

Mrs Sheila Bourton
For KEEP WIMBORNE GREEN

Matter no:5
474490

Matter 5/7

Partly

Justification for developing the Greenbelt is evidenced by Strategic Housing Market Assessment 2012 (& updated 2013) and has been shown by SHLAA that the total number of new dwellings cannot be met within the urban areas.

When proposing WMC5 Cranborne Road development, the councils have considered sustainable development by locating this new Neighbourhood where the “need to travel will be minimized and the use of sustainable transport modes can be maximised” (para 34 NPPF)

The number of new dwellings proposed maximizes the ability of the developer to build a fairly high percentage, up to 50%, of Affordable houses (although in practice the percentage is likely to be up to 35%), which are needed in our area. (see policy LN3 of Core Strategy Pre submission Consultation & Dorset Survey of Housing Need & Demand)

The developer will also be able to build a new enlarged Wimborne First School to replace the existing one (the area released by the removal of the old school could then be used for new housing in the urban area of Wimborne (see SHLAA report)

HOWEVER, UNSOUND because

There are major transport issues to consider with regard to WMC5 evidenced by Wimborne Transport Model Option Testing Report. It is unclear whether, even with mitigation measures, that the proposed increased traffic generated by WMC5 together with the other proposed new developments, can be accommodated through the historic market town of Wimborne without unacceptable traffic delays taking place in peak times. Stress is also predicted to be put onto the highways network outside Wimborne town centre.

Also to be considered with regard to WMC5 is the problem of drainage and the Groundwater Protection Zone within which this site is located. No unacceptable risk upon water quality should be permitted. Reducing the number of new dwellings on this site would facilitate drainage problems.

CONCLUSION . Modification to make sound

The proposed new housing development at WMC 5 should be reduced to help alleviate the projected traffic congestion within the town of Wimborne and also to reduce the massive increase to the population of Wimborne/Colehill which is disproportionate to the size of the existing population.