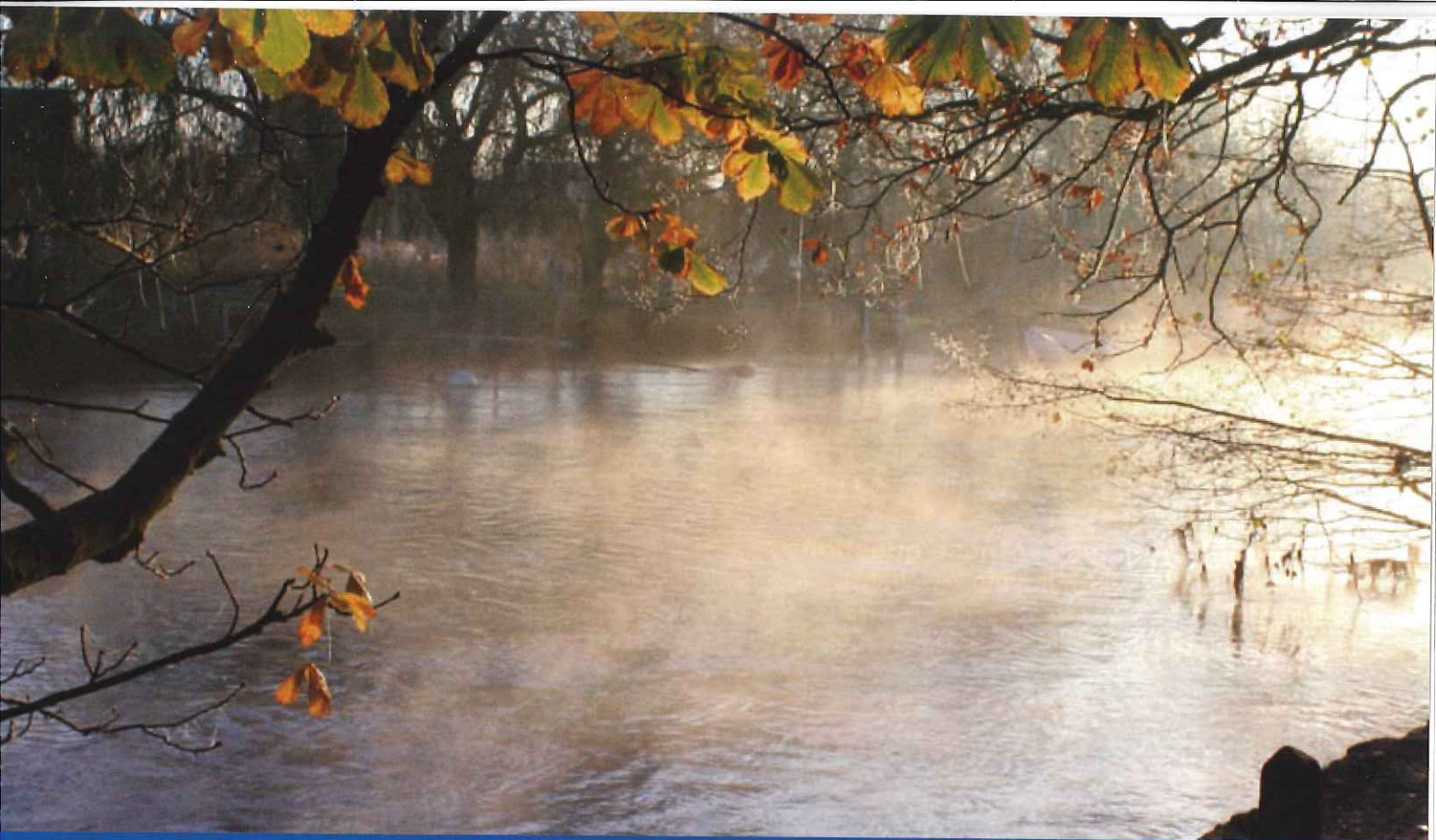


Appendix C Issues and Options Consultation

PLEASE NOTE:

Regarding the newspaper articles listed for this appendix in the Core Strategy Submission Statement, under copyright law we are unable to publish copies on this webpage. Please contact planning.policy@christchurchandeastdorset.gov.uk for further details if you wish to see a copy.



Christchurch and East Dorset
Core Strategy
Issues and Options March 2008

Key Issues pullout
Christchurch Courier April 2008



Prepared by Christchurch
Borough Council and East Dorset
District Council as part of the Local
Development Framework



East Dorset
District Council



This pullout asks some important questions about the future of planning in Christchurch and East Dorset. Your answers to these questions will help to shape development across the two Council areas over the next 20 years.

Christchurch Borough Council and East Dorset District Council are working in partnership to prepare a new set of planning documents known as the 'Local Development Framework', which will eventually replace existing Local Plans. The first and most important of these documents is called the **Core Strategy**.

What is the Core Strategy?

The Core Strategy will set out the main principles and policies which will guide development over the next 20 years. It will also contain the main vision and objectives to make the strategy happen.

Why should you answer these questions?

The Core Strategy is not simply written by the Councils, it is informed by the community. Policies within the strategy will impact on every person, business and organisation living in Christchurch and East Dorset. We therefore we need **your answers** to help us plan appropriately for the future.

