

# 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](mailto:planning.policy@christchurchandeastdorset.gov.uk) for further details if you wish to see a copy.

# Christchurch and East Dorset

## Core Strategy and Affordable Housing Issues and Options March 2008 Public Consultation

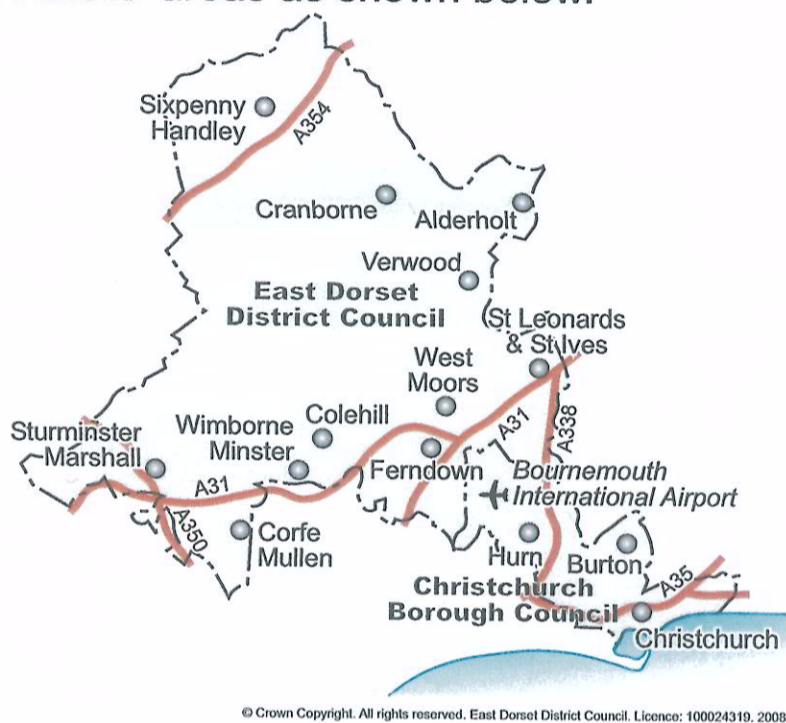
The **Core Strategy** forms a key part of the new Local Development Framework (LDF), which will eventually replace the Local Plans for Christchurch & East Dorset.

The **Core Strategy** sets out the vision and development strategy for how we want the area to develop over the next 20 years. It will cover key issues such as housing, economic growth, protecting our environment and supporting local communities.

The **Affordable Housing** Document is also available for public consultation. This considers the factors affecting the delivery of affordable housing in Christchurch and East Dorset.

### Joint Documents

Christchurch and East Dorset Councils are producing these documents jointly and will cover both Councils' areas as shown below.

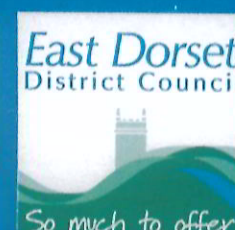


These are important documents and we want the community to get involved by responding on the issues and options that we have identified within them.

Copies of the leaflets and both documents can be obtained from the Council Offices, libraries and Information Centres in both Councils' areas, and can be downloaded from [www.dorsetforyou.com](http://www.dorsetforyou.com)

A range of leaflets covering specific issues have also been produced as part of this consultation. The following leaflets are available:

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



Consultation on the Core Strategy and Affordable Housing Issues  
and Options paper runs until the 6 May 2008

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

**Transport Infrastructure and Implementation Focus Group**

**Monday 28<sup>th</sup> April 2008**

**9.30am**

**The Council Chamber  
Christchurch Borough Council**

**Attendees**

Andrew Smith	Yellow Buses
Jenni Wilkinson	Yellow Buses
Malcolm Hodges	Bournemouth Borough Council
Lawrence Harrell	Bournemouth Borough Council
Gordon Jenkins	Dorset County Council
Patrick Hughes	New Forest District Council
Paul Willis	Dorset County Council
Peter Impett	Dorset County Council
Richard Dodson	Dorset County Council
Douglas Kite	Natural England
Jon Lovatt	Faber Maunsell
Steve Hellier	Highways Agency
William Wallace	East Dorset District Council
Simon Trueick	Christchurch Borough Council
George Whalley	Christchurch Borough Council

