a href="#">2251470_0_1.pdf</a>  <a href="#">2251471_0_1.pdf</a>  <a href="#">2251517_0_1.pdf</a>  <a href="#">2251518_0_1.pdf</a>  <a href="#">2251519_0_1.pdf</a>  <a href="#">2251520_0_1.pdf</a></p>

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											<p>Main Constraints (appendix C), both cover north and south Wimborne but do not consider Cuthbury allotments.</p> <p>The assumption that the Cuthbury site is appropriate for removal from the Green belt gained momentum at local government level through numerous P &amp; R Committee meetings since 2005.</p> <p>It was therefore supported by EDDC consultants Broadway Malyan in their Housing Options Masterplan Report 2012, which appears to assume that the testing and evidence gathered by previous reports in respect of Areas of Search were both accurate and still relevant. The soundness of the evidence base that supports the building of up to 260 homes at Cuthbury and ST Margarets can be questioned on a number of accounts.</p> <p>1) Landscape and Character (assessed and illustrated on pages 58 &amp; 59 of the Broadway Malyan Report.) I believe there are a number of views into the site from the surrounding countryside that show the proposed level of development at Cuthbury is excessive and potentially damaging to:-</p> <p>a) The setting of the Listed building Stone Park and its grounds, particularly as viewed across the Area of Great Landscape Value from the Scheduled Ancient Monument of Julians bridge ( photo 1694 – training pitch mid centre) (all photos appendix D).</p> <p>b) Important views from the Pamphill Conservation area of the Minster, (Photo 1711 – training pitch mid centre). Pamphill is an Area of Great Landscape Value. 'There is a fine view of the Minster from Little Pamphill. The vantage point offers a panoramic view of the valley and the landscape beyond, and to the west, a dramatic glimpse of the Stour.' (EDDC supplementary Planning Guidance No.19, June 1997)</p> <p>c) Important views from Cowgrove Road (Sustrans route 25) across the Area of Great Landscape Value to the scheduled ancient monument of Julians Bridge and the listed building of Merley House (photo 1698, 1700, 1703 all would be blocked by building on the training pitch)</p> <p>d) Views from Eye Bridge (Area of Great Landscape Value) downstream – (photo 1705 – currently no built environment – field at far end of river is training pitch) On simply landscape and character terms the current training pitch of the football club should not be removed from the Green belt and should not be built on therefore Policy WMC3 is Unsound.</p> <p>2) Transport and Access</p> <p>The proposed development at Cuthbury and SST Margarets of 260 homes may initially appear to be a sustainable option in terms of transport and access due to its proximity to Wimborne Town centre. Access by foot to town centre services and public transport (bus stops) in the Square are obviously good (but only 2.9% of workers use the bus).</p> <p>Trips to the dentist, hospital, cinema/theatre,</p>	<p>character value of the area and means the allotments can remain in basically the same location. To accommodate any shortfall in housing numbers It would be more appropriate to allocate land to the east of Wimborne and Colehill, nearer to the existing employment opportunities at Ferndown Industrial Estate and the proposed Blunts Farm Employment Allocation. Alternative schemes (appendix K) promoted by Stour Valley Properties (Dorset) Ltd (appendix H), Moondale Development Ltd (appendix I) and Barthelemy &amp; Co (appendix J) all appear to have merit when compared with the overdevelopment proposed in WMC3.</p> <p>The revised Policy WMC3 should read as:-</p> <p>Cuthbury Allotments and St Margarets Close New Neighbourhoods, Wimborne</p> <p>The Green Belt boundary will be amended to exclude areas to the northwest &amp; southeast of Julians Road, the main pitch of Wimborne Town football Club, part of Cuthbury allotments adjacent to Cuthbury Gardens and land to the east of St Margarets Hill (Plan - appendix G).</p> <p>This will allow a new neighbourhood of 140 homes and 0.4ha of land for a future extension of Victoria Hospital.</p> <p>Layout and Design</p> <p>As Core Strategy.</p> <p>Green Infrastructure</p> <p>Land running alongside the river can contribute to the overall requirement of SANGS (minimum circular walk of 2.6km) that any development at Cuthbury would require. Replacement allotments can be provided on Green Belt land that currently is occupied by the football clubs training pitch. A small car park to service the</p>				<p><a href="#">2251472_0_1.pdf</a></p> <p><a href="#">2251473_0_1.pdf</a></p> <p><a href="#">2251476_0_1.pdf</a></p> <p><a href="#">2251477_0_1.pdf</a></p> <p><a href="#">2251513_0_1.pdf</a></p> <p><a href="#">2251514_0_1.pdf</a></p> <p><a href="#">2251515_0_1.pdf</a></p> <p><a href="#">2251516_0_1.pdf</a></p> <p><a href="#">2251521_0_1.pdf</a></p> <p><a href="#">2251522_0_1.pdf</a></p>

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											<p>restaurants, and other community facilities are not taken on a daily or weekly basis.</p> <p>The most regular trips that people take are either for employment or education daily or a food shop at a supermarket weekly.</p> <p>a) Employment.</p> <p>In employment terms placing housing to the west (WMC3) and northwest (WMC5) of Wimborne makes little sense and is an inappropriate strategy and is therefore unsound.</p> <p>Evidence shows that the majority of the residents of Wimborne either work to the south in the Bournemouth/Poole conurbation, to the southeast at the airport, to the east, locally at Ferndown industrial estate, or even further afield along the A31 corridor to Hampshire and London.</p> <p>Paragraph 2.52 of the Core Strategy states that East Dorset has the highest level of car ownership in the COUNTRY.</p> <p>Analysis of the 2001 census by DCC show that in Wimborne only 21.2% of people travel &lt;2km to work. 16.3% 2km - &lt;5km; 29.1% 5km-&lt;10km; 26.7% 10km-&lt;40km; 6.7%- 40km+</p> <p>Only 15.4% walk to work but it should be noted that the employment figures include any 16+ who are in education, so a reasonable percentage of this figure will be children walking to the upper school at Pamphill.</p> <p>The profile for Wimborne on the Dorsetforyou website dated 7/02/2012 gives more up to date data but in terms of employment evidence is very misleading.</p> <p>There is a general inconsistency regarding whether we are referring to Wimborne or Wimborne and Colehill. It lists 5600 people working in the town, but then qualifies this as Wimborne/Colehill. (2001 census shows 2839 in employment in Wimborne, including 16+ in education)</p> <p>It lists 16 major employers in Wimborne but in fact this is inaccurate.</p> <p>4 are on the Ferndown industrial estate (9.7km from Cuthbury)</p> <p>2 are on the Woolsbridge industrial estate (16.6km from Cuthbury)</p> <p>1 is in Bournemouth airport (703 employees) (15.7km from Cuthbury)</p> <p>1 is in Holt (7km from Cuthbury)</p> <p>1 is in Merley (Poole) (4.2km from Cuthbury)</p> <p>1 is in Furzehill (446 employees at EDDC but only 7.2% live in Wimborne) (appendix E) (3km from Cuthbury)</p> <p>Of the remainder, 3 are in Public administration, education and health – basically DCC and NHS. This leaves 3 'major employers' in Wimborne.</p> <p>A supermarket, an estate agents (Savills) and Cobham (480 employees) 2km from Cuthbury.</p> <p>Core Strategy Employment Policies BM1 &amp; BM2 (Bournemouth Airport) and FWP8 (Blunts Farm,</p>	<p>allotments can be provided near the existing vehicular entrance to the football club.</p> <p>Transport and Access</p> <p>The main access for the homes on the football pitch and along the southwest edge of the existing built up area can be provided from Cuthbury Gardens.</p> <p>Access to development to the south east of Cuthbury Close can be from Julians Road.</p> <p>A new foot/cycle bridge across the River Stour will be constructed some 100m upstream from Julians Bridge to give unrestricted views of the Scheduled Ancient Monument and link the Stour Valley Way with the wider countryside and settlements to the south.</p> <p>Phasing</p> <p>Prior to the development of land occupied by the Football club a new ground must be made available to the east of the town.</p>				

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											<p>Ferndown) provide for up to 60ha of new industrial land to the East and South East of Wimborne and appear robust and sound.</p> <p>But Policy WMC4 (Stone Lane) even proposes replacing the only small employment estate to the west of Wimborne with housing.</p> <p>The justification (para 8.34 Core Strategy) for placing up to 260 homes at Cuthbury and St Margarets in terms of work opportunities is not supported by the evidence base and is therefore unsound.</p> <p>b) Education</p> <p>In theory the upper school at Pamphill (1.2km), the first schools at Wimborne (350m) and Pamphill (1.3km) and the middle school at Wimborne (800m) are all within reasonable walking distance.</p> <p>In practice the high incident of car ownership (88% 1 car or more), relative wealth of the district and a good choice of quality first schools and private schools in the surrounding villages means that the majority of children in East Dorset are taken to school by car. Perversely this means that a parent will drive their car from Holt to Pamphill first School and will pass someone from Pamphill driving their child to Holt. Four times a day this makes 28km a day.</p> <p>This is not unusual – mothers quite happily drive their children from the Bournemouth/Poole conurbation to Pamphill first school. (before the EiP I will have data to support this).</p> <p>c) Access to Site</p> <p>Policy WMC3 states that ‘the main access for the Cuthbury site is to be delivered from Julians Road...’ and that ‘the Cuthbury development must contribute to delivering a traffic light controlled system to improve safety at Julians Bridge.’</p> <p>To have the only vehicular access for around 200 homes through Cuthbury Gardens would be detrimental to the amenity value of existing residents. Vehicular access onto Cowgrove Road would be unacceptable on safety grounds.</p> <p>Therefore a spurious or contrived reason for a new access onto Julians Road has been promoted for ‘safety reasons’.</p> <p>On ‘safety’ grounds there is no evidence to support this assumption.</p> <p>Since the 1st January 1998 there have been 5 accidents to the south west of Julians Bridge (appendix F) None actually on the bridge.</p> <p>The only accident involving pedestrians was approx 32m south of the bridge and involved 1 of 4 pedestrians affected by alcohol walking in the road at 2355hrs and was hit by a vehicle, lifting him onto the bonnet – this was not fatal.</p> <p>Anecdotal evidence (survey data before EiP), from when traffic lights were used on Julians Bridge during restoration work a few years ago, suggest that traffic</p>					

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											backs up along Julians Road to the junction at Pye corner and restrict the flow of traffic up Victoria road towards the hospital and the upper school. Evidence suggests that a traffic light controlled junction on Julians Road is not the most appropriate strategy so Policy WMC3 is unsound. Policy WMC3 is unsound unless a specific SANGS strategy is in place for a specific development. Unless a SANGS site is identified and deliverable – not identified as a 'potential' SANGS then the policy is unsound. Finally Policy WMC3 is not consistent with national policy as it was conceived and based on planning guidance that has been superceded by the National Planning Policy Framework and is therefore unsound.					
656709	Mrs Anthea Cross		<a href="#">CSPS3 006</a>	Policy WMC3	Yes	Yes						Concerned about vehicular access to/from Cuthbury allotments development in view of proximity of Julians Bridge. Would the proposed lights to improve the bridge safety go as far as the new access road crossing to the development and the new allotments?	No, I do not wish to participate at the oral examination		397	
359571	Mr Renny Henders on	Royal Society for the Protection of Birds	<a href="#">CSPS3 724</a>	Policy WMC3							Policy Allocation Dwellings/land area Comment WMC3 Cuthbury allotments and St Margaret's Close New Neighbourhood, Wimborne 260 SANG to be provided in accordance with policy ME3 WMC4 Stone Lane 90 SANG to be provided in accordance with policy ME3 6 WMC5 Cranborne Road New Neighbourhood, Wimborne 600 SANG to be provided in accordance with policy ME3 WMC6 South of Leigh Road New Neighbourhood and Sports Village, Wimborne 75 ha SANG to be provided in accordance with policy ME3 CM1 Lockyer's School and Land North of Corfe Mullen New Neighbourhood 250 SANG to be provided in accordance with policy ME3 FWP3 Holmwood House New Neighbourhood, Ferndown 110		Yes, I wish to participate at the oral examination	we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.	397	

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											<p>SANG to be provided in accordance with policy ME3 FWP4 Coppins new Neighbourhood, Ferndown 30</p> <p>SANG to be provided in accordance with policy ME3 FWP6 Land East of New Road New Neighbourhood, West Parley 320</p> <p>SANG to be provided in accordance with policy ME3 FWP7 West of New Road New Neighbourhood, West Parley 200</p> <p>SANG to be provided in accordance with policy ME3 VTSW4 North West Verwood New Neighbourhood 230</p> <p>SANG to be provided in accordance with policy ME3 FWP8 Blunt's Farm Employment Allocation, Ferndown 30ha</p> <p>A mitigation strategy to be agreed to avoid harm to European sites and SSSI VTSW5 North Eastern Verwood New Neighbourhood 50</p> <p>SANG to be provided in accordance with policy ME3 VTSW6 Woolsbridge Employment Allocation, Three Legged Cross 9.7ha</p> <p>A mitigation strategy to be agreed to SSSI The RSPB does not, in principle, object to the residential allocations above. However, the table does illustrate the heavy reliance on SANGs as a mitigation measure. The Councils will be aware of the relatively untested nature of SANGs as effective mitigation, albeit in the context of available measures, it is clear that SANGs offer perhaps the best opportunity of addressing potential adverse impacts on the European sites. SANGs are a principal component of the approach taken by the Dorset Heathlands Interim Planning Framework (IPF), and are used as a mitigation vehicle elsewhere in England, notably in the Thames Basin Heaths. Research continues on the effectiveness of SANGs, and it is imperative that this research informs SANGs development anticipated under the Core Strategy. Long-term management and monitoring is also critical (as is identified in policy CN1). Testing of the suitability of SANGs as a mitigation measure for the above policies is essential and has not yet been undertaken. We are concerned that some of the SANGs proposed may be ineffective, particularly SANGs associated with smaller allocations. With respect to employment allocations FWP8 (Blunt's</p>					

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											Farm) and VTSW6 (Woolsbridge), we are not familiar with these locations. We do not object to these policies subject to receiving clarification from Natural England of the issues pertinent to these sites, and the likely efficacy of mitigation strategies anticipated by these policies.						
662886	Mr Paul Causton	Steele Raymond	<a href="#">CSPS3 497</a>	Policy WMC 3	Yes	Yes					<p>This site is readily available and deliverable .Wyatt Homes has the option to acquire it and the trustees are at one with this high quality company in trying to bring the site forward.</p> <p>The need for both well designed market homes and affordable stock in the area is huge; it has to be met by sensible releases of some greenfield or previously developed land including this most obvious unresolved urban fringe area which serves no over-riding Green Belt purpose.</p> <p>Wimborne and Colehill represent one of the most substantial settlement populations in East Dorset. It is entirely appropriate that a new neighbourhood here should be created to take advantage of the critical mass and to add to the range of homes and facilities which it needs will be most beneficial.</p> <p>The concept of the new neighbourhood is entirely appropriate. It is the closest potential area to the town centre for building new homes, offering great public benefits including an extended and improved riverside walk. It embodies redevelopment of an unattractive group of properties at the western entrance to the town enabling an imaginative new gateway to Wimborne to be created.</p> <p>The proposal paves the way for a much needed new ground for Wimborne Town Football Club. Moreover it will provide an agreed approach to the question of allotments as part of a wider comprehensive plan-the present allotments being both non statutory and not commercially viable.</p> <p>As well as homes for local people and the opportunity to create value for a new football ground the overall scheme will bring great benefits in terms of large new areas of open space and riverside walks, increased vitality and viability to the very nearby Wimborne Town Centre and local retail and commercial businesses, replacement allotments and children’s play provision. Much of the New Homes Bonus can also be spent locally on priorities to be determined by Wimborne and Colehill residents.</p> <p>The site is in a highly accessible and sustainable location, primary facilities are close by, public transport services are to hand and the balanced community which will emerge will represent precisely what the NPPF would define as favoured ‘sustainable development’.</p> <p>The policy is a sound one in terms of any logical planning assessment and the tests of soundness within the NPPF.</p>					397	
52408	Mr	Ken Parke	<a href="#">CSPS3</a>	Policy	No	No	Yes	Yes	Yes	Yes	Please see attached representations document and	Please see attached	Yes, I wish to	The representation has a	397	<a href="#">2260318_0</a>	

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8	Ken Parke	Planning Consultants	<a href="#">629</a>	WMC3							appendices	representations document and appendices	participate at the oral examination	significant bearing on the distribution of housing within the district and will require detailed oral examination.		<a href="#">1.pdf</a>
495715	Mr Jeremy Belcher		<a href="#">CSPS706</a>	Map 8.3	Yes	No	Yes	No	No	No	<p>Ref: The proposals for St.Margarets Close. This should not be considered as a potential site for development as it is Green belt first of all, and that would mean going against Green Belt policy again, as a lot of the proposals are.</p> <p>This was considered at the time of the current St.Margarets Close being developed, and dismissed for various reasons, including drainage, imposing on green belt land, to much traffic trying to exit onto St.Margarets Hill/Victoria Road and potential future use for expansion to the Cemetery.</p> <p>The cemetery does not have much area left for burial, and if it runs out extra land would have to be made available at a separate location from the current cemetery which is ridiculous.</p> <p>With a potential of 1500 new houses needed, a St.Margarets Close development would only develop around 15 houses maximum, which is not worth the effort and issues involved, however as this land is already owned by East Dorset, it would obviously raise a large amount of revenue for the sale of it to Developers. Therefore raising funds for East Dorset must be more important than adhering to national and local policy of the Green Belt rules!!.</p> <p>Lastly it is very dangerous exiting from the current St.Margarets Close, due to speeding motorists coming into Wimborne and completely ignoring the 30mph signs and regulations.</p>	Must comply with national green belt policy, and potentially use in future for cemetery expansion.	No, I do not wish to participate at the oral examination		398	
654871	Mr Martin Miller	Terence O'Rourke Ltd	<a href="#">CSPS893</a>	Map 8.3	Yes	No	Yes	Yes	No	Yes	<p>Map 8.3 suggests that the northern boundary of the proposed development site and the eastern boundary with Victoria Hospital will be vegetated. Whilst we support this in principle, the extent of the site (as depicted by the red line) has been drawn in such a way that the proposed trees appear to fall outside the site boundary, thereby raising questions about their potential delivery. Whilst we accept that the master plan shown on Map 8.3 is indicative, we suggest that the location of the trees and red line be amended to ensure that it meets the soundness test for effectiveness.</p>	The local planning authority should amend Map 8.3 to ensure that the components of the site's development are deliverable.	No, I do not wish to participate at the oral examination		398	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1326</a>	Map 8.3		No	No	No	No	No	<p>Ecological survey information for this site is not available therefore it is not possible to fully assess the potential environmental impacts of development on this site. NPPF (165) states that planning policies and decisions should be based on up-to-date information about the natural environment. Should this site be determined as of low ecological value, Dorset Wildlife Trust has no objection to the allocation of this site based on the policy provisions but has several concerns;</p> <p>(i) That the ecological corridor of the River Stour should</p>	<p>An ecological survey is required to inform this allocation and a SANG identified.</p> <p>WMC3 - Suggested amendment to wording to take into account the environmental assets of the Stour:</p> <p>Green Infrastructure</p> <ul style="list-style-type: none"> <li>• Land running alongside the river is to be set out as parkland,</li> </ul>	Yes, I wish to participate at the oral examination	Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset	398	

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											be protected and the green corridor given greater width to provide both an attractive pedestrian route and natural riverside wildlife habitat, given that the Stour supports a range of priority species. We do not consider that parkland is appropriate in this setting. (ii) That no SANG has been identified, thus there is uncertainty of the ability to comply with ME3.	to provide an attractive informal recreation area and substantial wildlife corridor. Map 8.3 Amend to show a more substantial green corridor along the River Stour.		Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.		
655876	Mr James Moran		<a href="#">CSPS2 263</a>	Map 8.3	Yes	No	Yes	Yes	Yes	Yes	<p>WMC3 is unsound because of the high density of housing:</p> <ul style="list-style-type: none"> <li>• It takes no realistic account of the wider impact such a large concentration of housing would have it that location.</li> <li>• It proposes a dramatic acceleration in size of the ward which is completely disproportionate to the growth in the last 20 years and not accounted for elsewhere in the plan.</li> <li>• The plan as a whole increases the size of Wimborne by 45%. A dramatic and disproportionate growth. It changes the nature of the town significantly and makes little suggested for supporting that growth with amenities and infrastructure.</li> <li>• It suggests a growth rate in this area alone which has not been proven.</li> <li>• It places a disproportionate burden of the housing stock on one small area.</li> </ul> <p>WMC3 carries the 3rd largest number of potential houses but is a very small area of land for such a number. I cannot see the justification to burden one small area with so much housing.</p> <p>The road routes to WMC3 are poor. Julians Bridge is narrow and would require improvements to carry the 45% increase in households the plan suggests. It is naïve to suggest that significant road improvements would not be necessary which would impact the riverside and further destruction of local environment and greenbelt.</p> <p>The current proposal of WMC3 with its density would negatively impact all the neighborhoods around it. Peak time road movements already create pedestrian hazards. This would only increase. This site, along with the density of the others forces Wimborne from its current state of modest market town into a large commuter town for the wider county.</p> <p>The strategy as it stands requires Wimborne to account for 52% of the districts entire new stock. This is completely unjustified nor an effective use of the land under EDDCs control.</p> <p>It is disingenuous for EDDC to claim that 99.5% of the Greenbelt is protected when 90% of the Wimborne ward proposals involve digging up fields, grass and allotments. Surely greenbelt in spirit if not law. EDDC covers 137 square miles. Are we already at the stage where 93% of new houses in Wimborne have to be built on greenbelt?</p>	<p>Of all the Wimborne sites I can see why WMC3 has been identified. It is well suited to meet the pressures of housing stock requirements. The demand for affordable housing cannot be denied in the area.</p> <p>Modifying the plans to reduce the number of dwellings in WMC3 will reduce the impact on surrounding housing and roadway and with other WMC revisions, reduce the infrastructure burden and create a more realistic growth rate which will aid the town in retaining its character whilst adding to the districts housing stock</p>	Yes, I wish to participate at the oral examination	I only consider this necessary if my points above are not adequately imparted by another party.	398	

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											The proposal as it stands is far too dense and places a ridiculously large burden on the proposed site. The up to date figure will be released shortly after the consultation closes, but Census 2001 indicated Wimborne has 3269 households. With only small developments in the last 10 years this figure is unlikely to climb much higher. However these proposals seek to increase the households by nearly 50% suggesting Wimborne is currently just 2 thirds the size EDDC is planning to make it in the next 15 years. Such exponential growth is unprecedented and represents a complete shift of the character and make up of the town.						
656639	Mrs S Robinson		<a href="#">CSPS2797</a>	Map 8.3							Although there is pressure to provide affordable housing this should not be to the detriment of current residents or the character of the area in which we have chosen to live, as would be the case in Cuthbury Gardens for the following reasons: 1) Green belt open space and views will be lost forever 2) Run off from High density development is likely to worsen the problems with flooding as less water is absorbed by the ground 3) Increased traffic and extra traffic lights will make travel slower 4) The potential 'rat-run' through our quiet cul-de-sac will have a direct negative impact on the neighbourhood.	propose the following changes to help alleviate these problems: 1) Leave more open green space and ensure any buildings are effectively screened by greenery. 2) Minimise the built-up area by using empty housing stock & building fewer homes. 3 & 4) Limit vehicular access to one point – Julian's Road – to prevent through traffic.	No, I do not wish to participate at the oral examination		398		
656709	Mrs Anthea Cross		<a href="#">CSPS3007</a>	Map 8.3	Yes	Yes						Concerned about vehicular access to/from Cuthbury allotments development in view of proximity of Julians Bridge. Would the proposed lights to improve the bridge safety go as far as the new access road crossing to the development and the new allotments?	No, I do not wish to participate at the oral examination		398		
654817	Mr Alan Spencer		<a href="#">CSPS853</a>	8.37	Yes	No	Yes	Yes	Yes	Yes	This statement contradicts that of section 8.41, which suggests that employment opportunities exist close to the Cranborne Road New Neighbourhood. If an industrial estate is replaced by housing it hardly improves employment opportunities in the locality in the long term.	Retain, renovate and enhance the existing Industrial Estate at WMC4.	No, I do not wish to participate at the oral examination		401		
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	<a href="#">CSPS2896</a>	8.37		No				No	Whilst the principles of development, in the policy text and shown in Map 8.4, are based on the approach explained in the Evidence Base for the Core Strategy and specifically the Masterplan Options Report (MOR), dated January 2012, we would question the weight that should be given to that 'options' report in the wording of a final and definitive Core Strategy policy for the development of the Stone Lane site. The introduction to the MOR states, in relation to the scope of that commission, that: The masterplans, for sites in and around the settlements of Wimborne Minster, Corfe Mullen,	It would be appropriate to highlight the status that the MOR has in relation to the Core Strategy - as part of the evidence base and not as part of the Plan itself. The MOR has not been subject to independent scrutiny and its role and limited scope should be highlighted. The criteria should be amended to read: The layout and design	Yes, I wish to participate at the oral examination	We wish to reserve the right to appear at the examination, to represent the interests of the landowners of the site, to ensure any policy is properly considered and to protect their interests.	401		

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											<p>West Parley / Ferndown and Verwood will help support the Council's emerging planning policy (being prepared jointly by East Dorset District Council and Christchurch Borough Council) and could subsequently become Supplementary Planning Documents (SPDs) that will guide development control decisions and form the basis for negotiations with prospective developers in each location. [our underlining]</p> <p>The principles shown in the pre-submission policy and the map for the WMC4 site are taken, largely, from the MOR. It would be more reasonable to have any such detailed design matters be the subject of a Supplementary Planning Document (SPD) or similar (if at all), to enable the development principles to be properly explored and assessed (including community involvement, where appropriate), rather than referring to the principles in the definitive terms in the current policy. This includes whether it is reasonable or necessary to include such seemingly definitive criteria for future development, in the policy and particularly of a site of this scale.</p> <p>For example it is stated that: The layout and design must be consistent with the principles set out in the masterplan reports.</p> <p>A further criterion states that: The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.</p> <p>Again, the MOR states (in relation to 'Movement and Linkages' for the Stone Lane and 'Cranborne Road New Neighbourhood') that: Both sites benefit from having close proximity to the River Allen and there is the opportunity for key pedestrian linkages from the centre of the sites to the river walkway and, thus, the wider green network in and around the town.</p> <p>Whilst the objective of improving connectivity and pedestrian access across the river, is laudable and identified as an 'opportunity' in the MOR, a requirement for access across the river in connection with the Stone Lane Industrial Estate site may not be achievable, not least since third parties would need to be involved in any such development. The Council should recognise the potential for the delivery for any such infrastructure to be frustrated, from other cases in the town.</p> <p>There is currently no clear justification for providing a pedestrian and cycle bridge across the river.</p> <p>Development of the Stone Lane Industrial Estate site should not be precluded if a bridge is, for whatever reason, undeliverable.</p>	<p>should have regard to the principles set out in the masterplan reports, prepared as part of the background evidence base, to the [Core Strategy].</p> <p>In the supporting text to the policy or in the introduction to the New Neighbourhoods (para 8.33) it should be clearly stated that the figures showing the New Neighbourhoods (including figure 8.4) are illustrative only.</p> <p>Whilst the phrase 'must enable' provides a degree of flexibility we consider that the criteria should be revised to read: The development may also enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.</p> <p>Please</p>				
640463	Mr. Tim Edwards		<a href="#">CSPS6</a>	8.38	No	No	Yes	Yes	Yes	No	Totally support this idea of redevelopment to the under used industrial park, at Stone Lane, just as long as no encroachment into the Green Belt area is undertaken, or				402	

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											there is any detriment to the Allen River wild life!					
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 327</a>	8.38	No	No	No	No	No	No	<p>This policy does not recognise the importance of the River Allen as a priority habitat (chalk stream) supporting priority species such as the white-clawed crayfish, water vole and otter. The Allen runs immediately to the north of the site and will need buffering from the development and opportunity taken to provide ecological enhancements along the river corridor. This is in line with NPPF (109, 117, 118).</p> <p>We consider that a Sustainable Drainage Scheme should be implemented to protect the quality of the river. We support comments made by the East Dorset Environment Theme Action Group (of which DWT is a member) with respect to light pollution in this area, with regard to the River Allen and potential impacts on the Area of Outstanding Natural Beauty.</p>	<p>Suggested changes Para 8.38 Add words: To enable development access to the site must be improved and strong landscaping provided to ensure that the built form does not harm the visual quality of the nearby Area of Outstanding Natural Beauty or biodiversity of the adjacent River Allen. WMC4 1. Amend bullet point 1 under Green infrastructure: • A landscaped natural open space area is to be provided on the northern and western edges of the site to prevent visual harm impacting on the nearby Area of Outstanding Natural Beauty and to provide an attractive informal recreation area with a wildlife corridor along the River Allen. 2. Add bullet Drainage A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aims of preventing flooding problems for neighbouring properties and on the River Allen, as well as protecting and enhancing nature conservation quality. 3. Add need to mitigate for light pollution and protect the AONB. Map 8.4 Amend site plan to indicate a substantially wider corridor between the edge of the development and the river involving both landscaping and greenspace.</p>	Yes, I wish to participate at the oral examination	<p>Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.</p>	402	
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	<a href="#">CSPS2 897</a>	8.38	No	No	No	No	No	No	<p>Whilst the principles of development, in the policy text and shown in Map 8.4, are based on the approach explained in the Evidence Base for the Core Strategy and specifically the Masterplan Options Report (MOR), dated January 2012, we would question the weight that should be given to that 'options' report in the wording of a final and definitive Core Strategy policy for the development of the Stone Lane site. The introduction to the MOR states, in relation to</p>	<p>It would be appropriate to highlight the status that the MOR has in relation to the Core Strategy - as part of the evidence base and not as part of the Plan itself. The MOR has not been subject to independent scrutiny and its role and limited</p>	Yes, I wish to participate at the oral examination	<p>We wish to reserve the right to appear at the examination, to represent the interests of the landowners of the site, to ensure any policy is properly considered and to protect their interests.</p>	402	

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											<p>the scope of that commission, that:                      The masterplans, for sites in and around the settlements of Wimborne Minster, Corfe Mullen, West Parley / Ferndown and Verwood will help support the Council's emerging planning policy (being prepared jointly by East Dorset District Council and Christchurch Borough Council) and could subsequently become Supplementary Planning Documents (SPDs) that will guide development control decisions and form the basis for negotiations with prospective developers in each location. [our underlining]                      The principles shown in the pre-submission policy and the map for the WMC4 site are taken, largely, from the MOR. It would be more reasonable to have any such detailed design matters be the subject of a Supplementary Planning Document (SPD) or similar (if at all), to enable the development principles to be properly explored and assessed (including community involvement, where appropriate), rather than referring to the principles in the definitive terms in the current policy. This includes whether it is reasonable or necessary to include such seemingly definitive criteria for future development, in the policy and particularly of a site of this scale.                      For example it is stated that: The layout and design must be consistent with the principles set out in the masterplan reports.                      A further criterion states that: The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.                      Again, the MOR states (in relation to 'Movement and Linkages' for the Stone Lane and 'Cranborne Road New Neighbourhood') that: Both sites benefit from having close proximity to the River Allen and there is the opportunity for key pedestrian linkages from the centre of the sites to the river walkway and, thus, the wider green network in and around the town.                      Whilst the objective of improving connectivity and pedestrian access across the river, is laudable and identified as an 'opportunity' in the MOR, a requirement for access across the river in connection with the Stone Lane Industrial Estate site may not be achievable, not least since third parties would need to be involved in any such development. The Council should recognise the potential for the delivery for any such infrastructure to be frustrated, from other cases in the town.                      There is currently no clear justification for providing a pedestrian and cycle bridge across the river.                      Development of the Stone Lane Industrial Estate site should not be precluded if a bridge is, for whatever reason, undeliverable.</p>	<p>scope should be highlighted.                      The criteria should be amended to read: The layout and design should have regard to the principles set out in the masterplan reports, prepared as part of the background evidence base, to the [Core Strategy].                      In the supporting text to the policy or in the introduction to the New Neighbourhoods (para 8.33) it should be clearly stated that the figures showing the New Neighbourhoods (including figure 8.4) are illustrative only.                      Whilst the phrase 'must enable' provides a degree of flexibility we consider that the criteria should be revised to read: The development may also enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.                      Please</p>				

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360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 270</a>	8.38		Yes					<p>We welcome the requirement for strong landscaping and to ensure no harm to the visual quality of the AONB or the setting of Wimborne Minster.</p> <p>The proximity of the River Allen indicates that SUDs should be a requirement of the site to ensure no harm to the river corridor and its wildlife.</p> <p>We have been advised by the Coordinator, British Astronomical Assn Campaign for Dark Skies (CfDS) that the potential for light pollution should be no greater than the present industrial use if light trespass does not reach the River Allen. Strict control to prevent light trespass to the AONB (an intrinsically dark landscape) should be a design requirement at least at the PA stage. Given the importance of the river, the policy should include a wider river corridor to the south of the River Allen (it appears to be little more than a towpath at present) to ensure no damage to its biodiversity (NPPF para 109): developer proposals should ensure biodiversity benefits.</p>	<p>Para 8.38 Add: Measures will be required to ensure no damage to the River Allen corridor or the dark skies of the AONB.</p> <p>Policy WMC4 Layout and design Amend 3rd bullet point to: Development must be sympathetic to the gateway location of the site and its proximity to Wimborne Minster Town Centre Conservation Area, the River Allen corridor and the Area of Outstanding Natural Beauty. A requirement for SUDs should be added.</p> <p>Green Infrastructure Given the importance of the R Allen corridor the wording should ensure that there are biodiversity benefits. Bullet point 1, amend ...to provide a wildlife corridor along the River Allen that is suitable for informal recreation.</p>	No, I do not wish to participate at the oral examination		402	
642628	Mr Robin Christopher		<a href="#">CSPS1 4</a>	Policy WMC 4	Yes	No	Yes	Yes	Yes	No	<p>WMC3 -WMC6 propose 1300 homes and two new first schools postulating an additional school intake of 5-600 children. No consideration or provision appears to have been made to accommodate secondary education for these children.</p>	<p>Consideration should be given as to whether there is adequate scope for sufficient expansion at QE or suitable available land for a further secondary school.</p>	No, I do not wish to participate at the oral examination		403	
643167	Mr Ian Foster		<a href="#">CSPS2 1</a>	Policy WMC 4		No		Yes	Yes		<p>Unsound because if you do not include road improvements or traffic requirements in your 15 year plans, there will be gridlock in this area. The situation is already bad enough but when 1550 new homes are built in this area as per your plan, causing another 2500 odd more vehicles to be on the roads, there will definately be gridlock and to ignore traffic matters now is very unsound.</p> <p>(If you want evidence of the current traffic situation, just stand on the roundabout at Merley any week-day morning.)</p>	<p>To be soundly compliant you need to include road improvements and extra parking in your plans.</p>	No, I do not wish to participate at the oral examination		403	
474462	Mrs Sheila Bourton		<a href="#">CSPS1 78</a>	Policy WMC 4	Yes	Yes					<p>I strongly support this site being developed for new housing. It is within walking distance of Wimborne's facilities.</p> <p>As 30 hectares of land at Blunts Farm, west of Ferndown and an extension of the Bailie Gate employment area are planned for employment purposes, I do not see that the loss of some industrial units from Stone Lane would cause many problems to Wimborne.</p>		No, I do not wish to participate at the oral examination		403	
498566	Mrs Susan Davies		<a href="#">CSPS5 7</a>	Policy WMC 4	Yes	No	Yes	Yes	Yes		<p>WMC4 Stone Lane is a notorious black spot for accidents and severe congestion. The development of housing on this site will further increase the volume of traffic, causing even more problems. Also, this plan will</p>	<p>WMC4 Stone Lane Industrial Park should be greatly improved, building new units and encouraging business to stay in</p>	No, I do not wish to participate at the oral examination		403	

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											move valuable employment and trades out of Wimborne.	the town and even to move into it. Developing more local job opportunities should be a priority.						
512131	Mr and Mrs S Turner		<a href="#">CSPS42</a>	Policy WMC4							We submitted our objections on WMC3 and WMC4 in November 2010. On looking at the Core Strategy little has changed for this area and certainly very little has changed in the type of properties proposed. How are the majority of the general public supposed to understand the differences in Higher density and Lower density housing?!!! These terminologies are a smoke screen!! What does this mean. Also very little attention has been given to our concerns (and I am sure many others) on the management of access and traffic in this area. Stone Lane is like race track and only recently I read that the majority of speeding offences are caused in Stone Lane. As more lorries use this road the more noise disruption occurs - our property even shakes under the velocity of these trucks (no exaggeration). Whilst understanding the need for more housing and the Government guidelines the Planners do not, at any time, take into consideration the existing householders/owners who have worked hard all their lives to attain what they have. They could potentially dessimate what has always been an area of outstanding beauty. The Market Town image will be lost forever if this is allowed to go ahead. You may think I am a NIMBY but please, please do not let this happen						403	
360235	Mr Christopher Undery	Christopher D Undery	<a href="#">CSPS738</a>	Policy WMC4		No			No		This representation relates to the bridge to/from Witroes/Crown Mead. The bridge is vital to the enhancement of Crown Mead, shopping vitality, flow of pedestrians and the linkage between Waitrose, its car parking and the historic town centre. The bridge will not be achieved without compulsion. (compulsory purchase)	Inclusion within the Core Strategy to commit EDDC to adopt compulsory purchase powers (with funding as offered by Waitrose) to acquire land as required to enable construction of bridge, together with pedestrian access between Waitrose and Crown Mead.	Yes, I wish to participate at the oral examination	To explain and illustrate how plan objectives for Wimborne town centre will be achieved only by use of compulsory purchase powers since negotiated settlement has failed.		403		
654618	Mr Peter Tanner	Tanner & Tilley Planning Consultants	<a href="#">CSPS82</a>	Policy WMC4	Yes	No	Yes	Yes	Yes	Yes	Whilst we support Stone Lane Industrial Estate being identified as suitable for redevelopment for housing with the opportunity to provide about 90 homes, we consider that the provisos set out in the first two bullet points under the heading 'Layout and Design' are unnecessarily prescriptive. We consider that the requirement for the layout and design "...must be consistent with the principles set out in the Masterplan reports..." and that "...A design code will be agreed by the Council, setting out the required standards..." could result in the design policy being unnecessarily prescriptive and over detailed, rather than guiding the overall scale, density, massing, height, landscape, layout and materials, as advocated in the NPPF.	We suggest that the criteria for Policy WMC4 set out under the heading "Layout and Design" be amended to the following "...Layout and Design •The layout and design should have general regard to the principles set out in the Masterplan reports. •The development should achieve a high quality and inclusive design that responds to the local character and reflects the identity of local surroundings and materials whilst not preventing or discouraging appropriate innovation." •Development must be	No, I do not wish to participate at the oral examination			403		

