



Dorset Council Local Plan



Wimborne Minster and Colehill

2021 Consultation
Summary of Responses

January 2023



Dorset
Council

Contents

Contents.....	2
1. Wimborne and Colehill	3
1.1. Introduction	3
1.2. Vision.....	3
1.3. Development Strategy	6
1.4. Town Centre Strategy	7
1.5. Policy WMC1: Wimborne Minster town centre.....	7
1.6. Policy WMC2: The Allendale redevelopment area	11
1.7. Main development opportunities.....	12
1.8. Settlement wide issues	12
1.9. Policy WMC3: Cuthbury Allotments and St Margaret’s Close	15
1.10. Policy WMC4: Cranborne Road new neighbourhood	16
1.11. Policy WMC5: South of Leigh Road and sports village.....	18
1.12. Policy WMC6: Land at Leigh Farm.....	19
1.13. Policy WMC7: Land at Northleigh Lane	25
1.14. Policy WMC8: Land North of Wimborne Road	33
1.15. Policy WMC9: Land South of Wimborne Road West	38
1.16. Policy WMC10: Leigh Park area of potential change, Wimborne.....	44
1.17. Omission sites	45

1. Wimborne and Colehill

1.1. Introduction

Population

Wimborne Minster Town Council

- The population figures for Wimborne need to be revised.

Colehill Parish Council

- Section 17.1.1 says the combined population of Colehill & Wimborne Minster is 8,700. It's actually significantly higher, about 15,000.

Public response

- Paragraph 17.1.1 - The population of the two settlements is incorrect - seems that one ward, namely Colehill and Wimborne Minster East, has been used to represent the entire population - The combined wards have a population of 16,167.

Recreation spaces

Wimborne Minster Town Council

- Paragraph 17.1.3 The description of spaces omits Redcotts Recreation Ground. It should be included.
- Challenge the assertion that there is a significant provision of recreational space.

Employment sites

Wimborne Minster Town Council

- Paragraph 17.1.7 The reference should include Wentworths Yard.
- Paragraph 17.1.7 should also say there are other areas too, otherwise this is misleading for traffic flow and congestion.
- Paragraph 17.1.7 - The retention of employment sites will not reduce out commuting - commuting is increasing and the problems created should be acknowledged in the plan and proposals made to reduce the impact, not increase it.
- It is not correct to suggest that cycle lanes will assist the reduction in traffic to any great degree – they cause more congestion - there should be a report to assess the impact of cycle lanes on traffic.

1.2. Vision

General comments

Wimborne Minster Town Council

- Broadly support the goals of the vision, but to say these will be achieved by the plan is a misrepresentation. Instead of “will” it should read “will not”.
- Wimborne already has a sustainable centre and does not need the additional proposed housing to be so.
- The predicted reduction in reliance on car travel at 17.2.1 has no evidence in support.

Local character - maintaining separate identities

Wimborne Minster Town Council

- The merging of Wimborne and Colehill and reduction of the Green Belt does not maintain but detracts from “rich historic character”.
- Wimborne ceases to be a historic market town if it is part of an urban sprawl.

Colehill Parish Council

- We agree with the vision (sect 17.2.1) that Colehill & Wimborne should continue to maintain their own identities as two settlements.

East Dorset Environment Partnership

- Welcome the intention to retain the separate identities of the two settlements – but concern that this is not reflected in the selection of option sites.

Protecting biodiversity and the environment

Wimborne Minster Town Council

- The plans for development do not assist biodiversity but restrict habitats and limit corridors between areas.

Colehill Parish Council

- New allotment provision specifically for Colehill, but it’s not clear where this will be.

Amphibian and Reptile Conservation

- 17.2 Amend bullet seven to ‘continue to protect and enhance biodiversity with strong ecological links.

East Dorset Environment Partnership

- Suggestion of amendments; “continue to protect and enhance the biodiversity of the area with strong ecological linkages to the surrounding countryside”, “to enable people to access easily a wide range of open and natural greenspace from where they live”.
- Emphasis should be on informal open greenspace.

Public response

- Veteran trees should all have TPOs.
- By The Way car park is always full.
- Residents are noticing a downturn in the quality of life since the 3 major developments have started.

Town centre, existing facilities/vacant shops

Wimborne Minster Town Council

- there is a need to provide an up-to-date ‘vision’ for Wimborne and renewed town centre proposals to reflect current thinking.

East Dorset Environment Partnership

- Welcome the intention to retain the separate identities of the two settlements – but concern that this is not reflected in the selection of option sites.
- Suggestion of amendments to the vision – bullet point 7: “continue to protect and enhance the biodiversity of the area with strong ecological linkages to the surrounding countryside”, and bullet point 8: to enable people to access easily a wide range of open and natural greenspace

from where they live. Strong emphasis on access to natural greenspace is essential to ensure delivery of all the benefits to health and well-being.

- Cemetery at Wimborne is nearing capacity and a solution should be explored.

Public response

- Should be recognised that Wimborne acts as a functional town for Merley alongside Colehill and northern villages.
- Colehill only has two convenience stores throughout the residential area.
- Vision of two separate settlements is compromised.
- Highstreets in decline and should build and regenerate them.
- Allendale is a key facility which must be retained.
- The town amenity tip is often overwhelmed.

Recreation and Outdoor Space

Public response

- Need to clarify what is meant by “a good balance of open space, recreation and SANGs to enable people to easily access open spaces from where they live.”
- SANG is not countryside and should not be considered a replacement of greenbelt.
- Need to stop infilling so people can enjoy greenspaces in the centre.
- The description of spaces omits Redcotts Recreation Ground.

Infrastructure Requirements

Wimborne Minster Town Council

- Wimborne Minster has an Upper School (QE School is not actually within the parish of Wimborne Minster but in the adjoining Parish of Pamphill which is in walking distance from the Town.
- There are not more opportunities to walk and cycle. You will have more people so pro rata not more opportunities.
- No new medical facilities were provided for the developments.
- Wimborne has lost Wimborne First School and is about to lose St Catherines First School.
- Only limited provision was made to expand Middle school facilities and no provision been made for additional Upper school capacity for many decades.
- The fact that there is a planned school at Verwood should be mentioned here, together with the stage reached and timescale for completion to relieve the pressure.
- Suggestion that there should be assessment of educational places need.
- Any further schools should be planned to minimise the effect of increased traffic flow in and around the town as the town centre is already gridlocked at school commuting times.
- Please note paragraph 8.13 of the Core Strategy in 2014 states new housing will require further upper school places and there will be pressure on middle schools to expand.

South West transport network and Rail future Severnside

- The provisions of a light rail system in Bournemouth Poole and Christchurch would help from Bournemouth and Poole to Corfe Mullen, Wimborne, Ferndown west moors Verwood, St Leonards and St Ives to Ringwood.

Public response

- There are no rail links within Wimborne, and the local transport system is currently at or beyond capacity.

1.3. Development Strategy

General comments

Wimborne Minster Town Council

- The plan does not consider the sites as a whole and their combined impact.
- The plan does not relate to the proposed developments in surrounding settlement.
- Query how the smaller sites complement each other.

Developers/Landowners/Agents

- Disregards other potential and approved developments which will impact on Wimborne Minster e.g., Land North of Merley (650 homes proposed) and those on Magna Road, both in the BCP area.

Paragraph 17.3.1 - Access to services

Public response

- Paragraph 17.3.1 – lack of evidence that development will draw the areas together and improve access to open space, schools and services.

Paragraph 17.3.2 - Existing allocations

Wimborne Minster Town Council

- Concern with presentation of existing allocations alongside proposed allocations – should be separate. Need to clearly outline the status of each existing allocation.
- Query do the sections include the developments at Parmiter and Park Farm House? – should be included.
- Sections read as a cut and paste from previous plans – often out of date and inaccurate.

Businesses

- Policies WMC3-5 rely on accompanying text to provide critical information - risks potentially weakening the effect of some policies (South Coast Boiler Services).

Housing strategy

Wimborne Minster Town Council

- The new plan does not capitalise on opportunities within the new Council 'geographical area' and fails to explore more sustainable, alternative options for development.
- Wimborne has contributed its fair share towards Dorset's housing supply. The Local Plan has shown no regard to, nor recognition of, the local circumstances and development already delivered within Wimborne Minster.
- Many of the recent new builds around Wimborne Minster are unaffordable to local people.
- A proportion of the new homes on sites should be allocated to Dorset people.
- better coordination is needed for the delivery of facilities, housing and employment.

Michael Tomlinson MP

- Wimborne and Colehill have had sufficient housing already, and that it would be unfair to burden the area further.

Portland & Poole CPRE

- The proposal to foster so many houses in Wimborne Minster, Colehill and other parts of South East Dorset could impact upon the integrity of the Green Belt Zone and usefulness of agricultural land in reduced food important depends upon the validity of alleged need. Difficult to secure local people to occupy dwellings previously approved.

Public response

- Need for low cost affordable housing for young people.
- Lack of need for housing locally.
- If the number of houses was reduced significantly and development was to increase the number of low cost homes available to first time buyers then this would be supported.
- There should be a specific commitment to at least 10% of the housing stock to be social housing, to address the growing threat of homelessness and rent poverty in the area.
- Some villages and towns in Dorset are unsustainable and are dying, whilst Colehill and Wimborne Minster East is suffocating from overdevelopment.

Green Belt

Wimborne Minster Town Council

- Strongly objects to the removal of the Green Belt - sites are the last remaining sites separating Wimborne Minster from Colehill and should be protected to prevent further urban sprawl.

Public response

- Concern with encroachment into Green Belt.
- Suggestion that Green Belt should prevent development and allow wildlife to return and be established.
- Concern with the lack of consideration of brownfield sites instead of Green Belt release.
- Lack of exceptional circumstances for Green Belt release.

1.4. Town Centre Strategy

The following sections include summaries of representations received in respect of the following policies:

- Policy WMC1: Wimborne Minster town centre
- Policy WMC2: The Allendale redevelopment area

1.5. Policy WMC1: Wimborne Minster town centre

Paragraph 17.4.1

Wimborne Minster Town Council

- Written description of the Town Centre does not accord with the map boundaries at page 105. e.g., it includes Walford Mill.
- The conflicting descriptions of Town Centres should be rectified. At page 105 rather than “Town Centre boundary” it should be renamed.

Paragraphs 17.4.2 - 17.4.3 - Existing Facilities/Vacant Shops

Wimborne Minster Town Council

- The Plan is lacking an up-to-date retail study and town centre needs assessment.
- There is an absence of information about the future use of vacant buildings in and around the town centre.
- Paragraph 17.4.2 Do primary and secondary shop frontages exist in this plan. If so where are they defined?
- Paragraph 17.4.3 The notation of 160 shops may not just be retail, but also services.
- Reference should also be made to Wimborne Radio and supporting a permanent home for them and indeed finding one in a community building.

Public response

- Queries what word 'supported' means in context of Tivoli Theatre.
- Crown Mead out of date, not attracted investment and needs redevelopment.
- A number of facilities in the town not mentioned, including; model town, East Dorset museum, cricket field, library, pharmacy, youth and community centre (REEF) and St Michael's church.

Paragraph 17.4.4 - Retail need

Wimborne Minster Town Council

- Paragraph 17.4.4 How are these figures assessed? Please provide the evidence source and date? Which population figures or forecasts are these figures based on?

Waitrose & Partners

- Estimates should not be relied on and need to be reviewed in detail to take into account of the significant changes to retail shopping patterns and the impact of the pandemic which has accelerated demand for online shopping.

