

5.1 This Statement addresses the following matter:

5.7 WMC5 Cranborne Road New Neighbourhood : is the location & scale of the housing justified by robust evidence ?

5.2 Our Representations re WMC 5 : a) Questioned if the highway network can handle the traffic, and b) whether it can do so safely; c) Expressed concern that existing foul and land drainage are not adversely affected, and d) Expressed concern that the full amount of SANGS should be provided, and incorporated in the allocation to help ensure delivery.

5.3 We will regret the loss of attractive green fields, and the urbanisation of North Wimborne, but cannot oppose WMC 5 in principle. The young people of the District need the homes, the additional population will help support shops and facilities in Wimborne, and the greenspace will be a public benefit.

5.4 However, at the time of writing, the Examination Library contains inadequate evidence as to (a), and no evidence as to (b) or (c). There is a question mark over (d). It may be that a planning application will include robust evidence in respect of all of these issues, but no application has been submitted.

5.5 Therefore the answer to the Question posed by Matter 5.7 is “not yet”. The CS is thus currently unsound & WMC 5 needs to be changed in accord with our **attached Note A** in order to :

- 1) Limit housing to that which can demonstrably be accommodated without adversely affecting highway safety, especially pedestrians and cyclists, on all of the road network likely to be affected by the development, and
- 2) Ensure existing foul & land drainage is not made worse, and
- 3) fully adequate SANGS is provided.

5.6 To avoid repetition we attach our **Statement 1 / 515864** and **Statement 3 / 515684** which set out our case re highways capacity & safety, and re SANGS and drainage, respectively.

5.7 Regarding highways we would add that :

- a) Burts Hill east of Allenvie Road is a country lane with no footways, clearly unsuited to additional vehicular or pedestrian traffic – a matter of particular concern, since it is not clear whether Middle School children will be accommodated in Colehill, or Wimborne.
- b) The B 3078 and the Riverside Path into town can be affected by flooding.

ATTACHMENTS

- **Statement 1 / 515864** covering highways capacity & safety
- **Statement 3 / 515864** covering drainage and SANGS
- **Table 1** Highway Safety Statistics
- **Table 2** WMC 5 Calculations
- **Table 3** WMC 5 potential safe access issues
- **Table 4** Workforce – Housing linkages
- **Note A** Necessary changes to WMC5
- **WMC 5** **Bloors Layout**

Andrew Patrick DiplArch(Portsmouth) DipTP RegdArch

Formerly a Director of a firm of Architects & Town Planners & member of RIBA and RTPI

FATAL & SERIOUS ROAD TRAFFIC ACCIDENTS **515864** **TABLE 1**

UK STATISTICS

Population	63,700,000	(a)
Fatal & Serious Injury Road Traffic Accidents	24,860	(b)
National Ratio	1 per 2562.35 persons	

DORSET COUNTY STATISTICS

excluding Bournemouth Poole

Population	414,900	(c)
Fatal & Serious Injury Road Traffic Accidents	219	(d)
County Ratio	1 per 1894.5 persons	
If such accidents had occurred @ the national ratio the number would have been	161.9	
County occurrence in comparison with national ratio	135%	

EAST DORSET DISTRICT STATISTICS

Population	87,700	(c)
Fatal & Serious Injury Road Traffic Accidents	49	(e)
District Ratio	1 per 1789.8 persons	
If such accidents had occurred @ the national ratio the number would have been	34.23	
District occurrence in comparison with national ratio	143 %	

SOURCES

- a) ONS website Mid 2012 Estimate
- b) DfT website : "Reported Road Casualties in Great Britain" Quarterly Provisional Estimates Q 3 2012 (7 Feb 2013)
- c) Dorset For You website: "Statistical & Census Information" taken from ONS mid 2012 estimates
- d) Dorset for You Website: "Casualty Statistics" 2012 data
- e) Ditto, for "District & Borough Councils in Dorset" 2012

A NO OF DWELLINGS

1) **600 – 650** (a) (b)