The Issues and Options Document

These questions are just a small part of the first stage of public consultation on the Core Strategy known as 'Issues and Options'. A larger document has been produced by the Councils which asks more detailed questions on the issues addressed in this pullout. If you are interested in any of the questions raised here, we recommend you read the full document which is available from the locations listed below and on the internet at:

<http://www.dorsetforyou.com/index.jsp?articleid=348323>

The full document includes a wider range of topics including:

Climate Change	Flood Risk	Urban Extensions (including 600 houses at Roeshot Hill)		
Sports and Leisure Facilities		Tourism	Crime & Safety	Green Belt
Town Centres	Sustainable Development		Heritage and Conservation	
Traffic & Transport		Settlements	Renewable Energy	Housing

Sending us your response

Simply remove this 4 page pullout from The Courier, fill in your answers and post back to us free of charge to:

The Planning Policy team
Christchurch Borough Council
FREEPOST (BH575)
Civic Offices, Bridge Street
Christchurch
BH23 1BR



Pick up a copy of the full Issues & Options document at the Civic Offices (at the address above), Christchurch and Highcliffe Libraries, Christchurch Information Centre or Steamer Point Information Centre (Penny Way). Alternatively visit www.dorsetforyou.com to read it online.

For more information call us on **01202 495017** or email planning.policy@christchurch.gov.uk.

The Key Issues

The following questions raise some of the key issues facing Christchurch and East Dorset over the next 20 years.

Topics are only addressed in brief and we recommend that you pick up a copy of the full Issues & Options Document from the locations previously listed.

1. TRAFFIC & TRANSPORT

Increasing traffic raises problems of congestion, road safety and environmental impact. **How can we reduce dependency on the private car and encourage the use of more sustainable forms of transport such as walking, cycling or public transport?**

Your comments

What major highway improvements are required in Christchurch & East Dorset?

Your comments

For more on this issue refer to Theme 7: *Transport* in the full Issues & Options document



2. HOUSING

Regional planning policy recommends that 3,450 houses are built in Christchurch, and 6,400 in East Dorset between 2006 - 2026. **Should we protect certain areas from new development? Where should new houses be built? (please specify locations)**

Your comments

How should we control what types of housing are built?

Your comments

For more on this issue refer to Theme 11: *Delivering Suitable and Sufficient Housing* in the full Issues & Options document and to the consultation document *Affordable Housing DPD: Issues & Options*

3. REDUCING FLOOD RISK

Developable land in Christchurch and East Dorset is scarce and we must therefore consider whether it is appropriate to build on land currently at risk of flooding. **Should we continue to permit new development in areas of flood risk?**

Your comments

For more on this issue refer to Theme 1: *Addressing Climate Change* in the full Issues & Options document



4. BOURNEMOUTH INTERNATIONAL AIRPORT

As well as being the primary airport for the wider area, Bournemouth Airport provides around 2,500 jobs and includes several internationally protected nature conservation sites. Government policy supports the principle of expanding the airport, both in terms of passenger numbers and employment growth. **How can we ensure that development at the airport minimises impact on the environment while allowing for sustainable economic growth?**

Your comments

For more on this issue refer to Theme 10: *Bournemouth International Airport* in the full Issues & Options document

5. EMPLOYMENT LAND

To support the local economy we must provide the right types of employment premises and in the right places. **What sort of new employment premises do you think are required in Christchurch and where? What types of jobs should we be encouraging?**

Your comments

For more on this issue refer to Theme 9: *Sustainable Economic Growth* in the full Issues & Options document

6. COMMUNITY ISSUES

Our population is becoming older for longer; the elderly have different needs to young people. While many residents are comfortably off, there are pockets of deprivation in both districts. **Which community facilities and services most need to be improved, or provided in Christchurch and East Dorset? How can we improve access to services for the young, the elderly and for vulnerable groups?**

Your comments

For more on this issue refer to Theme 12: *Community Issues* in the full Issues & Options document

What happens next?

Send your answers back to Christchurch Council **by Tuesday 6th May** to the address provided earlier in this pullout. If you are interested in any of the issues raised here, please pick up a copy of the full Issues & Options document from the Council, local libraries or www.dorsetforyou.com.

If you would like to be contacted about the Core Strategy or about planning in Christchurch and East Dorset in general, please fill in your name and contact details below.

Name:	Title: Mr / Mrs / Miss / Other:	
Address:	Postcode:	
Email:		
Please add me to your contact database. I understand that I will only be contacted in connection with the Christchurch and East Dorset Local Development Frameworks. Please tick: <input type="checkbox"/>		

Council invites views on the future of East Dorset

East Dorset District Council is inviting residents to have their say on what the District will look like over the next 15 to 20 years.

The District faces major challenges in the years ahead, including providing new houses, possibly on green field land. The Council wants to know where local people would like to see these houses built.

The Council is preparing its Core Strategy, a document covering issues such as housing and the urban extensions at Corfe Mullen, West Parley and Wimborne/Colehill; economic growth and the industrial urban extension at Ferndown; and the issues of growth at the Airport, transport infrastructure, protection of our natural environment, tourism and supporting local communities.