Public response

- The pandemic has caused shoppers habits to change, meaning more vacant shops, these should be used to house people.
- More redundant town centre sites should achieve a higher level of importance in order to try and improve declining town centres.
- Major supermarkets are within the BCP area, meaning more people have to drive for shopping.
- Providing convenience floorspace within 2km of town centre reduces outflows of spending and reduced traffic to BCP and Ferndown.
- Retail needs of residents greater than what is provided in Wimborne town centre so more cars travelling to conurbation.
- Enough eateries and pubs in town already.

Transport and infrastructure

Wimborne Minster Town Council

- The lack of parking and high rate of congestion is already a factor for people considering visiting Wimborne Minster and any reduction in parking and further congestion could deter visitors, this could have a serious impact on the local economy.

Dorset Cyclists Network

- Must include cycling improvement - current maze of one-way cycle streets leads cyclists the wrong way as it is quicker but also unclear.

Public response

- Wimborne Town will become isolated due to significant amount of traffic and constraints from three bridges and multiple roundabouts, congestion hot spots include Julians Bridge, Poole Road Bridge and Kings mini roundabout as well as many others around the town.
- Revised traffic routes in and out of town needed.
- Park and ride in Ham Lane.
- Policy should mention improved cycling and pedestrian friendly town centre and promoting access by non-car modes eg mobility scooters.
- Limited car parking in town.

Heritage

Historic England

- The supporting text should also include reference to the town centre's scheduled monuments and to the setting of these and listed buildings, as well as reference to the SPG15 Wimborne Minster Conservation Area (2006) - Consideration could also be given to updating this or preparing a Conservation Area Character Appraisal and Management Plan.

Public response

- Area losing its semi-rural, market town appeal.
- Wimborne is unique and should not become a BCP suburb.
- Support for town centre improvements.
- Requirement to be considerate towards existing buildings, residents etc.
- Given impact of Covid on shopping patterns, protecting vibrancy and vitality a major challenge.
- Plans make it impossible to keep Wimborne a good place to visit.
- Large amount of development will erase the special character of the town, there are measures in the plan to protect listed buildings, but these measures are not adequate to protect the listed areas.
- Removal of greenbelt threatens the traditional character of 'Dorset Market Towns' such as Wimborne.
- More thought needed for change of use/shop fronts signage.

Biodiversity and Environment

Natural England

- The policy should include a requirement to protect and enhance the River Allen riparian corridor through the town.

Amphibian and Reptile Conservation

- New bullet 'Enhance the ecological setting of the Rivers Wim and Allen'.

East Dorset Environment Partnership

- Paragraph 17.4.2 – suggestion to include commitment to taking opportunities to enhance ecological setting of rivers Allen and Wim - as much a part of Wimborne's heritage assets as the built environment.

Dorset Wildlife Trust

- In line with the Vision 17.1, this policy requires recognition of the need to protect and enhance the natural environment of the town centre, which includes the River Allen, a chalk stream that is important for its biodiversity and part of the Existing Ecological Network.

Employment

Public response

- Rents and business rates high for small market town and may discourage small businesses.
- Limited employment opportunities in Wimborne Town Centre, with only one main employer which plans to maintain or reduce their size, not increase in size.

Education/Health

Quarter Jack Surgery Wimborne

- Need new GPs building in Wimborne and at full capacity; concerns over lack of clinical infrastructure for proposed housing developments and early dialogue needed; requirement for expansion, financial support and approval needs to be highlighted to developers and CCG.

Flood risk

East Dorset Environment Partnership

- Need to address the impact of climate change on the capacity of the Allen (high and low flows) and how this could affect Wimborne – area is within Flood Zone 3.

Housing

Public response

- Former police station should have been sold off for development.
- Wimborne already has significant and very uninspiring housing development.

Recreation and Outdoor Space

Public response

- Flood plain west of Waitrose suitable for children's play area in addition to seating and park provided - this would draw families into town and encourage business.
- The square should be further pedestrianised.
- More MUGAs and spaces for young people needed.

Criterion I.

Wimborne Minster Town Council

- I. Should also refer specifically to Merley, Canford Magna, Corfe Mullen, Sturminster Marshall, and villages to the North of Wimborne.

Criterion II.

Historic England

- Criterion II could be more positively worded to better reflect the terminology used in chapter 16 of the NPPF 2019 – see suggest amendments.

Criterion III.

Wimborne Minster Town Council

- III. The list should include The Model Town and The Priests House Museum.

Additional criteria

East Dorset Environment Partnership

- Policy WMC1 – area is in Flood Zone 3 so this needs to be reflected in policy/supporting text.
- Policy WMC1 – add additional criteria - vii. “Opportunities to enhance the ecological setting of the rivers Allen and Wim including alien species control and, where appropriate, crown lifting of trees will be supported.”

1.6. Policy WMC2: The Allendale redevelopment area

Policy approach

Wimborne Minster Town Council

- Support in principle enhancement of the Allenvue area, but it needs detail and provision for costs.
- We do already have a community centre there and a considerable amount has been spent on the structure recently.
- The title needs to be consistent as elsewhere at and at the plan at 105 it is referred to as the Allendale Redevelopment Area.
- Lack of reference to proposals within the EDDC draft plan, or assessments undertaken as referenced in the Core Strategy 2014.

Paragraph 17.4.5

Wimborne Minster Town Council

- Lack of reference to provision of increased parking.
- Linking into the proposed development of the Police Station and possibly the Fire Station we would want to see proposals for their relocation, which are at present missing from the plan.

Waitrose & Partners

- Given that any requirement for additional retail floorspace in Wimborne is not confirmed, Waitrose do not consider it appropriate to include retail use in this site allocation.
- Concern with potential detrimental impact on existing retailers within Wimborne Town Centre and the long-term viability of the centre.

Public response

- Loss of car parks will be felt especially during events in the town.
- Queries where recycling and donation points and electric charging facilities in Allenvue Car Park would be replaced.
- School drop off point for Allenborn School is Allenvue Car park which will be lost if Allenvue Car Park is redeveloped.

Biodiversity and Environment

Royal Society for the Protection of Birds (RSPB)

- It would be helpful to clarify what ‘other uses’ would be permitted in the Allendale redevelopment area. If this is likely to include residential development then this would need to be factored in when considering SANG requirements for the community.

East Dorset Environment Partnership

- Suggestion to include commitment to taking opportunities to enhance ecological setting of rivers Allen and Wim - as much a part of Wimborne's heritage assets as the built environment.

Flood risk

East Dorset Environment Partnership

- Need to address the impact of climate change on the capacity of the Allen (high and low flows) and how this could affect Wimborne – area is within Flood Zone 3.
- Lack of up to date Level 1 SFRA.

Infrastructure

Holt Parish Council

- Notwithstanding provisions for reducing traffic, the suggested Wimborne Town Centre redevelopment of the Allendale includes sufficient parking and electric charging points to enable the local residents to access facilities in the town centre.

Additional criteria

Historic England

- Include a criterion related to the conservation and enhancement of the historic environment.

1.7. Main development opportunities

The following sections include summaries of representations received in respect of the following policies:

- Settlement wide issues
- Policy WMC3: Cuthbury Allotments and St Margaret's Close
- Policy WMC4: Cranborne Road New Neighbourhood
- Policy WMC5: South of Leigh Road New Neighbourhood and Sports Village
- Policy WMC6: Land at Leigh Farm
- Policy WMC7: Land at East of Northleigh Lane
- Policy WMC8: Land North of Wimborne Road
- Policy WMC9: Land South of Wimborne Road West
- Policy WMC10: Leigh Park area of potential change, Wimborne

1.8. Settlement wide issues

Employment

Public response

- Poor employment opportunities in the area - generally minimum wage jobs and little else.

Visual Impact and Character

Wimborne Minster Town Council

- Would welcome the inclusion in the Local Plan of a policy that requires developers to respect and retain existing rights of way and TPOs in the layouts for their developments.

Michael Tomlinson MP

- Concerns about several sites that would substantially reduce the buffer between these two important and distinct communities.

Public response

- Concern with the merging of Colehill and Wimborne Minster into one.
- Impacts of urban sprawl.

Biodiversity

Wimborne Minster Town Council

- Concern with significant impacts on biodiversity as a result of developments.

Natural England

- Recommend the areas of agreed SANGs are shown on the proposals map.

Businesses

- Wish to see inclusion of further policy text in some cases to ensure all policies are clear on what they were created to deliver, with specific reference to the need to avoid adverse impacts on key wildlife sites, most notably the NSN (South Coast Boiler Services).

Public response

- Disrupting impact on established wildlife habitat and corridor.

Flooding, water, and drainage

Wimborne Minster Town Council

- Amended flood boundaries need to be included in consultation material.
- Additional evidence is needed on flooding, protection of ground water sources, sewage disposal capacity and other essential services which are not currently publicly available.

Flood risk

Environment Agency

- New flood risk mapping outlines will be available for the River Allen and Lower Stour and will need to be considered for relevant sites as part of the SFRA.
- Any works should consider these new flood outlines.
- Developer contributions should be considered towards the continued flood defence infrastructure improvements required for Wimborne with current flood risk and future flood risk with climate change.

Public response

- Concern with creation of flooding and drainage issues.
- Lack of up-to-date Strategic Flood Risk Assessment for the area.

Transport and highways

Wimborne Minster Town Council

- The transport and road network in and around Wimborne and Colehill is insufficient.
- Additional facilities are needed including but not limited to, Transport Hub, improvement to Three bridges, A traffic survey.

Public response

- General concern with traffic increases in the area, and highway safety impacts.
- Potential hazardous impact on the town's three historic bridges that provide the three main arterial routes into the town.

Infrastructure

Wimborne Minster Town Council

- There are no meaningful infrastructure proposals for the Wimborne area despite the additional housing already planned and the further housing proposed.
- Need for additional Supermarket provision
- School provision should be reviewed.
- Lack of evidence that there will be a decreased reliance on cars.

South West Transport Network and Railfuture Severnside

- Support for growth alongside a good bus link to Bournemouth and Poole, 7 days a week with evening and Sunday services.
- Provision of a light rail system in Bournemouth, Poole, and Christchurch, would help from Bournemouth and Poole to Wimborne.

Public response

- Lack of consideration of existing pressure on infrastructure - should be a commitment to negotiate additional primary health care services, concerns about school places and leisure facilities.
- The infrastructure cannot sustain further development - traffic, road flooding, water leaks, power cuts, poor broadband, schools, doctors, retail.
- Existing retail provision is not sufficient to prevent travel outside of the local area to obtain groceries etc and additional provision would be required.
- Lack of public transport.

Amenity

Bournemouth International Airport

- Lack of reference to sites WMC3, WMC4, WMC5, WMC7, WMC8, WMC9 being under flight paths associated with Bournemouth Airport.
- Need for evidence that development is designed to mitigate potential noise impact.

Climate change

Wimborne Minster Town Council

- Would welcome the inclusion of more environmentally friendly schemes such as renewable energy technologies in new developments.

1.9. Policy WMC₃: Cuthbury Allotments and St Margaret's Close

Policy Title

Wimborne Minster Town Council

- Paragraph 17.5.1 The reference to the allotments in the title and elsewhere is misleading and should be corrected. The development far exceeds the old allotment area.

Paragraphs 17.5.2 - Relocation of football club

Wimborne Minster Town Council

- Paragraph 17.5.2 The development did not give an opportunity to relocate the Football Club. It meant it had to relocate. It should also be in the past tense as the Football Club has already moved.