B LIKELY POPULATION

2) Total population in East Dorset 87,166 – 87,700 (c) (d)
 3) Total dwellings in East Dorset 37,564 – 38,940 (c) (d)
 4) Headship ratio thus 2.25 – 2.32
 5) Population of WMC5 (A 1 x B 4) thus **1350 – 1500**

C SANGS REQUIRED

6) Ratio = 8 - 16 Ha per 1000 population (e)
 7) Item C (6) x 1500 = **12 – 24 ha**

D CAR COMMUTERS

8) E. Dorset Dist. residents in employment 29,000-30,600 (g) (h)
 9) Percent employed (D8) divided by B(2)) 34 – 35 %
 10) Thus no of employed residents of WMC 5 460 – 525 (B5 x D9)
 11) Percent likely to drive to work 62 – 70 % (i) (j)
 12) No of cars / vans thus **285 – 367**

Figure may be higher if employment not available within walking / cycling distance

SOURCES

a) CS WMC5 (b) SD 15.6 para 2.82 c) OD 11 5.4 AND 5.9
 d) Dorset for You website Statistics & Census Info 2012 estimates
 e) CS ME3 g) CD 4.10 para 2.33
 h) Dorset For You website “East Dorset in Profile” i) ED 62.07 p 131
 j) Dorset For You website 201 Census statistics

1	BURTS HILL : from Allenview to B 3078 Narrow Footways :		
	North side	1.5	m
	South side	0.78	m
	Close spaced junctions: distance apart approx	35	m
2	B 3078 : Shakespeare Road to Walford Bridge Poor sight lines from Shakespeare Road Southern section : single footway on east side only		
	General width	1.4	m
	Minimum width	1.0	m
3	B 3078 : Walford Bridge Carriageway width between walls (no kerbs) (SD 9 Ch 8 Representation by Spencer p 82)	5.61	m
4	B 3078 : Walford Bridge to East Borough Single footway on east side only		
	General width	1.8	m
	Conflicting movements from Walford Bridge to Stone Lane: Filling Station access, office car park access, East Borough junction, & Stone Lane Junction within about 130 m giving an average junction spacing of only	34	m
5	B 3078 : East Borough to Stone Lane – limited footway Footways both sides, but the footway on the east side features:		
	General width	1.1	m
	Minimum Width	0.86	m
6	B 3078 : Stone Lane to Blind Lane – limited footway Single Footway on the east side only opposite The Old House:		
	Typical width	1.32	m
7	ALTERNATIVE PEDESTRIAN ROUTES East Borough : north section :Single footway, minimum width Riverside : Single footway & cycleway – typical width	0.85	m
		1.5	m

A DISTRICT POPULATION (2011 CENSUS)

East Dorset District	87,166	<u>100 %</u>
----------------------	--------	--------------

B WIMBORNE & COLEHILL POPULATION (2011 CENSUS)

Colehill	6907	
Wimborne	6790	
Pamphill	658 (most in Wimborne urban area)	
Total	14355	<u>16.5 %</u>

C POPULATION: CORFE MULLEN (2011 CENSUS)

Corfe Mullen	10133	<u>11.6 %</u>
--------------	-------	---------------

D POPULATION : OTHER MAIN SETTLEMENTS (2011 CENSUS)

Ferndown	17839	
West Moors	7561	
St Leonards & St Ives	6859	
West Parley	3585	
Verwood	14852	
Total	30696	<u>58 %</u>

D STRATEGIC HOUSING ALLOCATIONS

Wimborne & Colehill Area

WMC 3, WMC4, WMC 5 & WMC 6	1300	<u>52 %</u>
----------------------------	------	-------------

Corfe Mullen CM1	250	<u>10 %</u>
-------------------------	-----	-------------

Other main settlements

FWP 3, FWP 4, FWP 6, FWP 7, VTSW 4, & VTSW 5	1190	<u>38 %</u>
---	------	-------------

E STRATEGIC EMPLOYMENT ALLOCATIONS

Sturminster Marshall	RA 1	3.3 ha	<u>7.6%</u>
----------------------	------	--------	-------------