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												sympathetic to the gateway location of the site and its proximity to the Wimborne Minster Town Centre Conservation Area, as well as the Area of Outstanding Natural Beauty."				
475541	Mr and Mrs P Spencer		<a href="#">CSPS1 273</a>	Policy WMC 4		No			Yes	Yes	Paragraph 8.37 justifies the loss of employment opportunity at this location by virtue of the availability of units at Ferndown/Uddens Industrial Estates. However this does not take into account access to the Uddens and Ferndown Industrial Estates both for employees and customers of these businesses. Public transport links into these industrial estates is poor, and effectively non-existent from Wimborne. Prior to the loss of local employment effective public transport options should be provided to these alternative locations.	This policy needs to be linked to the second bullet point in Policy FWP 8 in Chapter 10.	No, I do not wish to participate at the oral examination		403	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 328</a>	Policy WMC 4		No		No		No	This policy does not recognise the importance of the River Allen as a priority habitat (chalk stream) supporting priority species such as the white-clawed crayfish, water vole and otter. The Allen runs immediately to the north of the site and will need buffering from the development and opportunity taken to provide ecological enhancements along the river corridor. This is in line with NPPF (109, 117, 118). We consider that a Sustainable Drainage Scheme should be implemented to protect the quality of the river. We support comments made by the East Dorset Environment Theme Action Group (of which DWT is a member) with respect to light pollution in this area, with regard to the River Allen and potential impacts on the Area of Outstanding Natural Beauty.	Suggested changes Para 8.38 Add words: To enable development access to the site must be improved and strong landscaping provided to ensure that the built form does not harm the visual quality of the nearby Area of Outstanding Natural Beauty or biodiversity of the adjacent River Allen. WMC4 1. Amend bullet point 1 under Green infrastructure: • A landscaped natural open space area is to be provided on the northern and western edges of the site to prevent visual harm impacting on the nearby Area of Outstanding Natural Beauty and to provide an attractive informal recreation area with a wildlife corridor along the River Allen. 2. Add bullet Drainage A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aims of preventing flooding problems for neighbouring properties and on the River Allen, as well as protecting and enhancing nature conservation quality. 3. Add need to mitigate for light pollution and protect the AONB.	Yes, I wish to participate at the oral examination	Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.	403	

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												Map 8.4 Amend site plan to indicate a substantially wider corridor between the edge of the development and the river involving both landscaping and greenspace.					
361170	Mr Tim Harvey		<a href="#">CSPS1 768</a>	Policy WMC 4	Yes	No	No	No	No	No	These new houses will increase the population by 50% - this CANNOT be legally sound or justified. Traffic is overwhelming at certain times of the day already, so with all the extra cars, it will be APALLING (NO - people will NOT walk anywhere - please don't talk as if they will).	Increasing the population by 10% might be legal and sound - NO more.	No, I do not wish to participate at the oral examination		403		
657341	Mr & Mrs K Perry		<a href="#">CSPS1 529</a>	Policy WMC 4							We understand from the Wimborne Journal that only 140 people returned the Pre-Submission Core Strategy Response Form. All we can say is that we are surprised the number was so large. The form completely ignored the whole issue - which is whether or not the town of Wimborne Minster should be so drastically altered to make it unrecognisable by building on farmland (which will be necessary in the future for food production) and green belt. We were not asked this question, we were asked whether a consultation was based around the 'Tests for Soundness'. Whoever thought up the form must have studied for a degree in obfuscation. Certainly the majority of people trying to fill in the form would be hard put to know at the end whether or not they had agreed with the ideas, which would then have been taken as a 'go ahead'. Wimborne will grow as and when there is work, proper transport links - one only has to envisage more people trying to negotiate the Canford Bottom roundabout to get to work in Bournemouth or Southampton to realise that this is a problem area, and a proper infrastructure is necessary. Dumping large quantities of people in affordable or non-affordable housing on an area will cause immense hardship to the already hard pressed rate-payers of Dorset who do not have the high revenues of the Unitary Authorities. It is noticeable that the developments proposed are away from Dorchester and the County Council where a lot of money has been spent on unnecessary so called improvements. To conclude we would like to stress that we heartily disapprove of the submission and the core strategy and the undemocratic way we believe it will be foisted upon us.					403	
499367	Mrs Rosemary Coward		<a href="#">CSPS1 827</a>	Policy WMC 4		No				Yes	Loss of jobs - the only industrial site in the area - also loss of services to locals. Where are the owners of the new houses supposed to work?	Access improvement is necessary but otherwise innovative businesses should be encouraged, not told to go elsewhere.	No, I do not wish to participate at the oral examination		403		
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1 910</a>	Policy WMC 4							The present population in Wimborne/Colehill is approaching 15,000. If we assume an average of two				403		

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											people per unit, 1,500 new dwellings would be an extra 20%. There is a considerable danger that the present bespoke character of Wimborne and its infrastructure would be overwhelmed by off-the-peg suburbia. In contrast Corfe Mullen has had its target for housing reduced by 20% and Verwood/West Moors at present by 35%. Ferndown would rise by 8% and West Parley by 70%. We do not want Wimborne to become a dormitory town with a leavening of retirement homes and tourist attractions. The area requires a mix of domestic, leisure and commercial operations. Rather than shift the Stoen Lane businesses to Ferndown, Bailie Gate and elsewhere it would make eminent sense to upgrade the current properties together with widening the estate exit to Stone Lane.					
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	<a href="#">CSPS1 938</a>	Policy WMC 4	Yes	No	Yes	No	No	No	<p>Policies; CN 1, CN 2, CN 3, WMC 3, WMC 4, WMC 5, WMC 6, FWP 3, FWP 4, FWP 6, FWP 7, FWP 8, VTSW 2, VTSW3, VTSW 4, VTSW 8 etc are all proposing development and or mitigation in the form of SANGs on greenfield locations. In order to avoid a conflict with policy ME1 at a later stage in the planning process Natural England advise the authorities to bring to the attention of those with an interest in these locations the need to carry out a basic biodiversity survey eg Phase 1 habitat survey including assessment of the likely presence or evidence of other features likely to restrict or delay development eg badger setts, priority species such as reptiles, water voles etc in time for consideration at the EIP. In many cases this will simply be a statement as the proposer has already engaged an ecological advisor.</p> <p>These policies appear to have been brought forward in an absence of adequate information and assessment on the biodiversity features held by the policy land. There is reason to suspect that on some there may be a significant biodiversity interest owing to close proximity with designated sites and or other biodiversity sites. The NPPF requires that planning policies should be based on up-to date information on the natural environment (paragraph 165). These policies are not shown to be compliant with this requirement. Thus, irrespective of the above matters concerning other nearby designated sites, it is not possible to identify whether the policies are compliant with policy considerations in the NPPF on sustainable development for the sites alone, especially the aspect on sustainable development set out in paragraph 9 of moving from a net loss of biodiversity to achieving net gains (for example on priory habitats and species).</p>	The policies may need to include specific paragraphs about features of biodiversity importance which are to be secured or enhanced.	Yes, I wish to participate at the oral examination	Natural England has provided extensive advice to a number of the parties concerned with these policies and may be able to offer advice and reassurance to the Inspector about the reliance he may have on the effectiveness of the policy and any modification proposed.	403	
359555	Mr L Hewitt	Wimborne Minster Town Council	<a href="#">CSPS2 079</a>	Policy WMC 4	Yes	Yes							No, I do not wish to participate at the oral examination		403	
36008	Mr and		<a href="#">CSPS2</a>	Policy	Yes	Yes	Yes	Yes	Yes	Yes	• We do recognise the need for housing and the lack of	• There should be a reference	No, I do not wish to		403	

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2	Mrs K Healy		<a href="#">476</a>	WMC 4							<p>suitable sites, for this reason we reluctantly support the relocation of the businesses.</p> <ul style="list-style-type: none"> <li>An ecological survey of the land close to the Allen will be required, and care must be taken not to do a parkland landscape so close to the riverbanks that the river's biodiversity is threatened. Tranquillity needs to be maintained close to the water, particularly at night with no lighting.</li> <li>There are major concerns over the land to the north and west of the Allen as a potential SANG. Even when this flood plain appears to be dry, it can be as soft to walk on as a soggy sponge. Even with SUDS there is a good chance that there will be some additional surface water runoff from the proposed Cranborne Road site. It is not fair to give residents land for recreational use that is unusable for much of the year. This would put additional pressures on other green spaces. Holt heath is within walking distance of Wimborne.</li> </ul>	<p>made to the need of the recreational area along the Allen to remain as natural as possible to protect the biodiversity of the river.</p> <ul style="list-style-type: none"> <li>There should be a recognition of the importance of retaining both tranquillity and a lack of light pollution in proximity to the river.</li> <li>Need to recognise the River Allen will flood over some/all the proposed SANGS along the river.</li> </ul>	participate at the oral examination			
360289	Mr Kevin Hodder	East Boro Housing Trust	<a href="#">CSPS2 320</a>	Policy WMC 4	Yes	Yes					<p>Although density has been increased from 30 housing units to a proposed 90 in the Core Submission, I still do not see how in the present economy the benefit of loosing industrial employment land that is serviced and with constructed premises in situ in an edge of town location (reduced travel for employed staff who work at the site) for only a gain of 90 units of housing. Given the "other" large housing sites proposed in Wimborne I do not believe that this site is either required or a future community gain given the subsequent loss of employment in the town.</p>				403	
499596	Sir Roger Palin		<a href="#">CSPS2 380</a>	Policy WMC 4		Yes					I support this proposal in full.		No, I do not wish to participate at the oral examination		403	
523296	Mr Ian Spiers	Ian C Spiers & Associates	<a href="#">CSPS2 193</a>	Policy WMC 4		No	No	No			<p>The concern is that the imposition of the full cost of the alterations to the junction with Stone Lane which will undoubtedly include the purchase of at least two residential properties when added to the other attendant costs of development in this area (ie social housing, heathland contribution and other on-costs under consideration) will render any proposed development of this site unviable.</p> <p>The Stone Lane junction is at a narrower part of the road and it is understood that at least two properties were purchased several years ago with a view to the Highway Authority improving the junction which indicates that it has already been identified as requiring improvement. In addition to the cost of the access with Stone Lane at the southern end of the site there is a requirement to provide a link across the river at the northern end of the site. This will further add tot he cost of development which must be considered against the present commercial value of the site.</p>	<p>Since the junction with Stone Lane has already been identified as requiring improvement (by the purchase of two properties) the cost of the access should be borne by Dorset County Transport Infrastructure Charges and not the Developer or Landowner. This additional cost will be on top of the other attendant local charges ans social housing imposition will render the proposal unviable.</p>	No, I do not wish to participate at the oral examination		403	
657372	Mr A.J Linehan	Brookside Manor Residents Associatio	<a href="#">CSPS2 849</a>	Policy WMC 4							I am writing as Chairman of Brookside Manor Residents Association at the request of the Association's members.				403	

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		n									<p>We should be grateful if you would consider our comments on the Core Strategy Proposals, and incorporate them in the final submission document. I have not completed the formal Response Form which we found far from user friendly, and, in some parts at least to require a professional/legal knowledge of planning law.</p> <p>Our comments fall into two main sections. The first deals with the whole package as it affects Wimborne and Colehill. The second deals with the specific proposals for the housing and sports grounds development south of Leigh Road, Wimborne/Colehill.</p> <p>1.Wimborne and Colehill</p> <p>We are concerned by the scale of the project for Wimborne/Colehill. The Strategy calls for a total of 1300 new houses in the developments of Cuthbury (260 houses), Stone Lane (90), Cranborne Road (600) and south of Leigh Road (350). Statistically it may be conservatively assumed an occupancy of at least 2.1 per house. This is an increase of some 2700 in the population of Wimborne/Colehill from its present level of 13,300. In percentage terms a population increase of over 20%. This increase will distort the distinct market town environment of Wimborne. The fact that there are insufficient employment opportunities within Wimborne/Colehill to satisfy the current working population, serves to emphasise the point that the development will mean that the town will rapidly lose its distinct identity, and simply serve as a dormitory suburb of the neighbouring Unitary Authorities. We do seriously question what is the rationale for increasing the population by 20%.</p>					
359521	Mr R. Hunt	Pamphill & Shapwick Parish Council	<a href="#">CSPS3 009</a>	Policy WMC 4	Yes	Yes						STONE LANE: Concerned about increased vehicular access to/from estate, combined with already poor pedestrian and cycle path provision on Stone Lane for QE. We have no objection to the development but would prefer site as is for jobs in town.	No, I do not wish to participate at the oral examination		403	
656498	Mr Matthew Morris	GVA Planning Development	<a href="#">CSPS2 903</a>	Policy WMC 4	Yes	No		No		No	The Co-op notes and supports the provision of additional residential accommodation via policies WMC3-WMC6, although it recommends that where new local centres are planned within these new neighbourhoods these centres remain small scale, serving basic day-to-day needs only, and complement the role and function of the town centre.		Yes, I wish to participate at the oral examination	Given the detailed nature of the Co-op's representations and the need to interrogate the Council's evidence base.	403	
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	<a href="#">CSPS2 895</a>	Policy WMC 4		No		No			Whilst the principles of development, in the policy text and shown in Map 8.4, are based on the approach explained in the Evidence Base for the Core Strategy and specifically the Masterplan Options Report (MOR), dated January 2012, we would question	It would be appropriate to highlight the status that the MOR has in relation to the Core Strategy - as part of the evidence base and not as	Yes, I wish to participate at the oral examination	We wish to reserve the right to appear at the examination, to represent the interests of the landowners of the site, to ensure any policy	403	

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											<p>the weight that should be given to that 'options' report in the wording of a final and definitive Core Strategy policy for the development of the Stone Lane site. The introduction to the MOR states, in relation to the scope of that commission, that: The masterplans, for sites in and around the settlements of Wimborne Minster, Corfe Mullen, West Parley / Ferndown and Verwood will help support the Council's emerging planning policy (being prepared jointly by East Dorset District Council and Christchurch Borough Council) and could subsequently become Supplementary Planning Documents (SPDs) that will guide development control decisions and form the basis for negotiations with prospective developers in each location. [our underlining] The principles shown in the pre-submission policy and the map for the WMC4 site are taken, largely, from the MOR. It would be more reasonable to have any such detailed design matters be the subject of a Supplementary Planning Document (SPD) or similar (if at all), to enable the development principles to be properly explored and assessed (including community involvement, where appropriate), rather than referring to the principles in the definitive terms in the current policy. This includes whether it is reasonable or necessary to include such seemingly definitive criteria for future development, in the policy and particularly of a site of this scale. For example it is stated that: The layout and design must be consistent with the principles set out in the masterplan reports. A further criterion states that: The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5. Again, the MOR states (in relation to 'Movement and Linkages' for the Stone Lane and 'Cranborne Road New Neighbourhood') that: Both sites benefit from having close proximity to the River Allen and there is the opportunity for key pedestrian linkages from the centre of the sites to the river walkway and, thus, the wider green network in and around the town. Whilst the objective of improving connectivity and pedestrian access across the river, is laudable and identified as an 'opportunity' in the MOR, a requirement for access across the river in connection with the Stone Lane Industrial Estate site may not be achievable, not least since third parties would need to be involved in any such development. The Council should recognise the potential for the delivery for any such infrastructure to be frustrated, from other cases in the town. There is currently no clear justification for providing a pedestrian and cycle bridge across the river.</p>	<p>part of the Plan itself. The MOR has not been subject to independent scrutiny and its role and limited scope should be highlighted. The criteria should be amended to read: The layout and design should have regard to the principles set out in the masterplan reports, prepared as part of the background evidence base, to the [Core Strategy]. In the supporting text to the policy or in the introduction to the New Neighbourhoods (para 8.33) it should be clearly stated that the figures showing the New Neighbourhoods (including figure 8.4) are illustrative only. Whilst the phrase 'must enable' provides a degree of flexibility we consider that the criteria should be revised to read: The development may also enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5. Please</p>		is properly considered and to protect their interests.		

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											Development of the Stone Lane Industrial Estate site should not be precluded if a bridge is, for whatever reason, undeliverable.					
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 271</a>	Policy WMC 4		Yes					<p>We welcome the requirement for strong landscaping and to ensure no harm to the visual quality of the AONB or the setting of Wimborne Minster.</p> <p>The proximity of the River Allen indicates that SUDs should be a requirement of the site to ensure no harm to the river corridor and its wildlife.</p> <p>We have been advised by the Coordinator, British Astronomical Assn Campaign for Dark Skies (CfDS) that the potential for light pollution should be no greater than the present industrial use if light trespass does not reach the River Allen. Strict control to prevent light trespass to the AONB (an intrinsically dark landscape) should be a design requirement at least at the PA stage. Given the importance of the river, the policy should include a wider river corridor to the south of the River Allen (it appears to be little more than a towpath at present) to ensure no damage to its biodiversity (NPPF para 109): developer proposals should ensure biodiversity benefits.</p>	<p>Para 8.38 Add: Measures will be required to ensure no damage to the River Allen corridor or the dark skies of the AONB.</p> <p>Policy WMC4 Layout and design Amend 3rd bullet point to: Development must be sympathetic to the gateway location of the site and its proximity to Wimborne Minster Town Centre Conservation Area, the River Allen corridor and the Area of Outstanding Natural Beauty. A requirement for SUDs should be added.</p> <p>Green Infrastructure Given the importance of the R Allen corridor the wording should ensure that there are biodiversity benefits. Bullet point 1, amend ...to provide a wildlife corridor along the River Allen that is suitable for informal recreation.</p>	No, I do not wish to participate at the oral examination		403	
359571	Mr Renny Henders on	Royal Society for the Protection of Birds	<a href="#">CSPS3 726</a>	Policy WMC 4							<p>Policy Allocation Dwellings/land area Comment WMC3 Cuthbury allotments and St Margaret's Close New Neighbourhood, Wimborne 260 SANG to be provided in accordance with policy ME3 WMC4 Stone Lane 90 SANG to be provided in accordance with policy ME3 6 WMC5 Cranborne Road New Neighbourhood, Wimborne 600 SANG to be provided in accordance with policy ME3 WMC6 South of Leigh Road New Neighbourhood and Sports Village, Wimborne 75 ha SANG to be provided in accordance with policy ME3 CM1 Lockyer's School and Land North of Corfe Mullen New Neighbourhood 250</p>		Yes, I wish to participate at the oral examination	we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.	403	

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											<p>SANG to be provided in accordance with policy ME3 FWP3 Holmwood House New Neighbourhood, Ferndown 110</p> <p>SANG to be provided in accordance with policy ME3 FWP4 Coppins new Neighbourhood, Ferndown 30</p> <p>SANG to be provided in accordance with policy ME3 FWP6 Land East of New Road New Neighbourhood, West Parley 320</p> <p>SANG to be provided in accordance with policy ME3 FWP7 West of New Road New Neighbourhood, West Parley 200</p> <p>SANG to be provided in accordance with policy ME3 VTSW4 North West Verwood New Neighbourhood 230</p> <p>SANG to be provided in accordance with policy ME3 FWP8 Blunt's Farm Employment Allocation, Ferndown 30ha A mitigation strategy to be agreed to avoid harm to European sites and SSSI</p> <p>VTSW5 North Eastern Verwood New Neighbourhood 50</p> <p>SANG to be provided in accordance with policy ME3 VTSW6 Woolsbridge Employment Allocation, Three Legged Cross 9.7ha A mitigation strategy to be agreed to SSSI</p> <p>The RSPB does not, in principle, object to the residential allocations above. However, the table does illustrate the heavy reliance on SANGs as a mitigation measure. The Councils will be aware of the relatively untested nature of SANGs as effective mitigation, albeit in the context of available measures, it is clear that SANGs offer perhaps the best opportunity of addressing potential adverse impacts on the European sites. SANGs are a principal component of the approach taken by the Dorset Heathlands Interim Planning Framework (IPF), and are used as a mitigation vehicle elsewhere in England, notably in the Thames Basin Heaths.</p> <p>Research continues on the effectiveness of SANGs, and it is imperative that this research informs SANGs development anticipated under the Core Strategy. Long-term management and monitoring is also critical (as is identified in policy CN1).</p> <p>Testing of the suitability of SANGs as a mitigation measure for the above policies is essential and has not</p>					

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											yet been undertaken. We are concerned that some of the SANGs proposed may be ineffective, particularly SANGs associated with smaller allocations. With respect to employment allocations FWP8 (Blunt's Farm) and VTSW6 (Woolsbridge), we are not familiar with these locations. We do not object to these policies subject to receiving clarification from Natural England of the issues pertinent to these sites, and the likely efficacy of mitigation strategies anticipated by these policies.					
524088	Mr Ken Parke	Ken Parke Planning Consultants	<a href="#">CSPS3 630</a>	Policy WMC4	No	No	Yes	Yes	Yes	Yes	Please see attached representations document and appendices	Please see attached representations document and appendices	Yes, I wish to participate at the oral examination	The representation has a significant bearing on the distribution of housing within the district and will require detailed oral examination.	403	<a href="#">2260318_0_1.pdf</a>
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 329</a>	Map 8.4		No		No		No	<p>This policy does not recognise the importance of the River Allen as a priority habitat (chalk stream) supporting priority species such as the white-clawed crayfish, water vole and otter. The Allen runs immediately to the north of the site and will need buffering from the development and opportunity taken to provide ecological enhancements along the river corridor. This is in line with NPPF (109, 117, 118).</p> <p>We consider that a Sustainable Drainage Scheme should be implemented to protect the quality of the river. We support comments made by the East Dorset Environment Theme Action Group (of which DWT is a member) with respect to light pollution in this area, with regard to the River Allen and potential impacts on the Area of Outstanding Natural Beauty.</p>	<p>Suggested changes Para 8.38 Add words: To enable development access to the site must be improved and strong landscaping provided to ensure that the built form does not harm the visual quality of the nearby Area of Outstanding Natural Beauty or biodiversity of the adjacent River Allen. WMC4 1. Amend bullet point 1 under Green infrastructure: • A landscaped natural open space area is to be provided on the northern and western edges of the site to prevent visual harm impacting on the nearby Area of Outstanding Natural Beauty and to provide an attractive informal recreation area with a wildlife corridor along the River Allen. 2. Add bullet Drainage A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aims of preventing flooding problems for neighbouring properties and on the River Allen, as well as protecting and enhancing nature conservation quality. 3. Add need to mitigate for light pollution and protect the AONB. Map 8.4 Amend site plan to indicate a substantially wider corridor</p>	Yes, I wish to participate at the oral examination	Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.	404	

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												between the edge of the development and the river involving both landscaping and greenspace.				
523296	Mr Ian Spiers	Ian C Spiers & Associates	<a href="#">CSPS2 197</a>	Map 8.4	No	No	No				The concern is that the imposition of the full cost of the alterations to the junction with Stone Lane which will undoubtedly include the purchase of at least two residential properties when added to the other attendant costs of development in this area (ie social housing, heathland contribution and other on-costs under consideration) will render any proposed development of this site unviable. The Stone Lane junction is at a narrower part of the road and it is understood that at least two properties were purchased several years ago with a view to the Highway Authority improving the junction which indicates that it has already been identified as requiring improvement. In addition to the cost of the access with Stone Lane at the southern end of the site there is a requirement to provide a link across the river at the northern end of the site. This will further add to the cost of development which must be considered against the present commercial value of the site.	Since the junction with Stone Lane has already been identified as requiring improvement (by the purchase of two properties) the cost of the access should be borne by Dorset County Transport Infrastructure Charges and not the Developer or Landowner. This additional cost will be on top of the other attendant local charges and social housing imposition will render the proposal unviable.	No, I do not wish to participate at the oral examination		404	
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	<a href="#">CSPS2 900</a>	Map 8.4	No	No					Whilst the principles of development, in the policy text and shown in Map 8.4, are based on the approach explained in the Evidence Base for the Core Strategy and specifically the Masterplan Options Report (MOR), dated January 2012, we would question the weight that should be given to that 'options' report in the wording of a final and definitive Core Strategy policy for the development of the Stone Lane site. The introduction to the MOR states, in relation to the scope of that commission, that: The masterplans, for sites in and around the settlements of Wimborne Minster, Corfe Mullen, West Parley / Ferndown and Verwood will help support the Council's emerging planning policy (being prepared jointly by East Dorset District Council and Christchurch Borough Council) and could subsequently become Supplementary Planning Documents (SPDs) that will guide development control decisions and form the basis for negotiations with prospective developers in each location. [our underlining] The principles shown in the pre-submission policy and the map for the WMC4 site are taken, largely, from the MOR. It would be more reasonable to have any such detailed design matters be the subject of a Supplementary Planning Document (SPD) or similar (if at all), to enable the development principles to be properly explored and assessed (including community involvement, where appropriate), rather than referring to the principles in the definitive terms in the current policy. This includes whether it is	It would be appropriate to highlight the status that the MOR has in relation to the Core Strategy - as part of the evidence base and not as part of the Plan itself. The MOR has not been subject to independent scrutiny and its role and limited scope should be highlighted. The criteria should be amended to read: The layout and design should have regard to the principles set out in the masterplan reports, prepared as part of the background evidence base, to the [Core Strategy]. In the supporting text to the policy or in the introduction to the New Neighbourhoods (para 8.33) it should be clearly stated that the figures showing the New Neighbourhoods (including figure 8.4) are illustrative only. Whilst the phrase 'must enable' provides a degree of flexibility we consider that the criteria should be	Yes, I wish to participate at the oral examination	We wish to reserve the right to appear at the examination, to represent the interests of the landowners of the site, to ensure any policy is properly considered and to protect their interests.	404	

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											<p>reasonable or necessary to include such seemingly definitive criteria for future development, in the policy and particularly of a site of this scale. For example it is stated that: The layout and design must be consistent with the principles set out in the masterplan reports. A further criterion states that: The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5. Again, the MOR states (in relation to 'Movement and Linkages' for the Stone Lane and 'Cranborne Road New Neighbourhood') that: Both sites benefit from having close proximity to the River Allen and there is the opportunity for key pedestrian linkages from the centre of the sites to the river walkway and, thus, the wider green network in and around the town. Whilst the objective of improving connectivity and pedestrian access across the river, is laudable and identified as an 'opportunity' in the MOR, a requirement for access across the river in connection with the Stone Lane Industrial Estate site may not be achievable, not least since third parties would need to be involved in any such development. The Council should recognise the potential for the delivery for any such infrastructure to be frustrated, from other cases in the town. There is currently no clear justification for providing a pedestrian and cycle bridge across the river. Development of the Stone Lane Industrial Estate site should not be precluded if a bridge is, for whatever reason, undeliverable.</p>	<p>revised to read: The development may also enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5. Please</p>				
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	<a href="#">CSPS2898</a>	8.39	No			No			<p>Whilst the principles of development, in the policy text and shown in Map 8.4, are based on the approach explained in the Evidence Base for the Core Strategy and specifically the Masterplan Options Report (MOR), dated January 2012, we would question the weight that should be given to that 'options' report in the wording of a final and definitive Core Strategy policy for the development of the Stone Lane site. The introduction to the MOR states, in relation to the scope of that commission, that: The masterplans, for sites in and around the settlements of Wimborne Minster, Corfe Mullen, West Parley / Ferndown and Verwood will help support the Council's emerging planning policy (being prepared jointly by East Dorset District Council and Christchurch Borough Council) and could subsequently become Supplementary Planning Documents (SPDs) that will guide development control decisions and form the basis for negotiations with prospective developers in each location. [our underlining] The principles shown in the pre-submission policy and</p>	<p>It would be appropriate to highlight the status that the MOR has in relation to the Core Strategy - as part of the evidence base and not as part of the Plan itself. The MOR has not been subject to independent scrutiny and its role and limited scope should be highlighted. The criteria should be amended to read: The layout and design should have regard to the principles set out in the masterplan reports, prepared as part of the background evidence base, to the [Core Strategy]. In the supporting text to the policy or in the introduction to the New Neighbourhoods (para 8.33) it should</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>We wish to reserve the right to appear at the examination, to represent the interests of the landowners of the site, to ensure any policy is properly considered and to protect their interests.</p>	405	

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											<p>the map for the WMC4 site are taken, largely, from the MOR. It would be more reasonable to have any such detailed design matters be the subject of a Supplementary Planning Document (SPD) or similar (if at all), to enable the development principles to be properly explored and assessed (including community involvement, where appropriate), rather than referring to the principles in the definitive terms in the current policy. This includes whether it is reasonable or necessary to include such seemingly definitive criteria for future development, in the policy and particularly of a site of this scale.</p> <p>For example it is stated that: The layout and design must be consistent with the principles set out in the masterplan reports.</p> <p>A further criterion states that: The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.</p> <p>Again, the MOR states (in relation to 'Movement and Linkages' for the Stone Lane and 'Cranborne Road New Neighbourhood') that: Both sites benefit from having close proximity to the River Allen and there is the opportunity for key pedestrian linkages from the centre of the sites to the river walkway and, thus, the wider green network in and around the town.</p> <p>Whilst the objective of improving connectivity and pedestrian access across the river, is laudable and identified as an 'opportunity' in the MOR, a requirement for access across the river in connection with the Stone Lane Industrial Estate site may not be achievable, not least since third parties would need to be involved in any such development. The Council should recognise the potential for the delivery for any such infrastructure to be frustrated, from other cases in the town.</p> <p>There is currently no clear justification for providing a pedestrian and cycle bridge across the river.</p> <p>Development of the Stone Lane Industrial Estate site should not be precluded if a bridge is, for whatever reason, undeliverable.</p>	<p>be clearly stated that the figures showing the New Neighbourhoods (including figure 8.4) are illustrative only.</p> <p>Whilst the phrase 'must enable' provides a degree of flexibility we consider that the criteria should be revised to read: The development may also enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.</p> <p>Please</p>				
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	<a href="#">CSPS2899</a>	8.40	No			No			<p>Whilst the principles of development, in the policy text and shown in Map 8.4, are based on the approach explained in the Evidence Base for the Core Strategy and specifically the Masterplan Options Report (MOR), dated January 2012, we would question the weight that should be given to that 'options' report in the wording of a final and definitive Core Strategy policy for the development of the Stone Lane site. The introduction to the MOR states, in relation to the scope of that commission, that:</p> <p>The masterplans, for sites in and around the settlements of Wimborne Minster, Corfe Mullen, West Parley / Ferndown and Verwood will help support</p>	<p>It would be appropriate to highlight the status that the MOR has in relation to the Core Strategy - as part of the evidence base and not as part of the Plan itself. The MOR has not been subject to independent scrutiny and its role and limited scope should be highlighted. The criteria should be amended to read: The layout and design should have regard to the</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>We wish to reserve the right to appear at the examination, to represent the interests of the landowners of the site, to ensure any policy is properly considered and to protect their interests.</p>	406	

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											<p>the Council's emerging planning policy (being prepared jointly by East Dorset District Council and Christchurch Borough Council) and could subsequently become Supplementary Planning Documents (SPDs) that will guide development control decisions and form the basis for negotiations with prospective developers in each location. [our underlining]</p> <p>The principles shown in the pre-submission policy and the map for the WMC4 site are taken, largely, from the MOR. It would be more reasonable to have any such detailed design matters be the subject of a Supplementary Planning Document (SPD) or similar (if at all), to enable the development principles to be properly explored and assessed (including community involvement, where appropriate), rather than referring to the principles in the definitive terms in the current policy. This includes whether it is reasonable or necessary to include such seemingly definitive criteria for future development, in the policy and particularly of a site of this scale.</p> <p>For example it is stated that: The layout and design must be consistent with the principles set out in the masterplan reports.</p> <p>A further criterion states that: The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.</p> <p>Again, the MOR states (in relation to 'Movement and Linkages' for the Stone Lane and 'Cranborne Road New Neighbourhood') that: Both sites benefit from having close proximity to the River Allen and there is the opportunity for key pedestrian linkages from the centre of the sites to the river walkway and, thus, the wider green network in and around the town.</p> <p>Whilst the objective of improving connectivity and pedestrian access across the river, is laudable and identified as an 'opportunity' in the MOR, a requirement for access across the river in connection with the Stone Lane Industrial Estate site may not be achievable, not least since third parties would need to be involved in any such development. The Council should recognise the potential for the delivery for any such infrastructure to be frustrated, from other cases in the town.</p> <p>There is currently no clear justification for providing a pedestrian and cycle bridge across the river.</p> <p>Development of the Stone Lane Industrial Estate site should not be precluded if a bridge is, for whatever reason, undeliverable.</p>	<p>principles set out in the masterplan reports, prepared as part of the background evidence base, to the [Core Strategy].</p> <p>In the supporting text to the policy or in the introduction to the New Neighbourhoods (para 8.33) it should be clearly stated that the figures showing the New Neighbourhoods (including figure 8.4) are illustrative only.</p> <p>Whilst the phrase 'must enable' provides a degree of flexibility we consider that the criteria should be revised to read: The development may also enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.</p> <p>Please</p>				
654817	Mr Alan Spencer		<a href="#">CSPS852</a>	8.41	No	No	Yes	Yes	Yes	Yes	<p>WMC5</p> <p>No alternative use for this space appears to have been considered by the Council.</p> <p>Suggestions have been put forward to use this space for</p>	<p>WMC5</p> <p>I am seeking evidence that the Council have genuinely considered alternative uses for</p>	Yes, I wish to participate at the oral examination	Local families affected by these proposals feel they do not have a strong enough voice to persuade the Council	407	

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											<p>a Solar Farm, Deciduous Forest, Rugby and Football Pitches (alternative site to WMC6), Allotments, and / or retention as Pasture, all to negate the effects of climate change and minimise CO2 emissions. These suggestions have either been ignored or dismissed out of hand. There has been no consultation with the immediate local community on the proposed development. This could easily have taken place with the limited number of affected families. (less than 30)</p> <p>Layout &amp; Design The scale of development unfairly represents 24% of the East Dorset total. It will be 170% greater than any other individual development in the district. It is too large and too dense on the proposed sites either side of the Cranborne Road. Developers will be forced to increase the number of floors of flats and apartments to accommodate the 50% affordable housing criteria set by the council. The increased height of buildings above two floors will destroy the iconic character of the Town's approach from the North.</p> <p>Green Infrastructure Not only will developers have the opportunity to abrogate their responsibility to protect the Dorset Heathlands (policy ME2) they are also allowed to build car parks close to existing settlements (policy ME3) that will permit the urban population of dog owners to unleash their animals to foul the SANGs.</p> <p>Transport and access If the intent is to make Burts Hill an unattractive route for those wishing to access the A31(T), why is it necessary to have any access to WMC5 from Burts Hill? This will surely exacerbate the problem.</p> <p>Drainage Why have the Council not already applied policy ME6 before recommending WMC5 for development?</p>	<p>the site designated WMC5. I ask the Council to consult with locally affected families in order to seek alternative acceptable uses for this site. Layout and design If the development is allowed to proceed I ask that no houses, flats, or apartments, are allowed to exceed two floors, and that the scale of the development is reduced by 50%. Green Infrastructure I ask that no car parks are included in the SANGs proposed in this development. Transport and access I ask that any motorised access to the new estate from Burts Hill is denied. Drainage Apply policy ME6 now before including WMC5 in the Core Strategy.</p>		<p>to change its mind about this development. They consider it to be a done deal between the council, the land owner and developer. I want to be reassured that this is not the case.</p>		
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1973</a>	8.41							<p>In general, current school facilities provision meets the needs of the area. However future population increase and residential development will put pressure on some education facilities. Where new schools are required in association with new development, as in the Cranborne Road and Leigh Road New Neighbourhoods in Wimborne and the Lockyer's School site in Corfe Mullen this is identified. In Verwood a new senior school is proposed towards the end of the Plan period. Elsewhere education needs may be met through expansion or re-organisation of existing facilities. The costs and responsibilities for the funding of these improvements and new facilities are identified in the Draft IDP. County Council officers have worked closely with local planning officers in developing the plan. The Core Strategy and Draft IDP reflect the County Council's future requirements in terms of school provision in the area and are supported.</p>	<p>No proposed changes to this policy</p>			407	
51236	Mr		<a href="#">CSPS1</a>	8.41	No		Yes	Yes	Yes		WMC5 would impact adversely on the Green Belt and	Please remove WMC5 from the	Yes, I wish to	I wish to articulate these	407	

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0	Richard Acres		<a href="#">857</a>								landscape of Wimborne periphery. This impact cannot be justified when better alternatives exist. The predicted economic stagnation over the next 10 - 15 years does not warrant the earmarking of this area for development in the CS. Too many areas have been identified for development - we will end up with piecemeal housing in all of these without the other facilities provided that are necessary.	CS. If as a result more development is necessary, WMC6 should contain less sports pitches and the area extended further east to complete the infill between Wimborne Road and the A31 bypass. This area has already been degraded. Don't expand Wimborne on a 'new' front to the north of the town - there are no natural barriers to contain the development as with WMC6.	participate at the oral examination	points further, to express my extreme concern about these aspects of the CS, and to ensure that my concerns are duly notes by the Inspector so that he is aware of the impact WMC5 would have on the area between Wimborne and Colehill.		
499254	Mr Murray Foster		<a href="#">CSPS1976</a>	8.41		No					- The Map 8.5 is inaccurate and misleads Inspector. - At each stage of public consultation the map changes and has now reached all along Dogdean. - The proposed number of houses keeps increasing (from 550 to 600). - The proposed development is far too big, too many people, cars and water drainage.		Yes, I wish to participate at the oral examination	The changeability of the proposals. The poor reation of planners to local people's opinion.	407	
512360	Mr Richard Acres		<a href="#">CSPS1861</a>	8.42		No	Yes	Yes	Yes		WMC5 would impact adversely on the Green Belt and landscape of Wimborne periphery. This impact cannot be justified when better alternatives exist. The predicted economic stagnation over the next 10 - 15 years does not warrant the earmarking of this area for development in the CS. Too many areas have been identified for development - we will end up with piecemeal housing in all of these without the other facilities provided that are necessary.	Please remove WMC5 from the CS. If as a result more development is necessary, WMC6 should contain less sports pitches and the area extended further east to complete the infill between Wimborne Road and the A31 bypass. This area has already been degraded. Don't expand Wimborne on a 'new' front to the north of the town - there are no natural barriers to contain the development as with WMC6.	Yes, I wish to participate at the oral examination	I wish to articulate these points further, to express my extreme concern about these aspects of the CS, and to ensure that my concerns are duly notes by the Inspector so that he is aware of the impact WMC5 would have on the area between Wimborne and Colehill.	408	
499254	Mr Murray Foster		<a href="#">CSPS1977</a>	8.42		No					- The Map 8.5 is inaccurate and misleads Inspector. - At each stage of public consultation the map changes and has now reached all along Dogdean. - The proposed number of houses keeps increasing (from 550 to 600). - The proposed development is far too big, too many people, cars and water drainage.		Yes, I wish to participate at the oral examination	The changeability of the proposals. The poor reation of planners to local people's opinion.	408	
640463	Mr. Tim Edwards		<a href="#">CSPS7</a>	Policy WMC5	No	No	Yes	No	No	No	This site is a total waste of everyone's time, as no thought has gone into the effect of the poor drainage that runs off Giddylake hill. Not to mention that any more then a few house would also make this an unsustainable housing, simple East Dorset can't handle many more developments due to the limits place on the general services, which are already over stretched, IE. Water, Electric, and Gas. The influx of over 600 houses, with a possible increase of a minimum of 1500 extra people, would cause a major collapse to any school and medical facilities available.		Yes, I wish to participate at the oral examination	Local knowledge.	409	