Public response

- Paragraph 17.5.2 re the future relocation of the football club.....this has already happened.

Biodiversity and Environment

Royal Society for the Protection of Birds (RSPB)

- A number of policies rely on accompanying text to provide critical information. This risks potentially weakening the effect of some policies. We wish to see inclusion of further policy text in some cases to ensure all policies are clear on what they were created to deliver, with specific reference to the need to avoid adverse impacts on key wildlife sites, most notably the NSN.
- In some cases, there is significant evidence that some sites support valuable existing areas of wildlife habitat, notably unimproved neutral grassland, and that this may not have been factored into the siting of some allocations.
- We welcome and SUPPORT the requirement for SANGS in para III of the policy, including the reference to ENV2.

East Dorset Environment Partnership

- Some doubt about the delivery of the land at St Margaret's Close because of the active badger sett.

Extension to Cemetery

Public response

- St Margaret's Close should be reconsidered for being used as an extension to the present Wimborne cemetery for future burials.

Criterion I.

Wimborne Minster Town Council

- The area is wider than stated and, on both sides, of the river.
- The Hospital – or Trust- has an Option to exercise. It is not so much whether the land is needed – but whether the trust has the funds for it. The wording is misleading and should be corrected.

Public response

- Out of date, approval is for 203 homes.

Criterion III.

Wimborne Minster Town Council

- This should largely go into the past tense. The allotment holders have already moved.

Criterion IV.

Wimborne Minster Town Council

- We understood there will be a pedestrian crossing on Victoria Road, but this is not mentioned.

Go South Coast Buses

- Propose that Policy WMC3(IV bullet point 3) is amended to read “The Cuthbury development must contribute to delivering a traffic light system to improve safety at Julian’s Bridge INCLUDING BUS PRIORITY FOR LATE RUNNING BUSES”.

Criterion V.

Wimborne Minster Town Council

- V should be deleted in full as it is otiose.

1.10. Policy WMC₄: Cranborne Road new neighbourhood

Housing

Savills on behalf of CG Purchase and Sons Ltd

- Additional area adjacent to the existing allocation should be included within the existing policy. Site has been previously developed, the NPPF states it should have priority for development over greenfield land and is capable of accommodating circa 30 dwellings

Gillings Planning on behalf of Perseus Land and Development

- Interest in a 0.4ha corner plot of land located between Cranborne Road and Bluebell Crescent - was designated for a Local Centre.
- Proposal for a care home to be provided as part of the mixed sustainable community.

Biodiversity and Environment

Royal Society for the Protection of Birds (RSPB)

- A number of policies rely on accompanying text to provide critical information. This risks potentially weakening the effect of some policies. We wish to see inclusion of further policy text in some cases to ensure all policies are clear on what they were created to deliver, with specific reference to the need to avoid adverse impacts on key wildlife sites, most notably the NSN. In some cases, there is significant evidence that some sites support valuable existing areas of wildlife habitat, notably unimproved neutral grassland, and that this may not have been factored into the siting of some allocations.
- We welcome and SUPPORT the requirement for SANGS in para III of the policy, including the reference to ENV2.

Flooding, water, and drainage

Environment Agency

- Developer contributions should be considered towards the continued flood defence infrastructure improvements required for Wimborne with climate change.

- Modelling of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.
- SPZ1, 2 and 3 in site - Strategic developments should take place in locations that will result in low pollution and flood risk. They will ideally be located outside Source Protection Zone's (SPZs).
- Where proposed development within SPZ1 or a Safeguard Zone, cannot be avoided, a hydrogeological risk assessment (HRA) should be undertaken in accordance with government guidance, to determine the impact the development will have on surface and groundwater quantity and quality.
- Where any impacts are identified the HRA should identify if these can be mitigated. These should be agreed with the EA and any such measures should be included as a planning condition as part of the development.
- Surface water should be retained or held back within the site, where possible. A Sustainable Drainage Systems approach should be considered. However, these should be located and designed to take account of the sensitive SPZ1 and SPZ2 in the site, as well as any other flood risk/ ecology/ water quality requirements.

Local centre

Gillings Planning on behalf of Perseus Land and Development

- Interest in a 0.4ha corner plot of land located between Cranborne Road and Bluebell Crescent - was designated for a Local Centre.
- Lack of a reasonable prospect for a local centre.
- Proposal for a care home to be provided as part of the mixed sustainable community.
- Policy wording should mention local centre 'if supported by suitable demand' - requirement for Local centre should only be based on clear need.
- Suggested amendments to the policy wording

Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors.

Wimborne Minster Town Council

- Paragraph 17.5.3 re the Cranborne Rd...the 'new' school is a replacement for the one which was on School Lane and not an additional facility.
- General lack of infrastructure.
- Paragraph 17.5.4 is otiose as the permissions have been given and should be removed.
- The pedestrian lights /traffic lights have not been mentioned.

Go South Coast Buses

- WMC4 - support with amendments - not served by bus currently - 'public transport routes providing through the scheme' is naive given size and scale of the site - any bus route would need to rely only on new demand from development which cannot be proven - site would need to be around 10 times larger to support the service.
- Location north of B3078 means it is hard to serve the whole site by bus, preferable for a bus to be able to call, and potentially turn at a central location on the site which is within 400m of majority of site.
- Site specific S106 developer contribution appropriate to connect residential area to locations accessible by bus - welcome early discussions with developer and LPA

- Propose that Policy WMC4(IV bullet point 3) is amended to read “Public transport routes are to be provided AND FUNDED BY THE DEVELOPER FOR A PERIOD OF AT LEAST SEVEN YEARS FROM A TIME TO BE AGREED BETWEEN THE LOCAL PLANING AUTHORITY AND APPLICANT”

Criterion II.

Wimborne Minster Town Council

- Criterion is redundant.

Criterion IV.

Wimborne Minster Town Council

- Have the public transport, dedicated pedestrian and cycling routes come to fruition?

Go South Coast Buses

- Propose that Policy WMC4(IV bullet point 3) is amended to read “Public transport routes are to be provided AND FUNDED BY THE DEVELOPER FOR A PERIOD OF AT LEAST SEVEN YEARS FROM A TIME TO BE AGREED BETWEEN THE LOCAL PLANING AUTHORITY AND APPLICANT”.

1.11. Policy WMC5: South of Leigh Road and sports village

Biodiversity and Environment

Environment Agency

- We are pleased to see that green space will be incorporated into the site. This should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Royal Society for the Protection of Birds (RSPB)

- A number of policies rely on accompanying text to provide critical information. This risks potentially weakening the effect of some policies. We wish to see inclusion of further policy text in some cases to ensure all policies are clear on what they were created to deliver, with specific reference to the need to avoid adverse impacts on key wildlife sites, most notably the NSN. In some cases, there is significant evidence that some sites support valuable existing areas of wildlife habitat, notably unimproved neutral grassland, and that this may not have been factored into the siting of some allocations.
- We welcome and SUPPORT the requirement for SANGS in para IV of the policy, though we note that it does not include a reference to ENV2 unlike WMC3-4.

Flooding, water, and drainage

Environment Agency

- Modelling and flood history searches of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.

Sports Facilities

Wimborne Minster Town Council

- References here to the Football Club should be adjusted to what has happened and the provision of a skate park and allotments.
- Paragraph 17.5.9 - Query Where does the sports pitch figure comes from and the date?
- If Leigh Park is developed as is suggested in the DLP the gain will be less.

Sport England

- Support for Sports Village.
- Sports pavilion should include environmentally sustainable design principles.
- Should include opportunities for secondary spend so not burden on taxpayer.
- Playing pitch mix must be informed by playing pitch strategy - should engage with Sport England, FA, RFU and the ECB in this matter.

Wimborne Rugby Football Club Limited

- We would question the wording in as much as the total area of the site is likely to be in the order of 8 hectares which does not include any additional pitches as stated.

Public response

- Relocating rugby club and building is a poor substitute.
- Wimborne Rugby Club has not agreed to any proposals.

Infrastructure

Wimborne Minster Town Council

- Paragraph 17.5.7 The Town Centre is not easily accessed by bicycle.

Go South Coast Buses

- Size of allocation makes it unlikely to support key local facilities and so bus route would need to rely on development need only - not proven this is possible therefore object to allocations.

1.12. Policy WMC6: Land at Leigh Farm

Development strategy and scale

Savills on behalf of Bracken Developments Ltd

- The council should amend the boundary to increase the allocation area as proposed by the developer to ensure that future development of further much-needed dwellings can be delivered.

Public response

- Too large an area in already highly populated area.
- Should not be able to reduce number of affordable homes following planning being granted.
- Covenant on homes needed to prevent second homes.
- Queries why it should be limited to below the 35m contour.
- Need to census all new builds before considering more housebuilding.

Green Belt

Wimborne Minster Town Council

- Comments from the Core Strategy regarding narrowness of the Green Belt between the two settlements still applies, and should be referenced.

Savills on behalf of Bracken Developments Ltd

- Suggest that that the proposed Green Belt boundary change also considers the removal of land within the north of Site, highlighted for use for SANG, and also for land to the south of the Site.

Public response

- Greenbelt should be protected, building on this site will affect the character of Wimborne and help join Wimborne and Colehill.
- Over the last few years, many residents surrounding the site have bought parts of the greenbelt land so the area available may be considerably smaller.
- Green Belt assessment considers land 'moderate' however assessment is flawed as considered six pieces of land separately and when combined WMC6, 7 and 8 comprise half the green belt separating WMC.
- This is the last piece of Green Belt on the east side of Colehill.

Highways and access

Wimborne Minster Town Council

- WMTC is aware that the owner of the railway line (from Northleigh Lane to Greenclose Lane) refuses permission for this land to be included in the Plan and wants it removed.
- The proposed access to the site via Birchdale Road is unsuitable, it is too narrow and joins Cranfield Avenue on a dangerous bend.

Colehill Parish Council

- Land at Leigh Farm must require that the new foot / cycle path along the disused rail line connects to ByTheWay Field, and the new cycle path on Leigh Road.
- Parts of railway are in private gardens, no access from bridge on Northleigh Lane and any further eastwards is on private land.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Concern with narrow surrounding roads.

Public response

- The site is hilly and access from Birchdale Road / Cranfield Avenue is steep, as well as being on a blind bend.
- The site has no public access.
- Public access along the disused railway from Leigh Lane to Northleigh Lane should be facilitated, as this could actually increase pedestrian safety from Leigh Lane and The Vineries.
- Paragraph 17.5.11 - public access and a cycle pathway along the disused railway line between Leigh Road and Northleigh Lane will not be possible. It is privately owned.
- Residents are responsible for unadopted footpath of Greenclose Lane, if adopted as part of the development this should not result in a financial burden to residents, and no loss to quality of life for residents.
- Concern that proposed access at Birchdale Rd is a narrow cul de sac where children play.
- Concern with access to Birchdale Rd from Cranfield Ave - a sweeping bend which is badly sighted for the turning right.
- Traffic and highway safety issues at Beaucroft Road, St John's Road, Cranfield Ave.
- Access will be disruptive and noisy contributing to further pollution.
- Should use Leigh Farm industrial area as access.
- Oakdene Close not adopted access, is gravelled.
- Would need to double yellow line Cranfield Road to prevent people parking on the road, blocking access.
- Access unsuitable for more than 10 houses.
- Beaucroft Road too narrow for cars to pass.
- Access is required off Leigh Road.

- Runs to St John's Hill at Rowlands Hill - tight corner and small roundabout which is awkward for cars and buses and no space to widen junction.
- Lack of drop kerbs and safe crossings for pedestrians.