The first stage of the consultation is known as the Issues and Options stage, when residents are asked to answer questions such as:

- ▶ **How can dependency on the private car be reduced and how can use of more sustainable forms of transport be encouraged?**
- ▶ **What factors should be taken into account when setting targets for the density of housing development?**
- ▶ **How can town centres be promoted to enhance their vitality?**

An Affordable Housing Document is also available at the same time as the Issues and Options stage of the Core Strategy. This considers the factors affecting the delivery of affordable housing in the District. Copies of the leaflets and documents can be obtained from the Council's offices, libraries and Information Centres across East Dorset, or can be downloaded from www.dorsetforyou.com.

Cllr Mike Dyer, Lead Member for Environment at East Dorset District Council said: "East Dorset is facing some major pressures for change to meet the needs of the community. We need to carefully plan how we can meet present and future demands without ruining what we currently have. It is important that all those with an interest in East Dorset should make their views known."

i For further information, contact the Planning Policy team at: forward.planning@eastdorset.gov.uk Tel: 01202 886201

The consultation runs until May and special leaflets covering key issues have been produced.

These are:

- General Core Strategy
- Affordable Housing
- Corfe Mullen Urban Extension
- Ferndown Industrial Urban Extension
- Ferndown/West Parley Urban Extension
- Wimborne/Colehill Urban Extension

Contents

- Community Award winners 2008
- Sunflower Growing Challenge
- Doing Business in East Dorset 2017
- New National Bus Concession arrives
- VibroGym at Q.E
- Safer Neighbourhood
- Refuse collection becomes greener
- New play equipment for Moors Valley
- Ignorance is not a disability...
- Fact or Fiction?

Designed by: East Dorset District Council, April 2008
Cover Image: Roger Holman
Paper from sustainable forests



One person who had their say on the magazine was Erin Letts of Colehill, who won a hamper of local goodies for submitting her views. The prize was presented to her by the Chairman of East Dorset District Council.

East Dorset News receives fantastic feedback

The autumn edition of East Dorset News featured a 'have your say and win' page to enable readers to feedback their views on the magazine. Over 130 of you took the opportunity to have your say, the large percentage of which proved to be very positive. Readers told the Council:

- 79% read either all or most of the magazine
- 81% thought the presentation and layout was either very good or fairly good
- 87% ranked the overall content of East Dorset News as either very good or fairly good
- 76% found it either very easy or fairly easy to find out about the Council

If you require further copies of East Dorset News, copies in **large print** or on **audio tape**, please contact the Communications Officer.

HPP



Corfe Mullen News

Issue No.2/08

700 homes - what's happening?

What's the latest on the new 700 homes in Corfe Mullen?

A proposal from the South West Regional Assembly to build up to 700 homes on Corfe Mullen's Green Belt has been included in the draft changes to the Regional Spatial Strategy (RSS) for the South West, despite opposition from the Parish Council, District Council, CPRE, Dorset Wildlife Trust the RSPB, the local MP and concerns from the Highways Agency about lack of road infrastructure. The draft is currently on the desk of Hazel Blears, Secretary of State for Communities and Local Government, awaiting her decision.

When will we know her decision?

We expect Hazel Blears to publish her final draft changes to the RSS in the summer. She could reject the proposal, or vary it, for instance by reducing or increasing the number of homes to be built here.

What can we do about it?

There will be a 12 week period of public consultation on Hazel Blears' proposals - during this time it is important that as many people as possible respond to her with their views. Keep in touch with the Parish Council Office to make sure you know when the 12 week period starts.

Why is the District Council already planning where housing should go if the decision is not yet final?

Because the South West Regional Assembly and the Inspectors' Panel are both recommending to Hazel Blears

that the housing should go ahead, it is becoming more likely that it will.

If this is the case, East Dorset District Council, as our local planning authority, must allow the homes to be built BUT can decide exactly where they should go and what type of development should be allowed.

The Planning Inspectorate won't tolerate the District Council refusing planning applications from developers unless it can show that proposals don't fit in with well-thought out policies that are compatible with the overall RSS. So the District Council must start to think now about a master plan for Corfe Mullen otherwise we may end up with piecemeal development being forced upon us.

Do we get a say about where development should go?

Yes. This month the District Council is consulting all households in Corfe Mullen. Look out for the purple leaflet dropping through your door and return the questionnaire by 6th May 2008.

- You can also pick up a questionnaire at the Parish Council Office.



Nature Watch Corfe Mullen - survey your local area and help protect the village's habitats—see page 3.



Wimborne Flyer comes to Corfe Mullen

The Wimborne Flyer will now run to Corfe Mullen. It will continue to offer a bus every 15 minutes between Poole and Wimborne but alternate buses will now run via Corfe Mullen instead of via Merley. This will therefore give a bus every half hour Poole - Broadstone - Corfe Mullen-- Wimborne. The decision comes after much public pressure and negotiations between the County Council and the bus company, Wilts and Dorset. All Wimborne Flyer buses will now stop at the Broadway in Broadstone. Journey times will only increase by 3 minutes making the flyer still a quick way to get around on the buses.