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											And has anyone considered the environmental effect the extra run-off, of the ground water would have on Wimborne's Town, and lower stretches of the Rivers Allen, and Stour!					
642628	Mr Robin Christopher		<a href="#">CSPS15</a>	Policy WMC 5	Yes	No	Yes	Yes	Yes	No	WMC3 -WMC6 propose 1300 homes and two new first schools postulating an additional school intake of 5-600 children. No consideration or provision appears to have been made to accommodate secondary education for these children.	Consideration should be given as to whether there is adequate scope for sufficient expansion at QE or suitable available land for a further secondary school.	No, I do not wish to participate at the oral examination		409	
643167	Mr Ian Foster		<a href="#">CSPS22</a>	Policy WMC 5		No		Yes	Yes		Unsound because if you do not include road improvements or traffic requirements in your 15 year plans, there will be gridlock in this area. The situation is already bad enough but when 1550 new homes are built in this area as per your plan, causing another 2500 odd more vehicles to be on the roads, there will definately be gridlock and to ignore traffic matters now is very unsound. (If you want evidence of the current traffic situation, just stand on the roundabout at Merley any week-day morning.)	To be soundly compliant you need to include road improvements and extra parking in your plans.	No, I do not wish to participate at the oral examination		409	
474462	Mrs Sheila Bourton		<a href="#">CSPS180</a>	Policy WMC 5	Yes	No	No	Yes	No	No	I object to and feel very uncomfortable about they size and location of this proposed development.This area is greenbelt and satifies 3 of the major conditions of Greenbelt: To check the unrestricted sprawl of large built up areas To assist in safeguarding the countryside from encroachment To preserve the setting and special character of historic towns I am, however, aware of PPG 2 where it states that greenbelt boundaries can be xhanged in "exceptional circumstances". I accept that East Dorset now has an "exception circumstance" where it needs to provide more housing but if an "exceptional circumstance" is made now by taking land out of greenbelt, then would this excuse be used time and time agin in the future making urban sprawl unstoppable.? I accept that East Dorset District Council seeks to mitigate some of the problems associated with the development of this site and I accept that by developing this area , the Council is following guidance in PPG13 (reducing the need to travel by car, access to facilities by walking and building new developments close to town centres and transport routes) but I repeat my grave concerns of the number of new houses proposed for this site and the loss of important Greenbelt. If the number of houses was reduced, then greenbelt loss would be less Drainage to alleviate flooding problems is extremely important , particularly to existing properties to the south of this proposed site. I am now aware. having checked with the Deputy Head of Wimborne First School, that the new school proposed for this site at WMC5 is a REPLACEMENT school for	The number of new houses proposed should be reduced drastically	No, I do not wish to participate at the oral examination		409	

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											Wimborne First School. It will not cater for any more pupils. In my opinion I would therefore object to the huge number of the proposed new houses for all sites around Wimborne because school places would not be available for the additional number children from new housing developments.					
496473	Mr Brian Morgan		<a href="#">CSPS34</a>	Policy WMC5	No	No	Yes		Yes		The reasons are for the most part set out in my attached copy letter to Christopher Chope MP dated 17th February 2012 (actual letter dated 8th February), in addition to which I consider there to be little or no need (as opposed to demand) for new housing here, and certainly not enough to override green belt protection.	Complete deletion of FWP5, FWP6 and FWP7. Exactly the same comments as those in 3, 4, 5 and 6 above apply to many other policies in the document with similar deletion considered necessary - these include:- FWP3 and 4, WMC3 and 5, and VTSW4 and 5. The only proviso to this is that it in so far as any of these sites are not now green belt, then that factor would obviously not apply to those sites.	Yes, I wish to participate at the oral examination	1. I consider a well-argued oral and public presentation of the case outlined above would be much more effective than mere written argument. 2. The opportunities for open public debate on this matter have so far been far too limited, having regard especially to the long term importance of the Green Belt heritage, as opposed to the short term 'needs' to promote economic growth, both locally and nationally.	409	<a href="#">2158984_0_1.pdf</a> <a href="#">2158985_0_1.pdf</a> <a href="#">2158987_0_1.pdf</a>
474490	Mrs Sheila Bourton	Keep Wimborne Green	<a href="#">CSPS214</a>	Policy WMC5	Yes	No	Yes				Our main concerns about this proposed site are as follows: The site satisfied 3 of the conditions of Greenbelt (PPG2). 1) To check the unrestricted sprawl of large built up areas. 2) To assist in safeguarding the countryside from encroachment. 3) To preserve the setting and special character of historic towns. PPG2 also states that in "exceptional circumstances" greenbelt boundaries can be moved and while we accept that East Dorset District Council considers that the need to build more Affordable houses is an "exceptional circumstance", we are very concerned that the excuse of an "exceptional circumstance" can be used again in the future and urban sprawl becoming unstoppable.. We are concerned that the sheer size of this proposed development could have a negative effect on the Burts Hill Conservation area and the historic character of Wimborne Minster. Although the Council is following the guidance in PPG13 (reducing the need to travel) by suggesting this site and its location, the loss of greenbelt to the north of Wimborne is regrettable. It is also important to mitigate any potential flooding to existing dwellings to the south of this proposed site. Please also see our previous remarks concerning the increase in traffic from the proposed new development and the fact that Broadway Malyan in their East Dorset Housing Options Masterplan Report November 2010 said on page 133 of this report when considering Canford Bottom that they consider that the new Hamburger junction "would not release additional capacity to accommodate new development". We have also found out from the Deputy Head of	The number of new houses proposed for this area (WMC5) should be reduced in order that extra traffic from the new development is also reduced and to hopefully reduce the need to "bus out" pupils to other areas.	No, I do not wish to participate at the oral examination		409	

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											Wimborne First School that the "new" school proposed for WMC5 is not in fact a new school but a replacement for Wimborne First School. It will not cater more any more students than is now the case. How, then, are children from the proposed new housing to be educated in Wimborne?						
498566	Mrs Susan Davies		<a href="#">CSPS58</a>	Policy WMC5	Yes	No	Yes	Yes	Yes		WMC5 The proposal to build 600 homes on this green belt site is not sustainable. The impact on the environment will be catastrophic. There are known problems with water run-off and flooding and covering this vast area with even more concrete is going to exacerbate this. Burts Hill already suffers from severe congestion and a development of this size will increase traffic flow by at least 1000 additional vehicle movements daily. The rivers already suffer from over extraction and a development of this size could result in the River Allen running dry. It already relies on water being pumped from up-stream. The natural ecological balance of these sensitive chalk streams will be lost for ever. The plans show a new first school for this estate: there is no provision for extra capacity within either the Middle School sector or Senior School sector. The local schools are already struggling to accommodate the existing number of school-age children. This development could result in an additional 1000 children all requiring school places and they will not all be five year olds! Where are all these people supposed to work? Almost all will have to commute to other areas for employment further increasing traffic movements, congestion, pollution.	WMC5 This plan should be dramatically scaled down if it is to go ahead at all. If any development should take place it would be far better to take place on the west side of the Cranborne Road but should be contained on the southern part of the land deemed suitable. The northern approaches to Wimborne were always stated to be exempt from development to maintain the open vista into the market town. Development on the east side of the Cranborne Road (Burts Hill) will have an enormous impact on traffic flow through Colehill as commuters will almost certainly use it as a route to access Canford Bottom and the main centres of employment in Poole, Bournemouth, Christchurch, Ringwood and beyond. The combined number of dwellings proposed for Wimborne & Colehill is the equivalent to a 25% growth, totally unsustainable in an area that already suffers from severe traffic congestion and a creaking infrastructure.	Yes, I wish to participate at the oral examination	The Government Inspector should hear the voice of local residents who care passionately about the area they live in. These proposed developments are the equivalent of building a small town within a town. This is not meeting local needs, this is our communities having to pay the price for years of under-investment in housing for local people. Wimborne & Colehill should not be used as areas to solve Dorset's housing problem, we should only be required to meet the needs of our local families who need homes and jobs locally. We need small, sympathetic developments that result in an integrated and cohesive community.	409		
512131	Mr and Mrs S Turner		<a href="#">CSPS44</a>	Policy WMC5							We submitted our objections on WMC3 and WMC4 in November 2010. On looking at the Core Strategy little has changed for this area and certainly very little has changed in the type of properties proposed. How are the majority of the general public supposed to understand the differences in Higher density and Lower density housing?!!! These terminologies are a smoke screen!! What does this mean. Also very little attention has been given to our concerns (and I am sure many others) on the management of access and traffic in this area. Stone Lane is like race track and only recently I read that the majority of speeding offences are caused in Stone Lane. As more lorries use this road the more noise disruption occurs - our property even shakes under the velocity of these trucks (no exaggeration). Whilst understanding the need for more housing and the Government guidelines					409	

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											the Planners do not, at any time, take into consideration the existing householders/owners who have worked hard all their lives to attain what they have. They could potentially devalue what has always been an area of outstanding beauty. The Market Town image will be lost forever if this is allowed to go ahead. You may think I am a NIMBY but please, please do not let this happen					
515406	Mr Christopher Undery	Christopher Undery	<a href="#">CSPS70</a>	Policy WMC 5							It is disappointing that the potential that land at Leigh Farm, Wimborne (see attached plan and representations) continues to be overlooked, apparently for reasons of Green Belt strategy, when other more environmentally sensitive and economically valuable farmland within the Green Belt (such as that to the north of Wimborne on either side of the B3078 Cranborne Road) is sacrificed.	I ask that the land at Leigh Farm is reconsidered to contribute to the required housing provision for Wimborne, especially since in approving the land to the immediate west off Cranfield Avenue (formerly known as Highland Park) your Council accepted road provision (Birchdale Road and Hornbeam Way) to allow for later development of Leigh Farm.	Yes, I wish to participate at the oral examination	Because the planned housing allocations into existing Green Belt fail to take into account the merits and opportunities at Leigh Farm.	409	<a href="#">2166689_01.pdf</a> <a href="#">2166690_01.pdf</a>
645054	Mrs Eileen Mann		<a href="#">CSPS68</a>	Policy WMC 5								This development has the potential to have a huge impact on the volume of traffic using Long Lane. Beyond the junction with Smugglers Lane this is little more than a single track lane used regularly by the large number of horse riders who keep their animals either side of Long Lane to the junction with Colehill Lane. Will there be warning signs erected? Has this impact been considered?	No, I do not wish to participate at the oral examination		409	
645320	Mr David Mitchell		<a href="#">CSPS48</a>	Policy WMC 5	Yes			No	No		The extent of the proposal is too large. It would create a population imbalance for both Colehill and Wimborne and impose too great a pressure on existing infrastructure that cannot be modified, particularly road access to south, west and east.	Reduce the scale of proposed development by 50%	No, I do not wish to participate at the oral examination		409	
647292	Mrs Shirley Grant		<a href="#">CSPS74</a>	Policy WMC 5	No	No		No	No	No	It is loss of Green Belt and this amount of building will detract from the scenic beauty of the land/area. Also it will result in the road leading into Wimborne becoming too congested, which will be a serious problem.	Stop the development at WMC5 and relocate it somewhere more practicable.	No, I do not wish to participate at the oral examination		409	
361170	Mr Tim Harvey		<a href="#">CSPS207</a>	Policy WMC 5	No	No		Yes	Yes	Yes	No proposal is justified if it ruins the original character of a town in such a short space of time. An extra 1300 houses will increase the towns population by 50% and this is not legal. These new houses will increase the population by 50% - this CANNOT be legally sound or justified. Traffic is overwhelming at certain times of the day already, so with all the extra cars, it will be APALLING (NO - people will NOT walk anywhere - please don't talk as if they will).	No more than a 10% increase in the towns population should be justified.	Yes, I wish to participate at the oral examination	I cannot stand by and watch the town I have lived in for 47 years be totally swamped like this.	409	
648124	Mrs Lesley		<a href="#">CSPS136</a>	Policy WMC	Yes	No		Yes	Yes		Evidence shows a great need for 100% low cost	You (the council) need to free up	No, I do not wish to participate at the		409	

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	Eve			5							housing. many people do not go on the council register because they know they will not get enough points / gold stars / whatever. They cannot afford a house in Dorset (high prices / low wages) unless they get help. The council lent my son 1/4 of the cost of his house - he got 75% cost via mortgage - he bought his first house and will repay that 1/4 (+ inflation) when he sells, thereby helping someone else. He was lucky - 90% of the others applying with him were not. He and his family lived with us for a year + to qualify for this. The need is there. The evidence is there.	land. You need to finance part-rent part-buy, or pay 1/4 schemes. You need to make sure the money paid back / ringfenced for low-cost schemes. 100% houses low cost. no planning permission for any ordinary housig until need met for low cost housing. You need to give hard working low earning couples the same rights to a house as non working people on benefits - make non-workers go to the bottom of the list, not the top! also unmarried mothers.	oral examination				
515938	Mr Frank Stevens		<a href="#">CSPS397</a>	Policy WMC 5							Further, it would be a pity to lose more open space to buildings, as the attractive nature of Wimborne and its environs is becoming increasingly eroded.				409		
652982	Mr N Butler		<a href="#">CSPS530</a>	Policy WMC 5	Yes	No	Yes	Yes	Yes	No	The proposed 600 new homes in this area is far too many and can not be adequately supported by the road system. DCC claim that "The development will be close enough to the facilities and services within the town centre to encourage walking and cycling rather than driving. Also traffic modelling by DCC shows that there will not be a significant problem caused by the new neighbourhoods." The first statement is wishful thinking. It will take a fit person 20 to 30 minutes to walk into the centre of town. I live in a road half that distance from the centre and most people around here rarely walk (my wife and I are exceptions, but we still use the car for main shopping and when we need to be quick). Cycling is only an option if you're not carrying anything and it's not very safe crossing Walford bridge on a bike in heavy traffic. With a new First school, the school run traffic will create real problems. Regarding traffic modelling, I have asked DCC to see the evidence for this, but got no answer from two polite e-mails and a phone call. This was most disappointing. Any modelling is only as good as the assumptions, and these need to be independently scrutinised. The traffic over Walford bridge and down Allenvie road will increase and any jams will cause drivers to find alternative routes through Colehill, aggravating the problems on those roads.	The number of new homes in the WMC5 area should be cut back drastically. Potential improvements to road infrastructure, bus routes etc should be considered. Alternatives to relocating the First school should be examined so that the school is near the main family population.	No, I do not wish to participate at the oral examination			409	
360235	Mr Christopher Undery	Christopher D Undery	<a href="#">CSPS739</a>	Policy WMC 5		No			No		This representation relates to the bridge to/from Witroes/Crown Mead. The bridge is vital to the enhancement of Crown Mead, shopping vitality, flow of pedestrians and the linkage between Waitrose, its car parking and the historic town centre. The bridge will not be achieved without compulsion. (compulsory purchase)	Inclusion within the Core Strategy to commit EDDC to adopt compulsory purchase powers (with funding as offered by Waitrose) to acquire land as required to enable construction of bridge, together with pedestrian access between Waitrose and Crown Mead.	Yes, I wish to participate at the oral examination	To explain and illustrate how plan objectives for Wimborne town centre will be achieved only by use of compulsory purchase powers since negotiated settlement has failed.	409		

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654320	Mrs Meghan Downing	Highways Agency	<a href="#">CSPS753</a>	Policy WMC5	Yes	Yes					Although we note and support the general emphasis on reducing the need to travel in 4.57 and KS11 of this Core Strategy (which would apply to this proposed New Neighbourhood as with other major developments) we would highlight that the Highways Agency regard this proposal with caution, given its proximity to the highly constrained A31 between Canford Bottom and Merley junction. The improvements at Canford Bottom, whilst they will reduce delay in the area, will not remove the need for the development to mitigate any traffic impacts.		No, I do not wish to participate at the oral examination		409	
654392	Mr Geoffrey Chopping		<a href="#">CSPS673</a>	Policy WMC5		No		No			I object to Policy WMC5 as it is completely unsound when compared with the reasons give for rejecting other potential areas. In the "Options for Consideration" document it was stated: 8.59 Although there are few environmental designations in this area, its remoteness from the town centre and its potential coalescence issues (with Dogdean) are major factors. Only the south western part is considered suitable due to its proximity to the town centre. The last house of Dogdean is only 525 metres from the first house of Wimborne. The last house of Furzehill (not including Dogdean) is only 750 metres from the first house of Wimborne The totality of WMC5 is less than 1km from the last house of Furzehill and even less from Dogdean. The last house of Dogdean could be about 250 metres from the nearest house of WMC5. In the "Options for Consideration" document it was stated: 8.90 Landscape 1. The narrowest gap of the Green Belt (between the properties on Leigh Road) should at the very least be retained. Here the gap is around 400m (even now it is well below the 1km critical gap that the Green Belt Review seeks to retain). Consequently WMC5 should also be completely rejected for the same sound reason quoted above in order to preserve the already compromised 1km critical gap of the Green Belt between Furzehill and Wimborne.	Delete Policy WMC5	No, I do not wish to participate at the oral examination		409	
654554	Dr Steve Parlour		<a href="#">CSPS712</a>	Policy WMC5	No						Within the Draft Infrastructure Delivery Plan to support the Core Strategy Pre-Submission in paragraph 2.43 is the sentence "The existing Wimborne First School would be closed." This is not mentioned anywhere in consultation document itself and therefore not in the public domain. This could be considered as withholding significant information of concern to many in the community.	Repeat the consultation process with relevant sections in supporting documents reproduced in the consultation document.	No, I do not wish to participate at the oral examination		409	
654554	Dr Steve Parlour		<a href="#">CSPS714</a>	Policy WMC5		No	Yes	No	No	No	In spite of diligent efforts, the traffic impact assessment has not been forthcoming. However, I have obtained a copy of the Wimborne Transport Model non-technical summary and draw my comments from this document.	Compile a new transport impact study that includes the Stone Lane West Borough traffic lights and Walford Bridge as it is the	No, I do not wish to participate at the oral examination		409	

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											<p>One of the most significant junctions affected by the proposals is the West Borough / Stone Lane traffic lights where traffic from the North turning right blocks the straight on traffic due to the very limited extent of two lane carriageway and Allenbourne School traffic heading down East Borough. This builds up over the very narrow Walford Bridge which cannot accommodate two way traffic if one of them is a large vehicle. Photographs are available from the consultee.</p> <p>The traffic from 700 new dwellings are most likely to be heading for Wimborne or the conurbations of Bournemouth and Poole; possibly Ringwood or Southampton: Blandford or Dorchester. There is hardly any reason for the new traffic to head North. If the Wimborne First School is closed in favour of a new building on the Wimborne North site. All of that school traffic will be attempting to travel through this junction and over the bridge in the opposite direction. School busses and goods vehicle are unable to pass on this bridge whilst car traffic is queued. The petrol station / supermarket on this junction further threatens chaos. A visit would be advantageous to appreciate the proximity of these features.</p> <p>The central point of the argument is that this most significant junction is not mentioned in the many junctions considered in the transport model non-technical summary.</p> <p>It is however implied in the pre-submission document by mention of measures to prevent vehicles using Burt's Hill and Allenvue Road as a cut through. Suggesting that traffic encountering a queue at the Wimborne sign would look to bypass elsewhere. The recent Burt's Hill closure is evidence of the willingness of motorists to speed through Dogdean rather than endure Wimborne centre.</p>	primary junction for the largest of the proposed developments.				
654506	Mr John Showell		<a href="#">CSPS985</a>	Policy WMC 5	No	Yes	Yes	Yes	Yes	Yes	<p>The extent of this development on the green field edge of Wimborne represents the most significant impact of incrementalism to meet an external demand for housing. It adds nothing to the merits of Wimborne as a town and opens the opportunity for considerable future expansion to the North of the town. The River Allen provides a natural northern boundary to the West of the Cranborne Road and apart from a very small dwelling cluster, Burts Hill provides a natural northern boundary to the east of the Cranborne Road. It is this type of incrementalism over the last 50 years which has created the urban sprawl which stretches from Upton to Highcliffe.</p>	<p>There is no benefit to the population to continue with this type of expansion. If growth to meet external demands is a top priority then it should be located all in one area and care and thought be put into creating a completely new community. Or the original plans for Verwood should be resurrected.</p>	No, I do not wish to participate at the oral examination		409	
654867	Mr Gary Plummer	Wimborne First School Governors	<a href="#">CSPS891</a>	Policy WMC 5	Yes	Yes	Yes	Yes	Yes	Yes	<p>The Governing Body of Wimborne First School does not wish to pass comment - either positively or negatively - about the proposals. However we wish to place on record our desire to work with all parties, at all levels, in the development of the new first school which forms part of this proposal. We especially wish to be part of the design and proposal of the new school, as we have been informed by Dorset County Council that our school</p>	<p>The Governing Body of Wimborne First School does not wish to pass comment - either positively or negatively - about the proposals. However we wish to place on record our desire to work with all parties, at all levels, in the development of the new</p>	Yes, I wish to participate at the oral examination	<p>As a key future user of the new school facility being proposed, we believe that it is important for the views of the Governing Body of Wimborne First School to be heard by the Government Inspector.</p>	409	

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											will be relocated to the new facility should it move ahead.	first school which forms part of this proposal. We especially wish to be part of the design and proposal of the new school, as we have been informed by Dorset County Council that our school will be relocated to the new facility should it move ahead.				
655010	Mrs S Moran		<a href="#">CSPS996</a>	Policy WMC 5	Yes	No	Yes	Yes	Yes	Yes	<p>WMC5 is unsound because it takes no realistic account of the wider impact such a large concentration of housing would have it that location.</p> <p>It proposes a dramatic acceleration in size of the ward which is completely disproportionate to the growth in the last 20 years and not accounted for elsewhere in the plan.</p> <p>The plan as a whole increases the size of Wimborne by 45%. A dramatic and disproportionate growth.</p> <p>It is wholly dependent on greenbelt. It suggests a growth rate in this area alone which has not been proven. It places a disproportionate burden of the housing stock on one small area.</p> <p>WMC5 alone accounts for 24% of the total housing stocking EDDC is putting forward and it is all built on Greenbelt land. I cannot see the justification to burden one small area with so much housing density and such a large burden of stock delivery.</p> <p>The road routes to WMC5 are poor.and it is naïve to suggest that significant road improvements would not be necessary which would impact the riverside and further destruction of greenbelt.</p> <p>The current proposal of WMC5 with its density would create a cascading effect on its surroundings which would change the environment forever. It would force Wimborne from its current state of modest market town into a large commuter town for the wider county.</p> <p>The strategy as it stands requires Wimborne to account for 52% of the districts entire new stock. This is completely unjustified nor an effective use of the land under EDDCs control.</p> <p>The proposal as it stands is far too dense and places a ridiculously large burden on the proposed site.</p>	<p>WMC5 might well be suited to some development and the demand for affordable housing cannot be denied in the area. Modifying the plans to reduce the number of dwellings in WMC5 will reduce the infrastructure burden and create a more realistic growth rate which will aid the town in retaining its character whilst adding to the districts housing stock.</p>	No, I do not wish to participate at the oral examination		409	
475541	Mr and Mrs P Spencer		<a href="#">CSPS1274</a>	Policy WMC 5		No		Yes	Yes		<p>1. This section makes no specific recommendations concerning the location of this school and associated access and traffic management, including limiting traffic from the "school run". It is understood that as well as serving the new development this school is intended as a replacement for the current Wimborne First School in School Lane . It is therefore reasonable to assume its catchment area will be significantly greater than the proposed new neighbourhood, and is likely to extend well towards the town centre. It is believed that many children are currently walked to the existing First School, as distinct from being taken by car, and this should be</p>	<p>1. An additional bullet point to be provided as follows                      λ "A new First School (including playing fields) will be located on the west side of Wimborne Road immediately to the north of the access road to the Water Works. Access to this school will be by means of a new road into the neighbourhood opposite Burts Hill. Adequate short stay parking shall be provided to ensure that</p>	Yes, I wish to participate at the oral examination	<p>The siting of the new development is not just (or even primarily) a matter of distance from existing gardens but principally relates to differences in level and potential overlooking/loss of privacy. This is not necessarily apparent from Plans. We would welcome the opportunity of ensuring this is adequately explained to the</p>	409	

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											<p>preserved where possible. Therefore the school would benefit from being situated as far towards the town centre as it can conveniently be located. The associated school playing field is likely to be the single largest area within the new neighbourhood that must be level. It is therefore suggested the school should be located on the west side of Wimborne Road immediately north of the access road to the Water Works where the existing land is at its flattest: all other locations are on relatively steeply sloping ground. A new access should be created opposite Burts Hill with this junction either a roundabout or controlled by traffic lights. It is suggested that as short stay parking will be required in association with this First School it would be appropriate to locate the local centre adjacent to the school.</p> <p>2. This section makes no specific provision for maintaining the peaceable enjoyment of residents affected by the proposal, especially those immediately adjacent to the development sites.</p> <p>3. This section makes no specific provision for the management of surface water drainage. There is an historic problem of surface water run-off in this area. The existing surface water drainage system is unable to cope with high intensity rainfall, with water escaping from the existing surface water chambers in Burts Hill and cascading over the road. It is anticipated that this problem could be exacerbated following any new development.</p> <p>4. Burts Hill beyond its junction with Allenvue Road is a sunken lane of rural character bounded by tall hedgerows and without any footpaths/pavements. Its width and alignment do not comply with current highway standards. Creating an access off Burts Hill could to create a "rat run" between Cranborne Road and Burts Hill through the new development.</p> <p>5. Even without any additional access off Burts Hill (please see our previous representation) there will be further pressure from the new development to use Burts Hill to access the A31(T) or Ferndown Industrial Estate etc avoiding going through Wimborne. There are no specific proposals indicating what these "further measures" might be and how they would be effective. Furthermore there is no indication when such measures might be implemented</p> <p>6. Even if measures are implemented to prevent increased usage of Burts Hill east of its junction with Allenvue Road, this will not prevent additional traffic using the western part of Burts Hill between Cranborne Road and Allenvue Road, and then Allenvue Road itself, to connect with the town's Distributor Road. This section of Burts Hill is relatively narrow with a very poor horizontal alignment and narrow footways. Visibility in this area is poor. There are two existing junctions within this length: Walford Close to the north and Tennyson Road to the south. Any increased traffic volumes here</p>	<p>no additional roadside parking on existing residential roads will be required. The proposed Local Centre shall be located adjacent to the school, making effective use of this short stay parking"</p> <p>2. The paragraph to be revised as follows                      "Development must be carefully planned to avoid a negative impact on the Burts Hill Conservation Area or other existing properties directly affected by the development proposals, and must retain or enhance the historic character of Wimborne Minster. Specific measures may be required to ensure the peaceable enjoyment of existing residents is maintained. This may take the form of a 'buffer zone' or area of open space between the existing properties and new development."                      3. An additional bullet point should be included as follows                      λ "The built form of the New Neighbourhood must not increase the risk of flooding. No development shall take place until a drainage scheme has been approved by the relevant authorities and implemented to manage both the existing and anticipated peak volumes of surface water".                      4. The paragraph to be revised as follows                      "Vehicular access to be provided only from Cranborne Road with two access points to the developments each side of this road. Additionally at least one access point for pedestrian and cyclist use shall be provided off Burts Hill"                      WE CONSIDER THIS POINT IS SO IMPORTANT THAT WE WOULD REQUEST THE INQUIRY INSPECTOR UNDERTAKES A SITE VISIT TO SEE THE SITUATION ON THE GROUND FOR HIMSELF/HERSELF.</p>		appointed Inspector.		

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											<p>would be unacceptable. Hence any traffic management measures need to encompass the whole of Burts Hill.</p> <p>7. The Core Strategy does not include any requirement to improve the capacity of Walford Bridge. Currently the carriageway is circa 5.61 metres (18'-4") wide between masonry parapets, with a 1.8metre (6'-0") cantilevered footway on the eastern (or downstream) face of the bridge. The substandard width of the carriageway prevents free flowing traffic when any hgv is using the bridge. It is accepted that widening the bridge and its approaches will require the acquisition of land outside existing highway boundaries and could have an adverse impact on Tice's fuel filling station adjacent to the bridge. It is believed that the current congestion will be worsened by the increased traffic flows, especially as measures are required to prevent additional traffic using Burts Hill and Allenview Road. Furthermore while in the morning much of the additional traffic will be southbound (from the new development towards the town centre) there may be increased traffic flows northbound over the bridge by parents taking children to the new First School.</p> <p>It is noted that the "Wimborne Transport Model Summary" does not appear to have considered the effect of increased traffic on this narrow bridge</p> <p>8. There is no requirement for public transport to be provided, only for a route (or routes) which are suitable for use by buses. The developer should be required to procure a frequent public transport service.</p> <p>9. Map 8.5 shows this pedestrian and cycle link from the western part of the Cranborne Road New Neighbourhood across the River Allen, through the redeveloped Stone Lane Industrial Estate to Stone Lane itself, with a pedestrian only path which would appear to link into the Walford Mill car park. It is suggested that this latter link should be upgraded to include a cycle path thus providing a more nearly level route for cyclists that avoids joining Stone Lane, which can be extremely busy.</p>	<p>Comment.</p> <p>It is noted that the North Wimborne Masterplan Concept Layout, Revision D, August 2011 prepared by Terence O'Rourke has a proposal that does not require the provision of any vehicular access off Burts Hill.</p> <p>5. An additional section on phasing to be included "Prior to the development of the land either side of Cranborne Road, measures will need to be implemented to prevent any increased usage of Burts Hill, such measures to be agreed with the Highway Authority"</p> <p>6. This section to be re-written as follows "Measures will need to be put in place to prevent any increased usage of Burts Hill, including the section between Cranborne Road and Allenview Road, such measures to be agreed with the Highways Authority. The new development shall include sufficient car parking accessed off the Cranborne Road to ensure the existing residential roads are not used for parking to access public facilities (ie, school, community and local retail, and leisure and recreation land) located within the new development"</p> <p>We consider these points are so important that we would request the Inquiry Inspector undertakes a site visit to see the situation on the ground for himself/herself</p> <p>7. A new bullet point to be provided as follows "To improve traffic flows Walford Bridge shall be widened to provide 8.0metre width between the parapets with a 7.3metre carriageway (or such other highway standards agreed by Dorset County Council) Walford Bridge is Grade II* listed and the proposed works shall be of the highest design standards which shall be approved by English Heritage"</p>				

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												<p>8. This bullet point to be rewritten as follows                      “Public transport routes are to be provided throughout the scheme. The developer shall procure a frequent six day a week bus service between the development and Wimborne town centre prior to the occupation of the first dwelling within the development site”</p> <p>9. This bullet point to be rewritten as follows                      “ A network of dedicated pedestrian and cycle routes are to be provided throughout the scheme, including across the River Allen to link to Stone Lane and also alongside the southern bank of the river to Walford Mill car park”</p>				
501547	Mrs Helen Lessnoff		<a href="#">CSPS1 280</a>	Policy WMC 5	No		No				<p>This is an ‘inappropriate’ strategy because housing expansion of such proportions will spoil the compact, clearly defined character of this market town; expansion will send a greatly increased volume of traffic over (a) an historic, listed bridge and (b) along Allenvie Road, which has a number of elderly and infirm residents in its vicinity, and also young pupils going to nearby middle school; Allenvie Road is medium to high density housing for a substantial part of its length; a number of elderly residents in this area are mobility-scooter users; a substantial number of the residents in this area are retired.</p> <p>Burt’s Hill is a narrow country lane, unsuitable for increased volume of traffic.                      Increased traffic is likely to damage historic bridge – N.B. recent damage to bridge in Julian’s Road.                      Traffic in Westborough is already very heavy at times.</p>	<ul style="list-style-type: none"> <li>• Considerably reduce planned number of houses – especially west of Cranborne Road;</li> <li>• Consider providing a wide, green ‘corridor’ of land on the western side of Cranborne Road, similar to that planned for Burt’s Hill, where a certain amount of green field separates planned housing from the existing road; this would lessen the visual impact of large-scale housing on people approaching Wimborne from direction of Cranborne;</li> <li>• Leaving a broad area of undeveloped land along western side of Cranborne Road would allow space for additional tree planting e.g. a sizeable copse could be planted.</li> </ul>	No, I do not wish to participate at the oral examination		409	
656626	Mr Michael Madgwick		<a href="#">CSPS1 281</a>	Policy WMC 5							<p>We are generally supportive of the document and would comment that, in general, it is ‘legally compliant’ and ‘sound’, however, with respect to the New Neighbourhoods, whilst a credible evidence base has been put forward to justify the need for additional housing, there is little evidence to suggest that the increased traffic that these developments will bring, particularly with respect to WMC5, has been assessed and planned for and can therefore satisfy the ‘justified’ and ‘effective’ tests.</p> <p>Whilst the need for further housing in Wimborne is well documented in the Core Strategy, the location of this site to the north west of the town has the potential to</p>				409	

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											significantly increase traffic volume in the town centre and Colehill, as a significant majority of residents will presumably travel south east every day to the main employment and service centres in the Bournemouth/Poole conurbation. Whilst measures to discourage traffic using Colehill as a 'rat run' are referred to in the policy wording, there is no assessment of the impact on traffic flow through Wimborne itself and how this might be managed					
656744	Donna Sales		<a href="#">CSPS1 441</a>	Policy WMC 5	No	No			Yes		Please find enclosed my response to the Christchurch and East Dorset Core Strategy response form. I have read the guidelines on the website suggested but have still struggled to understand what you are actually asking the public to do. The wording of these documents is very confusing to me and I am sure to many members of the public who have no dealings with legal jargon. I care very much about this area and hope that you will take my comments into consideration. Policy WMC5 This development of 600 homes has the potential for at least 1200 cars. To reach Wimborne they would pass over Walford Bridge which often has only single file traffic and backs up past Burts Hill. There is no public transport along this road. How will new residents get to and from work etc.				409	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 330</a>	Policy WMC 5		No	No	No	No	No	Ecological survey information for this site is not available therefore it is not possible to fully assess the potential environmental impacts of development on this site. NPPF (165) states that planning policies and decisions should be based on up-to-date information about the natural environment. Should this site be determined as of low ecological value, Dorset Wildlife Trust has no objection to the allocation of this site given the policy provision relating to ME3 and the requirements to protect the River Allen through a Sustainable Drainage Scheme. However, we have concerns over the scale of this housing related to the provision of fragmented areas of identified SANG. This development offers opportunity to enhance the River Allen, provide woodland linkages to connect Catley Copse SSSI (SU00/12), the Row and other fragments of woodland and protect the road verge along the Cranborne Road that has been identified within the county road verge scheme (DWT E/18) as of biodiversity importance and is managed for its wildlife. We support comments made by the East Dorset Environment Theme Action Group (of which DWT is a member) with respect to light pollution in this area, with regard to the River Allen and potential impacts on the Area of Outstanding Natural Beauty	We consider an ecological survey of the allocated area and proposed SANGs essential to inform this allocation. We seek amendment to wording under Green Infrastructure bullet point 2 to: • Significant connected areas of Suitable Alternative Natural Greenspaces utilising within the River Allen Valley and land to the north of the housing and enhancing ecological networks.	Yes, I wish to participate at the oral examination	Dorset Wildlife Trust is a voluntary nature conservation organisation which has specialist knowledge of the wildlife of Dorset and can offer local expertise. We manage the Sites of Nature Conservation Interest scheme for the county, are members of the East Dorset Environment Action Theme Group, the Dorset Biodiversity Officers Group and Dorset Biodiversity Partnership.	409	
501497	Mr Adrian Rafferty		<a href="#">CSPS1 456</a>	Policy WMC 5		No			Yes		The development will put excessive pressure on local infrastructure.	Reject WMC 5 proposal	No, I do not wish to participate at the oral examination		409	