Biodiversity and Environment

Wimborne Minster Town Council

- The site should be considered for 'Site of Nature Conservation Interest' status. It is a unique piece of land, it has no public access and is home to many different protected species.

Natural England

- All sites are within 5km of designated heathland and are therefore required to provide appropriate SANG to mitigate impacts on the surrounding heathland.
- An ecological assessment of the site should be completed and at least a 10% biodiversity net gain
- The sites proposed support permanent grassland and are included in the Dorset Ecological networks. Proper assessment of the grassland is required. Any development would need to avoid harm to priority species and habitats.
- The remainder of the site should be secured as part of a wider area of informal open space which will help to deliver Suitable Alternative Green Space (SANG) to mitigate impact on nearby heathland sites, in a strategic way.
- Wimborne has few greenspaces left.

Environment Agency

- We are pleased to see that green space will be incorporated into the site. This should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Royal Society for the Protection of Birds (RSPB)

- We understand there is evidence that this site could hold SNCI-quality habitat including areas of unimproved grassland. We strongly recommend that DC seek further data and take full account of the findings before confirming the final size and location of these allocations.
- We recognise and welcome the existing and proposed SANGS and other greenspaces within Wimborne and Colehill.
- There is no reference to a SANGS requirement in this policy although there is in the accompanying text in paragraph 17.5.12. For consistency with other policies and to provide greater weight to the need for a SANG, we wish to see inclusion of additional SANG text in line with WMC4 para IV.

Amphibian and Reptile Conservation

- Oppose development. There is requirement to prior assess priority habitats and species, and have a recent SFRA combined with SuDS assessment. This allocation is functionally linked with Leigh Common SNCI and Woodland House Meadow SNCI. If taken forward it must establish coherent ecological networks, which connect designated sites of importance to wildlife to prevent habitat fragmentation and retention and extension of habitat connectivity including existing SNCIs.
- Add new bullet "The biodiversity interest of the site will be retained, enhanced and managed within the Leigh Valley ecological network".

Dorset Wildlife Trust

- WM6 lies within an area with a high level of mapped Existing Ecological Network and Higher Potential Ecological Network, giving a strong indication of the ecological importance of this area.

- The area includes three SNCl important for its relict neutral grassland. As a whole, the area has a network of small fields, hedgerows, woodland and watercourses and provides an ecological corridor between the River Stour and the rural land to the north of Wimborne and Colehill.
- Dorset Wildlife Trust strongly objects to this allocation due to the lack of information on the biodiversity quality of the allocation site which is within an area where other grasslands and woodlands are of high biodiversity value and forms an important corridor of connecting habitat.
- If the Council is minded to take this forward, we recommend the following changes to policy: 1. Protection of any areas of priority habitat and watercourses as well as existing hedgerows and trees. 2. Information regarding the requirements and location of a SANG and other green infrastructure based on ecological considerations on site and continued functional links with surrounding parts of the ecological network including the Leigh Common SNCl.

East Dorset Environment Partnership

- Importance of undertaking at least Phase 1 habitat survey.
- Small fields are far more significant than simply a “landscape feature” (as described by LUC).
- Areas generally have a greater biodiversity than many of their more rural counterparts - varying dominance of native grasses and almost always include at least a ‘basic’ herb list.
- Large portions of the site are mapped as Existing or Higher Potential Ecological Network.
- Concern with risk of depletion of biodiversity as a result of isolation and also from encroachment of non-native garden species and cultivars.
- Priority Habitats such as lowland meadow and purple moor grass and rush pasture must be identified, protected and enhanced and ecological linkages retained.
- Suggestion that changes in the drainage pattern will alter the biodiversity of the sites themselves and adjacent land.

Savills on behalf of Bracken Developments Ltd

- The Site itself does not contain any statutory environmental constraints, though an ecology appraisal has been undertaken that has found evidence of badgers on Site.

Chapman Lily Planning on behalf of WH White Ltd

- The strategy for delivering the SANG to support development at Leigh Farm is unclear, which casts serious doubt on the site’s deliverability –
- The ability or otherwise to deliver a SANG has not been factored into the reasoning behind selecting the site in the sustainability appraisal.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- A SANG will most certainly be required alongside this site however, the strategy for delivering the SANG is unclear.

Public response

- This piece of land is perhaps unique, in that it has no public access. It forms a natural corridor.
- Negative impact on existing residents.
- Sites on the brown field register should be used first.
- Use nature walk opportunity (route of disused railway line) as entry way to site.
- Net gain will not happen in reality, biodiversity cannot be replaced like for like elsewhere.
- Small pockets of managed green space are not habitats for wildlife.
- Leigh Common with nature reserve would become insufficient.
- Not consistent with biodiversity and environmental aims set out in part 3 of the plan.
- Wildlife corridor between Leigh Woods and Wesley Woods would be cut off.
- Query how proposal is compliant with Badgers Act 1992, the Wildlife and Countryside Act 1991, the Hedgerows Regulations 1997.

- Forms part of corridor of habitat between Wesley Woods and Stour Valley.
- A host of wildlife on this land, including badger sets, (another protected animal), deer, buzzards, grass snakes, slow worms, grass snake, lizards, sparrow hawk, foxes, voles, kestrels.
- Concern with loss of Skylark habitat.
- Concern with loss of hedgerows and biodiversity impacts.
- Reference to SoS Inspector in previously highlighting the verdant nature of the site and its visual amenity quality.

Flooding, water, and sewage

Environment Agency

- Modelling and flood history searches of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.

East Dorset Environment Partnership

- Suggestion that simply including a requirement for SUDS in Policy will lead to a piecemeal approach to land drainage that works on the basis of first come first served

Wessex Water

- Wessex Water have no objections - local connections to foul networks subject to application, no surface water connections to foul sewers.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Concern with surface water flood risk.

Public response

- The lower area of the Old Manor Farm field, south of the embankment, is very near the water table level and there have been issues with flooding here.
- Areas to the East at risk of surface water flooding meaning development should be focused in the western part and to the north of the disused railway.
- Loss of natural drainage around the estate which is essential to prevent flooding.
- Cutting down trees will worsen drainage problems.
- Site gets waterlogged at western edge adjacent to Birchdale Road and central near to spring which historically flowed to culvert under railway line.
- Manufactured green spaces may be good for families but not for those that want a more natural environment.
- How will the site link with the Stour Valley Park.
- Open space should be one accessible site not small sections which provide minimal benefit.
- Site has many underground water ways, which cannot be disturbed.

Heritage

Historic England

- Amend supporting text and relevant criterion to ensure the significance of the listed farmhouses are conserved and enhanced including their settings.

Savills on behalf of Bracken Developments Ltd

- Landscape assessment undertaken - features of the Site mean that it is largely visually contained, and views are also limited from within the Site - the Site is considered to be developable without unacceptable harm to the setting of the Listed Old Manor Farmhouse.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Concern with impact on the setting of the grade II* listed Old Manor Farmhouse to the south.

Public response

- Impact on Conservation Area and special character areas.
- Doesn't mention Grade II listed building in Green Close Lane.
- Old Manor Farmhouse Grade II* listed and dates to 16th C - have reinstated farmhouse moat to east, and southern side acts as drainage to Highland Park estate.
- Wimborne and Colehill's early history has only been briefly explored inc two archaeological investigations in 1982, and one watching brief in 1983. Developments would likely destroy important historical evidence that has not yet been uncovered.

Infrastructure Requirements

Bournemouth Transport Ltd trading as Yellow Buses

- We would like to see reference for these developments at improving public transport access to this area.
- Developments offer the ability for the Leigh Road area to have access to public transport serving Wimborne and local employment site such as Ferndown Industrial Estate.

Dorset Cyclists Network

- Policy must be strengthened on providing for active travel within site and gaining access to routes off site.

Go South Coast Buses

- support, good footway and cycling connections required to enable modal shift towards bus here

Savills on behalf of Bracken Developments Ltd

- The site is well served by public transport provision.

Public response

- The cycleway proposed would not be long enough and the site gets wet in the winter.
- Traffic management plan needed.
- Require infrastructure investment first.
- No bus service between Wimborne and Ferndown.
- Link up cycle ways in urban areas.
- Cycle lanes including one to Canford Bottom will not solve issues for all the houses planned.
- Support for old railway as cycleway.
- Insensitivity shown of the limitations of the topography, infrastructure, narrow historic street layout and the town being centred on three medieval bridges and one ill functioning roundabout (Canford Bottom).
- Colehill is an area without a centre and without many local amenities.
- Paragraph 17.5.7 - it is not the case that there has always been a regular bus service along Leigh Road.

Education/Health

Savills on behalf of Bracken Developments Ltd

- The site is well serviced by education, healthcare and other local facilities.

Public response

- Building of more houses will affect safety of children walking to school.

- Need for GPs locally.
- Traffic noise and vehicle pollution recently increased significantly.
- Importance of green space for positive mental and physical health

Employment

Wimborne Minster Town Council

- As no new key employment sites are envisaged in WC there will inevitably be increased commuting.

Public response

- No additional jobs have been created in the area, meaning more commuting to BCP.
- Employment offered in Wimborne will not support salaries required to purchase properties.

Recreation and Outdoor Space

Wimborne Minster Town Council

- A SANG is completely different to green open space and the Green Belt. Moreover, a SANG would not be needed if there were no development.

Businesses

- The strategy for delivering the SANG to support development at Leigh Farm is unclear.

Public response

- This side of town does not need additional open spaces but to retain rural feel of the community.
- Increase site northwards to include land accessed off Hornbeam Way as public accessed land - would make excellent quiet open land with views over Stour Valley.
- Lack of clarity on SANG delivery for this site.

Amenity, contamination, and health

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Potential contamination from the disused railway
- Noise disturbance from nearby employment.

1.13. Policy WMC7: Land at Northleigh Lane

Development strategy and scale

Ken Parke Planning Consultants on behalf of ASN Capital Ltd

- Promotion of the majority part of the WMC7 allocation.
- Do not consider that the proposed number of dwellings can be supported, because it will not allow for the site to be delivered with the associated infrastructure improvements and contributions in a sustainable manner.
- 100 units on the site would not be viable.
- 100 units on this site and including public open space and SANG provision would result in 8dph in order to bring this site forwards a greater number of units will be required to enable appropriate improvements to associated infrastructure.

- WMC7 is available and deliverable for housing development and is a highly sustainable site which should be prioritised for housing development of a scale which reflects its strategic location and makes best and most efficient use of the available land.
- Suggest increasing the number of the whole of WMC7 to 350 dwellings – 285 dwellings within our clients control.
- Reference to masterplan produced.

Spruce Town Planning on behalf of Harry J Palmer Holdings Ltd

- Promotion of part of the proposed allocation.
- The location is close to the centre of Wimborne making it an ideal location to provide new homes.
- Site plans show a development of circa 50 homes, arranged across the site to preserve important trees. We assume that the remainder of the housing development covered by policy WMC7 would be delivered by others on land east of Leigh Lane.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Inconsistencies between the SHLAA assessment and proposed allocation – suggestion that the site is therefore not available.
- The SHLAA entry concludes that of the 6.27ha that have been promoted, only 0.618ha would be developable, enough to deliver 19 homes.

Businesses

- The allocated site east of Northleigh Lane is significantly larger than the promoted SHLAA site.