Ferndown	FWP 8	30 Ha	<u>69.8%</u>
----------	-------	-------	--------------

Woolsbridge	VTSW 6	9.7 Ha	<u>22.6%</u>
-------------	--------	--------	--------------

CHANGES REQUIRED TO POLICY WMC5

Opening sentences to read :

“ Up to 30.7 hectares is allocated to provide a new Neighbourhood to the east and west of Cranborne Road north of Wimborne. The allocation includes up to 600 homes, a First School, a local centre, SANGS and other significant greenspace. To enable this, the Green Belt boundary will be amended to exclude the land identified for new building”

Green Infrastructure

Second Bullet Point to read :

“Suitable Alternative Natural Greenspace to be provided utilising the River Allen Valley and land to the north of the housing at the rate of 3.68 ha per 100 dwellings”

Transport & Access

New first bullet point to read:

“The maximum number of dwellings will depend upon the outcome of detailed transportation studies to identify the capacity of the existing road network between Cranborne Road and the Town Centre, taking into account the need to ensure the delivery of all necessary safety measures, especially for existing and future pedestrians and cyclists”

The second bullet point to have added to it:

“Traffic management measures will also be required along the West Borough – Cranborne Road axis and other affected roads to make the routes safe and attractive for pedestrians and cyclists”

OMIT *“with a single access coming from Burts Hill”* from what should now be the third bullet point

“Drainage”

Additional heading with the following wording:

Proposals must be accompanied by a detailed drainage study demonstrating clearly that the development will not adversely affect existing foul and surface water drainage in North Wimborne”

Background

Bloor Homes Limited is a leading privately owned UK house builder, committed to constructing high quality family homes within attractive residential environments. Bloor Homes is working towards the submission of an outline planning application for the development of around 600 houses, a first school and local

centre on land to the north of Wimborne, known to us as Minster Gate, and allocated for development in the council's submitted Core Strategy. When submitted, the outline planning application will be determined by East Dorset District Council once the Core Strategy Inspector's report has been received.

The purpose of this exhibition is to explain the context for the application and to share Bloor Homes' current proposals. Representatives of Bloor Homes and their team are here to explain the proposal, hear your thoughts and concerns, and to answer any questions that you may have. A feedback form is available for you to complete and return if you wish.



Extract from Christchurch and East Dorset's Core Strategy, Consolidated version, February 2013: Map 8.5 Cranborne Road New Neighbourhood, Wimborne

Why does this area need more housing?

Delivering new homes to meet identified local need is a key priority for the government and East Dorset District Council. The government has prioritised the building of new homes because this will jump start the economy but also meet a moral duty to provide homes for the growing population and those in housing need.

In East Dorset the population is increasing and the council has identified the need to provide at least 8,200 new homes across Christchurch and East Dorset between 2013 and 2028. The council's Core Strategy sets out how the district will meet development needs up until 2028.

Why are new homes proposed for north Wimborne?

Wimborne Minster is an important market town with a wide range of employment and community services and facilities. As a consequence the town has been identified as a sustainable location for growth to meet local housing needs.

East Dorset District Council has identified this site for development in its submitted Core Strategy.

The Core Strategy has taken the council a number of years to develop. It involved extensive studies and several rounds of public consultation to ensure the right amount of development is put forward in the most appropriate locations.