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											This development will create excessive congestion.					
656800	Mr Barry Hobbs		<a href="#">CSPS1 612</a>	Policy WMC 5	No	No		Yes	Yes		No evidence or plans have been published for traffic management from the very large development on the Cranborne Road. Most of the jobs for the new residents will be in Poole/Bournemouth area and beyond necessitating travel through central Wimborne which is already heavily congested. No evidence has been produced for the assertion that residents will walk into Wimborne for shopping etc - there are already significant parking issues.	It is very much regretted that no officer from the traffic department was present to answer questions when I attended the exhibition in Wimborne. Evidence and proposals for traffic management, new roads etc need to be published alongside the development plans. Infrastructure issues need to be resolved before any development takes place.	No, I do not wish to participate at the oral examination		409	
517880	Mr Russ Booker		<a href="#">CSPS1 750</a>	Policy WMC 5			No	Yes	Yes	Yes	WMC5 will result in a dramatic increase in use of the nearby heathland which the proposed SANG areas will not sufficiently mitigate, given that residents of the area currently use the heath when the proposed area to be SANG areas are available for walking and are more accessible and attractive than they will be under these proposals. The proposals also haven't justified their approach to the increased traffic volumes using a short stretch of Cranborne Road and Burt's Hill through clear and detailed proposals. The lack of details provided makes consultation less meaningful as you are forced to comment on the worst case scenario or if you assume it will all be alright in the end you may get an unpleasant shock down the line. All this makes it seem that the approach will see what chaos ensues and then take action once accidents have occurred or that those writing the proposals haven't a clear idea of what is needed. I also take exception to the proposal to make using Burt's Hill as a route to other areas more difficult, "an unattractive option", as a local resident I regularly use Burt's Hill to access a variety of local destinations whilst having the added benefit of reducing my contribution to traffic levels in Wimborne itself. The Council's suggestion will have negative impacts in this regard, I was under the impression that the Council's role was to improve facilities and infrastructure and not to actively deteriorate them. There doesn't seem to be sufficient proof of need for further retail space which would therefore be likely to end up being of the sort that had a negative impact on its surrounding area. This is backed up by the short lifespan of many businesses that have been started on the outskirts of the town. I also feel that the lack of clarity as to the allocation of allotment space, both here and at the other Wimborne development sites, given the potential loss of allotment elsewhere in Wimborne (WMC3) is a serious issue, as the Council have a legal duty to provide sufficient (in fact "replaced by equivalent or better provision in terms of quantity and quality in a suitable location" Paragraph 74	Either development of areas further from the heath or provision of more extensive SANG which would be a positive legacy for the town from the development and help mitigate the loss of the natural visual boundary/gateway from urban to rural to the town coming in across Walford bridge which will just become part of the urban environment and the new boundary will have lessened the character of our historic town. Greater clarity and details for proposed traffic control measures and of evidence of need for retail space which could be examined by all as part of the consultation process rather than being finalised in a less democratic way. Proper provision of sufficient, suitable allotment space to meet all existing and future projected demand for all those wanting an allotment, as well as properly planning the transition (if WMC3 goes ahead). That is to, at least, ensure that it is "replaced by equivalent or better provision in terms of quantity and quality in a suitable location" Paragraph 74 of The National Planning Policy Framework [March 2012])	Yes, I wish to participate at the oral examination	To ensure that all points raised are fully understood and in case further questions need to be discussed.	409	

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											of The National Planning Policy Framework [March 2012]) alternative space here and elsewhere. It actually feels like the consultation documents are deliberately and suspiciously vague on this issue. Especially considering the plans to increase the population housed in Wimborne which will naturally increase the demand, and need, for allotments. I believe that in planning proposals designed to span 20-30 years the obligation to look for allotment space realistically becomes an obligation to provide this facility.					
657341	Mr & Mrs K Perry		<a href="#">CSPS1 530</a>	Policy WMC 5							We understand from the Wimborne Journal that only 140 people returned the Pre-Submission Core Strategy Response Form. All we can say is that we are surprised the number was so large. The form completely ignored the whole issue - which is whether or not the town of Wimborne Minster should be so drastically altered to make it unrecognisable by building on farmland (which will be necessary in the future for food production) and green belt. We were not asked this question, we were asked whether a consultation was based around the 'Tests for Soundness'. Whoever thought up the form must have studied for a degree in obfuscation. Certainly the majority of people trying to fill in the form would be hard put to know at the end whether or not they had agreed with the ideas, which would then have been taken as a 'go ahead'. Wimborne will grow as and when there is work, proper transport links - one only has to envisage more people trying to negotiate the Canford Bottom roundabout to get to work in Bournemouth or Southampton to realise that this is a problem area, and a proper infrastructure is necessary. Dumping large quantities of people in affordable or non-affordable housing on an area will cause immense hardship to the already hard pressed rate-payers of Dorset who do not have the high revenues of the Unitary Authorities. It is noticeable that the developments proposed are away from Dorchester and the County Council where a lot of money has been spent on unnecessary so called improvements. To conclude we would like to stress that we heartily disapprove of the submission and the core strategy and the undemocratic way we believe it will be foisted upon us.				409	
359416	Mrs Tracy Paine	Colehill Parish Council	<a href="#">CSPS1 823</a>	Policy WMC 5	Yes	No	No	No	No	No	We acknowledge that the proposal states its purpose to be to avoid a negative impact upon the conservation area and the historic town of Wimborne together with the need to protect an area of outstanding natural beauty but we do not believe that sufficient detailed study has been made of the ecological impact. Colehill Parish Council further believes that the observations regarding transport connections are at best naive and at worst fail to understand the possible impact of commuting and school related traffic to the whole of the Colehill area. The proposal purports to support the		Yes, I wish to participate at the oral examination	These issuea are so crucial to Colehill.	409	

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											<p>need to prevent a Burts Hill/Colehill rat-run but offers no prospect that this can be avoided based upon the density of proposed housing for the site. The idea that present roads would adequately cope is totally unrealistic.</p> <p>We believe that insufficient thought has been applied to the question of flood risk. Even relatively small amounts of contaminated surface run off and silt would seriously damage the life balance of the important chalk stream of the River Allen.</p> <p>We do not believe that this proposal provides any solution to the fact that a site of this size and constructed in this way would be anything other than a 'self-contained new neighbourhood', in other words urban sprawl by another name. It cannot integrate with the existing structures of Colehill or Wimborne and would, from an approach from the North, represent driving through a modern housing estate to reach the historic town. Totally undesirable.</p> <p>It is the view of this council that whilst accepting that SOME housing development on one side of the Cranborne Road might be acceptable, the proposal, as envisaged, is not.</p> <p>The Council would further suggest that no inclusion of this site into the Strategy should be contemplated without a full survey on the questions of ecology and flood risk. These should precede any inclusion into the Strategy to comply with NPPF policy.</p> <p>It is our view that the proposal for about 600 properties should be drastically reduced and confined to one side of the Cranborne Road. To allow both sides to be developed would amount to urban sprawl and detrimental to both Colehill and Wimborne ecologically, environmentally and visually.</p>					
512360	Mr Richard Acres		<a href="#">CSPS1862</a>	Policy WMC 5	No		Yes	Yes	Yes		<p>WMC5 would impact adversely on the Green Belt and landscape of Wimborne periphery. This impact cannot be justified when better alternatives exist. The predicted economic stagnation over the next 10 - 15 years does not warrant the earmarking of this area for development in the CS. Too many areas have been identified for development - we will end up with piecemeal housing in all of these without the other facilities provided that are necessary.</p>	<p>Please remove WMC5 from the CS. If as a result more development is necessary, WMC6 should contain less sports pitches and the area extended further east to complete the infill between Wimborne Road and the A31 bypass. This area has already been degraded. Don't expand Wimborne on a 'new' front to the north of the town - there are no natural barriers to contain the development as with WMC6.</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>I wish to articulate these points further, to express my extreme concern about these aspects of the CS, and to ensure that my concerns are duly noted by the Inspector so that he is aware of the impact WMC5 would have on the area between Wimborne and Colehill.</p>	409	
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1912</a>	Policy WMC 5							<p>The present population in Wimborne/Colehill is approaching 15,000. If we assume an average of two people per unit, 1,500 new dwellings would be an extra 20%. There is a considerable danger that the present bespoke character of Wimborne and its infrastructure would be overwhelmed by off-the-peg suburbia. In</p>				409	

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											<p>contrast Corfe Mullen has had its target for housing reduced by 20% and Verwood/West Moors at present by 35%. Ferndown would rise by 8% and West Parley by 70%.</p> <p>This is the most contentious proposal in the Wimborne/Colehill area and we strongly advise against proceeding with this project. There are a number of matters of concern here including:</p> <p>(a) the potential for flooding through tarmacking over a hydrologically sensitive area;</p> <p>(b) the unsuitability of the present Burts Hill and Smugglers Lane to deal with the extra volume of traffic from 600 homes;</p> <p>(c) the sustainability of a substantial increase in demand for medical, educational and transport services in North Wimborne;</p> <p>(d) the considerable impact on the Burts Hill/Merrifield, Colehill Conservation Area, designated as recently as September 2006;</p> <p>(e) the removal of an attractive green space north of Wimborne with the potential to destroy the character of Furzehill Village (see also Policy RA2).</p>					
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	<a href="#">CSPS1939</a>	Policy WMC 5	Yes	No	Yes	No	No	No	<p>Policies; CN 1, CN 2, CN 3, WMC 3, WMC 4, WMC 5, WMC 6, FWP 3, FWP 4, FWP 6, FWP 7, FWP 8, VTSW 2, VTSW3, VTSW 4, VTSW 8 etc are all proposing development and or mitigation in the form of SANGs on greenfield locations. In order to avoid a conflict with policy ME1 at a later stage in the planning process Natural England advise the authorities to bring to the attention of those with an interest in these locations the need to carry out a basic biodiversity survey eg Phase 1 habitat survey including assessment of the likely presence or evidence of other features likely to restrict or delay development eg badger setts, priority species such as reptiles, water voles etc in time for consideration at the EIP. In many cases this will simply be a statement as the proposer has already engaged an ecological advisor.</p> <p>These policies appear to have been brought forward in an absence of adequate information and assessment on the biodiversity features held by the policy land. There is reason to suspect that on some there may be a significant biodiversity interest owing to close proximity with designated sites and or other biodiversity sites. The NPPF requires that planning policies should be based on up-to date information on the natural environment (paragraph 165). These policies are not shown to be compliant with this requirement. Thus, irrespective of the above matters concerning other nearby designated sites, it is not possible to identify whether the policies are compliant with policy considerations in the NPPF on sustainable development for the sites alone, especially the aspect on sustainable development set out in paragraph 9 of moving from a net loss of biodiversity to</p>	<p>The policies may need to include specific paragraphs about features of biodiversity importance which are to be secured or enhanced.</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>Natural England has provided extensive advice to a number of the parties concerned with these policies and may be able to offer advice and reassurance to the Inspector about the reliance he may have on the effectiveness of the policy and any modification proposed.</p>	409	

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											achieving net gains (for example on priory habitats and species).					
645579	Mr Kelvyn Jones		<a href="#">CSPS1 878</a>	Policy WMC 5	Yes	No			Yes		Sheer volume will create an environment that will make Wimborne 'unattractive'. Road structure will create huge impact on the surrounding lanes. Additional 1000 vehicles not sustainable on this environment.				409	
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1 974</a>	Policy WMC 5							In general, current school facilities provision meets the needs of the area. However future population increase and residential development will put pressure on some education facilities. Where new schools are required in association with new development, as in the Cranborne Road and Leigh Road New Neighbourhoods in Wimborne and the Lockyer's School site in Corfe Mullen this is identified. In Verwood a new senior school is proposed towards the end of the Plan period. Elsewhere education needs may be met through expansion or re-organisation of existing facilities. The costs and responsibilities for the funding of these improvements and new facilities are identified in the Draft IDP. County Council officers have worked closely with local planning officers in developing the plan. The Core Strategy and Draft IDP reflect the County Council's future requirements in terms of school provision in the area and are supported.	No proposed changes to this policy			409	
359555	Mr L Hewitt	Wimborne Minster Town Council	<a href="#">CSPS2 080</a>	Policy WMC 5	No	No	Yes	Yes	Yes	Yes	In view of the excessive size of the proposed new neighbourhood, the adverse effect on the River Allen and the impact on the existing infrastructure, particularly highways and schools, this proposal is not supported and is recommended for removal from the Core Strategy.	The policy is recommended for removal from the Core Strategy.	Yes, I wish to participate at the oral examination	In order to emphasise directly to the Inspector the Town Council's reasons for not supporting this policy	409	
499254	Mr Murray Foster		<a href="#">CSPS1 975</a>	Policy WMC 5		No					- The Map 8.5 is inaccurate and misleads Inspector. - At each stage of public consultation the map changes and has now reached all along Dogdean. - The proposed number of houses keeps increasing (from 550 to 600). - The proposed development is far too big, too many people, cars and water drainage.		Yes, I wish to participate at the oral examination	The changeability of the proposals. The poor reaction of planners to local people's opinion.	409	
523893	Miss Lindsay Thompson	Terence O'Rourke Ltd	<a href="#">CSPS2 052</a>	Policy WMC 5	Yes	No	No	No	Yes	No	Bloor Homes fully supports allocation of the land at north Wimborne for development of about 600 new homes, a new local centre and first school. It is a sustainable site that fully accords with the principles of the NPPF and will help the Council to meet its housing need. The land at north Wimborne abuts the northern edge of the urban area and is within walking and cycling distance of the town centre which will enable new residents to make the best use of the existing opportunities and existing residents to benefit from the first school and local centre to be provided. Bloor Homes Limited has a significant interest in the land and included with the representation is a delivery statement to provide the Council with certainty in regard to the delivery of the new neighbourhood.	Please find below the suggested wording for policy WCM4, as described and explained above. "Approximately 36 hectares is allocated to provide a new neighbourhood to the east and west of Cranborne Road, north of Wimborne. This will include about 600 new homes, a first school and local centre along with significant areas of green space. To enable this, the green belt boundary will be amended to exclude the land identified for the	Yes, I wish to participate at the oral examination	Our client has a significant interest in land at North Wimborne (Cranborne Road new neighbourhood) and we therefore consider it to be important that we are able to participate orally at the examination to expand on the comment we have made within this document.	409	<a href="#">2255898_01.pdf</a>

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											<p>The Council’s conclusion drawn in the paragraph 2.101 of the Wimborne and Colehill proposals background paper (April 2012) are supported, particular the recognition that the development as this site could deliver an “attractive entrance to the town from the north” and that in terms of the Council’s aims for the green belt, the removal of the land from the green belt “would not result in coalescence of settlements and would be contained by strong defensible new Green Belt boundaries”.</p> <p>Bloor Homes Limited does however have some suggestions in regard to the detailed wording of the policy for this new neighbourhood. The suggested changes below are proposed in order to ensure that the policy is positively worded to support the sustainable development of the site and provides sufficient flexibility to ensure later delivery of the new neighbourhood through the development control process.</p> <p>“Approximately (16.7) 36 hectares is allocated to provide a new neighbourhood to the east and west of Cranborne Road, north Wimborne. This will include about 600 homes, a First School and a local centre, along with significant areas of greenspace. To enable this, the Green Belt boundary will be amended to exclude the land identified for (new housing, the local centre and the school )the new neighbourhood. The new green belt boundary is defined on map XX.</p> <p>Development of the new neighbourhood will be permitted providing it demonstrates how it reflects the Council’s aspirations for the site, which are detailed below:</p> <p>Layout and Design</p> <ul style="list-style-type: none"> <li>• The New Neighbourhood will be set out in general accordance (according) to the principles (of the Masterplan Reports). set out on the illustrative master plan (map 8.5) and following the design principles: (These principles need to be specified for clarity)</li> <li>• Deliver development in accordance with a design code (will) to be agreed by with the Council setting out the required standards.</li> <li>• Development must be carefully planned to avoid a significant negative impact on the Burts Hill Conservation Area and the historic character of Wimborne Minster</li> <li>• The built form of the new neighbourhood (must not impact on the wider countryside) should avoid significant material impact on the wider countryside. It will should therefore be contained by the ridgelines to the north and east and to the west the strong tree line should must be further strengthened to mitigate visual harm that development could cause to the Area of Outstanding Natural Beauty</li> <li>• A clear open gap must be maintained between the north of the development and buildings on Dogdean.</li> </ul> <p>Green infrastructure</p>	<p>new neighbourhood. The new green belt boundary is defined on map XX.</p> <p>Development of the new neighbourhood will be permitted providing it demonstrates how it reflects the Council’s aspirations for the site, which are detailed below:</p> <p>Layout and design:</p> <ul style="list-style-type: none"> <li>• The new neighbourhood will be set out to be in general accordance to the principles set out on the illustrative master plan (map 8.5) and the following design principles: (These principles need to be specified either below or developed as an SPD and should be consulted on).</li> <li>• Deliver development in accordance with a design code to be agreed with the Council setting out the required standards..</li> <li>• Development must be carefully planned to avoid a significant negative impact on the Burts Hill Conservation Area and the historic character of Wimborne Minster</li> <li>• The built form of the new neighbourhood should avoid significant material impact on the wider countryside. It should therefore be contained by the ridgelines to the north and east and to the west the strong tree line should be further strengthened to mitigate visual harm that development could cause to the Area of Outstanding Natural Beauty</li> <li>• A clear open gap must be maintained between the north of the development and buildings on Dogdean.</li> </ul> <p>Green infrastructure:</p> <ul style="list-style-type: none"> <li>• The implementation of a generous green infrastructure strategy, along with a Suitable Alternative Greenspace strategy, in accordance with Policy ME3, is a fundamental requirement. This is to ensure that the New</li> </ul>				

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											<p>• The implementation of a generous green infrastructure strategy, along with a Suitable Alternative Greenspace strategy, in accordance with Policy ME3, is a fundamental requirement. This is to ensure that the New Neighbourhood provides major informal recreational opportunities along with landscaping to ensure the scheme blends into the gentle and attractive landscape. Key features to be included include:</p> <ul style="list-style-type: none"> <li>• (Suitable Alternative Natural Greenspace utilising the River Allen Valley and land to the north of the housing area)</li> <li>• A green corridor running east to west through the housing areas linking with the local centre and school and utilizing the existing farm lane in the east.</li> <li>• (A park ) A sensitively designed open space within the Burts Hill Conservation Area</li> <li>• Provision of allotments</li> </ul> <p>Transport and access</p> <ul style="list-style-type: none"> <li>• Vehicular access is to be provided primarily from Cranborne Road with a single access coming from Burts Hill</li> <li>• Traffic management measures will be required along Cranborne Road to limit speeds to less than 30mph or less. Additionally, further measures will need to be put in place to the east of the new Burts Hill junction to make this an unattractive route for those wishing to access the A31(T)</li> <li>• Public Transport routes are to be provided through the scheme</li> <li>• A network of dedicated pedestrian and cycling routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane and also towards the town centre.</li> </ul> <p>Drainage</p> <ul style="list-style-type: none"> <li>• A sustainable Drainage Scheme must be agreed with the Council and the Environmental Agency with the aims of preventing flooding problems for neighboring properties and on the River Allen as well as protecting and enhancing nature conservation quality.”</li> </ul>	<p>Neighbourhood provides major informal recreational opportunities along with landscaping to ensure the scheme blends into the gentle and attractive landscape. Key features to be included include:</p> <ul style="list-style-type: none"> <li>• A green corridor running east to west through the housing areas linking with the local centre and school and utilizing the existing farm lane in the east.</li> <li>• A sensitively designed open space within the Burts Hill Conservation Area</li> <li>• Provision of allotments</li> </ul> <p>Transport and assess:</p> <ul style="list-style-type: none"> <li>• Vehicle access primarily from the Cranborne Road, with a potential single access point from Burt’s Hill</li> <li>• traffic measures are in place to make the route to the east from the Burt’s Hill Junction unattractive to vehicles wishing to access the A31 (T)</li> <li>• Traffic management measures will be required along Cranborne Road to limit speeds to 30mph or less. Additionally, further measures will need to be put in place to the east of the new Burts Hill junction to make this an unattractive route for those wishing to access the A31(T)</li> <li>• Public Transport routes are to be provided through the scheme</li> <li>• A network of dedicated pedestrian and cycling routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane and also towards the town centre.</li> </ul> <p>Drainage:</p> <ul style="list-style-type: none"> <li>• A sustainable Drainage Scheme must be agreed with the Council and the Environmental Agency with the aims of preventing flooding problems for neighboring properties and on the River Allen as well as protecting and enhancing nature conservation quality.</li> </ul>				

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655876	Mr James Moran		CSPS2264	Policy WMC5	No	No	Yes	Yes	Yes	Yes	<p>WMC5 is unsound because:</p> <ul style="list-style-type: none"> <li>• It takes no realistic account of the wider impact such a large concentration of housing would have it that location.</li> <li>• It proposes a dramatic acceleration in size of the ward which is completely disproportionate to the growth in the last 20 years and not accounted for elsewhere in the plan.</li> <li>• The plan increases the size of Wimborne by 45%. A dramatic and disproportionate growth. It changes the nature of the town significantly and makes little suggested for supporting that growth with amenities and infrastructure.</li> </ul> <p>WMC5 is unjustified because:</p> <ul style="list-style-type: none"> <li>• It is wholly dependent on greenbelt</li> <li>• It suggests a growth rate in this area alone which has not been proven.</li> <li>• It places a disproportionate burden of the housing stock on one small area.</li> </ul> <p>WMC5 alone accounts for 24% of the total housing stocking EDDC is putting forward and it is all built on Greenbelt land. I cannot see the justification to burden one small area with so much housing density and such a large burden of stock delivery.</p> <p>The road routes to WMC5 are poor. Narrow roads north to Cranborne and Holt to the East and with an ancient and narrow river bridge into Wimborne at Walford Mill which would see huge increase in its current traffic level. It is naïve to suggest that significant road improvements would not be necessary which would impact the riverside and further destruction of greenbelt.</p> <p>The current proposal of WMC5 with its density would create a cascading effect on its surroundings which would change the environment forever. It would force Wimborne from its current state of modest market town into a large commuter town for the wider county.</p> <p>The strategy as it stands requires Wimborne to account for 52% of the districts entire new stock. This is completely unjustified nor an effective use of the land under EDDCs control.</p> <p>It is disingenuous for EDDC to claim that 99.5% of the Greenbelt is protected when 90% of the Wimborne ward proposals involve digging up fields, grass and allotments. Surely greenbelt. EDDC covers 137 square miles. Are we already at the stage where 93% of new houses in Wimborne have to be built on greenbelt? The proposal as it stands is far too dense and places a ridiculously large burden on the proposed site.</p> <p>The up to date figure will be released shortly after the consultation closes, but Census 2001 indicated Wimborne has 3269 households. With only small developments in the last 10 years this figure is unlikely to climb much higher. However these proposals seek to increase the households by nearly 50% suggesting Wimborne is currently just 2 thirds the size EDDC is</p>	<p>It can be convincingly argued that WMC5 site it suited for some development and the demand for affordable housing cannot be denied in the area.</p> <p>Modifying the plans to reduce the number of dwellings in WMC5 will reduce the infrastructure burden and create a more realistic growth rate which will aid the town in retaining its character whilst adding to the districts housing stock.</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>I only consider this necessary if my points above are not adequately imparted by another party.</p>	409	

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											planning to make it in the next 15 years. Such exponential growth is unprecedented and represents a complete shift of the character and make up of the town.					
360082	Mr and Mrs K Healy		<a href="#">CSPS2481</a>	Policy WMC 5	Yes	No	No	No	No	No	<p>Despite the reasoning given in Background Paper 2, para 2.78, we feel the choice of Green Belt principles rather arbitrary. East Dorset District chooses to follow the following:</p> <ul style="list-style-type: none"> <li>To prevent neighboring towns from merging into one another and</li> <li>To check the unrestricted sprawl of large built up areas (or in the words of East Dorset, to maintain an area of open land around the conurbation).</li> </ul> <p>We feel that one of the original principles: 'to preserve the setting and special character of historic towns' to be of equal importance. By dropping this principle, it allows East Dorset to choose this site to the North of Wimborne on both sides of the Cranborne Road. To the east, running parallel to Burt's Hill, it occupies the whole centre of the valley, and together with the SANG, the development meets Dogdean and this whole rural area is lost to potential development. See NPPF paragraph 80 bullet point 4.</p> <p>The road from Cranborne descends into Wimborne between quite high banks, with green fields to east and west. It is one of only 2 approaches that places Wimborne in its historic setting. The other, Julian's Road, is protected by the Stour floodplain, although the proposed development at Cuthbury could make or break this approach depending on the design. However the open sweep of the land at Cranborne Road will be lost, instead the new housing will tower over the old road and the abrupt transition from country to old town centre will be lost.</p> <p>There are other very serious considerations:</p> <ul style="list-style-type: none"> <li>This is an enormous potential development that threatens to overpower the traditional town houses and town centre. There is a very great threat of a 'them and us' situation arising. The new school will exacerbate this, separating the children on the new estates from the existing Wimborne Primary School intake. Should there be a 'mix' of pupils, this could cause resentment amongst parents as some local children would no longer go to the traditional town centre primary school, but the new one. A local centre will also help to create a lack of cohesion, isolating the new residents from the old.</li> </ul> <p>According to the NPPF: Chapter 8, Promoting healthy communities, para 69: 'The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.' This vast estate on the edge of Wimborne could prove to be very divisive.</p> <ul style="list-style-type: none"> <li>The pavements into the town centre are very narrow and not easy for parents to manage push chairs and young children in tow. This could lead to an increase in</li> </ul>	This proposed development should be deleted from the Core Strategy in its entirety.	No, I do not wish to participate at the oral examination		409	

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											<p>car use. The proposal to link this new estate to the proposed Stone Lane estate by bridge is fine, but access to the bridge would be over the flood plane of the Allen. A causeway may be required. This would have to be investigated as the ground adjacent to the Allen can be waterlogged even when not in flood.</p> <ul style="list-style-type: none"> <li>• The Community Centre could also lead to segregation.</li> <li>• The major issue is one of flood risk to the old centre of Wimborne. A rigorous flood risk assessment would need to take place. SUDS would have to guarantee the 'post-development surface water run-off must not exceed pre-development levels...' (ME6). This will be very difficult with disturbed and compacted soil horizons caused by the construction process. NPPF paragraph 103: LPAs should ensure that development will not increase flood risk elsewhere.</li> <li>• The SUDS would be very costly, can the planners still guarantee 50% affordable housing?</li> <li>• The main SANG appears to be on the Allen floodplain. This would be very attractive in dry weather but totally unusable in wet months.</li> <li>• We object to any suggestion of parks in Burt's Hill conservation area, or anywhere else but the centre of Wimborne. All recreational areas should be left to develop naturally in order to increase biodiversity. This should also make them more interesting to the general public and they should then help to attract visitors from the heathlands.</li> <li>• Too many new homes would increase the existing congestion to extreme levels. There would be an increase not only of private cars but also of commercial vehicles. Burt's Hill and Colehill would be an alternative route to the Canford Bottom Roundabout, and would become an even greater 'rat run'. Otherwise all traffic would have to go through Wimborne town centre. Any suggestion that some residents would travel to north Dorset for employment is unlikely as the house prices are cheaper to the north and so make the housing more attractive than that in Wimborne. We will be very interested in the Transport Assessment and how they suggest alleviating this very real problem.</li> <li>• We feel that the dismissal of all the objections to this site in the Issues and Options indicates that this decision was already taken subject to the Sustainability Appraisal and ecological surveys.</li> </ul> <p>Ecological surveys would need to be taken to ascertain the value of the habitat, the biodiversity of the sites and the impact on these caused by the loss of tranquillity. For a more detailed and statistical response, please see Issues and Options, December 2010, submitted by Janet Healy, Paul Timberlake and Kevin Healy, policy WMC4, either side of Cranborne Road.</p>					
359478	Mr Rohan Torkildsen	English Heritage	<a href="#">CSPS2742</a>	Policy WMC5							Support				409	

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499596	Sir Roger Palin		CSPS2516	Policy WMC 5		No		Yes			<p>General. Wimborne does not need, nor want (see below), what would in effect constitute a new village – 600 dwellings, a new school, retail and community facilities – to be constructed at the northern periphery of the town utilising Green Belt land. The development has been deliberately sited as close to Wimborne as possible, albeit it lies within the Colehill Parish, in order to take advantage of Wimborne’s existing facilities. It is therefore anomalous to plan a new school, retail outlets, and community facilities for the benefit of both new and existing residents in the area. This can only detract from their use of the town centre facilities.</p> <p>Options for Consideration Responses. The Report on the Options for Consideration proposal (then WMC4, numbering 550 houses) reveals that “this option, which was the most extensive housing proposal for Wimborne, generated more objections than any other housing proposal in the town”. Objections (53%) outnumbered support (26%) by two to one with 21% “no opinion”. The report then seeks to subvert this result in two ways. Firstly, the report aggregates the “no opinion” with the “supporters” stating that “this equates to 47% who were either positively in favour or had no strong feelings about it”, thus purportedly showing broad equivalence between those in favour and those against. In effect this assumes that those of no opinion are actually in favour, which is transparently nonsensical. Conversely the report could have aggregated the “no opinion” with the “objectors” and claimed that 74% were positively against or had no strong feelings about it, which would have been equally false.</p> <p>Secondly, in order to reinforce the equivalence argument the report states that a number of the objections related to the scale of the development rather than to the principle, with possibly no objection to lower numbers restricted to specific parts of the proposed sites; however, it conveniently ignores the number of “supporters” whose support, far from being “positively in favour”, was conditional that the proposal should be scaled back in size, with the inference that if it was not they would object.</p> <p>The report’s analysis is demonstrably partial and prejudiced.</p> <p>Despite the above, the post consultation proposal (WMC5), perversely, increases the number of houses to be built to 600, extends the boundaries of the sites in which housing development is to take place, and significantly reduces the extent of the land that was mooted previously as “potential SANGS”. The proposal which now appears in the pre-Submission Core Strategy is not only significantly different to that on which the consultation took place but actually runs counter to the results of that consultation. Analysis of the detailed report reveals that this results from the comments of but one consultee, namely the representative of Thomas</p>	<p>WMC 5 should be deleted from the Core Strategy in its entirety, as it was in 2006 when a much smaller proposal (400 dwellings on the eastern site only) was included in the now defunct South West Regional Spatial Strategy. In 2009 the then Leader of the District Council reported to the Secretary of State for Communities and Local Government that the Council did not wish to develop to the north of Wimborne on grounds of traffic and flooding. These reasons, plus landscape and groundwater source, remain as valid today.</p> <p>If the District council wish to build a New Neighbourhood of this size and composition to meet their target for an additional 2500 non urban dwellings, they should consider siting it elsewhere within the Colehill Parish, where schools already exist and additional retail and community facilities would no doubt be much appreciated.</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>To expose inadequate handling of related evidence; To highlight how the proposal fails to meet a number of the core strategy objectives and Policies. To expose the inadequacies of the Wimborne Transport model as it affects this proposal.</p>	409	

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											<p>O'Rourke Ltd, acting on behalf of Bloor Homes the prospective developer, who recommended that the development should be increased to 650 dwellings. It is understood that Bloor Homes have already invested a considerable sum of money in this proposed development.</p> <p>This deliberately false analysis of the consultation responses and reversal of its results is not only undemocratic but also an abuse of the consultation process.</p> <p>Scale of the proposed development. 600 dwellings implies an increase in Wimborne's population of over 22% from this one development alone. This is disproportionate in relation to proposed developments elsewhere in the District and excessive in relation to Wimborne itself.</p> <p>Flood risk. Strategic Objective no 3 states that "Development will be located in the areas at lowest risk of flooding". The site to the west of the Cranborne road lies on the very periphery of Flood Zone 3; indeed the sketch plans show high density housing is to be built on this periphery.</p> <p>Groundwater Source. The whole area to the north of Wimborne is a major source of pure groundwater and has been designated a Groundwater Source Protection Zone. The whole of the western site and part of the eastern lie in Inner Zone 1 and the rest of the eastern site in Outer Zone 2. Policy ME7 states that "where development is proposed in a location likely to affect a Groundwater Protection Zone, an assessment of the impact and any mitigation measures proposed must be provided". No such assessment is included in the evidence.</p> <p>Surface Water. Burts Hill already suffers from inadequate surface water drainage in periods of torrential rain, now more frequent due to climate change, despite the best efforts of the water engineers to cure the problem over the past fifteen or more years. Manholes become geysers and domestic drainage is affected. This is empirical, not academic, evidence. Building on the scale proposed on the eastern site must risk exacerbating this problem.</p> <p>Traffic. Cranborne road, the only approach to Wimborne from the north, is already heavily congested at times, mainly due to the narrow Walford Bridge and its proximity to Eastborough and the Stone Lane traffic lights. The proposed development implies an additional 900 cars garaged either side of the Cranborne Road and with access from the new sites restricted to the Cranborne Road. This can only increase the congestion. The Wimborne Transport Model Study which purports to show that this is not the case has only recently been released into the public domain very late in the period of consultation, and is lacking in any explanation as to this finding.</p>					

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											Policy KS9 states that “development will be located along and at the end of Prime Transport Corridors in the most accessible locations and supported by transport improvements that will benefit existing and future communities”. The Cranborne Road is not a designated Prime Transport Corridor, nor are there any plans to designate it as such during the planning period, nor to carry out improvements to the road as there are for roads to the south of Wimborne. Green Belt/landscape. The proposal would require the release of 40 acres of Green Belt land which is currently productive agricultural land. This is by far the largest acreage of Green Belt to be released in the whole of the District. It would change the rural landscape to the north of Wimborne irrevocably.					
359498	Mrs Lisa Goodwin	Holt Parish Council	<a href="#">CSPS2 923</a>	Policy WMC 5		No	Yes	Yes	No	No	Holt Parish Council is very concerned about the positioning of a large number of houses to the North of Wimborne and the lack of any consideration for growth in sectors relating to older people and those with learning difficulties and mental health issues. East Dorset is predominately rural in nature with narrow and winding lanes making travel difficult and time consuming. With the preponderance of employment locations namely Bournemouth, Christchurch, and Uddens industrial estate, laying to the east of Wimborne Town centre it will be necessary for hundreds of additional vehicle journeys per day to travel through Wimborne and the surrounding rural road system to get people to their place of work. Poole Town is situated to the South of Wimborne so any additional traffic travelling to Poole from the North of Wimborne will have to circumnavigate Wimborne again on an unsuitable road network. Clearly rural roads in East Dorset are simply dirt tracks that have evolved over the years into the roads we now use. The extra burden of hundreds of vehicles per day, plus the HGV’s that service new developments will cause rapid deterioration of road surfaces leading to increased costs for the Highways authority. Situating the proposed houses in an area North of Wimborne is in our opinion fundamentally flawed and does not reflect the wishes and concerns expressed by those families living in rural areas whose quiet country lanes will be turned into race tracks morning and evening with no thought for pedestrians or horse traffic that regularly use the road system. We do recognize that the document makes reference to traffic management measures being put in place to discourage travel to the East of Burts Hill junction; however this will simply serve to direct traffic through and around Wimborne further clogging the overcrowded road network. Again we would reiterate it would be more sensible to site these new dwellings to The East of Wimborne town.	A more sensible solution would be to place these additional dwellings along the southern side of the B3073 where easy access to the A31 and the trunk road system will allow more rapid dispersal of traffic into those areas where employment is situated. As to the provision of infrastructure to service the additional housing this will have to be developed at whatever location the houses are situated.	Yes, I wish to participate at the oral examination	To represent the views of the Parish.	409	
51586	Mr and		<a href="#">CSPS2</a>	Policy	Yes	No		Yes	Yes		LAYOUT & DESIGN	E Include the SANGS land as an	No, I do not wish to		409	

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4	Mrs Andrew Patrick		833	WMC 5							<p>We support as “justified” and therefore “sound” the requirements of this sub section of Policy WMC 5 in respect of avoiding negative impacts on Burts Hill Conservation Area, the historic character of Wimborne, the wider countryside, and Dogdean.</p> <p><b>GREEN INFRASTRUCTURE</b></p> <ul style="list-style-type: none"> <li>• SANGS</li> </ul> <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 as defined as is the development area. We therefore welcome the identification of the locations for the SANGS in the wording of this sub-section of Policy WMC 5.</p> <p>We also welcome the other major green infrastructure proposed, and the relationship between that and the SANGS such as to provide a variety of walks for both new and existing residents.</p> <p>Nevertheless we remain concerned that</p> <p>(a) The SANGS land remains outside the strategic allocation and</p> <p>(b) Is labelled “potential SANGS”</p> <p>We are concerned that in this respect the Policy may prove to be unsound because it may not be not effective in delivering SANGS of this amount in this location.</p> <p><b>TRANSPORT AND ACCESS</b></p> <ul style="list-style-type: none"> <li>• Pedestrian / cycle access over the River Allen to Stone Lane</li> </ul> <p>We support this proposal for highway safety reasons and because it will encourage secondary school pupils to safely and conveniently walk to school and thus discourage generation of “school run” traffic. It is therefore justified for highways safety, traffic generation and sustainability reasons.</p> <ul style="list-style-type: none"> <li>• Highways</li> </ul> <p>We welcome the inclusion of traffic management measures along Cranborne Road, which will be justified for highway safety reasons.</p> <p>However, we very strongly oppose the omission of any reference to the need to address highways issues in relation to the routes into the town, for highway safety and traffic generation reasons. The clear evidence is that the road from Burts Hill to the town Centre:</p> <p>a) Is of substandard width at Walford Bridge</p> <p>b) Has only a single footway from Shakespeare Road to Walford Mill and from Stone Lane to Blind Lane</p> <p>c) Much of the footways are less than 1.8m wide, and in places less than 1 m; we know from personal experience that in places the footway is inadequate and unsafe for buggies, prams and personal mobility scooters</p> <p>d) The route is very 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>	<p>integral part of the strategic allocation by</p> <p>(i) Increasing the figure of 16.7 Ha in the first line of WMC 5 by the appropriate amount and</p> <p>(ii) Re-writing the opening paragraph of WMC 5 to read: “Aproximately xyz hectares is allocated to provide a New Neighbourhood to the east and west of Cranborne Road, north of Wimborne, comprising about 600 family homes and major green infrastructure including about abc hectares of SANGS. To enable this, the Green Belt boundary will be amended to exclude the land identified for new housing”</p> <p>F The second bullet point under “Transport and Access” should read: “Traffic Management measures will be required along the West Borough – Cranborne Road axis and other affected roads to make the routes safe and Attractive for pedestrians and cyclists”</p> <p>This is justified for highway safety reasons and to encourage and enable sustainable means of travel; without it the policy would not be effective and is thus unsound.</p> <p>Drainage</p> <p>G Add to WMC 5 a requirement for a thorough foul and land drainage study and any works necessary to avoid any additional problems.</p> <ul style="list-style-type: none"> <li>• HOUSING</li> </ul> <p>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. Therefore WMC</p>	participate at the oral examination				