Public response

- New housing need calculations should be delayed until the updated results of the most recent census are published to allow a more accurate understanding of current housing needs.
- Wimborne and Colehill comprise one of the most sustainable settlements within the South Eastern Dorset Functional Area, close to the BCP conurbation, having their own services and facilities and local employment, the settlement is capable of supporting a greater quantum of strategic growth.
- Wimborne & Colehill policy does not address the need for affordable housing for local young adults.
- The proposal to build so many houses within the Colehill parish is excessive.
- Concern with density of development.

Green Belt

Ken Parke Planning Consultants on behalf of ASN Capital Ltd

- The Assessment concludes that the role played by the Site in the purposes of the Green Belt is less important than set out in the Christchurch and East Dorset Green Belt Assessment, reducing the contribution to purpose 2 (preventing neighbouring towns merging into one another).
- The presence of the vegetated southern edge could form a strong new Green Belt boundary.

Spruce Town Planning on behalf of Harry J Palmer Holdings Ltd

- The findings of the Strategic Green Belt Review for Colehill concludes that the site is not close enough to the built-up area to be associated with it. As such, development here would not be perceived as sprawl of the urban area.

Chapman Lily Planning on behalf of WH White Ltd

- SHLAA submission and allocation are different with no explanation as to why, conflicting messages between the draft policy and the SHLAA regarding landscape, we believe that

developing the site would lead to harm in green belt terms and are not convinced the site is deliverable.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Concurs with the conclusions of the green belt review and questions why, in light of the identified conflict with at least two of the purposes of the designation, the land has been recommended for an allocation.
- Development here would appreciably reduce the gap between Wimborne and Colehill, contrary to this purpose of the green belt.
- Cawdor believes that developing the site would lead to harm in green belt terms and they are not convinced the site is deliverable.

Businesses

- The green belt review identifies conflict with two of the purposes of the designation (merging of settlements and encroachment on the countryside) which would lead to harm in green belt terms.

Public response

- Support for maintaining green belt between Wimborne and Colehill, keeping Colehill's individual identity.
- 1,450 new homes have been built/being built in Wimborne, all on Green Spaces, no justification for building even more houses, especially on the Green Belt.
- Building on the Green Belt is in complete contradiction to Dorset Council's declared Climate & Ecological Emergency.
- Green Belt should be protected at all costs to limit the urban sprawl.
- This piece of Green Belt is precious and the last remaining piece north of the River Stour.
- With reference to purpose 1 of the Green Belt - area to the north of the SANG is used all the time with footpaths crossing it, proposed land specifically divides the urban areas of Wimborne and Colehill. It is a 'strategic gap'.
- With reference to purpose 2 of the Green Belt - proposed site specifically acts as a buffer to prevent neighbouring towns merging into one another.
- With reference to purpose 3 of the Green Belt - land is a vitally important wildlife corridor with local evidence of water voles in the many streams running through the fields as well as bats, badgers, foxes, swallows, deer, buzzards. land is a natural open area that leads on up to Cannon Hill woods, the last piece of permanent open, accessible land between residential areas to the north, south, east and west.
- With reference to purpose 4 of the Green Belt - A major entry road to Wimborne is Leigh Road, importance of the site in the openness and attractiveness of the area, development will not preserve Wimborne's setting as a historic town and will impact on tourist numbers to the town.
- With reference to purpose 5 of the Green Belt - does not believe that the brownfield map for the area around Wimborne and Colehill is accurate - many disused sites (that have been empty for years), that should be exhausted before even greenfield sites are built on.
- Site has been previously rejected due to importance of the Green Belt.
- Concern that the Detailed Harm assessment for the site (C030) is contradictory in terms of the assessment and the minor-moderate harm rating.

Highways and access

Spruce Town Planning on behalf of Harry J Palmer Holdings Ltd

- A preliminary highways assessment has been submitted.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Concern with the narrow access to the site.

Public response

- Access from Leigh Lane and Northleigh Lane are undesirable as both are small roads.
- Multiple pedestrian access points are proposed (section WMC7) to link the adjacent residential area. This is important as Leigh Lane and The Vineries residents fall into the Colehill First School catchment area, maintaining pedestrian access from Leigh Lane to Park Homer Road and Middlehill Road is important.
- Separating Cutlers Place and The Vineries, to also avoid the proposed new road being used as a cut through from Hayes Lane towards Wimborne town and thereby avoiding Leigh Road.
- Currently access to the Vineries Estate is via one narrow lane.
- An additional site junction in addition to the existing Quarter Jack estate will make traffic chaos.
- Weight restriction bridge on Northleigh Lane.
- Northleigh Lane, Beaucroft Road and Gravel Hill are already used as “cut throughs” from the already congested Leigh Road to Colehill. These roads and area are not suitable for the level of traffic they already have.
- Access to site includes extremely busy bridges with no pedestrian facility. Crossing the bridge on foot is dangerous.
- Roads around WMC7 are narrow with limited passing places.
- Query how development will improve public access and what access is to.
- Concern with existing levels of commuting and potential addition to this.
- General concern with capacity of surrounding roads and highway safety issues.

Air Quality

Public response

- Other generations should have the same right to the fresh air and wildlife other generations have enjoyed, this would be lost if 100's of houses are built here.

Biodiversity and Environment

Natural England

- All sites are within 5km of designated heathland and are therefore required to provide appropriate SANG to mitigate impacts on the surrounding heathland.
- An ecological assessment of the site should be completed and at least a 10% biodiversity net gain (Natural England).
- The sites proposed support permanent grassland and are included in the Dorset Ecological networks. Proper assessment of the grassland is required. Any development would need to avoid harm to priority species and habitats.
- The remainder of the site should be secured as part of a wider area of informal open space which will help to deliver Suitable Alternative Green Space (SANG) to mitigate impact on nearby heathland sites, in a strategic way.

Environment Agency

- We are pleased to see that green space will be incorporated into the site. This should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Royal Society for the Protection of Birds (RSPB)

- We welcome and SUPPORT recognition of the importance of the Bytheway Field SANG in para 1 of the policy and in the accompanying text in para 17.5.13, although we note the lack of reference to ENV2 unlike policy WMC3-4.

Dorset Wildlife Trust

- WM7 lies within an area with a high level of mapped Existing Ecological Network and Higher Potential Ecological Network, giving a strong indication of the ecological importance of this area.
- Dorset Wildlife Trust strongly objects to this allocation due to the lack of information on the biodiversity quality of the allocation site which is within an area where other grasslands and woodlands are of high biodiversity value and forms an important corridor of connecting habitat.
- If the Council is minded to take this forward, we recommend the following changes to policy: 1. Protection of any areas of priority habitat and watercourses as well as existing hedgerows and trees. 2. Information regarding the requirements and location of the development, SANG and green infrastructure based on ecological considerations on site and continued functional links with surrounding parts of the ecological network including the Leigh Common SNCI, Bytheway Field SANG and any greenspace in adjacent developments.

Amphibian and Reptile Conservation

- Oppose development. There is a requirement to prior assess priority habitats, species, and have a recent SFRA combined with SuDS assessment. This site functions within Leigh valley ecological network that is linked with both SNCIs. It contains priority habitats. If taken forward it must conserve, restore, or enhance priority habitats, establish coherent ecological networks and retention and extension of habitat connectivity. Bullet point two. Include “maintain and enhance the biodiversity of green space and ensure linkage to the existing and potential ecological networks”.

East Dorset Environment Partnership

- Importance of undertaking at least Phase 1 habitat survey.
- Small fields are far more significant than simply a “landscape feature” (as described by LUC).
- Areas generally have a greater biodiversity than many of their more rural counterparts - varying dominance of native grasses and almost always include at least a ‘basic’ herb list.
- Large portions of the site are mapped as Existing or Higher Potential Ecological Network.
- Concern with risk of depletion of biodiversity as a result of isolation and also from encroachment of non-native garden species and cultivars.
- Priority Habitats such as lowland meadow and purple moor grass and rush pasture must be identified, protected and enhanced and ecological linkages retained.
- Suggestion that changes in the drainage pattern will alter the biodiversity of the sites themselves and adjacent land.

Erica Trust

- Leigh Basin area is a largely undeveloped section of high-quality countryside forming a natural gap between areas south of Colehill.
- Impact on designated SNCIs in the area, existing ecological networks, the intrinsic natural beauty of the area and heritage related to the area’s land use history.
- Potential loss of carbon holding capacity as a result of development.
- Suggestion that a Nature Park could be an alternative and more appropriate multi functional land use for the site.

Ken Parke Planning Consultants on behalf of ASN Capital Ltd

- Confirmation that a SANG would be delivered as part of the development.

Public response

- Proposing this site would reduce the available area for wildlife.
- Northwest section of WMC7 different character and is undulating with mature trees and paddocks.
- Additional building will have an impact on climate change with the removal of trees and hedgerows.
- Land has a large number of heritage trees with preservation orders.
- From an environmental view it is good to read in the Local plan (section 17.5.14) that trees and hedges will be retained.
- If some housing development is necessary then planning for another SANG must be a priority, the current bythway field already gets very busy in the afternoons/weekends.
- The vision of Worthing Borough Council should be used as a springboard for Dorset Council to buy land or use existing Borough-owned land to create managed wildlife areas.
- The site is recognised locally to be an active wildlife habitat and corridor.
- Queries how building on green belt will provide biodiversity net gain.
- People will drive to protected heathlands to escape over-populated urban environment proposed.
- Presence of: Deer, Badger, Tawny and Small Owls, Wild flowers, bats, water voles and frogs, butterflies.

Flooding, water, and sewage

Environment Agency

- Modelling and flood history searches of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.

East Dorset Environment Partnership

- Suggestion that simply including a requirement for SUDS in Policy will lead to a piecemeal approach to land drainage that works on the basis of first come first served.

Public response

- Site gets regularly saturated with rainfall.
- Additional building would increase run-off onto bythway SANG increasing flooding, the drainage of the land at this site and surrounding areas (*including Bythway) needs to be significantly improved.
- Disturbance of the numerous springs in the area.
- Building more houses creates hard surfaces increasing flooding, and increasing pollutants in the river Stour.
- Suggestion that surrounding properties have been previously impacted by flooding.
- There are significant underground streams that flow through the land - area is prone to housing subsidence - concern with future environmental harm from diverting rivers.

Landscape and character

Ken Parke Planning Consultants on behalf of ASN Capital Ltd

- The existing tree and hedgerow framework, continuation of settlement pattern and strong southern boundary which would limit encroachment into the countryside.

Spruce Town Planning on behalf of Harry J Palmer Holdings Ltd

- A preliminary Arboricultural report has been produced, which identifies important trees on the site.

- Submitted site plan demonstrates that development can be provided whilst also ensuring that important areas of landscaping at the site edges are maintained.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Heavily tree-lined, including with some larger specimens. The site is subject to a blanket TPO.
- The landscape sensitivities in terms of visual impacts and trees, severely limit the scope to deliver anywhere near the 100 dwellings envisaged.
- The SHLAA states how 'the northern part of the site is very visible and could have wider landscape impacts'.

Public response

- The 2005 East Dorset Council study on Local Conservation areas notes: "Northleigh Lane, Kyrchil Lane and Kyrchil Way are old established rights of way that have remained largely unaltered". Pages 8-14 of the study note the Sylvan quality of the area, green spaces on slopes with mature trees all contributing to the characterisation of the area, this area highlighted in the report will be significantly impacted by the proposal.
- Impact on countryside.

Infrastructure Requirements

Spruce Town Planning on behalf of Harry J Palmer Holdings Ltd

- Suggest the site is close to public transport - the bus routes that run along Leigh Road and Middlehill Road.