**Apologies**

Bob Baker	Christchurch Borough Council
Jessica Potter	South West Regional Development Agency

**Introductions**

ST introduced the purpose of the meeting to discuss the implications of the scale of development currently set out in the South West Regional Spatial Strategy for Christchurch and East Dorset. The main issues for discussion in the focus group were set out to include:

- The community infrastructure levy and the identification of transport infrastructure / The relationship between new development and transport infrastructure
- Securing better public transport services / Aspirational Road Schemes

## **Workshop 1 (Facilitator – George Whalley)**

### **The Community Infrastructure Levy and identification of transport infrastructure / The relationship between new development and transport infrastructure.**

Richard Dodson provided an overview of the emerging Community Infrastructure Levy (CIL) and the evidence gathering work currently being undertaken Dorset wide to support this process. In particular Richard referred to recent guidance produced by Arups concerning the implementation of the CIL.

Current working practice helps to inform the process of setting the CIL in Dorset. Milton Keynes was highlighted as a specific example to inform the process in Dorset.

The process of establishing an appropriate levy for new development should be equitable and fair as development cannot pay the entire cost for infrastructure required to serve new development.

Dorset authorities are in the process of commissioning a development viability study which will complement existing studies completed by Poole, Bournemouth and Purbeck Councils. This study will provide the central piece of evidence to inform the level at which the levy is set.

In addition to developer contributions a range of funding sources needs to be considered to support the cost of strategic transport infrastructure improvements. This includes the Regional Infrastructure Fund and the Regional Funding Allocation.

The funding shortfall from future contributions to support transport infrastructure was identified as a serious issue. In particular the cumulative benefit from small scale development will take some considerable time to provide for new infrastructure.

### **Phasing of Development**

Due to the lack of resources to fund transport infrastructure we are faced with the situation of potentially requiring housing development to come forward in advance of transport infrastructure to facilitate its provision. Even in this eventuality there is a very significant funding shortfall to deliver the strategic infrastructure identified at this stage.

The Highways Agency response to this issue emphasised the importance of measures to reduce dependency on the car. Measures noted during discussion included public transport service improvements and travel plans.

## **Urban Extensions**

The proposed urban extensions in Christchurch and East Dorset are likely to have the most significant impact on the transport network. The process of determining a levy for development coming forward in urban extensions will need to be carefully considered to ensure commercial viability.

## **Preparing the Infrastructure Schedule**

Discussion was held regarding the appropriate location of the infrastructure schedule within the local development framework. There are currently different approaches to this with some authorities locating the schedule in the Core Strategy.

The key requirement is for the schedule to be flexible and easily updatable. Further guidance is required from GOSW concerning the appropriate location of the schedule within the LDF.

Some suggestions included containing the schedule within the Annual Monitoring Report with the appropriate policy in the Core Strategy or within a Supplementary Planning Document.

## **Developing a Vision**

The scale of future infrastructure requirements will be influenced by the nature of the vision for the plan area. Effective policy measures to reduce the need to travel will go some way to reduce demands on the road network and the scale of improvements that are required.

A key issue concerns how to deal with short trips and how to influence a modal shift for these journeys encouraging the use of public transport, walking and cycling. However, many of the improvements currently identified are required to alleviate existing demands on the highway network prior to considering the impact of growth set out in the emerging Regional Spatial Strategy.

## **Delivering transport infrastructure at Bournemouth Airport**

The exact requirements and timing of transport infrastructure to serve the airport over the plan period need to be carefully determined. The full extent of possible infrastructure improvements currently identified for the airport may not be required over the plan period. Realistic planning for improvements over the plan period will assist in setting an equitable levy.

Demand management measures such as travel planning and improvements in public transport services were also seen as very significant in reducing the burden on the highways network.

Implementation of a crossing over the River Stour could alleviate some congestion problems through providing more direct access to the airport from north Bournemouth.

## **Workshop 2 (Facilitator Simon Trueick)**

### **Transport Infrastructure Improvements Priorities**

A cross boundary conurbation wide approach is required to effectively address transport issues which span administrative boundaries.