Buses on the 4 route from Poole will now all terminate at Broadstone Broadway, with the exception of the bus at 2250 from Poole which will still continue to Corfe Mullen.

- New timetables are available in the Parish Council office.

Corfe Mullen's Secret buses—see Page 2

Christchurch and East Dorset Core Strategy Issues and Options Consultation

Flood Risk, Water Supply and Disposal One to One Meeting

5th March 10.30am

Civic Offices Christchurch Borough Council

Attendees -

Dave Ogborne (Wessex Water)
Greg Pienaar(BWH)
Malcolm Brushett (Environment Agency)
Vicky Parsons (Environment Agency)
Brian Richards (Environment Agency)
William Wallace (EDDC)
Sally Knott (EDDC)
George Whalley (CBC)

Introductions –

William Wallace set the scene in respect of the level of housing recommended by the Panel to be accommodated in South East Dorset 2006 – 2026 as set out in the RSS Panel Report inclusive of proposed urban extensions.

- 14,600 dwellings within Bournemouth Borough Urban Area
- 1,500 dwellings within Bournemouth Urban Extension [north Bournemouth]
- 10,000 dwellings within Poole Borough
- 2,850 dwellings within Christchurch Borough
- 600 dwellings within Urban Extension (M) in Christchurch Borough
- 3,800 dwellings within East Dorset Urban Area [reading the supporting text of the Panel's Report indicates that, of these, 1,000 are expected to be found on small Greenfield urban extensions around the edge of the urban areas of the District]
- 2,400 dwellings within areas of search (N,O and P) within East Dorset District [north west of the main urban area of the conurbation at Corfe Mullen, north and west of Wimborne Minster (including Colehill), and south and east of Ferndown (including West Parley)]
- 200 dwellings within the remainder of East Dorset [the rural north of the District]
- 2,750 dwellings within the 'Western Sector' search area [in the vicinity of Lytchett Matravers, in Purbeck District]
- 1,000 dwellings within the Area of Search Shaftesbury Gillingham [North Dorset]
- 6,000 dwellings within the remainder in North Dorset District

These recommendations are to be found in the Panel's Report, Appendix C, page C50.

The RSS Panel report also supports the growth of Bournemouth International Airport and associated employment land. The potential development of some 65ha of employment land in the airport northern development zone places significant additional demand on water supply / sewerage.

A very significant proportion of the airport site has been identified in the level 1 Strategic Flood Risk Assessment as being subject to high flood risk. A level 2 assessment is being commissioned which will include the airport and associated employment land. This work will provide a more detailed assessment of the extent of floodrisk at the airport and how it can be mitigated against.

Implications of floodrisk on Future Development

It was identified that Wessex Water and BWH need to sit on the SFRA project group overseeing the level 2 assessment work to be undertaken.

The EA have indicated that level 2 assessment work is required for any development proposed in the high risk zone identified in the level 1 assessment.

The EA state that the acceptability of development proposals needs to be determined by the following:

- The application of a sequential test to determine the availability of lower risk sites which can accommodate the development
- Exception test undertaken in relation to the level 2 SFRA study outputs
- Does the site offer safe access and egress?
- Measures that can be undertaken to improve defences
- The variation in floodrisk across a site / area needs to be assessed to determine development which can come forward.

The Councils asked the EA to clarify whether they would wish to see a strategic approach in not permitting new development in specific areas due to high floodrisk and where the risk cannot be mitigated (as determined by the SFRA stage 2) or whether future development should be decided on an application by application basis. The EA replied that the former would be the desirable approach.

The LDF process will also need to determine the extent to which developer contributions will be sought for flood prevention measures and the extent to which this would affect commercial viability. Future development must be protected in its own right but there is also the need for development to contribute to strategic flood defences providing long term protection to wider areas. The planning authorities saw potential problems where adequate protection was provided to individual buildings in seeking contributions to area schemes. At the same time development could not be considered without flood protection whilst developer contributions were accumulated for strategic schemes.

Existing flood defences are built to withstand current floodrisk and do not take into account the future floodrisk implications of climate change.

Further level 2 assessment is required for the Airport which could include an underground culvert assessment which has the potential to open up a new watercourse.

The EA advises the Councils to consider carefully the extent of the area to be addressed by the level 2 SFRA assessment as this will affect any potential LDF policies to limit / preclude development in areas of high floodrisk. (The proposed level 2 assessment for Christchurch is currently envisaged to cover the urban extension, Bournemouth Airport, the town centre and Mudeford / Stanpit area.

Action Point – BWH to provide detail of water supply infrastructure subject to flood risk. WW need to be able to determine engineering works required in the light of the SFRA outputs. BWH and WW need SFRA maps to determine the impact of floodrisk upon pumping stations.

Water Supply and Delivery

WW and BWH don't envisage a problem with supply to accommodate the level of growth as set out in the RSS Panel Report and do not consider there to be significant issues with abstraction. However, the water companies require information regarding the timing of new development to inform investment programmes.

BWH also indicated that seasonal tariff systems could also be applied to reduce usage in the summer months.

The EA identified that abstraction licences are being reviewed and amended for the River Avon. BWH have taken the possible loss or amendment to licences into account and have adequate capacity to meet demand. Longham Lake and another scheme provide additional bank side storage.