Bournemouth Transport Ltd trading as Yellow Buses

- We would like to see reference for these developments at improving public transport access to this area.
- These developments offer the ability for the Leigh Road area to have access to public transport serving Wimborne and local employment site such as Ferndown Industrial Estate.

Colehill Parish Council

- Land East of Northleigh Lane must require new foot / cycle links to be established to connect with the main population areas of Colehill to the North and East.

Go South Coast Buses

- Support - not directly on bus route however facilities exist on Wimborne Road for service 13 to Bournemouth, however centre of site around 600m from existing services.

Dorset Cyclists Network

- The policy must be strengthened on providing for active travel within the site as well as gaining access to routes off site.

Public response

- Impact on infrastructure, insufficient provision has been made to accommodate this.
- There is a need for more housing and it is great to live in a popular growing community. However, we have a number of concerns about the local infrastructure and road safety.
- Lack of pavements along Northleigh Lane, risking local residents' safety.
- Canford Bottom roundabout already has significant issues and additional houses in the area will exacerbate this.
- Public transport in the area is inadequate and people will not take young children to school, go shopping or travel more than 5 miles to work on bikes.
- Support for more pathways and cycleways.

- Unacceptable burden on two roads to BCP.
- High school children not able to safely cycle to school.

Education/Health

Public response

- The land is used for recreation, links the urban area to the surrounding countryside and has a number of footpaths also linking the estate of the Vineries to Colehill, especially the schools of St Michael's Middle and Colehill First and the church of St Michaels.
- Challenges facing oversubscribed schools and doctors' surgeries
- Deprive existing residents of amenity and open space impacting on their mental and physical health.
- 100 additional homes with vehicle access leading onto Olivers Road will add additional traffic onto a road network used by children walking to school / bus stops for school busses.
- There needs to be additional thought into primary and secondary school provision, schools are already very oversubscribed.
- No medical provision in Colehill.

Climate Change

Public response

- Limit impact on the environment low using more sustainable & environmentally conscious heating & water systems.

Design

Public response

- Any development to N-W of site should be low density and tightly controlled.
- Redevelop existing brownfield sites including the police station and law courts, the Pippins building.
- Adverse visual impact.
- The Council has not given enough weight to the special character of historic Wimborne which has been impacted by developments over the last 3-5 years.

Facilities/Services

Public response

- Lack of local services and facilities inc Doctors surgeries, supermarkets, public transport.
- Pressures on the local amenities' schools, doctors, dentists.

Employment

Public response

- limited immediate employment. People will be travelling out of area to their places of work leading to one of the most serious issues - traffic flow and congestion.
- No analysis of where people living in Wimborne Minster and Colehill work, either now or in the future if they move to new homes.
- Retention of existing employment will not reduce out-commuting, might lessen increase in out-commuting.

1.14. Policy WMC8: Land North of Wimborne Road

Development strategy and scale

Pegasus Group on behalf of Bellway Homes

- Promotion of the site for development for 140 homes.

Public response

- The new houses are unaffordable to local young people.
- Allocate some serviced plots to locals who live and work in the area and want a truly affordable home.
- Support for more housing in Colehill to increase supply and reduce prices.
- The existing development sites haven't sold all their properties yet, and there shouldn't be any commitment to build new houses until the existing ones are sold.
- Agree with the allocation of this site for development with housing. The location is close to the centre of Wimborne making it an ideal location to provide new homes and contribute to the housing targets set by the Local Plan.
- Density 3 times that of existing neighbourhood.

Green Belt

Pegasus Group on behalf of Bellway Homes

- Disagree with conclusion of Stage 1 of the Strategic Green Belt Review which assesses CO28 as making a moderate contribution to preventing towns merging, as the study confirms elsewhere that Wimborne Minster and Colehill are a single town - should therefore be treated as making No contribution to Purpose 2.
- Objection raised to the Stage 2 assessment's differentiation between the release of the northern part of the site and the release of the whole site - it has already been established that Wimborne Minster and Colehill are a single town, so that there is no gap.
- In Green Belt terms, there is therefore no justification for concentrating development in the northern part of the site, as proposed by draft policy WMC8.
- Layout will mitigate the visual impact of the site's release from the Green Belt and of its development on the local landscape.

Public response

- Objection to merging Wimborne and Colehill.
- Focus for development must be on brownfield sites.
- The reallocation of Green Belt land to development cannot be undone, and once lost this essential element of the community of Colehill cannot be reclaimed.
- Open space and greenbelt is critical to the setting of Wimborne.
- Housing sites elsewhere in Dorset should be made to meet their housing needs before releasing greenbelt.

Highways and access

Public response

- A road extension to Park Homer Drive into the new development would ruin the quiet character of the neighbourhood.

Biodiversity and Environment

Natural England

- All sites are within 5km of designated heathland and are therefore required to provide appropriate SANG to mitigate impacts on the surrounding heathland.
- An ecological assessment of the site should be completed and at least a 10% biodiversity net gain (Natural England).
- The sites proposed support permanent grassland and are included in the Dorset Ecological networks. Proper assessment of the grassland is required. Any development would need to avoid harm to priority species and habitats.
- The remainder of the site should be secured as part of a wider area of informal open space which will help to deliver Suitable Alternative Green Space (SANG) to mitigate impact on nearby heathland sites, in a strategic way.

Royal Society for the Protection of Birds (RSPB)

- We welcome and SUPPORT recognition of the importance of the Bytheway Field SANG in para III of the policy and in the accompanying text in para 17.5.15, although we note the lack of reference to ENV2 unlike policy WMC3-4.

Amphibian and Reptile Conservation

- Oppose development. There is requirement to prior assess priority habitats and species, and have a recent SFRA combined with SuDS assessment. If this allocation is taken forward, it must “conserve, restore, or enhance priority habitats”, “establish coherent ecological networks” and “retention and extension of habitat connectivity”. WMC8 in III say “The priority habitats of Purple Moor Grass and Rush Pasture will be protected, buffered, enhanced and connected to habitats within the BytheWay Field SANG”.

Dorset Wildlife Trust

- This site lies immediately adjacent to Bytheway Field SANG and within an area with a high level of mapped Existing Ecological Network and Higher Potential Ecological Network, giving a strong indication of the ecological importance of this area although not all areas have been surveyed and assessed.
- The site includes a network of small watercourses, hedgerows and trees and the LUC landscape assessment identifies the presence of priority habitat purple moor grass and rush pasture on site.
- Without sufficient ecological information on the presence of priority habitats and protected species, the scope for avoidance/mitigation to protect biodiversity, opportunities for net biodiversity gain on site, and the possible position/design/size of development and open space/SANG cannot be assessed, or the viability of the development determined. Without this, we believe there will remain a degree of uncertainty over the deliverability of this allocation.
- Dorset Wildlife Trust strongly objects to this allocation due to 1. The lack of information on the biodiversity quality of the allocation site which is within an area where other grasslands and woodlands are of high biodiversity and 2. The lack of reference to the need to provide a SANG to mitigate adverse impacts on nearby heathlands.
- If the Council is minded to take this forward, we recommend the following changes to policy: 1. Protection of any areas of priority habitat and watercourses as well as existing hedgerows and trees. 2. Information regarding the requirements and location of the development, SANG and green infrastructure based on ecological considerations on site and continued functional links with surrounding parts of the ecological network and Bytheway Field SANG.

East Dorset Environment Partnership

- Importance of undertaking at least Phase 1 habitat survey.
- small fields are far more significant than simply a “landscape feature” (as described by LUC).
- Areas generally have a greater biodiversity than many of their more rural counterparts - varying dominance of native grasses and almost always include at least a ‘basic’ herb list.
- Large portions of the site are mapped as Existing or Higher Potential Ecological Network.
- Concern with risk of depletion of biodiversity as a result of isolation and also from encroachment of non-native garden species and cultivars.
- Priority Habitats such as lowland meadow and purple moor grass and rush pasture must be identified, protected and enhanced and ecological linkages retained.
- Suggestion that changes in the drainage pattern will alter the biodiversity of the sites themselves and adjacent land.

Erica Trust

- WMC7 area – existence of neutral grassland, mature specimen trees, and hedges – suggestion of high overall biodiversity in part associated with flushes or seepages.
- WMC7 – other sections of the site suggested to be no more than semi-improved, with biodiversity interest, with wells and seepages.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- The location is no less sensitive than that of the omission site at Lonnen Road, the site is very sensitive reflected to some degree by the double negative scoring in the SA in terms of landscape and impacts on the historic environment.
- Close proximity to an SNCI.
- Veteran trees and tree groups across the site, with mature hedgerows along the site boundary.

Public response

- Loss of wildlife.
- Retain the wooded coppice behind 24-26 Park Homer Drive, important area for wildlife.
- Ecologically valuable green space between the Vineries in the west and Cutlers Place / Oliver’s Way in the east.
- Development along the SANG boundary would prevent wildlife moving between Green Belt sites.
- Concern with recent ploughing of the site - LUC assessment includes priority habitats purple moor grass and rush pasture.

Flooding, water, and sewage

Environment Agency

- New flood risk mapping outlines are available for the Lower Stour (FZ2) and will need to be considered for this site as part of the SFRA (pdf of outlines has been sent to the Lead Local Flood Authority (LLFA), and public maps due to be updated). These new outlines place significant amounts of this site at flood risk, and its suitability for development will need to be reconsidered. As a minimum, allocation boundaries and therefore development must be adjusted to remove any land shown within new flood risk outlines, and suitable access and egress to any developable area of the site considered. Housing targets should be adjusted accordingly.
- The site also has a number of ordinary watercourses present, which will require flood history searches and may require modelling to better understand the flood risk prior to allocation of the site.

- If still suitable for development, developer contributions should be considered towards the continued flood defence infrastructure improvements required for Wimborne with climate change.

Wessex Water

- Sewer network enhancements for this potential allocation will be considered in relation to WCM9 & existing allocations. Will require close consultation with the local authority to develop an improvement scheme which matches development phasing and quantum. Surface water and flood risk strategies must be in accordance with local and national policies. There must be no surface water connections to foul sewers.

East Dorset Environment Partnership

- Suggestion that simply including a requirement for SUDS in Policy will lead to a piecemeal approach to land drainage that works on the basis of first come first served.

Chapman Lily Planning on behalf of WH White Ltd and Cawdor Construction Developments Ltd

- Concern with surface water flooding issues on the site.

Public response

- Water Capacity management both Storm drain and Sewage must be considered properly.
- The area by Bytheway floods.
- Site helps to absorb run off and storm waters.

Heritage, landscape, character

Historic England

- Proportionate heritage impact assessment and masterplan to understand its capacity for development and the need for mitigation measures and additional specific policy criteria.

Pegasus Group on behalf of Bellway Homes

- East Dorset and Purbeck Areas Landscape and Heritage Study suggests that only a limited area of the southern part of the site may need to remain as open land to avoid harming the setting of the Listed building – and not "the southern part of the site" as suggested by draft policy WMC8.
- Block Plan attached shows how an area of the southern part of the site adjoining Bytheway can remain open and undeveloped.

Chapman Lily Planning on behalf of WH White Ltd

- Site has a number of constraints including heritage and landscape – as reflected to some degree by the SA.

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- The site helps to separate Wimborne and Colehill.
- There is the potential to negatively impact the setting of the grade II listed Bytheway.

Public response

- Impact on 'Bytheway' Grade II listed building by the only access point from Wimborne Road, or access point moved and designated open space cut in half; Listed building should not be compromised.