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											<p>e) At times when traffic is flowing smoothly the road is difficult for pedestrians to cross</p> <p>f) Some of the junctions suffer from sub-standard sight lines.</p> <p>Traffic management along this route may encourage more use of Allenvie Road, which therefore needs to be included in the Management study and measures. Furthermore, many north Wimborne residents use Burts Hill to access the A31 (T), avoiding the town centre &amp; Leigh Road. If use of Burts Hill is discouraged, that will put more traffic onto Walford Bridge and West Borough and Allenvie Road (or through Furzehill). The impact on the town centre &amp; Leigh Road also needs to be taken into account.</p> <ul style="list-style-type: none"> <li>• DRAINAGE</li> </ul> <p>The existing main sewer through the town is understood to be in a poor state and incapable of accommodating extensive development. Our observation is that drainage of ground water in North Wimborne appears also to have deteriorated. We are concerned that extensive Greenfield development in North Wimborne may seriously exacerbate both problems. On that basis the following change is justified and WMC 5 is unsound without it:</p> <ul style="list-style-type: none"> <li>• HOUSING</li> </ul> <p>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. Therefore WMC 5 needs to be changed to be effective in accord with "Change E (ii) above by adding "family" in front of "homes".</p>	5 needs to be changed to be effective in accord with "Change E (ii) above by adding "family" in front of "homes".					
657372	Mr A.J Linehan	Brookside Manor Residents Association	<a href="#">CSPS2 850</a>	Policy WMC 5							<p>I am writing as Chairman of Brookside Manor Residents Association at the request of the Association's members. We should be grateful if you would consider our comments on the Core Strategy Proposals, and incorporate them in the final submission document. I have not completed the formal Response Form which we found far from user friendly, and, in some parts at least to require a professional/legal knowledge of planning law.</p> <p>Our comments fall into two main sections. The first deals with the whole package as it affects Wimborne and Colehill. The second deals with the specific proposals for the housing and sports grounds development south of Leigh Road, Wimborne/Colehill.</p> <p>1.Wimborne and Colehill</p> <p>We are concerned by the scale of the project for Wimborne/Colehill. The Strategy calls for a total of 1300 new houses in the developments of Cuthbury (260 houses), Stone Lane (90), Cranborne Road (600) and</p>					409	

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											south of Leigh Road (350). Statistically it may be conservatively assumed an occupancy of at least 2.1 per house. This is an increase of some 2700 in the population of Wimborne/Colehill from its present level of 13,300. In percentage terms a population increase of over 20%. This increase will distort the distinct market town environment of Wimborne. The fact that there are insufficient employment opportunities within Wimborne/Colehill to satisfy the current working population, serves to emphasise the point that the development will mean that the town will rapidly lose its distinct identity, and simply serve as a dormitory suburb of the neighbouring Unitary Authorities. We do seriously question what is the rationale for increasing the population by 20%.					
656498	Mr Matthew Morris	GVA Planning Development	<a href="#">CSPS2 890</a>	Policy WMC 5	Yes	No		No		No	The Co -op notes and supports the provision of additional residential accommodation via policies WMC3-WMC6, although it recommends that where new local centres are planned within these new neighbourhoods these centres remain small scale, serving basic day-to-day needs only, and complement the role and function of the town centre.		Yes, I wish to participate at the oral examination	Given the detailed nature of the Co-op's representations and the need to interrogate the Council's evidence base.	409	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 272</a>	Policy WMC 5		Yes					Support in part Layout and design While supporting <ul style="list-style-type: none"> <li>the requirement for avoiding negative impact on the Burts Hill Conservation Area and the historic character of Wimborne Minster;</li> <li>the containment of the built form and strengthening of the tree line to protect the AONB; and</li> <li>the clear open gap between the development and Dogdean,</li> </ul> we advise that other issues should be taken into account. (pl. see 2nd response form) Green Infrastructure While supporting the principle of "generous green infrastructure" and SANGs, we are concerned about the lack of biological survey and the effectiveness of the SANGs due to their fragmented nature. We support the provision of allotments. (pl see 2nd response form) Transport and access We support proposals to prevent Burts Hill and Colehill from becoming rat-runs. We support proposals for traffic management and speed restrictions and for pedestrian and cycling routes but we advise further consideration is necessary (pl see 2nd response form). Drainage We welcome proposals for SUDs to be informed by a Flood Risk Assessment but are concerned that the need to "future-proof" flood risk and the potential impact on the River Allen and its ecology have not been considered fully (pl see 2nd response).		No, I do not wish to participate at the oral examination		409	

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360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3274</a>	Policy WMC 5	No	No	No	No			<p>The proposal does not recognise adequately the importance of the sub-region's environmental assets. Sustainable development must include all three strands of Sustainability - social, economic and environmental. (NPPF para 7)</p> <p>Deliverability is in doubt: i) Flood Risk Assessment and biological surveys should inform the selection of sites that are short listed; ii) the proposal lacks flexibility to deliver objectives if major parts of the site fail.</p> <p>Layout and design</p> <p>As previously advised in ETAG's supplementary advice to the Options consultation ("Light Pollution – Issues for consideration in developing the Core Strategy" submitted to EDDC, 5.6.11) , With any development in this location, it is essential to bear in mind that the West Wilts and Cranborne Chase AONB is the darkest place in Southern Central England. There is potential for development to have a serious impact on this unique area: it has been mapped by CPRE as tranquillity but includes light pollution. The nearest other dark area is Exmoor. There is potential for damaging impact from the proposed new neighbourhood. This document which includes details of why light pollution is harmful and where and why particular developments (roads, car parks and buildings, as well as lighting) can have devastating effects.has neither been put into the public domain nor acknowledged in the background documents to the current consultation. It is appended for ease of reference.</p> <p>To comply with NPPF (para 125) and limit the impact on the intrinsically dark landscape of the AONB and the biodiversity of the River Allen corridor, non-polarising hard landscaping surfaces, locating car parks away from the river, careful direction of suitable street lighting, and suitable restrictions on security lighting will be essential. The UK Institution of Lighting Professionals, the lighting industry's guideline body, states in its Guidance Notes on the Reduction of Obtrusive Light (revised 2011) that, in intrinsically dark rural landscapes, zero upward light should be the aim. The ILP further states: "Use specifically designed lighting equipment that minimises the upward spread of light near to, and above, the horizontal. Care should be taken when selecting luminaires to ensure that appropriate units are chosen and that their location will reduce spill light and glare to a minimum". The ILP, the Campaign to Protect Rural England (CPRE) and the British Astronomical Association's Campaign for Dark Skies (CfDS) all have detailed information on their websites on best lighting practice. While this should all be considered at the planning application stage, the additional requirement should be taken into consideration when assessing the viability of the proposed development.</p> <p>It is unclear how this substantial new neighbourhood will relate to the local area generally, integrate into the</p>	<p>We recommend that biological survey and flood risk assessment should inform site layout, scale of development, SANG design and location and the location of allotments and take full account of the implications of climate change in the longer term. To ensure compliance with those NPPF requirements cited, these surveys should precede adoption of the Core Strategy.</p> <p>The light pollution requirements of NPPF should be assured in this particularly sensitive location.</p> <p>Policy on the drainage and protection of the R Allen should be strengthened and consideration given to surface water attenuation measures as outlined above.</p>	<p>Yes, I wish to participate at the oral examination</p>	<p>As part of the East Dorset Community Partnership, ETAG's remit on biological sciences and sustainability is wider than that of Natural England or Dorset Wildlife Trust. Membership includes highly qualified natural scientists and town &amp; parish representatives.</p>	409	

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											<p>natural, built and historic environment of the approach to Wimborne from the north, or meet the Green Belt purpose of preserving the setting and special character of historic towns of this approach to Wimborne (NPPF paras 59, 61, 80). We recommend that subject to biodiversity and flood risk concerns being addressed in full, this should be clarified in policy and not left to the Planning Application stage. This is of great importance to the local community many of whom regard the scale as overwhelming.</p> <p>The European Landscape Convention (ELC) sets out a broad definition of landscape:                      Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and /or human factors.                      Each of these words is carefully measured. As identified in the LUC report for Natural England (2009) on implementing the ELC, landscape links culture with nature, and past and present. Not all values of landscape are tangible: it matters to and is valued by people and provides a context for people's lives.</p> <p>Green Infrastructure and SANGs                      The site has been proposed in the absence of any habitat or protected species survey so lacks any plan to establish coherent ecological networks (NPPF para 109). The land to the east of Cranborne Road is uncultivated grassland but in the absence of access it is not possible to reach even preliminary conclusions on its biodiversity value. It is known that the fields that border Dogdean have high biodiversity interest as does the road verge along the Cranborne Road. The possible existence of substantial BAP lowland meadow habitat within the land to be developed should not be ruled out. The proposed SANGs, particularly to the north and east of the development, are fragmented in nature and will not offer the experience of wide open heathland. Rather they will allow a short dog walk or play area and cannot be considered as being more than public open space. Their location should be informed by full biological survey to ensure a net gain in biodiversity (NPPF para 109). This should also inform the location of allotments. The opportunity should be taken to enhance the River Allen (BAP chalk stream) and create further habitat linkages recognising the importance of existing woodland at, for example, Catley Copse and the Row and adjacent to the Sembcorp (Water Company) buildings (NPPF para 114). We recommend the inclusion of some woodland into the SANG. There should be a safe road crossing at the northern end of the development.</p> <p>The important verges along the Cranborne Road should be protected. Hedgerows that border this road should be retained and managed so that they screen the development and reduce its visual impact on the setting of the historic town. There should be additional linkages</p>					

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											<p>of both grassland and hedgerows to the new GI for the development.</p> <p>The total area of SANG should allow for the maximum occupancy rate that can be achieved given the number of bedrooms per dwelling. If there is potential for this number to be increased in time, additional land should be safeguarded to allow extension of the SANGs to mitigate that increase.</p> <p>Surface water flooding may preclude the use of some areas of SANG: additional land should be made available to offset this.</p> <p>Transport and access The need to cross the Cranborne Road to access the larger SANGs will necessitate safe road crossings at the northern and southern ends of the development. Given the volume of traffic (including HGVs) using this road, a bridge over the road should be considered for the benefit of people and wildlife. It would be preferable to traffic calming measures and further reduction of the speed limit to less than the proposed 30mph.</p> <p>Drainage We welcome proposals for SUDs to be informed by a Flood Risk Assessment but are concerned that the need to “future-proof” flood risk and the potential impact on the River Allen and its ecology have not been considered fully (NPPF para 99). Even relatively low levels of pollution including added silt could have devastating consequences. Throughout most of its length the river corridor borders or runs through the AONB: conservation of its wildlife should be given appropriate high priority (NPPF para 115). There should be no increased risk of flood to the existing urban area of Wimborne (NPPF para 99 and 103).</p> <p>The BroadwayMalyan report identified the whole site area as 26.01 ha of which 15.61ha would be impermeable but just 12.48ha would require water attenuation. The calculated total volume of attenuation requirement was 5113 cu. m. of which 2596cu.m.would require treatment. There was no consideration of the impact of climate change particularly the intensity and change of rainfall patterns that we are experiencing even now.</p> <p>The present development pattern for North Wimborne has been to cover the slopes of the Allen Valley with built development right down to the edge of the floodplain. In effect this proposal extends that pattern upstream. At the very least we need to ensure that this urban extension is done differently with the utmost care being taken during the construction phase (potentially the most damaging). While grey water from roof drainage is likely to be taken to soakaways, run-off from roads and driveways must not reach the River Allen directly.</p> <p>Keeping the floodplain green and functional is essential and welcome (and contrasts to the situation downstream</p>					

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											<p>where the floodplain was converted to car park) but there appears to be no recognition that a pollution/balancing control pond actually in the Allen flood plain may be required. This would be similar to a "mini Moors Valley lakes" which were constructed as balancing ponds/pollution control ponds for Verwood.</p> <p>Sustainability Appraisal SA Objective 1 Protect, enhance and expand habitats and protected species Until surveys have been carried out, biodiversity losses to development cannot be assessed. Similarly, potential for habitat linkages and enhancement may exist but are unknown. The impact on the River Allen corridor is also unknown.</p> <p>SA Objective 3 Minimise pollution Such extensive built development on a steep slope above the Allen is fundamentally at odds with minimising pollution – which includes heavy siltation.. While water run-off may be "minimised" it is essential that pollutants, including suspended solids, do not reach the R Allen: this will be particularly challenging during construction.</p> <p>SA Objective 4 Minimise factors contributing to climate change Score unknown (0) not positive Loss of permanent grassland to the E of the Cranborne Road will contribute to GHG emissions. Loss of ecosystem function will reduce the water holding capacity of the land Appendix to ETAG response to WMC5 Light Pollution – Issues for consideration in developing the Core Strategy 1. Introduction 1.1 While exterior lighting brings many benefits and personal convenience, there is increasing recognition that excessive, poorly designed and badly aimed lighting has adverse effects. DCLG (2007) highlighted the subtle, cumulative effect of excessive lighting on the character of rural landscapes and the tendency for the distinction between urban and rural areas to be blurred. 1.2 In its report on Artificial Light in the Environment, The Royal Commission on Environmental Pollution (2009) describes the night sky as the most culturally universal and historically pristine of natural vistas that is being obscured by light. This loss of vista has been well documented by organisations such as the British Astronomical Association's Campaign for Dark Skies and CPRE and many international symposia. Of particular concern is the damaging impact of artificial light on biological systems and organisms, including man, that have evolved to respond to natural light and its periodicity. The report draws attention to the need to protect existing low night light areas in both rural and suburban locations: it specifically identifies darkness as an amenity. 1.3 It is essential that the Core Strategy takes into</p>					

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											<p>account the potential damage that may arise from recommendations for development and ensures that artificial night lighting is not allowed to extend out into those areas of open countryside where light levels are currently low and where significant ecological damage could result or into the night sky.</p> <p>1.4 This technical note discusses how organisms respond to light and the damaging impact of light in the wrong place or at the wrong time (light pollution). It concludes with recommendations for consideration in the next stage of developing the Core Strategy.</p> <p>1.5 Appendix 1 C (p10-12) summarises the advice given by the Campaign for Dark Skies, British Astronomical Association and their assessment of the light pollution potential at proposed development sites in the Core Strategy. (This advice has also been included in ETAG's response to Core Strategy Options).</p> <p>2. Guidance and Legislative framework</p> <p>2.1 Government has recognised that light is a potential source of nuisance in common law and is also a statutory nuisance on which local authorities have powers to act.</p> <p>2.2 Lighting in the countryside – Towards Good Practice (DCLG, 1997) provides a detailed analysis of the severity of light pollution and impacts on man and wildlife as known at that time. Our knowledge and understanding have moved on considerably since then but many of the principles discussed in the Guidance are still very relevant. New issues have arisen with changes in lighting technology and the wavelengths emitted. Changes to countryside character are discussed and the Guidance recommends environmental assessment for lighting installations should include:</p> <ul style="list-style-type: none"> <li>• the effects of night lighting on dark landscapes;</li> <li>• the appearance of lighting structures in daytime;</li> <li>• the potential impacts on the visual amenity of residents and special interest groups such as astronomers; and</li> <li>• the effects on the safety of transport users.</li> </ul> <p>It also recommends that Countryside Character Assessment should encompass the sensitivity of a given area to the introduction of exterior lighting. Those areas which retain a dark sky should be recognised: AONBs and areas of wildlife importance are specifically mentioned. Some types of landscape are more vulnerable to the impact of lighting than others: factors that have a strong influence include the overall visual scale of the landscape, the degree of enclosure provided by vegetation cover (though this may not be permanent) and topography.</p> <p>2.3 The NERC Act (2006) Section 40 requires all public bodies to have regard to biodiversity conservation when carrying out their functions (the "biodiversity duties"). Many invertebrates are listed as national priority species for conservation under UKBAP. Loss of invertebrate pollinators, predators and prey due to the impact of light</p>					

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											<p>pollution will have adverse consequences for other BAP species and habitats.</p> <p>2.4 Due to the decline in bat numbers, all species of bat are protected by the Wildlife &amp; Countryside Act (1981) (as amended) and the Conservation (Natural Habitats, &amp;c.) Regulations 1994 (as amended). This makes it illegal to: kill, injure, capture or disturb bats, obstruct access to bat roosts or damage/destroy bat roosts. Lighting in the vicinity of a bat roost causing disturbance could constitute an offence.</p> <p>2.5 PPS1 Delivering Sustainable Development para 20 requires Development Plan policies to take account of environmental issues such as mitigation of the effects of, and adaptation to, climate change through the reduction of greenhouse gas emissions and the use of renewable energy: air quality and pollution: land contamination: the protection of groundwater from contamination; and noise and light pollution.</p> <p>2.6 Annex A, PPS23 Planning and Pollution Control: The following matters (not in any order of importance) should be considered in the preparation of development plan documents and may also be material in the consideration of individual planning applications where pollution considerations arise:                      ...the need to limit and, where possible, reduce the adverse impact of light pollution eg on local amenity, rural tranquillity and nature conservation.</p> <p>2.7 The ILE (now Institution of Lighting Professionals or ILP) recommend that Local Planning Authorities specify the following environmental zones for exterior lighting control within their Development Plans. (ILE, 2005)                      Category Examples                      E1 Intrinsically dark landscapes (National Parks, Areas of Outstanding Natural Beauty)                      E2 Low district brightness areas (Rural, small villages or relatively dark urban locations)                      E3 Medium district brightness areas (Small town centres or urban locations)                      E4 High district brightness areas (Town/city centres with high levels of night time activity)                      They advise, Where an area to be lit lies on the boundary of two zones, the obtrusive light limitation values used should be those applicable to the strictest zone.                      Although these guidance notes are generally useful, they are now somewhat dated. The ratios of upward light they allow in their zoning system (up to 15% in urban areas) are unacceptable to the Campaign for Dark Skies. There is NO reason to allow light above the horizontal anywhere, at any time.</p> <p>3. Light and how organisms respond                      3.1 "Light" is normally used to describe that part of the electromagnetic radiation spectrum that is visible to man. Light varies in its intensity (the number of photons per unit area) and in its spectral content (wavelength).</p>					

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											<p>Other species have different sensitivities eg many insects are able to detect UV light (electromagnetic radiation of a wavelength too short for the human eye to perceive). Natural light intensity varies during the day-night cycle, the lunar cycle and the seasonal cycle: examples are shown in Table 1.</p> <p>Table 1 Illumination from common sources</p> <hr/> <p>Source Illumination _____ (lux) _____</p> <p>Full sunlight 103,000                      Partly sunny 50,000                      Cloudy day 18,000                      Bright office 400-600                      Most homes 100-300                      Full moon under clear conditions 0.1 – 0.3                      Quarter moon 0.01 – 0.03                      Clear starry sky 0.001                      Overcast night sky 0.00003 - 0.0001</p> <hr/> <p>(Rich &amp; Longcore, 2006)</p> <p>3.2 While the “lux” unit of light measurement is that used by designers and engineers it emphasises those wavelengths that are most visible to the human eye. It largely ignores those wavelengths which we cannot detect but are visible to other species. [Please see Bruce-White &amp; Shardlow, 2011 pp 18 -21 for detailed discussion of types of lamp, their uses, spectral range and advantages and disadvantages.]</p> <p>3.3 Organisms have evolved to respond to periodic changes in light levels in ways that control or modulate movement, feeding, mating, emergence, seasonal breeding, migration, hibernation and dormancy, and in plants, flowering and vegetative growth, and the direction of growth.</p> <p>3.4 Light sensitive chemicals in plants provide the basis for photosynthesis and light also modulates growth rates and growth patterns. Red light induces most of the key stages in the life cycle of flowering plants from germination through to flowering and to the onset of dormancy. Positive phototropism (growth towards light) is induced by blue light. Day length regulates flowering in some of our temperate species and is a critical factor in determining the onset of dormant phases in trees.</p> <p>3.5 Invertebrates comprise more than 95 percent of animal species. Their photoreceptors are highly diverse. Insects have compound eyes that detect light and form images and most insects are able to perceive the spectral region of ultraviolet (short wavelength and high frequency) to red (long wavelength and low frequency).</p> <p>3.6 Vertebrates have two types of light sensitive cells in their eyes:</p>					

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											<p>- rods which work in dim light but with low acuity: most are sensitive to blue/green light; and</p> <p>- various types of cones which are generally well supplied with nerve connections so deliver sharp colour vision across the visual spectrum.</p> <p>The proportions of rods and cones correlate broadly with the lifestyle of animals. While nocturnal mammals have more rods than cones and diurnal mammals are rich in cones, the differences in species are more subtle than this suggesting that there has been strong evolutionary pressure for adaptation to particular light regimes.</p> <p>3.7 There are four main behavioural responses to light:</p> <ul style="list-style-type: none"> <li>• Attraction to light – Many species of invertebrates and vertebrates will move towards a light source. This can affect foraging behaviour.</li> <li>• Avoidance of light – Many species show the opposite behaviour. For example in bright moonlight, small nocturnal mammals move about less, restrict their foraging range and feed for a shorter time than when the sky is overcast. It is thought that this behaviour avoids predation.</li> <li>• Photoperiodism – Many aspects of physiology and behaviour are influenced by day-night (circadian) rhythms. Where species show seasonality in their behaviour, eg annual migrations or periods of dormancy, day length is a mediating factor. These changes enable the individual to avoid unfavourable circumstances.</li> <li>• Spectral quality – Species have evolved to function under particular light regimes. Both their ability to receive light stimuli and respond to them are finely tuned to particular qualities of the visual spectrum. This is particularly apparent in plants, where different photoreceptors are stimulated by different wavelengths of light.</li> </ul> <p>Potentially light pollution could impact on each of these with consequences that might be significant for the spatial and temporal distributions of populations (Royal Commission, 2009).</p> <p>Invertebrates</p> <p>3.9 As noted above, invertebrates make up the majority of biodiversity on earth: they are vital to ecosystems. Many are also listed as national priority species for conservation under the UKBAP.</p> <p>3.10 Artificial light has the potential to significantly disrupt ecosystems. It is widely observed that some invertebrates, such as moths, are attracted to artificial lights at night. In addition the polarisation of light by shiny surfaces is a significant problem as it attracts aquatic insects, particularly egg laying females, away from water and reflected light has the potential to attract pollinators and impact on their populations, predators and pollination rates.</p> <p>Species attracted to light</p> <p>3.11 Insects attracted to light include moths, beetles, lacewings, aphids, caddis flies, crane flies, midges,</p>					

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											<p>hoverflies, true flies, scorpion flies, damselflies, dragonflies, butterflies, some diurnal jumping spiders, bush crickets, and wasps. Moths are known to fly 3 to 130 m (depending on the species) but distances up to 500m have been observed (Frank, 2006)</p> <p>3.12 An estimated one third of flying insects that are attracted to street light will die as a result (Eisenbeis, 2006). While the heat of the lamps can kill directly, most succumb as a result of increased predation either due to bats (Noctule and Common Pipistrelle) or through falling to the ground having become disoriented and exhausted. Mercury vapour streetlights increase bat predation because the light interferes with the moths' ability to detect ultrasonic sound bursts used by bats to locate prey. Windows and lights become festooned with spiders' webs taking advantage of the artificially high abundance of prey.</p> <p>3.13 Other predators, including lizards, hedgehogs, shrews and the Common Toad can also be attracted to the food source associated with artificial lights. Moths and other invertebrates attracted to light often rest on surfaces close to the light source by day, frequently on an unsuitable background making them clearly visible to predators. Birds soon learn to hunt for invertebrates resting on surfaces close to artificial light sources (Parsons et al, 2011).</p> <p>3.14 Moths are important pollinators. Most are attracted to white flowers that have low UV reflectivity. Moths have colour vision and require both a visual image and floral scent to locate flowers. Light pollution has many spectral peaks of colour and hence will affect the apparent colour and contrast of flowers at dusk and night so reducing the ability of moths to detect flowers and hence reducing pollination rates. Artificial light has been shown to suppress mating in some species. It can also lead to a shift in egg-laying sites, the female moth laying eggs nearer the light source. This can lead to increased larval density locally (and corresponding decrease elsewhere) and an increased risk of starvation, disease and predation (Parsons et al, 2011).</p> <p>3.15 A report on the larger moths of Britain (Fox et al 2006) identified light pollution as a potential contributory factor to the declines in moth populations, through the disruptive effects of lighting on their behaviour, inhibiting moths from flying and mating and increasing their exposure to predators. High pressure sodium lights attract moths because they emit UV wavelengths: low pressure sodium lights of the same intensity but which do not emit UV are far less likely to attract moths.</p> <p>3.16 Stoneflies, caddisflies, mayflies and other aquatic invertebrates are a vital part of freshwater ecosystems and an important food source for birds, fish and other animals. Increasing intensity and distribution of lights across Britain is affecting riverfly breeding and survival (Fox et al, 2006). The larvae are repelled by light but</p>					

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											<p>adults are attracted to artificial night light and appear to be disoriented around them. Flying adults are attracted away from water by lights and shiny surfaces that create polarised light which mimics the surface of a waterbody. High rates of mortality have been recorded around light sources close to river banks. Polarised light pollution sources are also attractive to beetles and dragonflies.</p> <p>3.17 Artificial sources of polarised light such as smooth dark building, cars, road surfaces and solar panels simulate a water surface on which adult mayflies can breed and lay eggs. Laid on these surfaces the eggs will not develop. (Brahic, 2009). Eight of our riverfly species are UK BAP priority species for conservation action. All but the most polluted rivers in Britain support mayfly populations so artificial lighting and sources of polarised light pollution around all rivers should be minimised. (Bruce-White &amp; Shardlow, 2011).</p> <p>Light avoidance</p> <p>3.18 Invertebrates repelled by light include earwigs, cockroaches, woodlice, and earthworms.</p> <p>3.19 Zooplankton, such as Daphnia, normally migrate upwards to the water surface at night to feed on algae. Their failure to do so in light polluted waters can lead to algal bloom so reducing water quality. (Bruce-White &amp; Shardlow, 2011). Aquatic midge larvae and shrimps exhibit pronounced avoidance of even low light levels: artificial light confines them to cold deep water where food is less abundant (Moore, 2006).</p> <p>3.20 The female Glow-worm does not normally “light up” until light levels have dropped below a certain point. Artificial lighting may impact on this behaviour thereby affecting mating success. (Parsons, 2011)</p> <p>3.21 Other adverse impacts on invertebrates include:</p> <ul style="list-style-type: none"> <li>• inhibition of diapause (a form of dormancy) which would prevent some species from surviving the winter;</li> <li>• changes in levels of activity;</li> <li>• changes in growth rate and natural predator-prey balance;</li> <li>• changes in feeding behaviour of Lepidoptera larvae: many feed at night so avoiding predation;</li> <li>• inhibition of stream drift by aquatic invertebrates leading to increased competition, and serious implications for stream ecosystems (Moore, 2006);</li> <li>• interference with invertebrate migration and dispersal at local and continental scale;</li> <li>• increased activity of necrophilous flies, including egg laying which normally only occurs in daylight.</li> </ul> <p>Vertebrates</p> <p>3.22 Fish In addition to disruption of aquatic ecosystems, lights may reduce recreational fishing opportunities. Lights from an adjacent tennis court eliminated the seatrout fishing opportunity in the River Cowie in Stonehaven, Scotland. This nocturnal forager only becomes active when natural light falls to 0.2 - 0.5lux. Angling for this species is never attempted during</p>					

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											<p>a full moon. Local anglers successfully won a court case to restrict the use of the tennis court lights during the fishing season (SANA, 2007).</p> <p>3.23 Amphibians and reptiles are also affected by light pollution. Light sources introduced during normally dark periods can disrupt the production of melatonin (a hormone that regulates photoperiodic physiology and behaviour) and developmental irregularities such as retinal damage, reduced sperm production and genetic mutation.</p> <p>3.24 Birds Light polluted sites induces birds to sing during the night, so disrupting normal sleep and rest patterns. Many of our songbirds are primarily insectivorous: thus loss of invertebrates reduces their food source. Light pollution reduces the suitable area of feeding habitat of owls and other night-hunting birds. The disruption of migration has been well documented (eg Gauthreaus &amp; Belser, 2006; Cliff &amp; Henshaw, 2009).</p> <p>3.25 Bats Illuminating a bat roost creates disturbance and may cause the bats to desert the roost. Artificial lighting schemes can damage bat foraging habitat directly, through loss of land and fragmentation, or indirectly by severing commuting routes from roosts, light pollution of water-courses and foraging habitat (Stone, 2009). While pipistrelles, noctules, Leisler's, and serotine are able to take advantage of moths attracted to light, studies have shown a negative effect of high-pressure sodium lights on the slower flying broadwinged species such as long eared bats, Myotis species (including Brandt's, whiskered, Daubenton's, Natterer's and Bechstein's), Barbastelle and greater and lesser horseshoe. These species feed by quartering along hedgerows and between trees taking insects on the wing as they move. For these species road lighting offers no benefits. Indeed, the adverse impact is made worse because insects are attracted to lit areas from further afield, resulting in adjacent habitats supporting reduced numbers of insect prey. It is notable that most of Britain's rarest bats are among those species listed as avoiding light. Artificial light increases the potential for bats to be preyed upon. Lighting can be particularly harmful if used along river corridors, near woodland edges and near hedgerows used by bats. Further details and recommendations on mitigation of lighting impacts on bats are given in a working document produced by the Bat Conservation Trust and ILE, 2009.</p> <p>3.26 Other Mammals Small nocturnal herbivorous mammals are known to restrict foraging in bright moonlight so reducing predation. It is thus reasonable to conclude that artificial night lighting similarly increases risk of predation and decreases food consumption. Circadian rhythms and melatonin production are believed to be disrupted in all mammals with implications for human health (Lockley, 2009).</p> <p>4. Light pollution</p>					

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											<p>4.1 In general, light at night provides social benefits and is needed for :</p> <ul style="list-style-type: none"> <li>• Road safety</li> <li>• Personal security against crime</li> <li>• Evening activities – social and commercial</li> </ul> <p>But more is not necessarily better. What is needed is careful design to provide appropriate light levels where it is really needed. There is no evidence that lighting deters criminals. While this may seem counter-intuitive, all studies showing some link are funded or part-funded by the lighting industry. Most break-ins occur during daylight, and lit premises are targeted routinely. Light is not a crime reduction agent (CfDS, website)</p> <p>4.2 Light pollution is light in the wrong place or at the wrong time. It can take various forms, originating from both diffuse and point sources.</p> <p>Glare: the excessive contrast between bright and dark areas in the field of view.</p> <p>Light intrusion: Unwanted light eg from adjacent properties and activities.</p> <p>Light clutter: Excessive grouping of lights eg in roadside advertising</p> <p>Light profligacy: Over-illumination which wastes energy and money.</p> <p>Sky glow: A combination of reflected and refracted light from the atmosphere. A major effect is to reduce contrast in the sky. This is the most pervasive form of light pollution and can affect many miles from the original light source.</p> <p>4.3 Causes of light pollution include:</p> <ul style="list-style-type: none"> <li>• Poor lighting design exacerbated by poor installation and maintenance.</li> <li>• Indirect reflection from road and building surfaces.</li> <li>• Quantity of lighting installations.</li> <li>• Light in the wrong place including more and brighter road lighting and light emissions from modern buildings with large areas of windows.</li> <li>• Polarisation of light on wet surfaces and cars .</li> <li>• Private lighting of external space, security lighting of homes, commercial buildings and floodlighting of sports grounds.</li> <li>• Use of inappropriate lighting that emits UV.</li> </ul> <p>5. Recommendations for consideration in developing the Core Strategy</p> <p>5.1 Section 2 above lists legislation and national planning guidance on lighting. The summarised recommendations of the Royal Commission of Light Pollution and those of Buglife (Bruce-White &amp; Shardlow) are given in Appendix 1. ETAG offers the following recommendations for consideration in the further development of the Core Strategy cross-referenced to these two documents as RC and BWS as appropriate).</p> <p>i) Identify those areas (eg Cranborne Chase and West Wilts AONB, AGLVs , urban/rural interface and quiet urban areas) that currently have low levels of artificial</p>					

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											<p>night light These areas should be designated according to the Institute of Lighting Engineers environmental zones and protected. (RC1, BWS4)</p> <p>ii) Identify those locations that are particularly sensitive to light pollution: lighting schemes in these areas should be carefully planned to avoid negatively affecting invertebrates and the environment. In particular, lighting should not be installed near</p> <ul style="list-style-type: none"> <li>• ponds, lakes, rivers and the sea;</li> <li>• areas of high conservation value;</li> <li>• sites supporting particularly light-sensitive species of conservation concern (eg glow-worms and rare moths);</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• habitat used by protected species of conservation concern (RC 4, BWS 3)</li> </ul> <p>These two recommendations have implications for Core Strategy options that are close to the River Allen, Stour and Crane/Moors River system (SSSI) and other BAP habitats and species, and areas where light trespass would impact on the wider countryside. They underline the advice already provided in ETAG's response to Core Strategy Options.</p> <p>iii) Sources of polarised light should be identified and reduced. Measures should include:</p> <ul style="list-style-type: none"> <li>• locating car parks far enough away from rivers/other waterbodies so that aquatic insects are not attracted to cars for egg-laying;</li> <li>• incorporating a rough top-layer or white granules that scatter light to make asphalt road surfaces near waterbodies non-polarising;</li> <li>• in new buildings not using glass that produces horizontally polarised light; and</li> <li>• in solar panels include a pattern of roughened or painted glass or a horizontal light blocking grid so that they are no longer attractive to aquatic invertebrates. (RC4, BWS6)</li> </ul> <p>This is particularly important for proposals affecting the Allenvie area and for sports facilities and employment sites (existing and proposed) that are near rivers or other waterbodies.</p> <p>iv) Prepare Supplementary Planning Guidance to deliver:</p> <ul style="list-style-type: none"> <li>• The adoption of revised standards that ensure the provision of light at an intensity no greater than the minimum necessary to deliver the intended benefits and the direction of light at only those areas which are intended to be illuminated. Structures in the countryside should not be painted with colours that attract insects. (RC 7, BWS1,7)</li> <li>• A master plan that avoids lights that emit a broad spectrum of light with a high UV component. (RC 5)</li> <li>• Reassessment of lighting of roads against potential road safety and crime reduction benefits (RC 1)</li> <li>• Replacement programmes for road lighting in a way that explicitly minimises the negative impacts of stray</li> </ul>					

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											<p>light: this should include installation of glare cut off on existing installations (RC 6)</p> <ul style="list-style-type: none"> <li>An area wide campaign to raise awareness of the damaging impact of light pollution seeking commitment from lighting suppliers and installers. (RC3, BWS5)</li> </ul> <p>Acknowledgements</p> <p>ETAG wishes to thank Bob Mizon MBE FRAS, UK Co-ordinator of the BAA Campaign for Dark Skies, for his detailed advice and consideration of the Core Strategy proposals. We are also very grateful to Matt Shardlow, Chief Executive of Buglife – The Invertebrate Conservation Trust, for a pre-publication copy of his paper, A Review of the Impact of Artificial Light on Invertebrates.</p> <p>Appendix 1: Advice and recommendations of Royal Commission on Light Pollution, Buglife and British Astronomical Society</p> <p>A. Recommendations made by the Royal Commission that are relevant to the Core Strategy</p> <ol style="list-style-type: none"> <li>Those responsible for the management of existing National Parks and AONBs ... should seek to eliminate unnecessary outdoor light and to better design and manage that which cannot be eliminated: efforts should be made to retain or create dark skies over urban areas so that people in major centres of population may have access to the night sky.</li> <li>Highways Authorities and Local Authorities should reassess the lighting of roads against potential road safety and crime reduction benefits.</li> <li>The sale of all new external lighting and floodlighting should be accompanied by best practice advice, in order to help installers to aim them correctly, so as to avoid light nuisance and minimise light pollution.</li> <li>There should be explicit consideration of light in planning policy. Planning guidance should include a presumption against the provision of artificial light in some areas where it may have a negative impact on species of concern. Guidance should be expanded specifically to enable local authorities to assess the likely ecological impacts of changes to the amount and quality of artificial light.</li> <li>Local authorities should develop a lighting master plan in consultation with their local communities, professional lighting designers and their own public lighting engineers.</li> <li>Authorities responsible should carry out replacement programmes for road lighting in a way that explicitly minimises the negative impacts of stray light.</li> <li>Lighting standards should require the provision of light at an intensity no greater than the minimum necessary to deliver the intended benefits and that the light should be directed at only those areas which are intended to be illuminated.</li> </ol> <p>B Recommendations to avoid, minimise or mitigate impacts on wildlife (Bruce-White &amp; Shardlow, 2011)</p>					

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											<p>1. Restrict lighting to a functional minimum in all areas.</p> <p>2. Avoid lights that emit a broad spectrum of light with a high UV component.</p> <p>3. Some locations are particularly sensitive to light pollution: lighting schemes in these areas should be carefully planned to avoid negatively affecting invertebrates and the environment.</p> <p>In particular, lighting should not be installed</p> <ul style="list-style-type: none"> <li>• near ponds, lakes, rivers and the sea;</li> <li>• areas of high conservation value;</li> <li>• sites supporting particularly light-sensitive species of conservation concern (eg glow-worms and rare moths);</li> <li>• habitat used by protected species of conservation concern</li> </ul> <p>4. Areas with natural or near natural lighting regimes should be officially conserved.</p> <p>5. Light pollution from domestic security lighting should be reduced through awareness raising.</p> <p>6. Sources of polarised light should be identified and reduced. Measures should include :</p> <ul style="list-style-type: none"> <li>• locate car parks far enough away from rivers/other waterbodies so that aquatic insects are not attracted to cars for egg-laying;</li> <li>• incorporate a rough top-layer or white granules that scatter light to make asphalt road surfaces near waterbodies non-polarising;</li> <li>• in new buildings do not include glass that produces horizontally polarised light; and</li> <li>• include in solar panels a pattern of roughened or painted glass or a horizontal light blocking grid so that they are no longer attractive to aquatic invertebrates.</li> </ul> <p>7. Structures in the countryside should not be painted with colours that attract insects – grey, yellow and white. These colours are likely to divert pollinators away from flowers and also attract their pollinators.</p> <p>C Advice given by British Astronomical Association, Campaign for Dark Skies (pers.comm. 2010)</p> <p>Technical lighting matters</p> <p>White street lighting (which has replaced narrower spectrum orange light) is multi-chromatic, ranging from blue to red extremes of the spectrum. Orange light is not visible to insects but white light is seen by all other animals. The police like white light, arguing that it is better for visibility of potential offenders: however, then tend to forget that conversely it gives the potential offenders a better view of their target.</p> <p>If the new specification street lights are set up properly there is no need for them to have closer spacing than orange lights. Closer spacing unnecessarily wastes money on infrastructure, uses more power (hence adds to carbon emissions) and adds to light pollution.</p> <p>Key design requirements are position and direction of light. Shielding is essential. To minimise cost, it must be included at the time of installation and not retro-fitted.</p> <p>There are significant problems with reflective surfaces in</p>					