### **Influencing a Modal Shift**

Travel plans should be used as a tool to reduce the need to travel in advance of the provision of infrastructure.

Other mechanisms could be used to influence a modal shift such as the consideration of congestion charging.

### **Improvements to public transport**

If a modal shift is to be achieved then public transport services need to be of the appropriate quality and frequency with sufficient routes.

Commitments to improve public transport services could come from bus quality partnerships and LA commitments.

The need to establish a minimum standard of public transport service provision was discussed. A minimum standard of bus service would be of a 15 min frequency in order to be a 'turn up and go' service.

Public transport improvements need to adequately serve new developments such as the airport and hospital sites.

Improvements to transport interchanges are required to encourage the use of public transport services.

Funding for Infrastructure requires capital investment but there is also the issue of securing ongoing revenue funding to support public transport services.

Improvements to public transport services to the airport and associated business park are required. There is currently an inadequate range of services for the airport catchment area.

There is currently significant scope for effective travel planning at the airport. The airport has appointed a travel plan co-ordinator to promote an integrated approach to travel planning amongst businesses located in the northern business park.

Education was considered to be one of the main contributors to traffic generation. The timing of the school day clashes with commuter traffic and there is scope for this to be adjusted to reduce congestion. An alternative approach to adjusting school hours is effective travel planning to reduce dependency in the private car.

### **Walking and cycling:**

More provision should be made for cycle lanes even if this is considered to take up valuable road space. Extensive cycling routes are required to encourage sufficient numbers of people to cycle as a reasonable alternative to the car.

There is currently no countywide cycling strategy which would assist in providing a co-ordinated approach to cycle route provision. This may also assist in the development of funding opportunities.

### **Location of new development:**

New development should be located along the main public transport corridors.

Prime transport corridors are currently located mainly east – west across the conurbation. The issue was raised that there may be a requirement for extensions to corridors north – south across the plan area.

### **Regional Planning**

It was noted that current regional planning has not been successful in co-ordinating transport planning with other land use planning. In particular the RSS has not effectively considered how necessary transport infrastructure improvements will be provided in step with new housing development.

### **Congestion Charging**

Implementation of congestion charging schemes often have a long lead in period. In Manchester very high levels of expenditure on infrastructure have been required before motorists or politicians will seriously consider congestion charging.

Congestion is a serious issue along the Ferndown bypass.

### **Rail Improvements**

There are no rail services provided in East Dorset. Due to the extensive cost of providing new services and improvements to existing services there is currently little scope for improvements, even for light rail.

## **Park and Ride**

The introduction of park and ride schemes to serve Christchurch and east Dorset alone are problematic as levels of congestion are unlikely to make them viable.

## **Parking Charges**

The possibility of raising car parking charges was discussed to lessen the pressure of traffic on the town centres in Christchurch. A car parking study has recently been undertaken which has made specific recommendations for charging policy over the plan period. There is a particular motivation to remove traffic from Christchurch town centre.

## **Urban Extensions**

Of the proposed urban extensions Roesht Hill is the easiest to serve with buses. The future density of new development is a crucial factor in supporting new public transport services.

New bus infrastructure required to serve Ferndown – Verwood.

## **A31 Improvements**

It was discussed whether or not new housing development should be held back to be delivered after the provision of essential infrastructure including improvements such as the dualling of the A31.

## **Travel Plans**

Travel plans should be a requirement for new development, existing residential areas and employment sites.

Employers should be encouraged to adopt schemes similar to JP Morgan which provide bus services to employment sites and subsequently reduce trips by car.



## **Christchurch and East Dorset Core Strategy Issues and Options Consultation**

### **Bournemouth Airport Focus Group**

**Monday 28<sup>th</sup> April 2008**

**2.00pm**

**The Council Chamber**

**Christchurch Borough Council**

#### **Attendees**

Malcolm Hodges	Bournemouth Borough Council
Andrew Murray	Manchester Airports
Paul Willis	Dorset County Council
Richard Dodson	Dorset County Council
Richard Brown	Drivers Jonas
Douglas Kite	Natural England
Bill Gordon	Borough of Poole
Jon Lovatt	Faber Maunsell
Madlen Bray	GVA Grimley
Linda King	East Dorset District Council
Simon Trueick	Christchurch Borough Council
George Whalley	Christchurch Borough Council