Infrastructure Requirements

Colehill Parish Council

- Land North of Wimborne Road West must require new foot / cycle paths to link with ByTheWay Field and the residential areas to the East. WMC8 refers to land North of Wimborne Road, it should say Wimborne Road West.

Bournemouth Transport Ltd trading as Yellow Buses

- Reference has been made to the Castleman Way, however in some cases this is some way away from the development.
- We would like to see reference for these developments at improving public transport access to this area.
- Developments offer the ability for the Leigh Road area to have access to public transport serving Wimborne and local employment site such as Ferndown Industrial Estate.

Go South Coast Buses

- Size of allocation makes it unlikely to support key local facilities and so bus route would need to rely on development need only - not proven this is possible therefore object to allocations.

Dorset Cyclists Network

- The policy must be strengthened on providing for active travel within the site as well as gaining access to routes off site.

Public response

- Lack of infrastructure in the area to cope with more houses.
- Building a flyover at the Canford Bottom roundabout and making the Wimborne bypass a dual carriageway would be more useful to the community.
- Nothing could mitigate the noise and pollution from the busy A31.
- Limited bus services to Bournemouth and Poole only.
- Leigh Road cycle lane fails to address bottleneck occurring approaching Wimborne, pavement barely wide enough for pedestrians.
- Walking into Wimborne from Colehill is a risk to life with narrow pavements and unsafe junctions.

Education/Health

Public response

- Impacts from additional traffic increasing pollution and affecting children's health.
- Lack of school spaces in the area.
- Lack of capacity in local GP surgeries, hospital and pharmacies.
- Increasing the provision of parking for Beaufort Special School within the School premises or move it to somewhere more suitable.
- Areas of open space are vitally important for physical and mental health and wellbeing of the residents of the parish.
- Result in negative impacts to air pollution.

Employment

Public response

- Lack of jobs in the area.

- New development will add to commuting, should not be encouraging people to move further away from where they work.

Facilities/Services

Public response

- More shops need to be included if the population of Colehill is expected to increase.
- No police station in Colehill.

Recreation and Outdoor Space

Pegasus Group on behalf of Bellway Homes

- The open space / SANG shown on the illustrative layout will enable improved cycle and pedestrian connections to be made from the housing areas to the north and east, through the extended areas of SANG, to the Leigh Road frontage to connect to the new cycleway being constructed between Wimborne and Ferndown.

Public response

- Concerns green spaces will be poor and unnatural as with new sites under construction on Wimborne Road.

Criteria II. and III.

Historic England

- Improvements to wording of criterion II to highlight need to avoid and minimise harm to the significance and setting of the affected listed By The Way.

Pegasus Group on behalf of Bellway Homes

- Criteria II. and III. - Objection raised to wording of policy WMC8, because it imposes restrictions on the location of housing development within the site which are not fully substantiated by the supporting reports which evidence the approach taken by the Local Plan.

1.15. Policy WMC9: Land South of Wimborne Road West

Development strategy and scale

Terence O'Rourke Limited on behalf of Pennyfarthing Homes

- Promotion of the site for delivery of around 200 new homes.
- Reference to submitted masterplan.

Public response

- This development makes more sense than others planned surround Leigh Road.
- The area has already had a large amount of development of the last 5 years and additional development could impact the beauty of area including for future generations.
- Proposed planning developments will help improve the economy of the town and local area.
- Modelling is essential to ensure housing is required, types, potential costs and position, which without the plan has no value.
- A better site than most of the other areas.
- Site is extremely close to the A31.
- Significant impact on the area when in conjunction with other planned developments (WMC6, WMC7, WMC8).

- Many new builds already being built in local area which are not selling.
- The ageing population seem to also have fewer available options as the current builds are marketed as family homes, the only other new developments for retired living.
- Additional need from BCP must be identified before the plan moves to examination.
- Housing should be made of mostly timber to keep carbon emissions down and reduce costs of building to make the housing more affordable.
- There should be affordable housing for first time buyers here to retain young families.
- Lack of affordability for local people in the new housing developments.

Green Belt

Terence O'Rourke Limited on behalf of Pennyfarthing Homes

- The site lacks any contribution to the five purposes of the Green Belt.

Public response

- This greenbelt land is a key rural buffer between the houses on the south side of Wimborne Road West, the loss of this strip of greenbelt separating A31 with Wimborne Road west would be negative for existing residents and will destroy views.
- Disregard for Green Belt designations.
- Not clear what exceptional circumstances are.
- Moderately high conclusion for site in the greenbelt evidence should be taken more seriously.
- SANG areas are not a replacement for greenbelt and will become over congested with so many people trying to use them.

Highways and access

Public response

- Access onto existing roads is a concern.
- The increase in traffic along Leigh Road will need to be taken into account.
- Reference to cycling and walking to the Wimborne Town Centre does not take into account the realities of expecting people to walk over 4miles round trip not counting any walking around the Town Centre.

Biodiversity and Environment

Natural England

- All sites are within 5km of designated heathland and are therefore required to provide appropriate SANG to mitigate impacts on the surrounding heathland.
- An ecological assessment of the site should be completed and at least a 10% biodiversity net gain (Natural England).
- The sites proposed support permanent grassland and are included in in the Dorset Ecological networks. Proper assessment of the grassland is required. Any development would need to avoid harm to priority species and habitats.
- The remainder of the site should be secured as part of a wider area of informal open space which will help to deliver Suitable Alternative Green Space (SANG) to mitigate impact on nearby heathland sites, in a strategic way.

Amphibian and Reptile Conservation

- The LUC assessment identifies hay meadows which will have high biodiversity. WMC9 III - Include “retain, buffer and enhance priority habitat and grassland areas that have high biodiversity”.

Dorset Wildlife Trust

- The site includes a watercourse to the Stour and should be protected, enhanced for its ecological interest and buffered. The LUC assessment identified areas of hay meadows, which could be of ecological interest and the site has hedgerows and trees on its boundaries which should be retained.
- Dorset Wildlife Trust objects to this allocation and considers that this site should not be brought forward without an assessment of its ecological interest, the ability to provide a SANG in a suitable location and opportunities for net biodiversity gain as part of its assessment for viability.
- We would expect the Policy to require protection of any priority habitats, and protection, enhancement and buffering of the watercourse and provision of green infrastructure that complements the neighbouring development.

Royal Society for the Protection of Birds (RSPB)

- We welcome and SUPPORT recognition of the importance of the Bytheway Field SANG in para III of the policy, although we note the lack of reference to ENV2 unlike policy WMC3-4.

Terence O'Rourke Limited on behalf of Pennyfarthing Homes

- Concerned the plan fails to allocate SANG land associated with this development.
- Development would extend the existing SANG and assist in the opportunity to create Strategic SANG of district importance and Stour Valley Park.
- Initial design work indicates that the SANG has the opportunity to provide a new circular footpath route and could accommodate visitor parking on land north of Old Ham Lane.
- The SANG would meet the recreation requirements of the proposed development to the north, whilst also providing the opportunity for additional capacity for other forthcoming residential developments in the area.
- The site is not subject to any nature conservation designations and there are no designations in the immediate vicinity of the site.

Public response

- More native trees on the site to reduce impact on wildlife.
- Loss of wildlife habitat.
- Existing parks and greenspaces would be insufficient to serve the local community.
- Incorporate nature and wildlife in the construction of the houses built, this should be top priority and the way forward for future housing developments. Need to preserve and make space for wildlife if Colehill and Wimborne is to remain a beautiful place.
- Bytheway floods and means people will travel further afield for recreation.
- Site forms part of Stour Valley Park area, queries what has happened to these plans.

Flooding, water, and Sewage

Environment Agency

- New flood risk mapping outlines are available for the Lower Stour (FZ2) and will need to be considered for this site as part of the SFRA (pdf of outlines has been sent to the Lead Local Flood Authority (LLFA), and public maps due to be updated). These new outlines place significant amounts of this site at flood risk, and its suitability for development will need to be reconsidered. As a minimum, allocation boundaries and therefore development must be adjusted to remove any land shown within new flood risk outlines, and suitable access and egress to any developable area of the site considered. Housing targets should be adjusted accordingly.

- The site also has a number of ordinary watercourses present, which will require flood history searches and may require modelling to better understand the flood risk prior to allocation of the site.
- If still suitable for development, developer contributions should be considered towards the continued flood defence infrastructure improvements required for Wimborne with climate change.

Wessex Water

- In accordance with Wessex Water's responsibilities as sewerage undertaker for the area we have no objections to this allocation

East Dorset Environment Partnership

- Suggestion that simply including a requirement for SUDS in Policy will lead to a piecemeal approach to land drainage that works on the basis of first come first served

Chapman Lily Planning on behalf of WH White Ltd and Cawdor Construction Developments Ltd (Cawdor)

- Concern with the location of the site adjacent to flood zones.
- Concern with surface water flooding.

Public response

- The area is at risk of flooding and diverting natural watercourses.
- The new Quarterjack development and near Julian's Bridge flooded recently, more building in this area means more flooding as the natural drainage is developed on.

Heritage, landscape, character

Historic England

- Consider that masterplanning should be undertaken for this site to inform a decision about its capacity for development. This should ensure that the line of the road and the setting of the scheduled Roman road are respected.
- Management of the scheduled monument and its setting also needs to be considered and there may be the need for additional specific mitigation measures and policy criteria to address this.

Terence O'Rourke Limited on behalf of Pennyfarthing Homes

- The site is not within or immediately adjacent to a Conservation Area and does not contain any designated heritage assets.
- A desk based archaeological assessment has been commissioned which, on review of the evidence, concludes that the Roman Road is very likely to cross the north-western corner of the site.
- The report recommends the route is preserved in the development as open space to enable opportunities to enhance the appreciation of the route and a geophysical survey is undertaken before a layout is finalised to confirm the route.

Chapman Lily Planning on behalf of WH White Ltd and Cawdor Construction Developments Ltd (Cawdor)

- Land south of Wimborne Road West has a number of constraints (as discussed in the SHLAA) which make it very sensitive, including its location adjacent to a flood zone, trees and hedges, high visibility from the A31 and a Roman road (designated as a scheduled monument), which is suspected to run through the site.

- In the light of the archaeological interest, it is considered that preliminary archaeological investigations are required in order to determine the developability of the site and its potential for allocation.

Public response

- Proximity to the Roman site means there won't be much viable building possible in this area.
- Wimborne is a beautiful and historic town with a distinct identity, this attracts many tourists who bring much needed revenue into the area.

Infrastructure Requirements

Colehill Parish Council

- Link to ByTheWay field needs to include a cycle link, and the means to safely cross the road to reach the SANG.

Dorset Cyclists Network

- No mention of active travel. The policy must be strengthened on providing for active travel within the site as well as gaining access to routes off site.

Terence O'Rourke Limited on behalf of Pennyfarthing Homes

- The delivery of the residential development to the north of the A31, will enable a key piece of the Stour Valley Strategic SANG to be brought forward, in combination with that residential development. This is a benefit of regional significance.

Public response

- This will still put a significant strain on road infrastructure including Canford bottom roundabout.
- Local infrastructure is already under strain and needs attention.
- Land should be used for conversion of the A31 into dual carriageway.
- No mention of active travel. The policy must be strengthened on providing for active travel within the site as well as gaining access to routes off site.
- Lack of public transport in the area, meaning most journeys are taken by car.
- Wimborne Road is getting increasingly congested meaning it is very difficult to cross.
- Colehill is already heavily over developed and infrastructure inadequate for the number of homes that have already been built.
- Colehill residents are very car dependent which is unlikely to change with a small number of additional cycle paths.
- As well as foot links to the SANG at ByTheWay Field, a safe cycle link should also be provided.
- The Plan references connections between Colehill and Wimborne, but fails to mention connections between Colehill and Ferndown.