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											<p>particular because of the polarisation of light. Tarmac roads are bad, white or roughened surfaces cause least problems. Grass verges rather than wide pavements reduce the problem. It is essential to take care with lighting on any school campus.</p> <p>Although much is known about the adverse impacts of light pollution, there is still a long way to go in fully understanding the implications and impacts on organisms, food webs and ecosystems. Aquatic ecosystems are particularly vulnerable. Owls are particularly sensitive to bright light and are adversely affected by inappropriate lighting.</p> <p>Light pollution potential of Core Strategy Options Corfe Mullen Proposals would probably make little difference to the existing situation. It is important that the building line is kept back from the edge of the escarpment.</p> <p>Wimborne - Cranborne Road The main problem now in this location is the light from the present football club. Ringwood FC has flat glass lights and this should be adopted by the much larger Wimborne club. The loss of the football ground at WMC1 would be beneficial in terms of light pollution. With any development in this location, it is essential to bear in mind that the West Wilts and Cranborne Chase AONB is the darkest place in Southern Central England. There is potential for development to have a serious impact on this unique area: it has been mapped by CPRE as tranquillity but includes light pollution. The nearest other dark area is Exmoor. There is potential for damaging impact from the proposed new neighbourhood.</p> <p>Wimborne - Stone Lane There is currently relatively little light pollution due to under use of the site and little if any use after dark. There is not much to choose between upgrading industrial use or changing to housing. Particular care should be taken not to cause light pollution problems for the River Allen.</p> <p>Wimborne Rugby Club, Leigh Park Change to housing would reduce light pollution.</p> <p>Wimborne - Land South of Leigh Road There would be a significant increase in light pollution from floodlighting of football and rugby clubs and associated car park as well as from the additional housing. Care should be taken so that light does not affect the R Stour (impact on fish and hence otters).</p> <p>Ferndown and West Parley The open aspect of Dudsbury could cause problems and increase light pollution of the R Stour.</p> <p>Verwood VWM 1 and 2 Because of the open aspect across the AGLV there would be significant light trespass problems with a high impact on landscape and wildlife. Particular concerns about impact on Stephens Castle (SSSI) (Habitats Regulations assessment required)</p> <p>Verwood VWM 3 The site is relatively contained but</p>					

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											<p>would increase light levels in the wooded heath.</p> <p>Verwood VWM 4 Low lying so is less intrusive but there are concerns about the impact on the R Crane (SSSI): this should be discussed with the Environment Agency.</p> <p>Verwood VMW 7 Proposed new Upper School The impact of light on Dewlands Common would need to be assessed (Habitats Regulations).</p> <p>Proposed Industrial Estates</p> <p>There is a blanket lighting problem. Installations are designed by site developer and site users have to accept what is there. (A Lighting SPG could ensure good practice was a planning condition).</p> <p>Need flat glass lighting on roads is as now being adopted county wide but good lighting practice can be (and frequently is) negated by bad lighting next to them. Floodlighting of buildings and trees is problematic.</p> <p>Proposals for Woolsbridge are particularly worrying as the site is adjacent to Moors River SSSI.</p> <p>St Leonards Hospital. The present new car park lighting is unacceptable and damaging due to incorrect mounting of lights. It needs urgent attention. Any new development must address existing problems and the impact on adjacent heathland (Habitats Regulations).</p> <p>Although the lights have been angled down further (from 70 deg to approximately 35 deg above the horizontal), they are still well above the manufacturer's recommended angle for the glass of 17 degrees above the horizontal.</p> <p>Airport site. Light pollution in this area is currently high. Riding Manege and the Garden Centre both create major problems.</p> <p>Local examples of lighting:</p> <p>Good : Sainsburys, Tricketts Cross – good lighting award about 10 years ago</p> <p>Haskins – good lighting award</p> <p>Car dealer B3073 (Longham roundabout - Parley road)</p> <p>Beacroft Road – plastic curves to shield lights – cost pence to produce – need to be fitted when installed</p> <p>New lights in Ham Lane are good example of large road</p> <p>Bad: St Leonards Hospital have mounted lights incorrectly so they illuminate distance – should point downwards. Can be seen 12 miles away in New Forest.</p> <p>Iford Golf course/range –worst in the area. Unnecessary – now possible to obtain glowing golf balls and small lights at tees.</p> <p>Beacroft School. D shaped tube lights mounted flat on walls – light goes everywhere and dazzles if look straight at it. Reduces security rather than helping</p> <p>Allenbourne School – looking from Allendale Car park – school disappears behind glare – ineffective for security.</p> <p>Sports facilities and riding establishments are the worst "offenders" re light pollution</p> <p>References</p> <p>Bat Conservation Trust &amp; Institute of Lighting Engineers (2009) Bats and Lighting in the UK</p>					

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											<p><a href="http://www.bats.org.uk/data/files/bats_and_lighting_in_the_UK_final_version_3_may_09.pdf">www.bats.org.uk/data/files/bats_and_lighting_in_the_UK_final_version_3_may_09.pdf</a></p> <p>Brahic, C (2009) Wildlife confused by polarised light pollution. New Scientist. 8 Jan. <a href="http://www.newscientist.com/article/dn16380-wildlife-confused-by-polarised-light-pollution.html">http://www.newscientist.com/article/dn16380-wildlife-confused-by-polarised-light-pollution.html</a></p> <p>Bruce-White, C and M Shardlow (2011) A Review of the Impact of Artificial Light on Invertebrates. <a href="http://www.buglife.org.uk/News/Save+bugs+from+light+pollution">http://www.buglife.org.uk/News/Save+bugs+from+light+pollution</a></p> <p>CfDS (2009) Blinded by the Light, British Astronomical Society. Paper cited: Lockly, S W. Human health implications of light pollution CfDS (website) Lighting and Crime <a href="http://www.britastro.org/dark-skies/crime.html">http://www.britastro.org/dark-skies/crime.html</a></p> <p>DCLG (1997) Lighting in the Countryside – Towards Good Practice <a href="http://www.communities.gov.uk/archived/publications/planningandbuilding/lighting">http://www.communities.gov.uk/archived/publications/planningandbuilding/lighting</a></p> <p>Fox et al (2006) The State of Britain's Larger Moths <a href="http://aolsearch.aol.co.uk/aol/search?s_it=clientsbox&amp;query=The%20State%20of%20Britain%27s%20Larger%20Moths">http://aolsearch.aol.co.uk/aol/search?s_it=clientsbox&amp;query=The%20State%20of%20Britain%27s%20Larger%20Moths</a></p> <p>ILE (2005) Guidance Notes for the Reduction of Obtrusive Light <a href="http://www.theilp.org.uk/uploads/File/Technical/RLP%202005.pdf">http://www.theilp.org.uk/uploads/File/Technical/RLP%202005.pdf</a></p> <p>Mizon, Bob (2011) pers. comm. Ninth European Symposium for the Protection of the Night Sky (2009) <a href="http://www.arm.ac.uk/publicevents/2009/enwright/pgm04.pdf">http://www.arm.ac.uk/publicevents/2009/enwright/pgm04.pdf</a></p> <p>papers cited:</p> <ul style="list-style-type: none"> <li>• Stone, E et al Shedding Light on Bat Behaviour – How Street Lights Disturb Commuting Bats</li> </ul> <p>Parsons, M et al (2011) Light pollution – a menace to moths and much more. Butterfly 106, 17-19</p> <p>Rich, Catherine and Travis Longcore (2006) Ecological Consequences of Artificial Night Lighting. Island Press. ISBN 1-55963-129-5</p> <p>Rydell, J &amp; H J Bagoie (1996) Bats and Streetlamps BATS magazine 14, 4. <a href="http://www.batcon.org/index.php/media-and-info/bats-archives.html?task=viewArticle&amp;magArticleID=783">http://www.batcon.org/index.php/media-and-info/bats-archives.html?task=viewArticle&amp;magArticleID=783</a></p> <p>SANA (Scottish Anglers National Association) (2007) Light nuisance. <a href="http://www.sana.org.uk">www.sana.org.uk</a></p> <p>The Royal Commission on Environmental Pollution (2009) Artificial Light in the Environment. TSO. ISBN 9780108508547</p> <p>Other Reading British Astronomical Association's Campaign for Dark Skies <a href="http://www.britastro.org/dark-skies/">http://www.britastro.org/dark-skies/</a></p> <p>The International Commission on Illumination (CIE) is due to publish a guide to master planning but it is not yet</p>					

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											on their website (May 2011).					
498554	Mr Paul Davenport	Stour Valley Properties Ltd	<a href="#">CSPS3073</a>	Policy WMC5		No		No		No	<p>Policy WMC5 is not consistent with the NPPF. Policy WMC5 is not justified as it is not 'the most appropriate strategy, when considered against reasonable alternatives, based on proportionate evidence' (paragraph 182 NPPF). Therefore Policy WMC5 is unsound.</p> <p>Similarly to the development at Cuthbury this site would appear to be a logical location to contribute to the housing numbers needed to meet the needs of East Dorset, being relatively close to Wimborne Town Centre. But on detailed examination the constraints of the site, in particular the AONB, the Zone 1 Source Protection Area and the fundamental issue of it being 'on the wrong side of town' in respect of vehicle trips, means it does not add up when weighed against sites to the east of Wimborne and Colehill.</p> <p>The best description I have read of the issues that effect this site is from the report of the EDDC P &amp; R Committee- 26th October 2005 - paragraphs 8.1-8.13.(appendix A) paras 8.14(green belt) and 8.15 (conclusion) have both been overtaken by new planning guidance. EDDC need to find appropriate sites for new housing. EDDC have stick with Areas of Search that originate over 12 years ago with work done on the Structure Plan Review and PRG10 and which they then justified by the Broadway Malyan 2010 Report.</p> <p>There are sites out there that can contribute to the total housing numbers required for the new Local Plan. The schemes promoted by Stour Valley Properties (Dorset) Ltd (appendix B) and Moondale Developments Ltd (appendix C) can contribute over 450 homes to the housing requirement of East Dorset. Broadway Malyan dismissed the appropriateness of the Stour Valley site by stating it was 'not considered as a good location for development due to noise and access issues. Furthermore the area comprises an awkward linear shape and lies close to residential properties to the north and is not therefore considered suitable for the location of the football and rugby clubs.'</p> <p>I believe that the depth of assessment of this site was 5min looking at the O.S map!</p> <p>The access to the site is exceptionally good directly off Wimborne road West.</p> <p>Noise issues from the A31 can easily be dealt with (acoustic report to follow for EiP) and would improve the amenity value to the existing properties to the north. The shape of the site does not preclude development of the highest standard of design – the recent approved scheme of 186 homes at Brook Road in Wimborne fits easily into this site.</p> <p>The Stour Valley proposals also allow for a Stour Valley</p>	<p>Both the Stour Valley &amp; Moondale proposals for New Neighbourhoods are a more appropriate strategy, when based on proportionate evidence than the Cranborne Road site. Policy WMC5 is unsound as written and should either be removed completely from the Core Strategy/Local Plan or reworded as follows:-</p> <p>South &amp; East Colehill New Neighbourhoods</p> <p>Approximately 12.5 hectares are allocated to provide New Neighbourhoods to the south of Wimborne Road West and to east of Middlehill Road. These will include about 450 homes, local community facilities, parish allotments along with significant areas of green space.</p> <p>To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and community facilities.</p> <p>Layout and Design</p> <ul style="list-style-type: none"> <li>• The New Neighbourhoods will be set out according to Masterplans drawn up with the Local Authority.</li> <li>• A design code will be agreed by the Council setting out the required standards.</li> <li>• The built form of the New Neighbourhoods will be contained by a planted bund along the A31 and the ridge line to the east of Colehill.</li> <li>• The Neighbourhood to the east of Colehill will have a clear gap containing allotments between it and housing in Bridle Way.</li> </ul> <p>Green Infrastructure</p> <ul style="list-style-type: none"> <li>• The implementation of a generous green infrastructure strategy, along with a SANGS strategy is a fundamental requirement</li> <li>• Approximately 54 hectares of SANGS along both banks of the River Stour, with the possibility of</li> </ul>	Yes, I wish to participate at the oral examination	By the time of the EiP more detailed work will have been done to help the Inspector to balance the appropriateness of Policy WMC5 against reasonable alternatives, and I would hope to add to his understanding of a complex matter should this written representation not be adequate.	409	<a href="#">2251278_0_1.pdf</a> <a href="#">2251279_0_1.pdf</a> <a href="#">2251280_0_1.pdf</a> <a href="#">2251281_0_1.pdf</a> <a href="#">2251282_0_1.pdf</a> <a href="#">2251283_0_1.pdf</a> <a href="#">2251286_0_1.pdf</a>

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											<p>Country park and the relocation of Wimborne Rugby Club.</p> <p>The Moondale scheme was not even considered as it did not fit into the outdated 'Ares of Search'.</p> <p>The aspect of this site in particular (sloping down from east to west) means that it does not impinge on the green belt gap between Wimborne and Ferndown.</p> <p>Both these sites are a more appropriate strategy, when considered against the Cranborne Road site, based on proportionate evidence.</p> <p>Therefore Policy WMC5 is unsound.</p>	<p>creating a 'hub' with visitor amenities and education centre.</p> <ul style="list-style-type: none"> <li>• Approximately 9ha of sports pitches and appropriate facilities to accommodate Wimborne Rugby Club</li> <li>• Approximately 9ha of woodland suitable for environmental enhancement and controlled public access.</li> <li>• Provision of allotments</li> </ul> <p>Transport and Access</p> <ul style="list-style-type: none"> <li>• Vehicular access is to be provided primarily from Wimborne Road West and Willow Drive.</li> <li>• There will be pedestrian and cycle access from a number of points to link the New Neighbourhoods with local facilities and also to the existing employment sites at Ferndown and Uddens and to the new site at Blunts Farm.</li> <li>• Contributions will be made to facilitate the proposed DCC Infrastructure Improvements (appendix D)</li> </ul>				
656493	Cllr Tony Gibb	Eastern Area DAPTC	<a href="#">CSPS3 032</a>	Policy WMC 5							<p>Following a late comment; it has been correctly noted that the planned development to the north of Wimborne / Colehill along the B3078 will have further impact in an area where EDDC previously opposed development. Of importance to the rural response submitted on 22 June is the impact on the highways (B3078) for which, as has been said, there are no stated policies.</p>	<p>Policy Planning is requested to add the following sentence to the highways paragraph:</p> <p>"The increase in traffic density caused by the spread of development towards the rural communities, particularly along the B3078, has to be included within any highways policies and should be based on up to date modelling."</p>			409	
359571	Mr Renny Henderson	Royal Society for the Protection of Birds	<a href="#">CSPS3 728</a>	Policy WMC 5							<p>Policy Allocation</p> <p>Dwellings/land area</p> <p>Comment</p> <p>WMC3</p> <p>Cuthbury allotments and St Margaret's Close New Neighbourhood, Wimborne</p> <p>260</p> <p>SANG to be provided in accordance with policy ME3</p> <p>WMC4</p> <p>Stone Lane</p> <p>90</p> <p>SANG to be provided in accordance with policy ME3</p> <p>6</p> <p>WMC5</p>		Yes, I wish to participate at the oral examination	<p>we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.</p>	409	

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											<p>Cranborne Road New Neighbourhood, Wimborne 600 SANG to be provided in accordance with policy ME3 WMC6</p> <p>South of Leigh Road New Neighbourhood and Sports Village, Wimborne 75 ha SANG to be provided in accordance with policy ME3 CM1</p> <p>Lockyer's School and Land North of Corfe Mullen New Neighbourhood 250 SANG to be provided in accordance with policy ME3 FWP3</p> <p>Holmwood House New Neighbourhood, Ferndown 110 SANG to be provided in accordance with policy ME3 FWP4</p> <p>Coppins new Neighbourhood, Ferndown 30 SANG to be provided in accordance with policy ME3 FWP6</p> <p>Land East of New Road New Neighbourhood, West Parley 320 SANG to be provided in accordance with policy ME3 FWP7</p> <p>West of New Road New Neighbourhood, West Parley 200 SANG to be provided in accordance with policy ME3 VTSW4</p> <p>North West Verwood New Neighbourhood 230 SANG to be provided in accordance with policy ME3 FWP8</p> <p>Blunt's Farm Employment Allocation, Ferndown 30ha A mitigation strategy to be agreed to avoid harm to European sites and SSSI VTSW5</p> <p>North Eastern Verwood New Neighbourhood 50 SANG to be provided in accordance with policy ME3 VTSW6</p> <p>Woolbridge Employment Allocation, Three Legged Cross 9.7ha A mitigation strategy to be agreed to SSSI</p> <p>The RSPB does not, in principle, object to the residential allocations above. However, the table does illustrate the heavy reliance on SANGs as a mitigation measure. The Councils will be aware of the relatively untested nature of SANGs as effective mitigation, albeit in the context of available measures, it is clear that SANGs offer perhaps the best opportunity of addressing potential adverse</p>					

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											impacts on the European sites. SANGs are a principal component of the approach taken by the Dorset Heathlands Interim Planning Framework (IPF), and are used as a mitigation vehicle elsewhere in England, notably in the Thames Basin Heaths. Research continues on the effectiveness of SANGs, and it is imperative that this research informs SANGs development anticipated under the Core Strategy. Long-term management and monitoring is also critical (as is identified in policy CN1). Testing of the suitability of SANGs as a mitigation measure for the above policies is essential and has not yet been undertaken. We are concerned that some of the SANGs proposed may be ineffective, particularly SANGs associated with smaller allocations. With respect to employment allocations FWP8 (Blunt's Farm) and VTSW6 (Woolsbridge), we are not familiar with these locations. We do not object to these policies subject to receiving clarification from Natural England of the issues pertinent to these sites, and the likely efficacy of mitigation strategies anticipated by these policies.						
524088	Mr Ken Parke	Ken Parke Planning Consultants	<a href="#">CSPS3 631</a>	Policy WMC5	No	No	Yes	Yes	Yes	Yes	Please see attached representations document and appendices	Please see attached representations document and appendices	Yes, I wish to participate at the oral examination	The representation has a significant bearing on the distribution of housing within the district and will require detailed oral examination.	409	<a href="#">2260318_01.pdf</a>	
512360	Mr Richard Acres		<a href="#">CSPS1 864</a>	Map 8.5		No		Yes	Yes	Yes	WMC5 would impact adversely on the Green Belt and landscape of Wimborne periphery. This impact cannot be justified when better alternatives exist. The predicted economic stagnation over the next 10 - 15 years does not warrant the earmarking of this area for development in the CS. Too many areas have been identified for development - we will end up with piecemeal housing in all of these without the other facilities provided that are necessary.	Please remove WMC5 from the CS. If as a result more development is necessary, WMC6 should contain less sports pitches and the area extended further east to complete the infill between Wimborne Road and the A31 bypass. This area has already been degraded. Don't expand Wimborne on a 'new' front to the north of the town - there are no natural barriers to contain the development as with WMC6.	Yes, I wish to participate at the oral examination	I wish to articulate these points further, to express my extreme concern about these aspects of the CS, and to ensure that my concerns are duly noted by the Inspector so that he is aware of the impact WMC5 would have on the area between Wimborne and Colehill.	410		
499254	Mr Murray Foster		<a href="#">CSPS1 981</a>	Map 8.5		No					- The Map 8.5 is inaccurate and misleads Inspector. - At each stage of public consultation the map changes and has now reached all along Dogdean. - The proposed number of houses keeps increasing (from 550 to 600). - The proposed development is far too big, too many people, cars and water drainage.		Yes, I wish to participate at the oral examination	The changeability of the proposals. The poor reaction of planners to local people's opinion.	410		
655876	Mr James Moran		<a href="#">CSPS2 265</a>	Map 8.5	No	No	Yes	Yes	Yes	Yes	WMC5 is unsound because: • It takes no realistic account of the wider impact such a large concentration of housing would have at that location. • It proposes a dramatic acceleration in size of the ward	It can be convincingly argued that WMC5 site is suited for some development and the demand for affordable housing cannot be denied in the area.	Yes, I wish to participate at the oral examination	I only consider this necessary if my points above are not adequately imparted by another party.	410		

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											<p>which is completely disproportionate to the growth in the last 20 years and not accounted for elsewhere in the plan.</p> <ul style="list-style-type: none"> <li>The plan increases the size of Wimborne by 45%. A dramatic and disproportionate growth. It changes the nature of the town significantly and makes little suggested for supporting that growth with amenities and infrastructure.</li> </ul> <p>WMC5 is unjustified because:</p> <ul style="list-style-type: none"> <li>It is wholly dependent on greenbelt</li> <li>It suggests a growth rate in this area alone which has not been proven.</li> <li>It places a disproportionate burden of the housing stock on one small area.</li> </ul> <p>WMC5 alone accounts for 24% of the total housing stocking EDDC is putting forward and it is all built on Greenbelt land. I cannot see the justification to burden one small area with so much housing density and such a large burden of stock delivery.</p> <p>The road routes to WMC5 are poor. Narrow roads north to Cranborne and Holt to the East and with an ancient and narrow river bridge into Wimborne at Walford Mill which would see huge increase in its current traffic level. It is naïve to suggest that significant road improvements would not be necessary which would impact the riverside and further destruction of greenbelt.</p> <p>The current proposal of WMC5 with its density would create a cascading effect on its surroundings which would change the environment forever. It would force Wimborne from its current state of modest market town into a large commuter town for the wider county.</p> <p>The strategy as it stands requires Wimborne to account for 52% of the districts entire new stock. This is completely unjustified nor an effective use of the land under EDDCs control.</p> <p>It is disingenuous for EDDC to claim that 99.5% of the Greenbelt is protected when 90% of the Wimborne ward proposals involve digging up fields, grass and allotments. Surely greenbelt. EDDC covers 137 square miles. Are we already at the stage where 93% of new houses in Wimborne have to be built on greenbelt?</p> <p>The proposal as it stands is far too dense and places a ridiculously large burden on the proposed site.</p> <p>The up to date figure will be released shortly after the consultation closes, but Census 2001 indicated Wimborne has 3269 households. With only small developments in the last 10 years this figure is unlikely to climb much higher. However these proposals seek to increase the households by nearly 50% suggesting Wimborne is currently just 2 thirds the size EDDC is planning to make it in the next 15 years. Such exponential growth is unprecedented and represents a complete shift of the character and make up of the town.</p>	<p>Modifying the plans to reduce the number of dwellings in WMC5 will reduce the infrastructure burden and create a more realistic growth rate which will aid the town in retaining its character whilst adding to the districts housing stock.</p>				
499254	Mr Murray Foster		<a href="#">CSPS1978</a>	8.43		No					- The Map 8.5 is inaccurate and misleads Inspector.		Yes, I wish to participate at the oral examination	The changeability of the	411	

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											- At each stage of public consultation the map changes and has now reached all along Dogdean. - The proposed number of houses keeps increasing (from 550 to 600). - The proposed development is far too big, too many people, cars and water drainage.			proposals. The poor reaction of planners to local people's opinion.		
499254	Mr Murray Foster		<a href="#">CSPS1 979</a>	8.44		No					- The Map 8.5 is inaccurate and misleads Inspector. - At each stage of public consultation the map changes and has now reached all along Dogdean. - The proposed number of houses keeps increasing (from 550 to 600). - The proposed development is far too big, too many people, cars and water drainage.		Yes, I wish to participate at the oral examination	The changeability of the proposals. The poor reaction of planners to local people's opinion.	412	
499254	Mr Murray Foster		<a href="#">CSPS1 980</a>	8.45		No					- The Map 8.5 is inaccurate and misleads Inspector. - At each stage of public consultation the map changes and has now reached all along Dogdean. - The proposed number of houses keeps increasing (from 550 to 600). - The proposed development is far too big, too many people, cars and water drainage.		Yes, I wish to participate at the oral examination	The changeability of the proposals. The poor reaction of planners to local people's opinion.	413	
474462	Mrs Sheila Bourton		<a href="#">CSPS1 81</a>	8.46	Yes	Yes	Yes	Yes	Yes	Yes	As stated, by utilizing some of this area for sporting and recreation purposes, it does help to retain the important Greenbelt Gap identified in the South East Dorset Greenbelt Review.		No, I do not wish to participate at the oral examination		414	
651747	Mr Mark Sturney		<a href="#">CSPS4 27</a>	8.46	Yes	Yes					As a member of Wimborne Rugby Football Club I support the principles of relocating the rugby club as set out in the above paragraphs but I think it should be a requirement that the Council should seriously consider all alternative schemes that may come forward to achieve this.		No, I do not wish to participate at the oral examination		414	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 277</a>	8.46		Yes					Support in part We strongly support the intention to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne. As it includes both the recently created SANG at BytheWay and Leigh Common SNCI it is also essential that the ecological integrity of this gap is not compromised. We support the provision of allotments but a decision on their location should await the outcome of habitat survey. (PI see 2nd response) The proposed Country Park offers the potential for habitat enhancement of the R Stour corridor. However design should be informed by biological survey. (PI see 2nd response). Given the high levels of illumination for the sports complex we welcome the particular commitment to protecting dark skies through appropriate lighting design. Care should be taken to ensure that light (including polarised light from road surfaces and parked vehicles) does not affect the R Stour (impact on fish and hence otters). Colour of the sports complex buildings will also need to be considered at planning application stage to		No, I do not wish to participate at the oral examination		414	

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											minimise impact on biodiversity.					
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 281</a>	8.46		No	Yes	Yes	Yes	No	In the absence of biological survey, the statement that there is no identified wildlife quality is misleading. We support the provision of allotments but a decision on their location should await the outcome of habitat survey. While the proposed Country Park offers the potential for habitat enhancement of the R Stour corridor, the design should be informed by habitat and protected species survey and include ecological linkages to BytheWay and Leigh Common to the north (NPPF para 109).	WMC6 Green Infrastructure Add to first bullet point, and will provide ecological links to the north. 8.47 Amend first sentence to The land is flat with a few small hedgerows. The wildlife quality has not been assessed.	No, I do not wish to participate at the oral examination		414	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 331</a>	8.47		No		No		No	Ecological survey information for this site is not available therefore it is not possible to fully assess the potential environmental impacts of development on this site. NPPF (165) states that planning policies and decisions should be based on up-to-date information about the natural environment. Should this site be determined as of low ecological value, Dorset Wildlife Trust has no objection to the allocation of this site given the policy provision relating to ME3 and the suggested country park which could enhance the River Stour. We consider this should be linked to the open space at BytheWay, with care taken to ensure the protection of the SNCI at Leigh Common (SU00/78). Regarding para 8.47, although the site has not been identified for its wildlife quality through the county SNCI process, no survey information is available so in fact the site quality is unknown. We support comments made by the East Dorset Environment Theme Action Group (of which DWT is a member) with respect to light pollution in this area.	We consider an ecological survey of the allocated area and proposed SANGs needs to inform this allocation. We suggest that Map 8.6 is amended to show environmental designations and rights of way to indicate the potential linkages and constraints. 8.47 should be corrected if the site is found to have biodiversity value.	No, I do not wish to participate at the oral examination		415	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 278</a>	8.47		Yes					Support in part We strongly support the intention to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne. As it includes both the recently created SANG at BytheWay and Leigh Common SNCI it is also essential that the ecological integrity of this gap is not compromised. We support the provision of allotments but a decision on their location should await the outcome of habitat survey. (PI see 2nd response) The proposed Country Park offers the potential for habitat enhancement of the R Stour corridor. However design should be informed by biological survey. (PI see 2nd response). Given the high levels of illumination for the sports complex we welcome the particular commitment to protecting dark skies through appropriate lighting design. Care should be taken to ensure that light (including polarised light from road surfaces and parked vehicles) does not affect the R Stour (impact on fish and hence otters). Colour of the sports complex buildings will also need to be considered at planning application stage to		No, I do not wish to participate at the oral examination		415	

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											minimise impact on biodiversity.					
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 282</a>	8.47		No	Yes	Yes	Yes	No	In the absence of biological survey, the statement that there is no identified wildlife quality is misleading. We support the provision of allotments but a decision on their location should await the outcome of habitat survey. While the proposed Country Park offers the potential for habitat enhancement of the R Stour corridor, the design should be informed by habitat and protected species survey and include ecological linkages to BytheWay and Leigh Common to the north (NPPF para 109).	WMC6 Green Infrastructure Add to first bullet point, and will provide ecological links to the north. 8.47 Amend first sentence to The land is flat with a few small hedgerows. The wildlife quality has not been assessed.	No, I do not wish to participate at the oral examination		415	
640463	Mr. Tim Edwards		<a href="#">CSPS8</a>	Policy WMC 6	Yes	No	Yes	No	No	No	I strongly object to this development due to the amendment to the GREEN BELT area. Also viz, my previous comments on the un-sustainability of extra houses in the Wimborne area. East Dorset just does not have the extra resources to afford these house to be built. The infrastructure would be stretched to breaking!		Yes, I wish to participate at the oral examination	Local knowledge!	418	
642628	Mr Robin Christopher		<a href="#">CSPS1 6</a>	Policy WMC 6	Yes	No	Yes	Yes	Yes	No	WMC3 -WMC6 propose 1300 homes and two new first schools postulating an additional school intake of 5-600 children. No consideration or provision appears to have been made to accommodate secondary education for these children.	Consideration should be given as to whether there is adequate scope for sufficient expansion at QE or suitable available land for a further secondary school.	No, I do not wish to participate at the oral examination		418	
643167	Mr Ian Foster		<a href="#">CSPS2 2</a>	Policy WMC 6		No		Yes	Yes		Unsound because if you do not include road improvements or traffic requirements in your 15 year plans, there will be gridlock in this area. The situation is already bad enough but when 1550 new homes are built in this area as per your plan, causing another 2500 odd more vehicles to be on the roads, there will definately be gridlock and to ignore traffic matters now is very unsound. (If you want evidence of the current traffic situation, just stand on the roundabout at Merley any week-day morning.)	To be soundly compliant you need to include road improvements and extra parking in your plans.	No, I do not wish to participate at the oral examination		418	
474462	Mrs Sheila Bourton		<a href="#">CSPS1 82</a>	Policy WMC 6	Yes	No	No	No	Yes	No	Of all the sites proposed in this Core Strategy, this one to the south of Wimborne has fewer constraints. As stated in the Broadway Malyan East Dorset Housing Options Masterplan ReportNovember 2010, it is important that development should not be allowed on the eastern side of this site as this is part of the Strategic Greenbelt Key Gap between Wimborne,Colehill,Stapehill etc. identified in the SE Dorset Greenbelt Review. (It is important to prevent coalescence between the settlements) Also important is that any new development does not impact on the existing communities in Parmiter Drive, & Leigh Road (see Paragraph8.35 Wimborne and Colehill Core Strategy Options for consideration October 2010) If allotments are sited immediately south of the existing bungalows on Parmiter Drive, then this should provide a buffer zone between the new and existing homes It would be important that light pollution from floodlit		No, I do not wish to participate at the oral examination		418	

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											<p>pitches or from car parks do not impact on existing or new homes</p> <p>I do, however, have grave concerns regarding the additional traffic which would be generated from not only this large proposed development which includes sports facilities, recreational areas and car parks in addition to new houses and possibly a new school at some time, but also from the area of recreation, a SANG, to the north of Leigh Road at the fields owned by EDDC at "By the Way" and of course traffic generated by the other proposed new housing developments around Wimborne. The East Dorset Housing Options Masterplan Report by Broadway Malyan (when referring to the new Hamburger junction at Canford Bottom) states that "this interim scheme would not release additional capacity to accommodate new development"</p>					
474490	Mrs Sheila Bourton	Keep Wimborne Green	<a href="#">CSPS215</a>	Policy WMC 6	Yes	Yes			Yes		<p>Although this area has less constraints than other areas suggested, it is still greenbelt and we regret the loss of any Greenbelt area as that status is there for a reason. We agree that it is important for the Strategic Greenbelt gap between Wimborne and Colehill and Stapehill and Little Canford to be retained; this Strategic Greenbelt Key Gap was identified in the South East DorsetGreenbelt Review..It is important that there is no coalescence between the settlements.</p> <p>Also important, in our view, is that any new development does not impact on existing communities in Parmiter Drive and Leigh Road. Placing of allotments immediately to the south of Parmiter Way should help to alleviate any problem in that respect and the allotments would provide a buffer zone.</p> <p>Light pollution from the proposed recreational facilities must not be allowed to affect the nearby housing. Another concern for this proposed "new neighbourhood" is the amount of extra traffic which would be generated not only from housing but also from those using the recreational facilities, football and rugby clubs and the allotments. There would also be traffic generated by those using the "SANG" north of Leigh Road at "By the Way". Even if there are improvements to the B3073 from Wimborne to Canford Bottom, it is doubtful if this road and the new Hamburger junction at Canford Bottom would be able to cope with the extra traffic. (see the East Dorset Masterplan Report by Broadway Malyan when commenting on the new Hamburger junction , stated "this interim scheme would not release additional capacity to accommodate new development"</p>		No, I do not wish to participate at the oral examination		418	
498566	Mrs Susan Davies		<a href="#">CSPS52</a>	Policy WMC 6	Yes	No	Yes	Yes	Yes		<p>WMC6 This is a vast over-development of this area. Residents are rightly concerned about the impact that 350 additional homes will have on their right to enjoy a relatively peaceful life. This development should be greatly scaled down and the proposed sports facilities should be sited away from the residential area. A first</p>	<p>WMC6 Access to the proposed sports facilities should not be through any residential areas. It would be preferable to have all the sports facilities to the east of the plot with access from the</p>	No, I do not wish to participate at the oral examination		418	

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											school is proposed on this site as well, creating more traffic congestion and more demand on the existing middle and senior schools. The Wimborne and Leigh Roads are extremely busy roads with fast moving traffic, suffer from long delays and queues made even worse with the number of vehicles accessing the Brook Road recycling centre. This also does not appear to take into account the existing housing development that will be taking place on the old Cobham site.	Wimborne Road at the most eastern end and from the A31.					
515406	Mr Christopher Undery	Christopher Undery	<a href="#">CSPS71</a>	Policy WMC 6							It is disappointing that the potential that land at Leigh Farm, Wimborne (see attached plan and representations) continues to be overlooked, apparently for reasons of Green Belt strategy, when other more environmentally sensitive and economically valuable farmland within the Green Belt (such as that to the north of Wimborne on either side of the B3078 Cranborne Road) is sacrificed.	I ask that the land at Leigh Farm is reconsidered to contribute to the required housing provision for Wimborne, especially since in approving the land to the immediate west off Cranfield Avenue (formerly known as Highland Park) your Council accepted road provision (Birchdale Road and Hornbeam Way) to allow for later development of Leigh Farm.	Yes, I wish to participate at the oral examination	Because the planned housing allocations into existing Green Belt fail to take into account the merits and opportunities at Leigh Farm.	418	<a href="#">2166690_0_1.pdf</a> <a href="#">2166689_0_1.pdf</a>	
648938	Mr and Mrs J Taylor		<a href="#">CSPS202</a>	Policy WMC 6			Yes				Development behind Parmiter Drive and Way on green belt, which we are against! We have been told that Parmiter Drive will not be used as a through road only for emergency vehicles and allotment holders who will have keys to the gates, we assume there will be parking in the allotment area? So they don't have to park in Parmiter Drive, but then it was said Parmiter Drive may be used for a short period for building work on the football ground and club house, so does this mean Parmiter Drive will be used as a rat run for lorries? We thought all road infrastructure should be put in place before any building work was started! If not what happens if the football facilities are completed, does this mean Parmiter Drive will be used as a rat run for al football supporters to get to car park and club house? Can you confirm that allotments will be sited as shown on the map.					418	
649000	Mrs Tracie Deane		<a href="#">CSPS208</a>	Policy WMC 6	Yes	No	No	No	Yes	Yes	This is not a justified development as I believe there is a more appropriate strategy for the location of some of new development, which will be more effective through desirability to the current home owners being affected by the new development. The location of medium density housing directly next to current low density housing is inappropriate when the development shows there is going to be new low density housing. Present residents may be detrimentally affected by noise and amount of parking for the new development. I am in support of the play area, SANG and rugby club.	I consider the following changes need to be made: A bigger sound buffer between current low density housing on Brookside Road and the new development. Increased parking for the first school land, housing and football club so that Brookside Road and Parmiter Roads are not used in the future for parking. These roads are not suitable for this traffic. The movement of the medium density housing currently	No, I do not wish to participate at the oral examination			418	

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												proposed to back onto Brookside Road and replaced with low density single storey housing so that residents on Brookside Road are not overlooked.				
515938	Mr Frank Stevens		<a href="#">CSPS398</a>	Policy WMC 6							Further, it would be a pity to lose more open space to buildings, as the attractive nature of Wimborne and its environs is becoming increasingly eroded.				418	
360235	Mr Christopher Undery	Christopher D Undery	<a href="#">CSPS740</a>	Policy WMC 6		No			No		This representation relates to the bridge to/from Witroes/Crown Mead. The bridge is vital to the enhancement of Crown Mead, shopping vitality, flow of pedestrians and the linkage between Waitrose, its car parking and the historic town centre. The bridge will not be achieved without compulsion. (compulsory purchase)	Inclusion within the Core Strategy to commit EDDC to adopt compulsory purchase powers (with funding as offered by Waitrose) to acquire land as required to enable construction of bridge, together with pedestrian access between Waitrose and Crown Mead.	Yes, I wish to participate at the oral examination	To explain and illustrate how plan objectives for Wimborne town centre will be achieved only by use of compulsory purchase powers since negotiated settlement has failed.	418	
654320	Mrs Meghan Downing	Highways Agency	<a href="#">CSPS754</a>	Policy WMC 6	Yes	Yes					As with the proposed Cranborne Road New Neighbourhood, we support the acknowledgement of the need for Transport Assessments and measures to reduce the need to travel, made in 4.57 and KS11. We nonetheless regard this proposal with caution, given its proximity to the constrained A31 between Canford Bottom and Merley junctions. Development will need to ensure that it is able to mitigate its traffic impacts.		No, I do not wish to participate at the oral examination		418	
654564	Mr Michael Moysey	Wimborne Rugby Football Club Ltd	<a href="#">CSPS846</a>	Policy WMC 6	Yes	No	No	Yes	No	No	Wimborne Rugby Club and its membership in excess of 600 support the principles as set out in paragraph 8.46 for the provision of suitably located and adequately provided replacement facilities for the Club and consider the proposals set out to be appropriate. However in terms of the provision of the identified sporting facilities included we doubt whether this is deliverable given the scale of the proposed development. The Plan should therefore ensure that any other alternative proposals that may come forward to provide the replacement facilities should be given all due consideration through the appropriate processes.		Yes, I wish to participate at the oral examination		418	
220620	Miss S Thorpe	Gleeson Developments Ltd	<a href="#">CSPS907</a>	Policy WMC 6	Yes	Yes	Yes	Yes	Yes	Yes		Policy WMC6 – South of Leigh Road new neighbourhood Gleeson are supportive of the proposed housing allocation on land to the south of Leigh Road, Wimborne. The proposals contained within Policy WMC6 represent a deliverable residential scheme which has been supported by the promoters and could deliver a mix of market and affordable housing during the early years of the plan period. In addition if delays occur on other allocations, then this	Yes, I wish to participate at the oral examination		418	