WW also identify a decrease in demand from commercial users which provides more headroom to meet future demand. WW plan ahead over a 25 year period with the aim of linking up grids with contingency plans in place. WW develop business plans and management plans every five years with the next plan to be adopted in 2009.

Infrastructure Issues

WW and BWH stated that an early identification of sites would assist with investment programmes and the provision of new infrastructure.

Wimborne water? treatment works has been refurbished which increases capacity. There is an issue of water pressure at Corfe Mullen which could be alleviated by a booster but this would affect the carbon footprint.

Action Point – WW and BWH to contact Christchurch and East Dorset Councils regarding areas well served by infrastructure and areas in need of significant infrastructure provision.

Water Efficiency

The EA emphasised the need for the water companies and the LDF to be promoting water efficiency. In particular the EA to promote higher standards for new development under the Code for Sustainable Homes e.g. level 6.

BWH and WW both promote water efficiency but this is balanced with customer demands. The water companies would feel happy about a future LDF policy promoting higher standards of water efficiency than are currently required.

Sewerage / Sewage Treatment

WW have based future requirements and assessed capacity on RSS projections. WW are in the process of modelling to critically assess the capacity of sewers. The age and capacity of Wimborne's sewers was highlighted and will need to be investigated.

Action Point – Christchurch and East Dorset require details of water company investment plans prior to the Preferred Options Stage of the Core Strategy which is currently scheduled for July / August 2008 (Information required by May 2008.) This will need to include details of where the capacity in the network is and the level of additional capacity which can be accommodated (determining pinch points).

The demands of future development upon sewage treatment works serving the plan area but located outside needs to be assessed.

Action Point – WW to provide detail on the capacity of treatment works outside the plan area to meet future demand.

Urban Extensions

Subject to the proposed urban extensions for Christchurch and East Dorset being approved by the Secretary of State development is likely to begin to come forward in these areas within the next 5 years.

Site Drainage / Sustainable Drainage Systems

WW considered the most significant problem of drainage to be from infill development and urban creep as opposed to green field development. In

these instances there is little provision for drainage which will contribute significantly to reducing floodrisk.

Development is able to fund the costs of onsite drainage systems required for green field development. Therefore, the urban extensions can fund onsite infrastructure requirements through developer contributions with off site improvements funded by the water companies.

The EA are currently working closely with the Airport with regard to drainage. WW urged the Environment Agency to work with other industrial estates and to provide specific advice e.g. Ferndown.

Development within Source Protection Zone 1

BWH stated that it would be inappropriate to locate industrial development within a source protection 1 zone. They considered that housing development can be acceptable within zone 1 but the planning authorities questioned whether the potential risks, over a 60 – 80 year lifetime of the development, were ones which should be contemplated .

This is an issue for East Dorset but there are no source protection zones in Christchurch.

Action Point – A clear view from the EA is required in respect of how close housing development can be to water sources.

SUDS in Source Protection Areas

SUDS introduce drainage directly into the ground and this can cause serious issues for development in source protection 1 zones. The EA stated that where SUDS are proposed in such areas a detailed risk assessment must be undertaken.

WW stated that in such areas it is more appropriate to introduce positive drainage systems and manage attenuation. It was noted that in some instances this may conflict with advice given to developers on SUDS.

The EA stated that they would be happy to work with Christchurch and East Dorset concerning the management of SUDS. This would need to address the level of developer contributions that can be requested and the need to determine a responsible body for management purposes.

**Christchurch and East Dorset Core Strategy
Issues and Option Consultation**

**The Highways Agency
One to One Meeting**

**Wednesday 19th March
10.30pm**

**The Staff Training Room
East Dorset District Council Offices,
Furzehill, Wimborne**

Points of Discussion

- 1. Welcome and introductions**
- 2. The Highway Agency's view of the Panel's proposals which recommends development should go ahead without any phasing restriction to take account of the capacity of the Trunk Road, or to wait for new sub-regional plans.**
- 3. The proposed 'dualling' of the A31 Trunk road through the conurbation – what is this taken to mean?**
- 4. The requirement/viability for additional lanes on the A338 to support growth of the airport and the urban extensions. Are discussions underway with Bournemouth or Poole on this matter?**
- 5. What is the Highway Agency's view on the highway infrastructure improvements required to support development at the airport? What are the triggers points for improvements?**

The HA stated that a transport assessment would be required to assess the impact of broad levels of housing development envisaged for the urban areas. During the meeting it was not clearly established which developments the HA would seek to be consulted on in addition to the guidance set out in the GDO.

The HA stated that it was necessary to identify the 'showstoppers' to development along the trunk road and these would need to be established as soon as possible. The HA defined a 'showstopper' to be a situation where there is no realistic improvement that can be made in transport infrastructure for development to come forward in a given location. The HA have issued holding directions in this and other areas in the past to protect the integrity of the trunk road network.

In the situation that the HA may issue a holding direction it is ultimately a ministerial decision as to whether housing development will come forward in advance of the appropriate transport infrastructure. The HA confirmed that their existing position as put forward at the SW RSS EIP has not yet been tested in an appeal situation.