#### **Apologies**

Jessica Potter	South West Regional Development Agency
Fiona Evans	Manchester Airports
Kate Tunks	Dorset County Council
Bruce Voss	South West Regional Development Agency
Paul Riley	Christchurch Borough Council
Katherine Burt	Environment Agency

#### **Introductions / Context**

ST set out how the airport focus group forms part of the issues and options consultation for the Core Strategy and also informs the production of the Airport Area Action Plan. The issues addressed in the focus group represent the more complex issues that require further qualitative exploration. The format of the focus group was to address the following issues:

Transport infrastructure requirements and mechanisms for delivery / Mitigating the impacts of infrastructure provision

Developing an employment vision for the airport northern business park

- The relationship between airport employment development and Bournemouth and Poole
- Business activity to be promoted in the northern business parks
- Employment land supply over the plan period

## **Workshop 1 (Facilitator Simon Trueick)**

### **Bournemouth Airport and the delivery of transport infrastructure**

Local authorities are in the process of working up the evidence base for the Community Infrastructure Levy (CIL) which will determine the levy to be applied to new development. The new levy must be consistent with circular 05/05 in so far as it relates to the cause and effect of development.

It needs to be determined the extent to which infrastructure provided in and around the airport will serve the needs of a wider area. If improvements are mainly of benefit to the airport alone this could raise issues for the collection of contributions to serve the airport from outside the area.

Employment land at the airport serves the needs of the conurbation as a whole and this has been recognised through the employment land review process being undertaken by Dorset authorities and by the review of the Dorset Workspace Strategy.

A case is being made for RFA funding to support the airport link road from the north east business park to the A338. However, a stronger case could be made for the link road as part of a wider package of strategic improvements serving the conurbation.

Contributions from development alone will not be sufficient to meet the costs of transport infrastructure requirements at the airport. Other sources of funding include:

- Regional Funding Allocation (RFA) - £80m per annum
- Regional Infrastructure Fund (RIF) - £80m per annum (but with Clawback)

DCC are currently making the case for RFA funding. It helps the case for RFA funding to demonstrate the scale of developer contributions that will match any potential regional commitment.

The Airport are planning to implement an area wide travel plan that will serve both the operational and employment elements of the airport site. The travel plan will be subject to a monitoring procedure that will feed back to the Surface Access Forum.

### **Core Strategy Objectives**

Adopted travel plan guidance already exists and this will be applied through the LDF.

Peter Bretts (Transport consultants working on behalf of Manchester Airports) are currently looking at a local development strategy based on improving existing junctions and online improvements to the B3073.

It is important that the airport bus service is extended to serve the northern business parks and the service to the terminal has services to Poole.

### **Ecological Implications**

The development of the airport has implications for increasing levels of traffic in the national park and on minor roads in particular. A small number of extra cars on NP roads such as the Avon Causeway can have significant impacts on tranquillity and environmental capacity.

Data is required on the number of trips to and from the airport through the New Forrest National Park. The airport travel plan may be able to collect this data.

### **Airport Passenger Growth**

The growth in passenger numbers projected over the plan period does not necessarily equate to more aircraft. This is because as capacity at the airport increases some low level private flying is likely to be pushed out.

The problem is that noise advice is focused on avoiding impact on people – avoiding urban areas, and thus aircraft approaches tend to route over the New Forest.

### **Air Quality**

Some standards for air quality are set at a national level – e.g. engine emission levels.

#### **Woodland planting:**

- May be required to mitigate the effects of general vehicular traffic in addition to airport traffic.
- Planting schemes may cause issues in terms of safeguarding areas / zones around runways.

Regional airports have targets set to be carbon neutral by 2015.

It is important to target policy toward reducing car travel and mitigating the air quality emissions.

### **Sewerage Provision**

New sewage infrastructure, including a new sewer and treatment facility is likely to be required. The airport has been in discussions with Wessex Water in this respect.

## **Water Usage**

Reduction strategy – A water efficiency strategy is being developed for the operational airport.

## **Links to Parley**

The form of Parley Cross junction could have implications for the form of the proposed urban extension. It was felt that improvements to Parley Junction should not isolate housing from the existing Parley Cross settlement.