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												<p>site would have the capability to increase the housing quantum, on the land to the north of the A31, if required to ensure that the council delivers much needed housing to meet housing need and demand. The evidence provided within background evidence to the Core Strategy supports our research which demonstrates that there is housing need and demand in this part of Wimborne, with a diversity of housing stock in short supply.</p> <p>Unlike many of the other larger settlements within the joint authority area, Wimborne does not fall within the areas restricted by Special Protection Area (SPA), however it is within 5km of other habitat designation. Therefore unlike development at many of the other settlements across the joint authorities, development at Wimborne will not impact upon the protected heathland habitats. However, the proposed allocation to the south of Leigh Road, Wimborne would be able to provide significant mitigation land to provide a Suitable Alternative Natural Green space (SANG) provision in the form of a country park to the south of the A31.</p> <p>In addition to mitigating impacts associated with the SPA, the proposed allocation could also reduce travel to the SPA for recreation by providing a resource closer to existing residents of Wimborne to reduce travel to the SPA heathlands.</p>				
654506	Mr John Showell		<a href="#">CSPS986</a>	Policy WMC6	No	Yes	Yes	Yes	Yes	Yes	<p>Policy WMC6 is a classic example of by pass planning. A section of agricultural land between the by pass and the old main road is identified and filled in. The net result as I have mentioned before is to create a narrowing of the separation between Wimborne and Colehill and the creation of an anti social nuisance in terms of increased traffic, noise and flood light pollution. It will also provide the excuse in future years to fill in the area north of Wimborne Road and to the east of the Vineries. The sporting needs can be better provided using the</p>	<p>Delete this policy and leave the agricultural area as part of the green buffer.</p>	No, I do not wish to participate at the oral examination		418	

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											example of the relocation of Hamworthy Sports club.						
656360	Mr G H Sweeper		<a href="#">CSPS1140</a>	Policy WMC6							<p>Rugby and football clubs</p> <p>The proposal to relocate both the rugby club and football club to one area, within WMC6, unfairly concentrates onto one set of residents (those of the Parmiter Road/Drive/Way and Brookside Road area) the noise from these spectator sport activities which are currently dispersed between residents in two widely separated parts of Wimborne.</p> <p>These clubs have existed in their current locations for many years. Anyone taking up property in the vicinity of either club during their existence will have done so with a wilful acceptance of the presence of one of these sport activities and their associated noise in the locality.</p> <p>The relocation of these clubs would impose the combined noise (and other kinds of) disturbance of both activities on an established locality of residents who have chosen to live where they do because of the hitherto quiet rural surroundings. In addition to noise, light pollution from any floodlighting (if permitted) of sports facilities in WMC6 will be hugely detrimental to the character of the existing residential area adjoining WMC6.</p> <p>This proposal will have a detrimental effect on the life of residents and will have a depressing effect on property values. Even before the plan has been out to public consultation its publication with this proposal has had an impeding effect on sales of property in the locality – which has previously been a popular and sought-after place to live. Properties which would previously have sold quickly have remained on the market for months since the publication of the strategy plan.</p> <p>Sports village</p> <p>In introducing this new village, which must by definition as a village, be a new settlement with an identity and character of its own, it would appear that the proposal, as presented, does not provide enough separation between this new village and the existing established settlement, contrary to declared planning policy.</p> <p>The recent redevelopment of the Wimborne cricket ground as a supermarket with its associated changes to road layout, and the alteration of Wimborne Square to allow only egress of traffic onto West Borough, rather than ingress from, or egress to West Borough have each noticeably increased road traffic congestion with no change in the number of homes, businesses and schools in the Wimborne area.</p> <p>The development of a new village of 350 dwellings between Leigh Road and the A31 would further exacerbate the already noticeably increased congestion of the feeder roads around Wimborne town and Canford Bottom.</p> <p>Flood plain</p> <p>From a topographical perspective, the land between the</p>					418	

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											<p>river Stour to the south of the A31 Wimborne bypass and the rising relief of Colehill is flood plain. Within the last twelve years the land between the A31 and Leigh Road, east of Brook Road, has flooded to the north of the A31 as far as the hardstand at Park Farm and the base footings of the old barn site south of Parmiter Drive when the river level has risen.</p> <p>The Environment Agency apparently define the edge of the flood plain as being to the south of the A31. Yet to anyone with a school level understanding of geography the land to the north of the A31 has clearly been formed by the River Stour as its flood plain.</p> <p>In the current era of increasingly frequent extreme weather and with the prediction by scientists of rising sea levels widely accepted, there must be concern as to the soundness of propriety of EDDC proposing in a fifteen year strategy plan, the building of a large number of new homes and a school on the flood plain of a river. EDDC could be putting itself at risk of being the subject of litigation by residents, developers or insurers of new homes built on a flood plain in the event of future flooding where this could perhaps be viewed as 'foreseeable'.</p> <p>Wildlife value</p> <p>The land between Leigh Road and the A31 where it is proposed to site two sports clubs and a new village is described in the plan as having no wildlife value. On the contrary, this land does have wildlife value. The land has resident populations of Bats, Tawny Owls, Cuckoos, Buzzards, Sparrowhawks.</p> <p>It is currently managed as farmed arable, with seasonal ploughing, seeding, cropping and harvesting. During late Autumn and Winter when this farmland is bare earth with standing water, wading birds such as Oyster Catchers regularly use the land as a feeding stop on their migration for several weeks each year. Other species and classes of wildlife doubtless benefit from the current established pattern of management of this land as arable farmland. Although the plan shows some of the land assigned as green space, this is unlikely to support the diversity of wildlife that currently lives on, or regularly transits through, this land unless it continues to be managed in a pattern of arable farming.</p> <p>Sustainability – Water</p> <p>The decision by several water utilities in the South of England having to impose hosepipe bans to conserve water supplies in response to dry winters (prior to the unusually high Spring rainfall of 2012) would clearly suggest that the demands on water resources in the South are already at or beyond capacity for the existing number of homes in the South of England.</p> <p>National strategy and policy guidelines should seek to focus development of new housing into regions where water supply resources are less marginal. Natural resources are finite – it would be folly to ignore the signs</p>					

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											<p>that we are at, or near, the limits already in the south and create future hardship in the short-term name of jobs in the construction industry, more housing stock for local people (as if it can be constrained to be available only to locals!), or both.</p> <p>Sustainability – Green Belt and Agricultural Capacity. The intent of Green Belt is to prevent urban sprawl – to set a finite limit on the expansion of settlements to ensure a balance between developed districts and rural districts and, in doing so, to maintain the very essence of the character of an area. Wimborne today is a beautiful area and this is due no small part to the lands classified as Green Belt in and around Wimborne. Any pressure to ‘cash-in’ Green Belt and develop it should be resisted. Running out of places to build except for the Green Belt is an indicator that we have built enough already.</p> <p>The Green Belt that is at risk of being developed in WMC6 is good arable agricultural land. It has not suffered any crop failure in living memory. We increasingly hear these days of the challenge the world faces introducing enough food to feed its rapidly growing population – so agricultural land, too, is a valuable finite resource.</p> <p>If it felt that we must encroach onto good agricultural Green Belt then reversible development would be a sound strategy as we do not know what the future holds. Reversible development of Green Belt would enable the land to return to agriculture if that became an imperative in future, or if the homes located on it were no longer needed. This reversibility could be realised by permitting well laid out mobile home parks (‘trailer parks’ or ‘chalet parks’) to be created on Green Belt where encroachment onto it is unavoidable. These would not cover the land in ‘permanent infrastructure’ and so would cause little irreversible detriment to the land, thereby making a future return to agriculture easily possible. There are already many long-established parks of this type in the East Dorset and Bournemouth area, which are of pleasant character and provide pleasant homes. Developing more of these, rather than putting bricks and mortar onto Green Belt, would be a more environmentally sound way of meeting short to medium term need whilst permitting other contingencies to be facilitated in the long term.</p> <p>I asked that the EDDC Policy Planners and the Secretary of State give consideration to the points that I have raised in this response to the Christchurch and East Dorset Core Strategy document as they perform their respective functions in relation to the Core Strategy.</p> <p>I would like to, also, comment on the response form (‘Christchurch and East Dorset Core Strategy Pre-Submission Consultation Response Form’) that Christchurch and East Dorset Councils designed for</p>					

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											<p>distribution as part of this consultation. The content and terminology of the response form does not seem to be designed to encourage local people, lay-people, to comment on the proposed policies of the Strategy. Perhaps it was designed to discourage participation in the consultation by individual residents of the area. I know people who wanted to respond but were put off by the jargon and manner of the 'response form'. Mr Richard Henshaw, at a meeting at the Barrington Theatre in Ferndown did verbally encourage anyone with responses in any format to submit them. It is on the basis of that invitation by the main editor of the document that I submit my comments in the format that you are reading now. What a pity the 'response form' could not have been similarly encouraging. Secretary of State, please consider whether the design of the form could have prejudiced local lay-folk against submitting their comments and whether, if that could be so, the consultation can be considered sufficiently effective to meet its required objectives.</p> <p>Thank you.</p>							
515827	Mr J Rudd and Dr Beth Davies		<a href="#">CSPS1277</a>	Policy WMC 6							<p>I note with interest the deadline for representation from land owners closes today and therefore, would respectfully like to make the following points that we believe could help to provide benefit to the local community, by supporting facilities and providing affordable homes, while protecting those things that are most important to Wimborne and the surrounding conurbations.</p> <p>Points for consideration in favour of the land to the South of Leigh Road.</p> <ul style="list-style-type: none"> <li>- The site is in a highly accessible and sustainable location, primary facilities are close by, public transport is conveniently to hand, and with the mix planned, and the balanced community which will emerge, this is precisely what the NPPF would define as favoured 'sustainable development'. The policy is a sound one in terms of any logical planning assessment and the tests of soundness within the NPPF.</li> <li>- The need for both reasonably priced market homes and affordable stock in the area is huge; it has to be met by sensible releases of some greenfield land including this most obvious rather non-descript area which serves no over-riding Green Belt purpose.</li> <li>- Wimborne and Colehill represent one of the most substantial settlement populations in East Dorset and it is entirely appropriate that a new neighbourhood here should be created to take advantage of the critical mass and add to the range of homes and facilities which it needs will be so beneficial.</li> <li>- The concept of the new neighbourhood including a sports village and potential country park is a visionary approach to development in this area, will introduce private sector capital to recreational provision for</li> </ul>					418		

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											<p>Wimborne and Colehill and ensures that the future of the area, including the 'gap' is settled and safeguarded for the long term.</p> <p>- As well as homes for local people the overall scheme will bring great benefits in terms of large new areas of open space, the sports village, increased vitality and viability to Wimborne Town Centre and local retail and commercial businesses, allotments, the prospect of a new first school and children's play provision. Much of the New Homes Bonus can also be spent locally on priorities to be determined by Wimborne and Colehill residents.</p> <p>- The site is readily available and deliverable – Wyatt Homes, and Gleesons on neighbouring land, have the option interest and the landowners are at one with these high quality companies to bring this site forward.</p>					
656249	Ms Gemma Care	Barton Willmore LLP	<a href="#">CSPS1099</a>	Policy WMC 6	Yes	No	Yes	No	No	No	<p>Thank you for the opportunity to provide comments on the Christchurch and East Dorset Core Strategy (JCS) Pre-Submission document. On behalf of our client, Stour Valley Properties (Dorset) Ltd., we are pleased to provide the following response, which should be read in conjunction with the accompanying Consultation Response Forms.</p> <p>Background Barton Willmore LLP has been instructed to make representations to this document, on behalf of Stour Valley Properties (Dorset) Ltd. ('SVP')</p> <p>SVP have land interests within East Dorset and welcome the opportunity to contribute to the emerging Core Strategy (JCS). SVP are currently promoting the release of their land to the south of Wimborne for housing.</p> <p>Fundamentally, SVP have serious concerns over the level of overall housing provision identified within the draft JCS and the degree to which that which is proposed is sufficient to meet identified needs within the East Dorset and Christchurch locality. We submit, having regard to the evidence base material available that the level of housing proposed for East Dorset within the draft JCS is inappropriate and inconsistent with national planning policy, which states that each local planning authority should ensure that the Local Plan is based on adequate up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities are expected to ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.</p> <p>Consideration is given within the submitted representations to the strategic site allocations for Wimborne and Colehill identified within the JCS and the extent to which the proposed allocations fulfil the overall objectives and spatial vision for East Dorset and</p>		Yes, I wish to participate at the oral examination	To ensure our case is presented in full and to be party to discussions.	418	<a href="#">2257923_0_1.pdf</a> <a href="#">2257924_0_1.pdf</a> <a href="#">2257925_0_1.pdf</a> <a href="#">2257928_0_1.pdf</a> <a href="#">2257926_0_1.pdf</a> <a href="#">2257927_0_1.pdf</a>

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											<p>Christchurch. On the premise that insufficient housing requirements are identified in the Pre-Submission JCS we submit that additional strategic allocations or an increase in the specified number of required new dwellings are required in order to plan positively for the further housing growth we consider necessary in light of our appraisal of the Council's published JCS evidence base.</p> <p>In accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) local plans must be 'sound': i.e. they must be positively prepared, justified, effective and consistent with national policy. We suggest that the housing strategy adopted within the JCS as it stands is (a) not the most appropriate (on the basis that it is not considered fully justified) and (b) it is not 'positively prepared' – i.e. it is not based on a strategy which in our view genuinely seeks to meet objectively assessed needs.</p> <p>Within these representations we do not comment on every aspect of the JCS; our intention is to comment on those sections where we non-compliance with tests of soundness is apparent, or where we are particularly supportive. To be clear, our primary concern in this instance is the content and justification of Policy KS4 and the proposed housing allocations for Wimborne and Colehill – specifically Policy WMC6.</p> <p>An alternative proposal for housing to the south of Wimborne is considered with specific reference to the SVP land shown on the concept plan attached at Appendix 1 to these submissions.</p> <p>Comments are also provided on a number of other policies within the JCS, on individual response forms, as requested. The full list of policies to which these representations respond are:                      Policy KS1, KS4, KS5, KS10                      Policy WMC3, WMC6                      Policy FWP3, FWP4, FWP6, FWP7, FWP8                      Policy ME3                      Policy HE4</p> <p>Copies of all Core Strategy Response Forms relating to each policy addressed within these representations are contained at Appendix 4.</p> <p>Appendices 1 – 3 to this cover letter are those referred to in the various consultation forms.</p> <p>I trust that all of the enclosed is clear and in order and we look forward to engaging with you further in the consultation process.</p> <p><b>THE STRATEGIC ALLOCATIONS FOR WIMBORNE AND COLEHILL</b></p> <p>The JCS states at paragraph 4.19 that:                      In Christchurch there is capacity to build approximately 2,140 new homes in the urban areas and 2,800 in East Dorset over a 15 year period. This does not meet the needs identified in the Housing Market Assessment, so it has been necessary to identify sites in the Green Belt.</p>					

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											<p>It continues at paragraph 4.21 to advise that:                      The difficulty in meeting housing needs provides the exceptional circumstances required to amend Green Belt boundaries, where appropriate. The greenfield areas allocated in the Core Strategy have been identified through a rigorous process, as set out within the Key Strategy Background Paper and Masterplan Reports...Christchurch, Wimborne and Colehill, Verwood, Corfe Mullen, Ferndown and West Parley [are] suitable settlements for growth...A sieve map exercise has been undertaken to identify which areas on the edge of these settlements are not subject to the absolute constraints of proximity to protected heathlands and floodplains. This identifies six areas of search where these absolute constraints do not exist, which have been subject to the detailed masterplanning exercises. These have analysed the suitability of the areas to deliver new homes.</p> <p>We recognise that the allocations proposed within the JCS are based upon the masterplanning exercises that have been carried out to support the document and that the proposed sites have been put forward following a logical weighing up of the various opportunities and constraints that have been identified. We have concerns however – for the detailed reasons below – that Policy WMC6 (South of Leigh Road New Neighbourhood and Sports Village, Wimborne) – does not represent the most appropriate and justified strategy for this particular part of the Eastern Area of Search and set out below our proposed alternative approach to development of this area along with the benefits our client's proposals have the potential to bring to Wimborne.</p> <p>Given the apparent shortfall in the identified housing figure for East Dorset and the indication from our initial research that the housing requirement ought to be pitched higher than is currently the case, there is clearly potential for further allocations to be made as part of the JCS process or for existing allocations boundaries to be extended in order to accommodate additional growth. Currently, the JCS proposes, via policy WMC6, 320-350 homes and sports village on land to the south of Leigh Road and Parmiter Drive (which also forms part of the southern sub area). The explanatory text states that this area offers the opportunity to provide high quality sporting, recreation and open space facilities along much needed housing and states that it can also help to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne, by keeping development no further east than the existing housing on Leigh Road and protecting the gap as public open space.</p> <p>It is not the most appropriate strategy, when considered against a reasonable alternative, to place 350 homes adjacent to new facilities for Wimborne Town Football club and Wimborne rugby Club, therefore it is not</p>					

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											<p>justified.</p> <p>The reasoning behind re locating these clubs was twofold. One was that they had both outgrown their current grounds and more pertinently that there was a conflict between the amenity value of local residents by the intrusion of floodlights, spectator noise and car use and parking.</p> <p>Wimborne Town Football Club will require much larger facilities, including a new stand in order to fulfill their expectations of advancement up the leagues and provide more space for youth development.</p> <p>Wimborne Rugby Club have a very large youth section with corresponding pressure on their current ground and need to double their field capacity to 4 pitches and increase changing room space.</p> <p>By placing them next to new residential areas will only move the problems not solve them.</p> <p>Broadway Malyan in their 2010 report state that the housing proposed in Policy WMC6 is 'enabling' development in order to pay for the clubs relocation. So with this in mind, Stour Valley Properties (Dorset) Ltd is to offer a more reasonable alternative to Policy WMC6 in which the Rugby Club's new facilities will be at a distance from any enabling residential development. This will enable the Club to achieve their ambitions and run a sustainable operation for the foreseeable future.</p> <p>Wimborne Rugby Ltd will submit a detailed planning application in July 2012 for new sports pitches and appropriate facilities at Manor Farm, Little Canford.</p> <p>Alternative to Policy WMC6</p> <p>SVP are proposing an alternative to the current option set out within current policy WMC6. The concept plan at Appendix 1 refers.</p> <p>SVP propose the relocation of the rugby club on the land known as The Manor Farm site at Canford Bottom. A detailed planning application for the scheme is proposed for submission in July 2012. Copies of the current plans are provided at Appendix 2. The site is in single ownership and is fully deliverable. Detailed specifications for the development have been agreed in consultation with Wimborne Rugby Club and indicative proposals suggest that 6 x 20 player changing rooms would be provided along with 4 dedicated full size grass rugby pitches and car parking for up to 170 cars.</p> <p>We consider that our client's proposals for the development of the the Manor Farm site, developed as part of a comprehensive scheme with strong pedestrian and cycle links, including a 55ha new Country Park and approximately 350 new dwelling on either side of the A31 represents a sustainable and logical alternative to Policy WMC6.</p> <p>It is understood that land covered by Policy WMC6 is in multiple ownership. Furthermore, it is clear from the evidence base produced by the Council, namely the master planning reports, that the site is subject to a</p>					

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											<p>number of constraints, including:</p> <ul style="list-style-type: none"> <li>- Access;</li> <li>- Existing sewage treatment works – no residential development is permitted within the 145m buffer of the sewage works;</li> <li>- 33kv power cable runs diagonally across the site from the north west to the south east – this will need to be incorporated or buried/diverted – it is not known whether or not this will incur an abnormal cost;</li> <li>- Twin rising mains will require 4m buffer either side;</li> <li>- The PROW may require a minor diversion to ensure the land to south of the A31 is accessible – particularly if this is to become a new Country Park/SANG;</li> <li>- Any development should have consideration of the noise impact on the A31.</li> </ul> <p>In contrast the SVP site is considered by the Council to be constrained only by 'noise and access issues' - both of which are resolvable. The site is said to comprise an 'awkward linear shape', however as the plan at Appendix 2 illustrates, an appropriate layout is considered achievable. Concern is raised over the proximity to existing residential properties and on this basis the site is not considered suitable for the location of the football and rugby clubs, however our client is proposing relocation of the rugby club away from any existing residential development but which would be interlinked with the proposed new housing and Country Park to form a coherent and sustainable wider development scheme, capable of making a significant contribution to the Council's overall strategic objectives in relation to housing, recreation and leisure.</p> <p>It is clear that the site would represent the logical extension of existing residential development on a sustainable and deliverable site in close proximity to Wimborne centre. The site benefits from good accessibility, is in sole ownership and is capable of delivery as soon as planning permission is granted. Development of the site for housing should be considered in conjunction with development of the land between the A31 and River Stour for a Country Park and the development of the site at Canford Bottom for the relocation of the rugby club. Applications for the latter are due for submission imminently and all three aspects should be viewed holistically in terms of the overall benefits they could bring to the area.</p> <p>We submit that Policy WMC6 should be reconsidered and our clients proposals carefully considered as a viable alternative to the option currently proposed.</p>					
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1332</a>	Policy WMC6	No		No		No		<p>Ecological survey information for this site is not available therefore it is not possible to fully assess the potential environmental impacts of development on this site. NPPF (165) states that planning policies and decisions should be based on up-to-date information about the natural environment. Should this site be determined as</p>	<p>We consider an ecological survey of the allocated area and proposed SANGs needs to inform this allocation. We suggest that Map 8.6 is amended to show environmental</p>	<p>No, I do not wish to participate at the oral examination</p>		418	

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											of low ecological value, Dorset Wildlife Trust has no objection to the allocation of this site given the policy provision relating to ME3 and the suggested country park which could enhance the River Stour. We consider this should be linked to the open space at BytheWay, with care taken to ensure the protection of the SNCI at Leigh Common (SU00/78). Regarding para 8.47, although the site has not been identified for its wildlife quality through the county SNCI process, no survey information is available so in fact the site quality is unknown. We support comments made by the East Dorset Environment Theme Action Group (of which DWT is a member) with respect to light pollution in this area.	designations and rights of way to indicate the potential linkages and constraints. 8.47 should be corrected if the site is found to have biodiversity value.				
359416	Mrs Tracy Paine	Colehill Parish Council	<a href="#">CSPS1797</a>	Policy WMC 6	Yes	No	Yes	Yes	Yes	No	<p>Colehill Parish Council supports all efforts to maintain the Green Belt corridor between Colehill and Wimborne. At the same time the new SANG to be developed at By-the-Way should be established in conjunction with wildlife habitat and access onto the proposed site at Leigh Road. The exact siting of allotments and playing fields therefore should follow after a full habitat survey. The idea of a sports village at the site is sound subject to the proviso that there is no significant impact upon the present residents of the area known as Parmiter. Similarly the impact of new housing at that location can be minimised by a careful gradation of the types of property from Parmiter into the new housing. The consideration of light pollution is critical. Sports facilities of the type envisaged will, during darker months, need extensive lighting. This should be constructed in such a way as to minimise the impact on darker skies by careful design and placement.</p> <p>There is understandable concern by those living in the Parmiter area on two main issues. firstly the access to new housing, and secondly to the sports facilities. It is the view of the Colehill Parish Council that the access to the latter should not be via any existing roads through residential housing. There is scope to ensure a separate access.</p> <p>New housing will inevitably be, in part, accessed via existing residential roadways. The impact must be reduced by a careful gradation of properties from the existing bungalow type homes at present in place to larger and more extensive housing being at a greater distance from Parmiter.</p> <p>Any housing development on this site should NOT be multi-occupancy. Similarly what now appears to be a proposed increase to about 350 dwellings is, we feel, too great.</p> <p>There is also, seemingly, a proposal for a further first school at this site. If that is the intention there would need to be, somewhere within the Strategy, provision for a Middle School, especially since there is the proposal in WMC5 for a second new first school. The idea that St</p>		Yes, I wish to participate at the oral examination	The issue is crucial to Colehill.	418	

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											Michael's Middle School in Colehill could absorb the increase is unrealistic. Quite apart from the question of whether or not St Michael's could accommodate such numbers, and this we seriously doubt, there is the logistical issue of vast increases in traffic across Colehill and up from Wimborne to deliver children to the school. It also needs to be born in mind that there is the close proximity of Beaucroft School where traffic is also at a premium. It has to be remembered that there will be the question of delivery of children to these schools in bad weather conditions in the winter with the significant hills to be negotiated.						
359875	Dr Lesley Haskins		<a href="#">CSPS1603</a>	Policy WMC 6	Yes	Yes					Comment:- I support this policy in that it does not narrow the vital green gap between Wimborne and Colehill. Retaining the Green Belt, other than for this restrained development, is very important.	Comment:- The layout and design must ensure there is no light pollution from this development. The slopes of Colehill will otherwise be particularly affected by any upward lighting from the housing - and particularly the sports pitches.			418		
361170	Mr Tim Harvey		<a href="#">CSPS1771</a>	Policy WMC 6	Yes	No	No	No	No	No	These new houses will increase the population by 50% - this CANNOT be legally sound or justified. Traffic is overwhelming at certain times of the day already, so with all the extra cars, it will be APALLING (NO - people will NOT walk anywhere - please don't talk as if they will).	Increasing the population by 10% might be legal and sound - NO more.	No, I do not wish to participate at the oral examination		418		
485661	Miss Joyce Armstrong		<a href="#">CSPS1616</a>	Policy WMC 6	Yes	No	Yes	Yes		No	Positively prepared: I am sure the document is legally compliant as I understand that green belt can be amended for new housing. However the suggested number of homes has now increased from 200 to 350 with 50% affordable homes which means, presumably, young families. I consider this unsound unless the infrastructure is greatly improved eg public transport. The 88 bus is all that is available along this section of Leigh Road despite the fact that the Pre-Submission Core Strategy document says there are regular bus services along Leigh Road not to mention other services which will be necessary. Justified: With the proposed percentage of affordable housing, which I realise is needed to a certain extent and this applies to other proposed developments around Wimborne, I would question the saleability of the private houses. In the Stour and Avon magazine of the 11 May, a lady from Leigh Park, who is in a flat with a husband (working) and three children, wrote to say that she was disappointed that Wimborne Town Council opposed any housing being built on the Rugby field (WMC7). Be that as it may, but the point she was making was that, in the area, there are many properties under-occupied. To quote "if the council were to do a mass reshuffle the problem could be made a lot easier. Council houses are for families, two bedroom flats and bungalows are suitable for single people and couples – simple. "With					418	

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											<p>regard to this area it certainly means that the gap between Wimborne and Colehill is eroded.</p> <p>Effective: As to a deliverable plan, doubtful, I think, in the current economic climate outlook. 'Flexible' – one would hope so, together with 'able to be monitored'.</p> <p>Consistent with National Policy: As a lay person, I would not know but, no doubt, the Council have followed all the National guide lines.</p> <p>Finally, the re-location of the allotments is appreciated by the Parmiter residents and also the re-location of the football and rugby club houses to 'suitable land elsewhere'.</p> <p>The residents of the Parmiters have been given to understand by several members of staff of Policy Planning that the gate at the end of Parmiter Drive is for emergency purposes only BUT the Core Strategy document states that "until new access from Leigh Road is provided a temporary access will be allowed" WHERE? I strongly object to any access along Parmiter Drive whilst the area is being developed. The road is already in a bad state and the disruption would be totally unacceptable. Surely a new road would be put in first in new developments. I and other residents of Parmiter Drive would like re-assurances regarding this, please.</p>						
496419	Mr and Mrs G.E Green		<a href="#">CSPS1544</a>	Policy WMC 6							<p>I object to extra traffic using Parmiter Drive for access and parking in the roads for football and allotment holders. Also access from the main rd into Parmiter Drive is difficult and would create congestion and danger from oncoming traffic at speed from the direction of Ferndown and Wimborne and also the junction with Leigh Lane, Access to the site should not be allowed from Parmiter Drive.</p>				418		
522163	Mr and Mrs A Purchase		<a href="#">CSPS1588</a>	Policy WMC 6	Yes	Yes					<p>I act for Angus and Janet Purchase who own approximately seventeen acres of land at the head of Parmiter Drive and stretching to the River Stour. We are supportive of Policy WMC and would add the following comment.</p> <p>We have option agreements with Wyatt Homes in respect of all my clients land:</p> <p>The land is shown to be</p> <ol style="list-style-type: none"> <li>1. The northern section which is noted as a possible residential development site.</li> <li>2. The central section which has been identified as a location for Wimborne Football Club's new stadium.</li> <li>3. The land to the south of the bypass bordering the River Stour which is potential SANGS land.</li> </ol> <p>It is my understanding that Wyatt Homes and neighbouring option holders Gleesons have come to an accord over access arrangements etc. This site borders existing development and is within a short distance of the town centre. The area is served by local shops and bus services etc.</p> <p>The opportunity of this area being available represents a chance for the town to benefit from necessary improved</p>		No, I do not wish to participate at the oral examination		418		

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											sports facilities for a growing population. There has been no improvement for local outdoor facilities for decades. There is a desperate shortage of affordable housing within the Wimborne area and again this represents an opportunity to provide that accommodation in a 'sustainable' location. We are therefore hopeful that this well considered scheme that will have a beneficial impact on the community for years to come will be implemented.					
657341	Mr & Mrs K Perry		<a href="#">CSPS1531</a>	Policy WMC 6							We understand from the Wimborne Journal that only 140 people returned the Pre-Submission Core Strategy Response Form. All we can say is that we are surprised the number was so large. The form completely ignored the whole issue - which is whether or not the town of Wimborne Minster should be so drastically altered to make it unrecognisable by building on farmland (which will be necessary in the future for food production) and green belt. We were not asked this question, we were asked whether a consultation was based around the 'Tests for Soundness'. Whoever thought up the form must have studied for a degree in obfuscation. Certainly the majority of people trying to fill in the form would be hard put to know at the end whether or not they had agreed with the ideas, which would then have been taken as a 'go ahead'. Wimborne will grow as and when there is work, proper transport links - one only has to envisage more people trying to negotiate the Canford Bottom roundabout to get to work in Bournemouth or Southampton to realise that this is a problem area, and a proper infrastructure is necessary. Dumping large quantities of people in affordable or non-affordable housing on an area will cause immense hardship to the already hard pressed rate-payers of Dorset who do not have the high revenues of the Unitary Authorities. It is noticeable that the developments proposed are away from Dorchester and the County Council where a lot of money has been spent on unnecessary so called improvements. To conclude we would like to stress that we heartily disapprove of the submission and the core strategy and the undemocratic way we believe it will be foisted upon us.				418	
490584	Mr and Mrs R J Wills		<a href="#">CSPS1906</a>	Policy WMC 6	No	No	Yes	Yes	Yes	Yes	I understand that the new road from Leigh Road to give access to new houses and sports facilities will not have priority over property construction work. Where will access be provided? Parmiter Drive? This is a drive lined on both sides by open plan bungalows! Access should only be for EMERGENCY use. ALLOTMENTS - will car parking be provided?	The new road must be laid down before any work starts on developments.	No, I do not wish to participate at the oral examination		418	
656802	Mr & Mrs C Simkins		<a href="#">CSPS1666</a>	Policy WMC 6							We understand that the football pitch will be developed before the rest of the proposed area and that haulage lorries and other vehicles will be driven in via Parmiter		No, I do not wish to participate at the oral examination		418	

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											Drive. We wish to protest - this is a narrow residential road entirely unsuited to heavy traffic and the road surface is already in an extremely bad state through many years of neglect. Also it is difficult to pull across the main road at the end of Parmiter Drive as traffic from Ferndown comes around the close bend at speed and very often makes it an extremely dangerous manoeuvre. Surely construction vehicles etc should enter the site off Wimborne Road West and adequate parking should be provided via the Wimborne Road West access.					
359261	Mr Doug Cramond	DC Planning Ltd	<a href="#">CSPS2115</a>	Policy WMC6	Yes	Yes					1: Introduction 1.1 By way of general comment Wyatt Homes considers that having regard to the NPPF the Core Strategy Pre-Submission Consultation (CS) is an impressive collaborative document which passes the 'Tests of Soundness'. Within an extremely constrained area, but one which is in need of much new development for economic, social and physical reasons, the Councils have been positive and have justified the stances taken to produce deliverable change all in accord with national policy. 1.2 The background to population make-up and the present strains within this, along with housing supply limitations and needs, are cogently set out within Chapter 2 of the CS. The Core Strategy Vision (para 3.5) is attuned to the local situation and achieves the balance between aspiration and realism; it is supported by Wyatts. Similarly all 7 Objectives across the environmental, economic and community spectrums are soundly based. 2: Policy Support 2.1 In this context the Company feels there are a number of 'general' policies of particular relevance and support is expressed for: KS1: Settlement Hierarchy KS4: Housing Provision in East Dorset KS9: Transport Corridor Improvements ME1: ME2: Protection of Dorset Heathlands ME3: SANGS ME4: Sustainable Development Standards LN1: Dwelling Size & Type LN2: Design, Layout & Density LN6: Community Facilities & Services 3: Potential Policy Review 3.1 Improvement to the Plan would arise if some amendment were made to Policies LN3 (Provision of Affordable Housing) and ME5 (Renewable Energy Provision). 3.2 In the case of the former the % of affordable homes should be expressed as maxima not minima. Furthermore the policy should have reference in it to any delivery target being subject to viability. It is clear from recent public presentations by the Housing Development and Enabling Manager that this is the approach intended		Yes, I wish to participate at the oral examination	Wyatt Homes hold a principle controlling interest in the WMC6 site and will be able to assist the examination on all technical, environmental, ecological, delivery, design, contributions and community benefits as well as the inherent linkages with Policy WMC3.	418	<a href="#">2255846_01.pdf</a>

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											<p>to be taken – the policy wording should reflect this. Clearly Wyatts will do what it can on the WMC6 site. However, it will need to be borne in mind that the list of planning obligations, including a new football ground, other sports and recreation provision for town wide benefit and a new school site, would give rise to a viability profile not in accord with ‘normal’ greenfield development. Hence flexibility needs to be maintained in the matter of precise percentage of affordable housing at this stage.</p> <p>3.3 On the issue of Policy ME5 the Councils’ stance on Renewable Energy is set in too rigid a framework and to a degree reflects past rather than current thinking. The increasing consensus is that reducing energy consumption by in-built fabric means is more appropriate and effective in the reduction of carbon emissions than bolt on or even integral renewable energy devices. These could effectively just be meeting a % of energy from a wasteful home. The policy should acknowledge that there is ‘another way of doing things’ through enhanced specification for the built fabric.</p> <p>4: Site Involvement</p> <p>4.1 As underlined in previous submissions, Wyatt Homes is a regional builder renowned for creating quality buildings, spaces and places and is fortunate, along with Gleasons, to have the over-arching interest in the new neighbourhood and sports village area Policy WMC6 area at Wimborne. The two companies are committed to working together and the attached correspondence underlines this point. The WMC6 site is critically important because, apart from the merits of new housing and other development provision beneficial to the town, its allocation is the key to providing the relocation of the Football Club and replacement allotments which would enable the new highly sustainable neighbourhood at Policy WMC3 area to come forward. Wyatt Homes’ strong support for WMC3 is set out in a separate representation paper. Meanwhile, the Company’s comment on, and support for, Policy WMC6 is expressed below.</p> <p>5: Policy WMC6 South of Leigh Road New Neighbourhood and Sports Village, Wimborne</p> <p>5.1 The land at Leigh Road is a clear opportunity to provide an accessible high quality mixed sporting, recreational and residential area which will provide long term surety for the gap between Wimborne and Colehill. The area scores highly in any sustainability, environmental and technical assessments whether by the highways and planning authorities and their consultants or the joint developer team. Work has been undertaken on ecological, transport, preliminary masterplan, utilities and other investigations and reached this conclusion over the site’s inherent suitability and sustainability. Critically in addition to the ‘sports village’ affordable homes will also be provided as</p>					

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											<p>part of the scheme. With about 2,500 households on the EDDC Housing Register and only 14 affordable dwellings added to EDDC stock last year the position for people in housing need is bad and deteriorating. The 2011 review of the SHMA recorded that the total annual need for affordable properties in the EDDC area was 426. The Area Profile for 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.”</p> <p>5.2 On the nature conservation front, 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. There has been constructive dialogue with Natural England and the outcome is reflected in the illustrative Map 8.6 of the CS with its swathes of recreational areas boosted by the potential SANG / Country Park conveniently linked to the south. There is confidence that such a package of measures 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 aim is to have a Statement of Common Ground between EDDC, NE, Gleasons and Wyatts available for the Examination Inspector.</p> <p>5.3 Whilst the current allotment holders on CS area WMC3 have no security of tenure (these are not statutory allotments) Wyatt has undertaken to make replacement provision. This area, WMC6, will include some of the provision. Study has shown that a considerable number of present allotment holders are not immediately local to the Cuthbury (WMC3) area and this distribution will be beneficial.</p> <p>5.4 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>5.5 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 the NPPF, material considerations and whether very special circumstances exist. The evidence base gives rise to no concerns on these points and the Council is rightly content on the matter – “the scheme would help to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne” (CS para 8.46).</p>					