The HA stated that during the preparation of the South East Dorset Sub-Regional Study they had expressed the requirement for the necessary transport studies to be in place prior to development coming forward.

WW understood the position of the HA, but explained that the Panel rejects its view and is clearly at odds with their approach. WW explained that many applications will be submitted outside of the trunk road corridor (e.g. Alderholt or Verwood), and although we may not want development here, we would lose the appeal.

The HA are currently taking planning advice regarding their response to the Panel report and the implications of the timing and scale of development proposed. The HA stated that they are currently planning to respond at the Modifications stage of the RSS. WW advised the HA that they may wish to consider responding to the SOS now in advance of the modifications stage.

ST referred to the current work of the South East Dorset Implementation group and the scope to produce an interim transport contributions strategy in advance of the South East Dorset Transport Model. It would be possible to produce an interim contributions framework calculating a cost per dwelling. The HA welcomed this approach as a positive step forward.

The HA stated that they would not go ahead with the submission of RFA bids prior to the completion of the South East Dorset Transport Model. PW stated that DCC's current approach was to flag up infrastructure bids for RFA2. DCC will be feeding into to RFA bidding round later this year. Schemes put forward by DCC are based on those they themselves have identified and schemes included in the LTP.

3, Proposed Dualling of the A31 Trunk Road

The extent of a potential dualling and cost of the A31 trunk road was discussed. It was estimated that the cost of the A31 dualling could be in the region of 100m, significantly beyond the scope of the resources available through the regional funding allocation.

The HA expressed the view that they would consider the Dualling of the A31 from Cobham Road would extend as far as Merley.

4, Requirement / viability for additional lanes on the A338 to support growth of the airport and urban extensions:

The HA expressed the view that additional lanes to the A338 are required to support growth in South East Dorset irrespective of the implications of growth at the airport and housing growth in Christchurch and East Dorset.

The need for an additional lane to the A338 has been identified at the South East Dorset implementation group. DCC / HA have not yet entered into discussions with Poole and Bournemouth on this matter.

The HA stated that a contributions towards A338 improvements would need to come from new development across South East Dorset.

5) Highway infrastructure improvements required to support development at the Airport:

DCC have been in discussion with Peter Bretts (working on behalf of Manchester Airports) regarding a study to investigate local road capacity available for development at the NDZ site, to identify the levels of development triggering the need for infrastructure improvements including a link road, and the amount of developer contributions required to fund such infrastructure. This study has not yet commenced as agreement has not been reached regarding the scope of transport infrastructure that new development at the airport should contribute to (e.g. development at West Parley).

ST set out the background to LDF work relating to the Airport in respect of the Core Strategy and Airport Area Action Plan. In particular the LDF is seeking to determine the specific point at which a link road is required from the north east sector the A338.

Dorset Engineering Consultancy have produced an assessment of highway access route corridor options for the airport which combined with a recently commissioned ecological study will form a sound evidence base to determine preferred options for necessary highways improvements.

ST stated that the LDF process would seek to determine a properly safeguarded route for the link road which could be delivered in the longer term and once the South East Dorset Transport Model is in place. It is envisaged

that the airport link road will form part of a package of strategic transport infrastructure improvements such as the A31 to Poole Corridor.

ST stated that in the revised tests of soundness for the LDF LPAs are required to provide a infrastructure schedule accompanied by costings and a clear framework for implementation. The HA would be required to inform the preparation of a transport infrastructure schedule and may be required to give evidence on behalf of the LPAs in an examination.

Action Points:

- a) It was agreed that the HA need to establish the level of evidence that is required to underpin the LDF process and in order to move forward with development in advance of the South East Dorset Transport Model.
- b) Clearer guidance from the HA is required in addition to that set out in the GDO regarding applications which require the HA to be consulted.
- c) Further guidance is required from the HA on defining 'showstoppers' for development and where the current critical points are on the highway network.
- d) HA to provide detail of the evidence base they are in the process of establishing.
- e) It is requested that the HA get involved at an early stage in the transport studies commissioned by DCC to inform the LDF process.

**Christchurch and East Dorset Core Strategy
Issues and Option Consultation**

**Education Strategy
One to One Meeting**

**Tuesday 25th March
2.30pm**

**The Committee Room
East Dorset District Council Offices,
Furzehill, Wimborne**

**Phil Farmer – Premises Officer, DCC
William Wallace, Head of Policy Planning, EDDC
Richard Henshaw, Policy Planning Manager, EDDC
Simon Trueick, Community and Planning Policy Manager, CBC
George Whalley, Planning Policy Team Leader, CBC**

Points of Discussion

- 1. Welcome and introductions**
- 2. General overview of County proposals of rationalisation / sale of school sites and 3 tier or 2 tier restructuring in East Dorset and Christchurch.**
- 3. Issues in East Dorset – the Wimborne and Ferndown Pyramids**
 - **Lockyers Middle School, Corfe Mullen**
 - **Options for site – rebuild / relocation – potential uses for current site**
 - **Potential use as a primary school for Poole Schools or to feed into QE Upper in Wimborne?**
 - **Wimborne and Colehill Schools – first, middle and upper – do they have the capacity to accommodate the urban growth envisaged?**
 - **Longham and West Parley are a long way from Ferndown schools – what needs to be provided in these locations to service the urban extensions?**
 - **East Dorset must also accommodate 1000 extra homes across the district – no locations specified. Which schools have the capacity for growth? Which schools are at capacity?**
 - **What scope does Verwood have?**
- 4. Issues in Christchurch**

- Can the schools accommodate the growth expected with the urban extension?
- What are the implications for Twynham School if Bournemouth residents continue to opt for this school in preference to Bournemouth secondary schools?