The drawing above is taken from the submitted Core Strategy and identifies how the council anticipates the site at North Wimborne will be developed during that period. Key principles demonstrated in the council's master plan for the site have been taken forward by Bloor Homes in its outline proposals. These features include:

- A central and accessible location for a first school site and new local centre
- Incorporating views of Wimborne Minster into the design and maintaining views of the Minster towers from the Cranborne Road as you approach the town
- Opening up large areas of public open space for walking and recreation
- Green corridors to maintain important existing tree belts
- Maintaining a green gap between the new homes, Dogdean Lane and Furzehill

A new neighbourhood

Strengthening the market town and meeting housing need



Image: Master plan by Tetlow King

Bloor Homes' proposed development will deliver:

- New homes and facilities within walking distance of the centre, strengthening the 'heart' of Wimborne Minster
- A new gateway to the town from the north
- A choice of high quality new homes of varying size, type and tenure
- A three form entry first school
- A new local centre, with a new local shop
- Improved recreation facilities for new and existing residents with extensive areas of publicly accessible green space including:
 - a linear park with play space through the heart of the development
 - a new park at Burts Hill
- new areas of accessible green space to encourage walking adjacent to the River Allen and a pedestrian crossing to connect into the wider footpath network and town
- new allotments
- children's play space

Character analysis

Bloor Homes is working towards the submission of an outline application, which means details of the appearance and exact position of the new homes, local shop and school will be considered through later applications.

The outline application will be accompanied by a design and access statement including a design code that will provide guidance for these future applications and set out different character areas within the site to provide variety and respond to local context. The design code will take cues and references from the neighbouring areas such as Burts Hill, Colehill and Wimborne Minster.

The planning application will be accompanied by an environmental statement, transport statement and flood risk assessment and other technical reports which will identify the impacts of development and how those impacts will be mitigated. A significant amount of technical work has already been undertaken and baseline data gathered to ensure a full and robust assessment of site suitability and potential impacts.

Key themes of the master plan are:



Parkland strips

Green parkland areas run throughout the site, maintaining existing mature trees and hedgerows to create an attractive and natural environment.



Health and wellbeing trails

A series of walking and cycling trails will wind through the development and link with the strategic open spaces around the site as well as the wider footpath network.



Landmark building

Landmark buildings will be located at important junctions to emphasise transition of spaces and to draw people through the development. These will be recognisable buildings and will be a modern interpretation of the historic buildings of Wimborne.



Primary routes: streets

The primary vehicle route enters from Cranborne Road after Walford Bridge and runs through the site with secondary access roads branching off. These roads will be landscaped with on street parking creating active frontages to the development.



Secondary routes: lanes and mews

Secondary routes are Informal routes where vehicles and pedestrians will share a surface between the buildings. Different areas within the shared surface will be demarcated by the use of different materials.



The local centre and school

Community facilities will be provided, including a new local centre with a local shop near to the first school. Pedestrian movement through the linear park will help to encourage walking and cycling to the local centre and the school.



Community spaces

Significant areas of open space will be provided, including community allotments. A hilltop park will be created offering spectacular views over Wimborne and the Minster. Important mature oak trees and hedgerows will be retained, including the Row, a belt of trees that lies on the western boundary of the site.