Facilities/Services

Bournemouth Transport Ltd trading as Yellow Buses

- Reference has been made to the Castleman Way, however in some cases this is some way away from the development.
- We would like to see reference for these developments at improving public transport access to this area.
- Developments offer the ability for the Leigh Road area to have access to public transport serving Wimborne and local employment site such as Ferndown Industrial Estate.

Go South Coast Buses

- Size of allocation makes it unlikely to support key local facilities and so bus route would need to rely on development need only - not proven this is possible therefore object to allocations.

Colehill Parish Council

- Land South of Wimborne Road West specifies that foot/cycle links are required to Wimborne Road West and a foot link to ByTheWay Field. This needs to include a cycle link, and the means to safely cross the road to reach the SANG.

Public response

- Additional Schools, Doctors Surgeries and Dentists will all be required.
- Increased pressure on the current road network, increase in traffic pollution, increase in traffic incidents resulting in increased pressure on hospitals, police and fire service.
- The area is getting busier and busier, we need a period of pause to study the impact upon the local infrastructure (roads, schools, doctors surgeries) before we agree these building works.
- Parking on residential roads has becoming a problem as can be seen by St. Johns Hill and Cranfield Avenue.
- There is mention of extra sporting provisions.
- Lack of supermarkets in the area leading to people driving outside Wimborne for shopping.
- There is very little in terms of convenience or comparison retail or employment sites east of Brook Road for this side of Wimborne.

Education/Health

Public response

- More houses in the greenbelt will affect residents wellbeing.
- Noise from A31 and the B3073, trees will not prevent this noise.
- Competition for school places or medical facilities mean people will have to travel out of their local area to access these facilities.
- Additional Schools, Doctors Surgeries and Dentists will all be required.
- No provision for additional middle or senior schools, nor specialist schools in the local area in these policies.

Design

Public response

- Adverse visual impact.
- Development of this site will affect the identity of Colehill as a separate entity to Ferndown and Wimborne.
- Enhance the area with walks and monument, drawing people to a point of interest.

Employment

Public response

- This site should be allocated for development, not convinced that purely residential development is the best use for this site, Wimborne desperately needs employment sites to reduce outgoing travel.
- Opening up this area for public access would have conflict with the employment development already there.

Amenity

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Concern with impacts of noise from the A31 Wimborne Bypass.

1.16. Policy WMC10: Leigh Park area of potential change, Wimborne

General comments

Wimborne Minster Town Council

- Paragraph 17.5.22 It should read the Rugby Club “may relocate shortly”. No decision has been made by the Rugby Club.

Public response

- Paragraph 17.5.24 - concern that the para includes a lot of 'coulds' and 'shoulds', but there is concern whether any of the details would be implemented.
- Paragraph 17.5.23 - The four options are not anywhere near the central areas of Wimborne and Colehill – lack of easy access to services and facilities.

Highways and access

Public response

- Vehicular access into and out of area is difficult and should be considered.
- Pedestrian crossing close to Gordon Road could be moved to combine with traffic lights at junction.
- Vehicular access into and out of area is difficult and should be considered.
- Pedestrian crossing close to Gordon Road could be moved to combine with traffic lights at junction.

Biodiversity and Environment

East Dorset Environment Partnership

- Recommend that landscaping should comply with NET guidance ensuring all plants have biodiversity benefit and no invasive or potentially invasive non-native species are included.
- Paragraph 17.5.23 - would be more appropriate in 17.1 Introduction.

Facilities/Services

Public response

- Parking next to Gordon Road at convenience store should be a layby to improve safety and traffic flow.
- Support for positive development for Leigh Park.
- MUGAs proven to increase Anti-Social Behaviour.
- Include consultation with young people to influence nature of proposed leisure facilities.
- Parking next to Gordon Road at convenience store should be a layby to improve safety and traffic flow.
- Support for positive development for Leigh Park.

Recreation and Outdoor Space

Wimborne Rugby Football Club Limited

- Paragraph 17.5.24 can we please initially point out that there would appear to be an error here that is causing considerable confusion as reference is made to Wimborne Rugby Football Club relocating to a site to the West of the town adjacent to land at Cuthbury Gardens and Victoria Place.
- We are not aware of this site and indeed all our discussions with the Council have been in respect of a potential alternative site at WMC 5.
- Whilst Wimborne Ruby Club continues to consider an alternative site subject to the recent planning consent 3/18/3305/FUL (as in WMC5) this remains conditional on further discussions with the Council.
- To reflect the current position and to protect the Club's widest interest we consider that the wording of paragraph 17.5.24 should be consistent with the corresponding statement in the EXISTING Local Plan for the Leigh Park site which is as follows: "IF Wimborne Rugby Club relocates to the area identified in Policy WMC8 their existing home should be used to benefit the residents of Leigh Park."

Public response

- MUGAs proven to increase ASB.
- Should be consultation with young people to influence nature of proposed leisure facilities.
- Would suggest the facility could house a fitness/boxing club.
- No consultation between Dorset Council and WMTC has taken place before this policy was proposed.

1.17. Omission sites

Canford Bottom Roundabout

Ken Parke Planning Consultants Ltd on behalf of the landowner

- Promotes a 0.6ha of commercial land at Canford Bottom Roundabout, providing 30,000 sq ft GIA of accommodation or 50,000 sq ft including mezzanine and first floor.
- Reduce out-commuting.

Land on the east side of Canford Bottom Roundabout (LA/COLE/006)

Intelligent Land on behalf of Stapehill Investments Ltd

- Promotes for land east of Canford Bottom Roundabout for mixed retail and residential already considered through the SHLAA COLE/006. The promoter has provided a transport study, consideration of greenbelt and proposes to retain the major TPO'd trees.
- Suggestion that development would result in improvements in both road safety and capacity of the Canford Bottom Roundabout.
- With regard to the land north of the tree belt, this land is as suitable as others that have been identified for residential land release in locations within the Colehill and Ferndown Area.
- Whilst the initial layout plan submitted, for information, showed seventy-five house the submission advised that the numbers would be reduced to avoid the need for a SANG.
- Client offered to make any residential development a social housing scheme and to contract an RSL accordingly.

- Client would also be willing in the alternative to offer one hectare of the land north of the tree belt as a 'small and medium sized site' in accordance with paragraph 68 (a) of the NPPF - for entry-level proposals suitable for first time buyers.

Land at Lonnen Road, Colehill (LA/COLE/025 & LA/COLE/026)

Chapman Lily Planning on behalf of Cawdor Construction Developments Ltd

- Land at Lonnen Road would present a highly credible and deliverable addition or alternative to the Council's current preferred sites on the southern edge of Wimborne/Colehill.
- Capacity to deliver around 165 dwellings (assuming a density of 37dph), together with supporting infrastructure.
- The site is unconstrained by any landscape designations or protected trees.
- Confirms that the site is available, deliverable and developable.

Land at Northleigh Lane (LA/WIMI/004)

Chapman Lily Planning on behalf of WH White Ltd

- Land at Northleigh Lane would present a highly credible and deliverable alternative (South of railway line), located close to Wimborne Town Centre, within flood zone 1 (very low risk), negligible surface water flooding, no heritage assets onsite and the site is separated from the Grade II* Old Manor Farmhouse by the adjacent industrial complex.

Land to the west of the Cranborne Road (LA/COLE/032)

Terence O'Rourke Limited on behalf of Bloor Homes

- Support the allocation of land to the west of the Cranborne Road, to deliver an extension to the existing new Neighbourhood of 160 dwellings, and situated close to the town centre. Previous developments to the west of the site show Bloor Homes' proven track record of housing and infrastructure delivery.
- The Council's own evidence base is flawed and draws inaccurate conclusions which have resulted in the Council's failure to allocate this site.

Land off Willow Drive, Colehill (LA/COLE/014)

Gladman

- Land off Willow Drive, Colehill - land off Willow Drive provides a natural extension of the settlement with existing residential development located to the site's western boundary without merging the settlements of Wimborne and Colehill. The 14.84 ha site has capacity to deliver around 325 net homes.
- Access can be taken from Willow Drive, there are opportunities for net gain in biodiversity and the site is located in Flood Zone 1 (lowest risk)

Stone Park (LA/PAMP003 & LA/PAMP/004)

Intelligent Land

- Stone Park is a large Regency-style dwelling set in over 11 hectares of grounds. The dwelling is listed Grade 2. The grounds have no additional heritage designation. The site is identified as parcel WI 11 in the greenbelt assessment and has little relevance to checking the sprawl of urban areas or preventing towns merging. Some relevance to the historic setting of the town, but the conclusion appears confused. In Greenbelt terms from LUC Stone Park seems to be safeguarding the countryside from encroachment. Some development of the site would also

allow safeguarding of the existing listed building associated with the extensive maintenance required.

Wimborne Road, Colehill (LA/COLE/011)

Doug Cramond on behalf of Springvale Environment Ltd

- There should be recognition of the superior merits of the Springvale Environment Ltd site at Wimborne Road, Colehill with adjoining land be up to about 45 dwellings along with allotments and other recreation space.
- Although within a Conservation Area, the land has no heritage value and was not recommended for inclusion within a CA by Council Officers.

Land at Pilford Lane, Colehill

Persimmon Homes

- Promotion of land at Pilford Lane, Colehill for residential development - reference to site delivery statement submitted.
- Colehill is a sustainable and deliverable opportunity for residential development, which should be reconsidered for allocation. A site deliverability statement sets out why the site should be allocated.

Land at Crown Mead, Wimborne (LA/WIMI/001)

Savills Planning on behalf of Nova Crownmead 27 LLP

- Crown Mead is a brownfield site located in the centre of Wimborne and comprises ground floor retail units with ancillary retail space above, associated vehicle access and parking areas, pedestrian routes and a surface level car park.
- The site should be included in the Dorset Local Plan as a small/medium sized site that can make an important contribution to housing numbers.
- Deemed unsuitable in the SHLAA due to being within flood zone 2 - will be necessary for the Council to consider Flood Zone 2 sites and, given that there are flood defences along the edge of the River Allen and residential units would be located at the first and second floors, we consider that this site is capable of being designed to safely accommodate residential units and without increasing the risk of flooding elsewhere.

Land north east of Lake Gates roundabout (LA/PAMP/001)

Planning Base Limited on behalf of Ensors Limited

- The subject site at Lake Gates roundabout has excellent transport and highway links and would result in a housing proposal that would not directly impact upon traffic having to travel in and out of the town.
- This land is deliverable immediately as there are no ownership complications.

Brownfield Sites

Public response

- Should include. Pippins, Police Station and Courts, First School, Hanham's Car Park.
- Look at redeveloping shopping centre on Crown Mead.
- Furzehill former EDDC offices not been considered or Wimborne Market site or Flight Refuelling site.
- Queries why we don't consider land north of Colehill.

- Suggestion of developing Canford Bottom, Stapehill; Stone Lane industrial estate; Brook Road; Old Road off of Victoria Road; and the area adjacent to Old Manor Farm.

Other sites

Public response

- Less populated parts of the district should be considered in preference to proposed greenfield sites.
- Suggestion of instead looking at Cobhams in Brook Road to sell the large area of unsightly, unused ground they have on the left of their buildings in Brook Road - building here would cause less disruption.