5. Extended schools agenda – using schools for other uses – child care / shared pitches – what are the County’s views on this?

East Dorset District Council Offices
The Committee Room
Bournemouth, Dorset

Local Planning Policy Team Leader, CBC
Local Planning Policy Manager, CBC
Local Planning Policy Manager, EDD
Local Planning Policy Manager, EDD
Local Planning Policy Manager, EDD

Points of Discussion

1. Welcome and Introduction
2. General overview of County proposals of educational provision, schools, and a list of sites restricting in East Dorset and Christchurch.
3. Issues in East Dorset – the Winton and Fetdown Primary schools, Middle School, Stone Millen
 - Can the sites be used for other purposes – potential uses for the sites
 - Can the sites be used as a primary school for local schools in the area?
 - Winton and Fetdown Primary schools – can they accommodate the urban extension?
 - Fetdown and Stone Millen schools – can they accommodate the urban extension?
 - Can the sites be used for other purposes – potential uses for the sites
 - Can the sites be used as a primary school for local schools in the area?
 - Winton and Fetdown Primary schools – can they accommodate the urban extension?
 - Fetdown and Stone Millen schools – can they accommodate the urban extension?
4. Issues in Christchurch

Christchurch & East Dorset Core Strategy Issues and Options Consultation

Education Strategy One to One Meeting Minutes 25th March 2008

Phil Farmer (Premises Officer, DCC), Sally Knott (EDDC), George Whalley
(CBC)

Item	Notes	Action
1	<p>General overview of County proposals</p> <p>Phil Farmer explained the education pyramids across Christchurch (Twynham, The Grange and Highcliffe) and East Dorset (Wimborne and Ferndown). Christchurch operates a two tier system (primary and secondary schools), whereas East Dorset operates a three tier system (first, middle and upper schools). There are no plans to change these at the present time. In East Dorset (Corfe Mullen) there has been local discussion about changing to a two tier system as a result of reorganisation proposals in Poole, although the County believes that the current system is very successful. It is understood Poole will revisit this in 2017* (see below).</p> <p>There are no plans to sell off surplus school sites or playing fields.</p> <p>Phil passed around a sheet which indicated the pupil forecasting in the light of potential urban extensions. This is attached with the Minutes.</p> <p>The impact of development upon local schools will be determined by the nature, timing and rate of building. DCC have calculated that a development in the scale of 1,200 homes equates to an added demand of 30 places per year group.</p>	
2	<p>East Dorset Schools</p> <p>The Wimborne Pyramid This pyramid serves a largely rural area and the town of Wimborne. All schools in the town are virtually at capacity and over subscribed. Wimborne First School has added one additional class for Sept 07 to accommodate children in catchment into Reception and a similar situation is expected to</p>	

Item	Notes	Action
	<p>arise in Sept 09.</p> <p>QE is full and over subscribed (360 entry). Over 90% of children attend from within catchment – within the QE Pyramid (which includes Cranborne, Verwood, Alderholt, Sixpenny Handley etc)</p> <p>An urban extension in Wimborne will require a new first school, and additional classrooms at St Michael's Middle School, Colehill (in preference to Allenbourn), subject to what happens in Corfe Mullen. QE would also require more classrooms, as there is no spare capacity in the new school.</p> <p>The rural first schools of Witchampton and Wimborne St Giles have very low numbers and there are concerns if pupil numbers fall further.</p> <p>The first schools at Sixpenny Handley and Gaunts Common are popular and have consistent numbers. Pupil numbers at St James' First School in Alderholt have stabilised following a decline.</p> <p>The Ferndown Pyramid The whole pyramid has a large number of surplus spaces.</p> <p>Ferndown First School has reduced it's intake from 90 to 60 (3 classes to 2); Oakhurst First School, West Moors, has also reduced it's intake from 50 to 40 to 30. Parley First School has remained at 60.</p> <p>Ferndown Middle School has the capacity for 150 admissions, which is being met. West Moors Middle School has dropped from 5 forms (150) to 2.5 (75 children) – so is running at half capacity.</p> <p>Ferndown Upper School has dropped from an admission figure of 340 to 260 annually.</p> <p>It is understood that the large numbers of surplus places are mainly due to demographics, although there is a tradition of families from this area seeking places in neighbouring authority areas (Bournemouth and Hampshire) as well as into the Wimborne area</p> <p>Should new development take place at Parley, it would take a trigger of 1200 homes to require a new school. Clearly local schools have capacity at the present time. It is not known what the projections are for these trends to continue. However, the point was made that the Parley shops in particular, are some considerable distance from Parley First School along a busy and unpleasant road. A new school in</p>	<p>PF to advise</p>