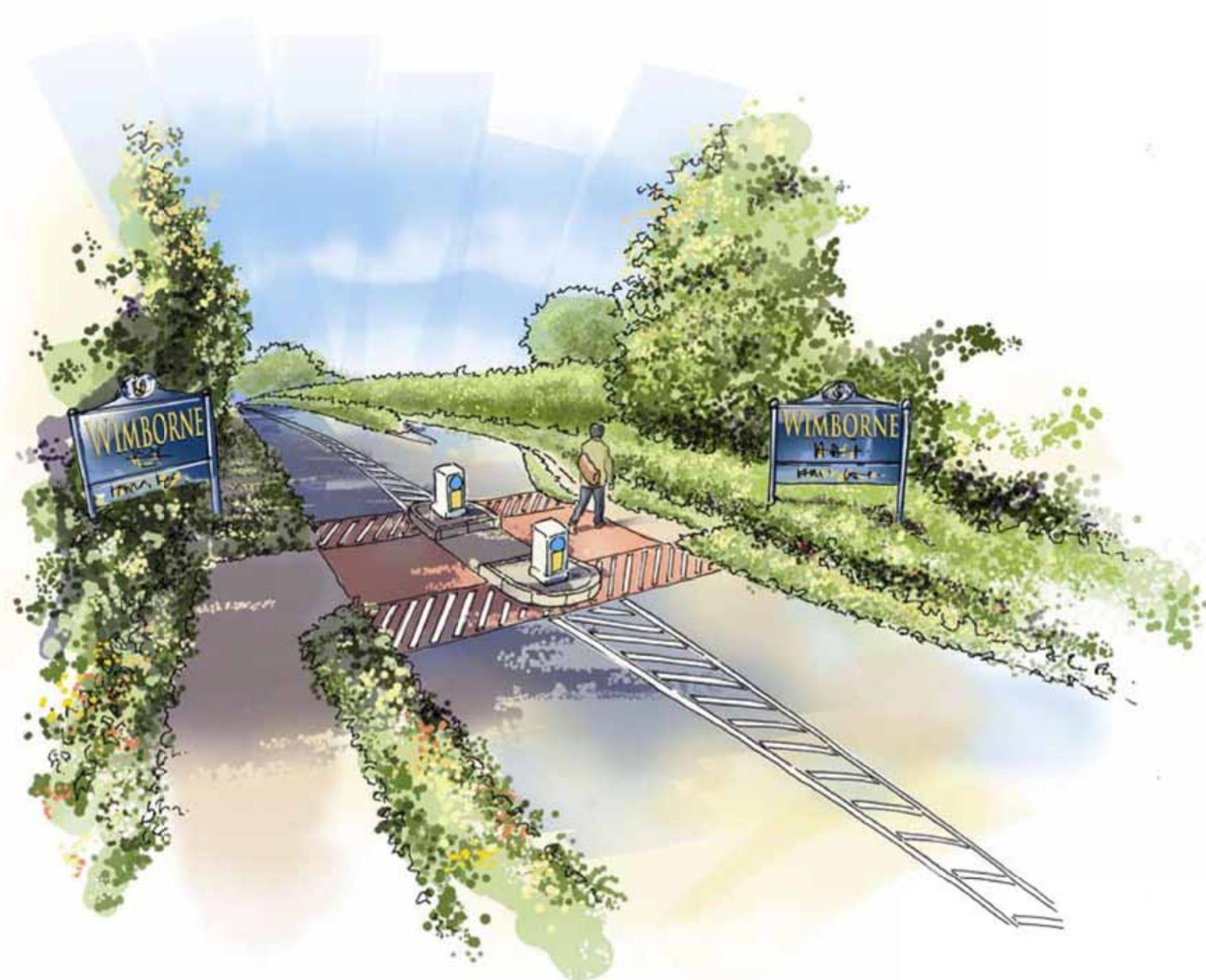


Play and learning

Children's play space will be located at key focal points to ensure residents have good access to equipped areas of play. The largest of the play spaces will provide a trail of adventure play equipment within the natural setting offered by the central green parkland. The design intention is to create natural play space that spills out into the surrounding area.

A new gateway to Wimborne

The new neighbourhood to the north of Wimborne is within easy walking distance of the town. It will deliver a new gateway to the town, with changes to the approach to Wimborne from the north to reduce vehicle speeds on the Cranborne Road. New junctions will also be created along Cranborne Road to serve the development and pedestrian crossing points will be included to connect the linear park that links through the development.



1 Artist's impression of how the view south along B3078 Cranborne Road from just north of the site might change



2 Artists impression of the proposed pedestrian crossing on Cranborne Road near the new local centre

Thank you

Thank you for visiting the exhibition today and we hope you have found it informative and useful. Please feel free to discuss any issues of concern or suggestions that you may have with the representatives of Bloor Homes here today, and complete and return a feedback form if you wish.



Based on Ordnance Survey maps with the permission of the controller of HMSO Crown Copyright. All other rights reserved. 100017528
 Highway Street, Dorchester, Dorset, BA1 1RN. Tel: 01306 561111. Fax: 01306 561112. Email: info@bloorhomes.com