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											<p>5.6 We agree that the housing and other needs outweighs any complete 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 WMC6. The setting of the historic town would not be compromised, no gaps are encroached upon and the A35 forms a firm boundary to countryside beyond even if that land were not to become SANGS/Country Park.</p> <p>5.7 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"> <li>• the site has no environmental constraints, it is not designated landscape such as AONB nor floodplain;</li> <li>• the residential land lies beyond the sphere of influence of the sewage works;</li> <li>• there is considerable scope for improving biodiversity on the site;</li> <li>• levels and siting provide for visual integration with the existing townscape;</li> <li>• access arrangements are well suited to the proposals – the respondent’s consultants (PFA) and DCC are at one on this;</li> <li>• the ability of ready accessibility to a new school if provided and the new recreational provision for local people will prove a major draw; and</li> <li>• significant funding from the ‘New Homes Bonus’ will be available with a substantial proportion for locally determined local projects.</li> </ul> <p>5.8 There is one aspect of the allocation Wyatt would ideally wish to see amendment on for the Submission CS:-</p> <p>5.9 The Policy text rightly confirms that temporary access to the enable the Football Club to relate would be available from Parmiter Drive ahead of a new access from Leigh Road; the annotation on Map 8.6 should accord with this.</p> <p>5.10 Finally, it is worth underlining that the long established Wyatt Homes is committed to timely delivery of high quality architecturally designed, locally distinctive, development at WMC6 using south east Dorset labour and suppliers.</p> <p>6: Conclusion</p> <p>6.1 The NPPF tests of soundness are unequivocal. To be ‘sound’ a core strategy should be POSITIVELY PREPARED, JUSTIFIED, EFFECTIVE and consistent with NATIONAL POLICY.</p> <p>6.2 Policy WMC6 is sound on a site specific basis. By including this policy the intended strategy for this part of the Plan area including housing delivery, recreational and sporting provision, educational enhancement and environmental protection can come forward. A major part of the soundly based CS would be delivered.</p> <p>6.3 For all the reasons above, WMC6 should continue to be a firm policy in the Submission CS. We look forward to working with the LPA over coming months towards</p>					

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											collaborative delivery of this lynchpin new sustainable neighbourhood.					
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1 915</a>	Policy WMC 6							The present population in Wimborne/Colehill is approaching 15,000. If we assume an average of two people per unit, 1,500 new dwellings would be an extra 20%. There is a considerable danger that the present bespoke character of Wimborne and its infrastructure would be overwhelmed by off-the-peg suburbia. In contrast Corfe Mullen has had its target for housing reduced by 20% and Verwood/West Moors at present by 35%. Ferndown would rise by 8% and West Parley by 70%. Despite the proposed increase from 200 to 350 units we feel this development could work. There are positive aspects to the proposal, involving the relocation of Wimborne Town Football Club and Wimborne Rugby Club, allotments, sports facilities and a country park.				418	
612430	Mr Nick Squirrel	Natural England, Dorset and Somerset Team	<a href="#">CSPS1 940</a>	Policy WMC 6	Yes	No	Yes	No	No	No	<p>Policies; CN 1, CN 2, CN 3, WMC 3, WMC 4, WMC 5, WMC 6, FWP 3, FWP 4, FWP 6, FWP 7, FWP 8, VTSW 2, VTSW3, VTSW 4, VTSW 8 etc are all proposing development and or mitigation in the form of SANGs on greenfield locations. In order to avoid a conflict with policy ME1 at a later stage in the planning process Natural England advise the authorities to bring to the attention of those with an interest in these locations the need to carry out a basic biodiversity survey eg Phase 1 habitat survey including assessment of the likely presence or evidence of other features likely to restrict or delay development eg badger setts, priority species such as reptiles, water voles etc in time for consideration at the EIP. In many cases this will simply be a statement as the proposer has already engaged an ecological advisor.</p> <p>These policies appear to have been brought forward in an absence of adequate information and assessment on the biodiversity features held by the policy land. There is reason to suspect that on some there may be a significant biodiversity interest owing to close proximity with designated sites and or other biodiversity sites. The NPPF requires that planning policies should be based on up-to date information on the natural environment (paragraph 165). These policies are not shown to be compliant with this requirement. Thus, irrespective of the above matters concerning other nearby designated sites, it is not possible to identify whether the policies are compliant with policy considerations in the NPPF on sustainable development for the sites alone, especially the aspect on sustainable development set out in paragraph 9 of moving from a net loss of biodiversity to achieving net gains (for example on priory habitats and species).</p>	The policies may need to include specific paragraphs about features of biodiversity importance which are to be secured or enhanced.	Yes, I wish to participate at the oral examination	Natural England has provided extensive advice to a number of the parties concerned with these policies and may be able to offer advice and reassurance to the Inspector about the reliance he may have on the effectiveness of the policy and any modification proposed.	418	
657796	Ms Jane Brittain		<a href="#">CSPS1 969</a>	Policy WMC 6							I write to object the proposed plan Policy WMC6 on the south of Parmiter Drive and Leigh Road. With the				418	

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											proposal of 350 housing there will still be problems with parking on Match days and the annual Tournament. Another concern is that with the Floodlights alongside the pitches on the bypass, I'm sure it will be a distraction to road users. The health and safety aspect also plays a large aspect of my complaint. I am horrified that residents still are allowed to walk thier dogs on the pitches. I have been a member of the club for 4 years yet still there is dog po all over the pitches. I have assisted Grant the local EDDC dog warden who has diligently tried to catch the offenders responsible for not clearing up the mess they leave behind. I ahve worked with the council on the SNT joint partnership Clean up on the estate in 2012. But within weeks the rubbish was strewn all over the area again. The Stour Valley Option appears to resolve all this problems. I doubt people will walk there dogs up there in fact I think there should be a total ban on dogs on the pitch. There will be no complaints from residents and no noise nuisance. There will be limited light pollution on Ham Lane road.						
359437	Ms Gill Smith	Dorset County Council	<a href="#">CSPS1 993</a>	Policy WMC 6							In general, current school facilities provision meets the needs of the area. However future population increase and residential development will put pressure on some education facilities. Where new schools are required in association with new development, as in the Cranborne Road and Leigh Road New Neighbourhoods in Wimborne and the Lockyer's School site in Corfe Mullen this is identified. In Verwood a new senior school is proposed towards the end of the Plan period. Elsewhere education needs may be met through expansion or re-organisation of existing facilities. The costs and responsibilities for the funding of these improvements and new facilities are identified in the Draft IDP. County Council officers have worked closely with local planning officers in developing the plan. The Core Strategy and Draft IDP reflect the County Council's future requirements in terms of school provision in the area and are supported.	No proposed changes to this policy			418		
359555	Mr L Hewitt	Wimborne Minster Town Council	<a href="#">CSPS2 083</a>	Policy WMC 6	Yes	Yes							No, I do not wish to participate at the oral examination		418		
360082	Mr and Mrs K Healy		<a href="#">CSPS2 490</a>	Policy WMC 6	Yes	Yes	Yes	Yes	Yes	Yes	<ul style="list-style-type: none"> <li>We fully support the relocation of Wimborne rugby and football clubs and this area becoming a Sports Village. It is far more suitable site than the original to the north around Bytheway.</li> <li>We suggest that the large area of sports pitches and training sites should be left clear to maintain the openness of the lost Green Belt and that the car parking for accessing the SANG is well screened/hidden to protect this last green expanse.</li> <li>There needs to be some form of wording in the Core Strategy to protect this remaining open green area, and the open area to the north, in perpetuity, as it will only be this narrow gap of green separating Wimborne from the</li> </ul>	<ul style="list-style-type: none"> <li>There needs to be a reference made to the importance of keeping the section for sports pitches and training areas as open as possible to maintain the physical separation of Wimborne from Canford Bottom.</li> <li>The remaining short expanse of green openness should be protected to prevent any future development or it will be in breach of the NPPF para 84. Not only will the settlements merge, it</li> </ul>	No, I do not wish to participate at the oral examination		418		

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											Canford Bottom/Colehill residential settlements. <ul style="list-style-type: none"> <li>Any more development in this area would be in breach of the Green Belt principle that East Dorset wants to uphold. KS2: to protect the separate physical identity of individual settlements.</li> <li>If the proposed new housing development takes place, in order to prevent a 'them and us' situation arising, it may be preferable to look again at the site for a new school. Possibly a location which could provide a larger primary school that would merge this with the existing one at the foot of St John's Hill.</li> </ul>	will also be unsustainable. <ul style="list-style-type: none"> <li>Please delete any reference to parklands on the flood plain of the Stour proposed as the new SANG. This area should be encouraged to return to natural grasslands.</li> <li>There is no reference for the need to preserve tranquillity and to reduce any potential light pollution.</li> </ul>				
499596	Sir Roger Palin		<a href="#">CSPS2 382</a>	Policy WMC 6		Yes					I support this imaginative proposal in full. It would provide excellent recreational and leisure facilities as well as housing.		No, I do not wish to participate at the oral examination		418	
359478	Mr Rohan Torkildsen	English Heritage	<a href="#">CSPS2 743</a>	Policy WMC 6							NPPF Section 12 – Conserving and Enhancing the HE Paragraph 129. Has the significance of the heritage asset been taken into account when considering the impact of a proposal on it, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal? This proposal directly affects the Roman road, a designated Scheduled Monument (SM). It should be noted that any works to a SM require SM Consent from the DCMS. Works are defined as demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or tipping material onto a monument. It is a criminal offence to carry out works to a SM without SM Consent. It would appear from the submitted plans that the proposals will constitute works to the monument.	We recommend the design of the scheme is amended to conserve the monument so that it becomes a feature together with suitable interpretation.			418	
510323	Mr and Mrs B Hallam		<a href="#">CSPS2 807</a>	Policy WMC 6							This response refers to Policy WMC6 South of Leigh Road. We are writing to oppose the WMC6 development South of Leigh Road. At first it was suggested 200 homes and Rugby and Football area's, now it seems that it is to be 350 homes and a first school, HOW CAN THAT BE??? Wimborne is congested at most times, and the Leigh Road very busy NOW what with more homes it will be a nightmare, Leigh Road is grid-lock now when the A31 is closed due to unforeseen circumstances. How can GREEN BELT land became available for housing, also the fields around are good arable land, having had no crop failure to our knowledge in the last 45 years. We chose to live in Brookside Road over 45 years ago, because of it location and view of green belt land, and now have the fear of green belt fields behind our property being develop for housing, school etc. If this development goes ahead could the developer and building firm give a lot of consideration to the existing properties of bungalows in Brookside Road/Parmiter Way and will there be a good buffer between these				418	

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											properties. As we know at the moment with this plan, properties have already been devalued.						
656773	Rev and Mrs K Taylor		<a href="#">CSPS2 776</a>	Policy WMC 6							Please take into consideration the following objections and observations regarding the above Policy. 1. That you observe the Green Belt which is adjacent to our property. 2. Concern about the increased development (without consultation) of 350 from 200 properties on the original plan given for our consideration. 3. Parking should be provided for the allotment users within the area allotted for this. 4. All properties proposed should have facilities for at least 2 parking spaces off road. 5. The local residents are mainly elderly and concerned about the expected noise, disruption and the stress that may result from this development. We therefore request that prior to this, adequate road access and egress shall be provided and that the existing Parmiter Drive should not be used (even on a temporary basis) and should remain closed at the end. 6. Great concern about the very high increase in traffic following the completed proposed developments in Wimborne, which will cause serious traffic problems, particularly in Leigh Road and Canford Round-about! 7. We fear that Wimborne (which we consider to be a lovely town) will deteriorate drastically because of the Excessive future development and will also suffer due to the sudden increase of population with insufficient infrastructure and lack of employment availability. Please advise at the earliest your means of addressing our concerns above.					418	
483786	Mr Brian Glover		<a href="#">CSPS2 840</a>	Policy WMC 6							This response refers to Policy WMC6: South of Leigh Road New Neighbourhood and Sports Village. My first concern, living as I do in Brookside Road and backing onto the field facing East, is the proposed number of homes, ie 350. In the original document in the Autumn of 2010, which at that time the area designated was WMC5, the proposed number of homes was stated as 200. By any stretch of the imagination this is a tremendous increase, namely 75%, and at the very least this deserves an explanation. There is also land for a 'First School which was not indicated in the original plan. The leaflet issued at the recent exhibitions and headed 'Planning for the future of Colehill and Wimborne Minster' shows various housing areas in different colours but with no key as to the density of the proposed housing per acre. Whilst I imagine/trust this was not a deliberate oversight, it would be helpful to know the proposed densities and also the type of homes ie detached, semi detached or flats that would be built. The properties in Brookside Road are all bungalows, a number of its residents having lived there for many, many years; a quiet peaceful location with no properties					418	

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											<p>overlooking them. This was a major reason why we chose to live here over 30 years ago. Therefore it seems reasonable that any new homes to be built adjacent to the bungalows in Brookside Road should themselves be of a single storey, low density and with an appropriate buffer between the current homes and any new homes being built. I trust that my comments above will be noted in addition to my concerns/worries that I forwarded on 25 November 2010, a copy of which I attach.</p> <p>You will note that I have not filled in the Response Form in any detail other than giving my name, address, the policy area (WMC6) and signing it at the bottom. In my opinion the average lay person, myself included, will not know/understand whether the Core Strategy is Positively prepared, Justified, Effective and Consistent with National Policy. I fear therefore that others will not have forwarded a response form because of their non understanding of it and its complexity, and this is to be greatly regretted.</p>						
656340	Mr Michael Cornford		<a href="#">CSPS2 838</a>	Policy WMC 6	No				Yes		<p>(a) We believe it to be unlawful that a proposed development would be passed that would significantly devalue our houses and greatly raise environmental Road noise to the detriment of existing local housing, unlawful negative impact on local wildlife, unlawful to put forward proposals lacking all relative details ie length of proposed allotment leases.</p> <p>(b) It is not sustainable to have all proposed housing, sports village, new FC football grounds, Rugby club, public pitches, allotments, local centre and future first school on one site. With no main road access this would lead to severe traffic congestion entering and leaving the site and increased onroad parking on surrounding narrow roads.</p>	<p>More effective would be the spread of the proposed development facilities around the whole of Wimborne and Dorset to lessen and justify the impact of noise &amp; traffic on anyone area. We consider it totally unfair &amp; probably illegal considering the impact it will have on devaluing our houses to put all those sporting facilities so close to our houses. This proposed development will have a huge damaging impact on our quality of life. Had we known in 2010 what the councils plans were for Wimborne we would never have moved here. Will the council compensate us for devaluing our homes?</p>			418		
657372	Mr A.J Linehan	Brookside Manor Residents Association	<a href="#">CSPS2 852</a>	Policy WMC 6							<p>I am writing as Chairman of Brookside Manor Residents Association at the request of the Association's members. We should be grateful if you would consider our comments on the Core Strategy Proposals, and incorporate them in the final submission document. I have not completed the formal Response Form which we found far from user friendly, and, in some parts at least to require a professional/legal knowledge of planning law.</p> <p>Our comments fall into two main sections. The first deals with the whole package as it affects Wimborne and Colehill. The second deals with the specific proposals for the housing and sports grounds development south of Leigh Road, Wimborne/Colehill</p> <p>2.Area South of Leigh Road</p>					418	

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											a)The second main issue is the development south of Leigh Road. We acknowledge the need for more social housing, and believe that the area can contribute usefully to that. The problem is one of scale. Some 360 houses are proposed for this area, but alarmingly only one road is proposed to enter and leave the development. A second road is designated exclusively for emergency and service vehicles. Assuming one car per household then at least 350 cars will have a single access to Leigh Road. Additionally visitors to the Football and Rugby grounds and practice pitches will enter and leave Leigh Road, which is already congested at peak times. Already approved developments in Brook Road will add the vehicles of a further 186 houses. The planners delightfully call this area a "Sports Village", but because there is only one entrance, it is likely to be the biggest cul de sac in the county. There is a solution. North of Leigh Road and adjacent to Leigh Lane would take a share of some of the 350 homes now designated for the south of Leigh Road. This land is not suited for farming, whereas the area now designated for south of the road is prime arable land and has been used as such until very recently. This is very low ground, and changing a high proportion of this area from soft to hard surface is likely to create local flooding and drainage problems.						
656498	Mr Matthew Morris	GVA Planning Development	<a href="#">CSPS2 902</a>	Policy WMC 6	Yes	No		No		No	The Co-op notes and supports the provision of additional residential accommodation via policies WMC3-WMC6, although it recommends that where new local centres are planned within these new neighbourhoods these centres remain small scale, serving basic day-to-day needs only, and complement the role and function of the town centre.		Yes, I wish to participate at the oral examination	Given the detailed nature of the Co-op's representations and the need to interrogate the Council's evidence base.	418		
656560	Mrs Jean Heaton	British Horse Society	<a href="#">CSPS2 822</a>	Policy WMC 6	Yes	No	No	No	No	No	Castleman Trailway is the most important recreational route across East Dorset for all N.M.U. but this section along river is only Footpath. As EDDC own the riverbank from Canford Bridge a new route for cyclists, horseriders, pushchairs, mobility scooters can now be planned between sports pitches & A31 south of Leigh Rd to link to all users of Ham & Fox Lanes on to new BHS BR to Uddens, Stapehill, West Moors, Ringwood & New Forest.	In 1982 the Castleman Trailway was promised as a 25 mile traffic-free route for walkers, cyclists & horse riders from Poole to the New Forest. For over 25 years I have worked with Rangers, Steve Davis & Paul Jones to achieve this. LTP & Heathland Mitigation funds have recently spent to improve this. Somerset & Dorset Line Trailway should also be included in this Strategy from Corfe Mullen, across future gravel extraction in Sturminster Marshall to Spetisbury, where North Dorset Trailway Will soon open to Blandford & Stur.Newton. East Dorset Enviromental Group gave me £13,000 to open 2 kms of line.	Yes, I wish to participate at the oral examination	These marvellous Trailways should both be shown as our most important and user-friendly routes to Hampshire & right across Dorset to Bath. They will encourage more people to walk, cycle & ride into our countryside for better health & less obeisity.	418	<a href="#">2255943_0_1.pdf</a> <a href="#">2255944_0_1.pdf</a> <a href="#">2255942_0_1.pdf</a> <a href="#">2255945_0_1.pdf</a>	

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360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 279</a>	Policy WMC 6		Yes					<p>Support in part</p> <p>We strongly support the intention to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne. As it includes both the recently created SANG at BytheWay and Leigh Common SNCI it is also essential that the ecological integrity of this gap is not compromised.</p> <p>We support the provision of allotments but a decision on their location should await the outcome of habitat survey. (PI see 2nd response)</p> <p>The proposed Country Park offers the potential for habitat enhancement of the R Stour corridor. However design should be informed by biological survey. (PI see 2nd response).</p> <p>Given the high levels of illumination for the sports complex we welcome the particular commitment to protecting dark skies through appropriate lighting design. Care should be taken to ensure that light (including polarised light from road surfaces and parked vehicles) does not affect the R Stour (impact on fish and hence otters). Colour of the sports complex buildings will also need to be considered at planning application stage to minimise impact on biodiversity.</p>		No, I do not wish to participate at the oral examination		418	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3 283</a>	Policy WMC 6		No	Yes	Yes	Yes	No	<p>In the absence of biological survey, the statement that there is no identified wildlife quality is misleading. We support the provision of allotments but a decision on their location should await the outcome of habitat survey.</p> <p>While the proposed Country Park offers the potential for habitat enhancement of the R Stour corridor, the design should be informed by habitat and protected species survey and include ecological linkages to BytheWay and Leigh Common to the north (NPPF para 109).</p>	<p>WMC6 Green Infrastructure Add to first bullet point, and will provide ecological links to the north.</p> <p>8.47 Amend first sentence to The land is flat with a few small hedgerows. The wildlife quality has not been assessed.</p>	No, I do not wish to participate at the oral examination		418	
498554	Mr Paul Davenport	Stour Valley Properties Ltd	<a href="#">CSPS3 057</a>	Policy WMC 6	Yes	No	Yes	No		No	<p>Policy WMC6 is not justified or consistent with the NPPF therefore it is Unsound.</p> <p>It is not the most appropriate strategy, when considered against a reasonable alternative, to place 350 homes adjacent to new facilities for Wimborne Town Football club and Wimborne rugby club, therefore it is not justified.</p> <p>The reasoning behind re locating these clubs was twofold. One was that they had both outgrown their current grounds and more pertinently that there was a conflict between the amenity value of local residents by the intrusion of floodlights, spectator nose and car use and parking.</p> <p>Wimborne Town Football club will require much larger facilities, including a new stand in order to fulfill their expectations of advancement up the leagues and provide more space for youth development.</p> <p>Wimborne Rugby Club have a very large youth section with corresponding pressure on their current ground and need to double their field capacity to 4 pitches and increase changing room space.</p>	<p>It would also be more appropriate if the new football club was adjacent to employment uses as opposed to residential.</p> <p>A more logical layout on Map 8.6 would be to have more land zoned for employment adjacent to the existing Brook road units and the sewage farm. This area was originally identified in the South East Dorset Strategy (SED4-Development Options) as suitable for 16ha of employment land.</p> <p>If some enabling housing was allowed, as shown, immediately south of Parmiter Drive, employment land where the Football pitch is shown and the football pitch on the rugby pitch,</p>	Yes, I wish to participate at the oral examination	To ensure my ideas are clear to the Inspector and contribute to any discussions.	418	<a href="#">2250319_01.pdf</a>

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											By placing them next to new residential areas will only move the problems not solve them. Broadway Malyan in their 2010 report state that the housing proposed in Policy WMC6 is 'enabling' development in order to pay for the clubs relocation. So with this in mind, South West Properties (Dorset) Ltd is to offer a more reasonable alternative to Policy WMC6 in which the Rugby Clubs new facilities will be at a remove from any enabling residential development . This will enable the Club to achieve their ambitions and run a sustainable operation for the foreseeable future. Wimborne Rugby Ltd will submit a detailed planning application in July 2012 for new sports pitches and appropriate facilities at Manor Farm, Little Canford.	then a more reasonable and balanced scheme could be achieved (appendix A).				
662195	Mr Peter Thompson		<a href="#">CSPS3 213</a>	Policy WMC 6	No	No	No	No	No		A similar scheme to this was proposed in Policy 12.64 in 2002. This was withdrawn in September 2006. Many of the problems currently faced by the Rugby Club are lack of parking space for members during games and training and the number of pitches available for in excess of 20 teams both senior and junior. The proposal has the rugby club co-located with the football club and 350 houses built in and around the development. This can only lead to increased problems with residents over parking as both clubs are likely to have training and games on the same day. The proposal does identify an additional pitch/floodlit training area however the current size if the club would require at least 4 pitches. In addition the move of the rugby club would not be permanent and may be required to move again within the next 20 years.	Car parking space of up to 200 cars Minimum 4 pitch and floodlights for training Located away from residential areas	No, I do not wish to participate at the oral examination		418	
359571	Mr Renny Henders on	Royal Society for the Protection of Birds	<a href="#">CSPS3 729</a>	Policy WMC 6							Policy Allocation Dwellings/land area Comment WMC3 Cuthbury allotments and St Margaret's Close New Neighbourhood, Wimborne 260 SANG to be provided in accordance with policy ME3 WMC4 Stone Lane 90 SANG to be provided in accordance with policy ME3 6 WMC5 Cranborne Road New Neighbourhood, Wimborne 600 SANG to be provided in accordance with policy ME3 WMC6 South of Leigh Road New Neighbourhood and Sports Village, Wimborne 75 ha SANG to be provided in accordance with policy ME3		Yes, I wish to participate at the oral examination	we would like to confirm that we wish to reserve the right to appear at the Examination into the Core Strategy, on the grounds the Core Strategy raises significant issues relating to the protection of internationally important wildlife sites (as highlighted in the HRA) and that there remains uncertainty over the delivery of appropriate and effective mitigation measures.	418	

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											<p>CM1                      Lockyer's School and Land North of Corfe Mullen New Neighbourhood                      250                      SANG to be provided in accordance with policy ME3 FWP3                      Holmwood House New Neighbourhood, Ferndown                      110                      SANG to be provided in accordance with policy ME3 FWP4                      Coppins new Neighbourhood, Ferndown                      30                      SANG to be provided in accordance with policy ME3 FWP6                      Land East of New Road New Neighbourhood, West Parley                      320                      SANG to be provided in accordance with policy ME3 FWP7                      West of New Road New Neighbourhood, West Parley                      200                      SANG to be provided in accordance with policy ME3 VTSW4                      North West Verwood New Neighbourhood                      230                      SANG to be provided in accordance with policy ME3 FWP8                      Blunt's Farm Employment Allocation, Ferndown                      30ha                      A mitigation strategy to be agreed to avoid harm to European sites and SSSI                      VTSW5                      North Eastern Verwood New Neighbourhood                      50                      SANG to be provided in accordance with policy ME3 VTSW6                      Woolsbridge Employment Allocation, Three Legged Cross                      9.7ha                      A mitigation strategy to be agreed to SSSI                      The RSPB does not, in principle, object to the residential allocations above. However, the table does illustrate the heavy reliance on SANGs as a mitigation measure. The Councils will be aware of the relatively untested nature of SANGs as effective mitigation, albeit in the context of available measures, it is clear that SANGs offer perhaps the best opportunity of addressing potential adverse impacts on the European sites. SANGs are a principal component of the approach taken by the Dorset Heathlands Interim Planning Framework (IPF), and are used as a mitigation vehicle elsewhere in England, notably in the Thames Basin Heaths.                      Research continues on the effectiveness of SANGs, and it is imperative that this research informs SANGs development anticipated under the Core Strategy. Long-</p>					

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											term management and monitoring is also critical (as is identified in policy CN1). Testing of the suitability of SANGs as a mitigation measure for the above policies is essential and has not yet been undertaken. We are concerned that some of the SANGs proposed may be ineffective, particularly SANGs associated with smaller allocations. With respect to employment allocations FWP8 (Blunt's Farm) and VTSW6 (Woolsbridge), we are not familiar with these locations. We do not object to these policies subject to receiving clarification from Natural England of the issues pertinent to these sites, and the likely efficacy of mitigation strategies anticipated by these policies.						
524088	Mr Ken Parke	Ken Parke Planning Consultants	<a href="#">CSPS3 632</a>	Policy WMC6	No	No	Yes	Yes	Yes	Yes	Please see attached representations document and appendices	Please see attached representations document and appendices	Yes, I wish to participate at the oral examination	The representation has a significant bearing on the distribution of housing within the district and will require detailed oral examination.	418	<a href="#">2260318_0_1.pdf</a>	
503554	Mr D Verguson		<a href="#">CSPS3 989</a>	Policy WMC6	No	No	No	No	No	No	Housing plans far too ambitious for Wimborne/Colehill. 1500 new houses, including Cobham site, predicated an increase in population of over 5,000 or 40%. Way beyond national average. With 65% of workforce obliged to commute outside of the area to work. There are no jobs, insufficient services and amenities in WMC6 are over 1 mile away along Leigh Road. Green Belt policy also inconsistent. EDDC quotes reasons for Green belt yet advocates destruction in WMC6 contrary to Government guidelines which deem it essential to preserve. The site does not meet need for affordable housing to be near amenities, none on site, the nearest in Wimborne over 1 mile away. No jobs, no schools, no amenities and access dependant on private transport and a congested Leigh Road. I also object to the designation Sports Village. A housing estate of 350 high density houses is hardly a village and its connection to sports tenuous. No fancy names can disguise what is plainly urban sprawl on a Green Belt corridor.	Given this strategy can be accomplished using only 1/2% of Green Belt and considering the acreage of Green Belt north of Leigh Road and around the borders of Wimborne/Colehill, none of it protected by Govt guidelines and all, apparently free of any development under the Core Strategy, then the need to destroy the Green Belt corridor which is considered essential to preserve by Govt guidelines, is unjustified and unnecessary. The sports arena is too ambitious larger than By the way which experts said needed a 10 mile catchment to be viable. Recently over £50m spent on QE school with facilities it shares with local residents. Close by, 2 miles from Wimborne, we have Canford Arena, a 100 acre site with modern facilities badly underused, why not share? As for the need to relocate two private clubs, the Council has no statutory obligations and allegedly spent much time and money to no avail, now intends to destroy Green Belt S of Leigh Road with no regard to cost.		Consultations are one sided, residents express their views but get no direct response from Council, only at an oral examination with the Govt Inspector are residents able to question and insist on answers to their very real concerns. I am concerned at the Council's commitment to the relocation of these two clubs, costing the sacrifice of a Green belt corridor and seemingly no regard to cost, which the 2006 feasibility study estimated at several million pounds. this will have to be borne by all the residents of east Dorset when there is no obvious public need.	418		
512360	Mr Richard Acres		<a href="#">CSPS3 987</a>	Policy WMC6		No		Yes	Yes	Yes	WMC5 would impact adversely on the Green Belt and landscape of Wimborne periphery. This impact cannot	Please remove WMC5 from the CS. If as a result more	Yes, I wish to participate at the oral examination	I wish to articulate these points further, to express my	418		

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											be justified when better alternatives exist. The predicted economic stagnation over the next 10 - 15 years does not warrant the earmarking of this area for development in the CS. Too many areas have been identified for development - we will end up with piecemeal housing in all of these without the other facilities provided that are necessary.	development is necessary, WMC6 should contain less sports pitches and the area extended further east to complete the infill between Wimborne Road and the A31 bypass. This area has already been degraded. Don't expand Wimborne on a 'new' front to the north of the town - there are no natural barriers to contain the development as with WMC6.		extreme concern about these aspects of the CS, and to ensure that my concerns are duly noted by the Inspector so that he is aware of the impact WMC5 would have on the area between Wimborne and Colehill.		
589293	Mr Penri Jones		<a href="#">CSPS3 988</a>	Policy WMC 6	Yes	No	Yes	Yes	No	Yes	In the main the proposal is a sound one and takes a balanced view of the need to provide appropriate housing while allowing the thriving Rugby and Football clubs to flourish, offering as they do valuable social and sporting outlets for the young people of Wimborne and surrounding area. My concern on the effectiveness of the scheme stems from what has been presented in terms of layout, facilities, access and infrastructure (parking, etc.); none of which appear to be adequate to cater for the usage the facilities would receive if current usage patterns for the clubs in their current locations is anything to go by. It would be irresponsible to plough scarce resources into providing inadequate facilities when there is the opportunity to create a lasting legacy for the benefit of the town.	The Authority should consider any proposed alternative schemes which provide the sports clubs with facilities that would meet their current and future needs.	No, I do not wish to participate at the oral examination		418	
654067	Mr John Hearne		<a href="#">CSPS6 39</a>	Map 8.6	Yes	Yes	No	No	No	No		I would like to register my support for the creation of improved and modernised sports facilities, notably for the rugby club which struggles with an unsightly and decrepid club house and just two pitches prone to waterlogging (many matches cancelled during the playing season) and under great pressure from dog walkers from surrounding residential development leading to players becoming soiled by dog waste. I should qualify this support with reference to the requirement that the Council should seriously consider all alternative schemes that may come forward to achieve this.	No, I do not wish to participate at the oral examination		419	
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	<a href="#">CSPS1 333</a>	Map 8.6		No				No	Ecological survey information for this site is not available therefore it is not possible to fully assess the potential environmental impacts of development on this site. NPPF (165) states that planning policies and decisions should be based on up-to-date information about the	We consider an ecological survey of the allocated area and proposed SANGs needs to inform this allocation. We suggest that Map 8.6 is	No, I do not wish to participate at the oral examination		419	

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											natural environment. Should this site be determined as of low ecological value, Dorset Wildlife Trust has no objection to the allocation of this site given the policy provision relating to ME3 and the suggested country park which could enhance the River Stour. We consider this should be linked to the open space at BytheWay, with care taken to ensure the protection of the SNCI at Leigh Common (SU00/78). Regarding para 8.47, although the site has not been identified for its wildlife quality through the county SNCI process, no survey information is available so in fact the site quality is unknown. We support comments made by the East Dorset Environment Theme Action Group (of which DWT is a member) with respect to light pollution in this area.	amended to show environmental designations and rights of way to indicate the potential linkages and constraints. 8.47 should be corrected if the site is found to have biodiversity value.				
359875	Dr Lesley Haskins		<a href="#">CSPS1605</a>	Map 8.6	Yes	Yes					Comment:- I support this policy in that it does not narrow the vital green gap between Wimborne and Colehill. Retaining the Green Belt, other than for this restrained development, is very important.	Comment:- The layout and design must ensure there is no light pollution from this development. The slopes of Colehill will otherwise be particularly affected by any upward lighting from the housing - and particularly the sports pitches.			419	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3280</a>	Map 8.6		Yes					Support in part We strongly support the intention to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne. As it includes both the recently created SANG at BytheWay and Leigh Common SNCI it is also essential that the ecological integrity of this gap is not compromised. We support the provision of allotments but a decision on their location should await the outcome of habitat survey. (PI see 2nd response) The proposed Country Park offers the potential for habitat enhancement of the R Stour corridor. However design should be informed by biological survey. (PI see 2nd response). Given the high levels of illumination for the sports complex we welcome the particular commitment to protecting dark skies through appropriate lighting design. Care should be taken to ensure that light (including polarised light from road surfaces and parked vehicles) does not affect the R Stour (impact on fish and hence otters). Colour of the sports complex buildings will also need to be considered at planning application stage to minimise impact on biodiversity.		No, I do not wish to participate at the oral examination		419	
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	<a href="#">CSPS3284</a>	Map 8.6		No	Yes	Yes	Yes	No	In the absence of biological survey, the statement that there is no identified wildlife quality is misleading. We support the provision of allotments but a decision on their location should await the outcome of habitat survey. While the proposed Country Park offers the potential for	WMC6 Green Infrastructure Add to first bullet point, and will provide ecological links to the north. 8.47 Amend first sentence to The land is flat with a few small	No, I do not wish to participate at the oral examination		419	

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											habitat enhancement of the R Stour corridor, the design should be informed by habitat and protected species survey and include ecological linkages to BytheWay and Leigh Common to the north (NPPF para 109).	hedgerows. The wildlife quality has not been assessed.				
654564	Mr Michael Moysey	Wimborne Rugby Football Club Ltd	<a href="#">CSPS845</a>	8.52	Yes	No	No	No	Yes	No	Wimborne Rugby Football Club and its membership of over 600 are broadly in agreement with this policy (WMC7) in support of its long held ambitions to relocate and allow the Club to grow accordingly.. However we would initially point out that the statement in 8.52 of the Strategy is somewhat misleading as the comment that the area is supposed to provide open space for the Leigh Park community is not correct as for many years the Club has, and continues to lease the site from the Town Council for its use during certain periods of the year for its exclusive activities. Also the Club will require more than the one additional pitch stated to meet its long term requirements.		No, I do not wish to participate at the oral examination		422	
643167	Mr Ian Foster		<a href="#">CSPS24</a>	Policy WMC 7		No		Yes	Yes		Unsound because if you do not include road improvements or traffic requirements in your 15 year plans, there will be gridlock in this area. The situation is already bad enough but when 1550 new homes are built in this area as per your plan, causing another 2500 odd more vehicles to be on the roads, there will definately be gridlock and to ignore traffic matters now is very unsound. (If you want evidence of the current traffic situation, just stand on the roundabout at Merley any week-day morning.)	To be soundly compliant you need to include road improvements and extra parking in your plans.	No, I do not wish to participate at the oral examination		425	
474462	Mrs Sheila Bourton		<a href="#">CSPS183</a>	Policy WMC 7	Yes	Yes	No	No	No	No	I support the move of the Rugby Club to an area south of Leigh Road WMC6 which would free up space for more affordable housing close to Wimborne town centre and all the facilities the town offers. It is important, though, that enough recreational space is set aside for the residents of Leigh Park. It is important to specify just how many new affordable houses could be accomodated in this area. Wimborne is being inundated with new housing		No, I do not wish to participate at the oral examination		425	
474490	Mrs Sheila Bourton	Keep Wimborne Green	<a href="#">CSPS216</a>	Policy WMC 7	Yes	Yes					Although we support the move of the Rugby club from this site, why is there not a propped number of new Affordable houses mentioned?		No, I do not wish to participate at the oral examination		425	
515938	Mr Frank Stevens		<a href="#">CSPS399</a>	Policy WMC 7							Further, it would be a pity to lose more open space to buildings, as the attractive nature of Wimborne and its environs is becoming increasingly eroded.				425	
360235	Mr Christopher Undery	Christopher D Undery	<a href="#">CSPS741</a>	Policy WMC 7		No			No		This representation relates to the bridge to/from Witroes/Crown Mead. The bridge is vital to the enhancement of Crown Mead, shopping vitality, flow of pedestrians and the linkage between Waitrose, its car parking and the historic town centre. The bridge will not be achieved without compulsion. (compulsory pruchase)	Inclusion within the Core Strategy to commit EDDC to adopt compulsory purchase powers (with funding as offered by Waitrose) to acquire land as required to enable construction of bridge, together with pedestrian access between	Yes, I wish to participate at the oral examination	To explain and illustrate how plan objectives for Wimborne town centre will be achieved only by use of compulsory purchase powers since negotiated settlement has failed.	425	

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												Waitrose and Crown Mead.				
654564	Mr Michael Moysey	Wimborne Rugby Football Club Ltd	<a href="#">CSPS889</a>	Policy WMC7	Yes	No	No	No	Yes	No	Wimborne Rugby Football Club and its membership of over 600 are broadly in agreement with this policy (WMC7) in support of its long held ambitions to relocate and allow the Club to grow accordingly. However we would initially point out that the statement in 8.52 of the Strategy is somewhat misleading as the comment that the area is supposed to ,provide open space for the Leigh Park community is not correct as for many years the Club has, and continues to lease the site from the Town Council for its use during certain periods of the year for its exclusive activities.Also the Club will require more than the one additional pitch stated to meet its long term requirements.		No, I do not wish to participate at the oral examination		425	
50080	Cllr Diann March		<a href="#">CSPS1842</a>	Policy WMC7							The land is owned by Wimborne Minster Town Council and at a recent extraordinary meeting of the said Town Council it was proposed and passed that Policy WMC7 be withdrawn from the Core Strategy in order for future generations to continue to enjoy this piece of recreation land.	This policy should be removed from the Core Strategy.	No, I do not wish to participate at the oral examination		425	
524723	Mr John Worth	Wimborne Civic Society	<a href="#">CSPS1925</a>	Policy WMC7							If the rugby club were to move this would free up Leigh Park for development. We support the proposals in WMC7.1,2 and 3 which involve a mix of open space, youth club facilities and housing.				425	
359555	Mr L Hewitt	Wimborne Minster Town Council	<a href="#">CSPS2084</a>	Policy WMC7	No	No	Yes	Yes	Yes	Yes	This policy is rejected and should be removed from the Core Strategy as the land is in the ownership of the Town Council and is to be left for future generations to enjoy.	The policy should be removed from the Core Strategy.	Yes, I wish to participate at the oral examination	In order to emphasise directly to the Inspector the Town Council's reasons why this policy should be rejected.	425	
640463	Mr. Tim Edwards		<a href="#">CSPS9</a>	Map 8.7	No	No	Yes	No	No	No	The area would not benefit from the extra housing and population, and in my opinion, this development is not sustainable!		No, I do not wish to participate at the oral examination		426	