Item	Notes	Action
	<p>this location could be justified to provide community cohesion and on the grounds of safety.</p> <p>Verwood The first schools in Verwood are not at capacity, although 3 -4 years ago they were. Emmanuel Middle School has an admission figure of 150 which is not being met. Cranborne Middle School would like to increase it's intake from 105 to 120, but DCC do not support this. Verwood children have a choice of Upper School. Most children prefer to travel to QE in Wimborne, rather than to Ferndown. This explains the high percentage attending QE from within catchment. Depending on the scale, if Verwood were to see new housing development, there would not be a need for new schools in the settlement, although an extension to Cranborne Middle School may have to be considered. However, the catchment boundaries may have to be reconsidered in favour of Ferndown Upper School. This may be an unpopular move, but as there is spare capacity at Ferndown, and Wimborne is under pressure for new housing development, it may be the only practical option.</p> <p>Corfe Mullen* The situation at Corfe Mullen is complicated by the proximity of the Poole administrative boundary. Children attend first and middle school in East Dorset and then the Upper School which is based in Poole, although a number seek places at QE in Wimborne. Poole have deferred the decision to introduce a wholly two tier system until 2017. Should it do so, then Corfe Mullen would need to conform to this structure in 2017 and this could have implications for middle school provision in Wimborne (Merley is part of Allenbourn's catchment area as well as Broadstone Middle School's catchment area in Poole). The first schools of Henbury View (30) and Rushcombe (60) are popular and running at near capacity. Lockyers Middle School is undersubscribed. The buildings are outdated and many children travel into Wimborne or Broadstone to middle school. In the recent consideration of a two tier structure in Poole, DCC considered the Lockyers site as a potential primary school (5 – 11 year olds). It seems sensible to consider the future of Lockyers again at this time. Corfe Mullen is faced with a large increase of housing of at least 700 dwellings. A new first school is likely to be required. Lockyers could be rebuilt to provide a new middle school facility for the village. Should the two tier system eventually be introduced it should be capable of transferring</p>	

Item	Notes	Action
	<p>into a primary school.</p>	
3	<p>Christchurch Schools</p> <p>Issues for Christchurch:</p> <p>Discussion was held regarding current demand for places at Christchurch schools and the implications of the level of growth currently set out in the RSS.</p> <p>Twynham Secondary: The catchment area for Twynham School covers the west of Christchurch and extends to Sopley. The catchment area does not include any part of Bournemouth although many applicants from this area are successful in obtaining a place at this School (over some Christchurch residents) due to geography.</p> <p>Grange Secondary: The catchment area of the Grange extends to Somerford, Burton and Mudeford. Numbers have been falling and the school is currently operating under capacity.</p> <p>Burton / Somerford Primary Schools: Numbers are falling in these schools. If the Grange catchment area remains the same it is likely to struggle over the next 5 – 10 years.</p> <p>Highcliffe Secondary: The catchment area for this school includes Highcliffe, Mudeford and extends across the border into the New Forest area of Hampshire (Bransgore, Brockenhurst, Hordle, Sway and Tiptoe), which it shares with other Hampshire secondary schools i.e. Arnewood.</p> <p>Highcliffe St Mark's Primary: Highcliffe primary is also significantly oversubscribed. For Sept 08 the school is oversubscribed purely from applicants in the Highcliffe area.</p> <p>Mudeford Infants / Junior School: These schools are currently oversubscribed.</p> <p>Christchurch Infants/Junior Schools:</p>	

Item	Notes	Action
	<p>These schools to the west of the Borough are currently oversubscribed.</p> <p>Demand for Secondary Schools:</p> <p>There is currently a demand for 3 secondary schools in the Borough but this is due to the cross border catchment areas. There is insufficient demand from Christchurch alone to sustain 3 schools.</p> <p>Implications of RSS Growth:</p> <p>If development in the Christchurch Urban Extension is centred around Roeshot Hill this falls within the catchment of the Grange and Highcliffe Schools. In this eventuality the bulk of demand will be on places in Highcliffe as opposed to the Grange. If development was concentrated on land to the east of Burton this falls within the catchment area of the Grange and would assist in balancing the number of pupils between the 3 secondary schools. This option would also provide support to Burton and Somerford infant schools.</p> <p>With increased demand at Highcliffe School there are options for physical expansion to accommodate growth. An alternative option would be to decrease the catchment area for the school.</p> <p>There is an option of extending the current catchment area for the Grange School but this would prove unpopular for local families. In this respect there is a difficulty in overcoming the stigma for the area that it serves.</p> <p>The desire of the education authority is to maintain 3 secondary schools and the LDF process should consider carefully the impact of the level of growth to be accommodated within the catchment areas for the 3 schools.</p>	
4	<p>Extended Schools Agenda</p> <p>Phil suggested we speak to Sue Lewis at DCC. By 2009, all schools must provide some form of extended time to their day – whether it is breakfast clubs, after school or holiday clubs. DCC are keen to support and promote partnership working. The extent of facilities on offer depends upon the particular specialisms of individual schools. The Grange School and QE currently have sports college status and offer a variety of sporting facilities for public use. Highcliffe and Twynham Schools have language and science specialisms and are able to offer additional classes out of school hours. Ferndown Upper School is a specialist arts college.</p>	