Dorset County Council is particularly concerned to see improvements to Parley Cross junction in advance of further development at the airport. The issue is that improvements to Parley junction may need to happen in advance of decisions made on an urban extension.

## **Workshop 2 (Facilitator – George Whalley)**

### **Bournemouth Airport – Employment Vision for Northern Business Park**

#### **Employment uses**

Bournemouth would be concerned about high levels of office provision at the airport and the potential impact of this on the Landsdowne area.

The airport currently forms the majority of employment land supply serving the South East Dorset commercial market area. The RSS currently proposes an urban extension north of Bournemouth where there is potential to accommodate a mix of residential and employment uses. If this were to come forward it may reduce pressure on employment land at the airport.

The 2003 Airport Masterplan produced by EDAW was weighted toward high levels of office development in the northern business park. However, the airport has since adjusted their view to promote a similar range of uses to those currently located at the airport.

The Core Strategy Issues and Options consultation considers a zoning approach for employment uses. Manchester Airports raised the concern of prescriptive approaches in designating specific areas for certain uses. However, airside locations would need to be reserved for aviation related business requiring airside access.

Manchester Airports expressed the view that a flexible approach should be adopted in consideration of the range of employment uses which can be accommodated at the airport.

The Core Strategy is considering the appropriateness of applying design standards to particular zones of the airport as a tool to influence the type of employment to be located the airport.

## **Site Image**

The northern business park currently portrays the image of a general industrial business area which is potentially limiting on the range of uses which can be attracted to the site. A range of improvements to the business park are required if it is to be considered as a high quality business park. These may include:

- Improvements to the internal road network to improve legibility
- Landscaping Improvements
- Provision of facilities for workers (ancillary uses required e.g. amenity centre)

## **Employment Land Demand**

Levels of employment land take up at the airport have been restricted by a number of factors which include:

The adopted Christchurch Local Plan determines that until a development framework is in place for the business park there are constraints on the level of development that can be permitted.

The scale of development at the airport has been limited by the extensive range of transport infrastructure improvements required to serve the northern business park, most notably the link road to the A338. This issue has particularly effected take up in the north east business park.

The proposed MBT plant in the north west business park has had some impact on the desirability of the site for some uses. In advance of this proposed development coming forward it is difficult to ascertain the extent of its impact upon demand.

There is currently still a Clawback arrangement in the lease arrangement for the airport which requires a sum to be paid to the original airport owners. This has some effect upon the commercial viability of the site.

## **Dorset Workspace Strategy**

The review of the Workspace Strategy being undertaken by GVA Grimley is scheduled to provide draft strategy outputs in mid May. The strategy assesses employment land requirements for Dorset and establishes an implementation strategy in consideration of currently available sites.

Employment land forecasts have been developed using Cambridge Econometrics and in consideration of local data inputs. The methodology has been agreed with Dorset County Council and the Dorset employment land review group.

The findings of the Dorset Workspace Strategy may form the basis of representations made to the RSS when modifications are issued later this year.

Some concerns have been raised regarding the forecasting approach currently being adopted for the Workspace Strategy:

- Cambridge Econometric forecasting techniques are commonly known to produce relatively low forecasts which do not necessarily reflect actual demand.
- Forecasting figures have accounted for a 10% allowance for market choice. There has been some criticism that a higher figure is required to effectively provide for market choice.
- The Workspace Strategy is working toward a projected growth of 3.2% per annum. There is concern that this level of growth is too optimistic across the region and it may be more appropriate to plan for between 2.8 – 3.2 % growth.
- It is also important to consider the influence of supply led demand if transport infrastructure requirements at the airport are overcome in combination with improvements to the image of the site.

#### **Additional studies required to supplement the Workspace Strategy**

Forecasting within the Workspace Strategy is significantly based on previous trends in business performance. There are concerns that this approach does not examine factors that would lead to a step change in the local economy and the subsequent demand for employment land and premises.

It is important to assess the level of investment which is going out of the area due to a shortage of sites to meet the needs of some business sectors. In this respect assessment it is important to affectively assess the requirements of businesses seeking to locate in the local area.

#### **Transport Evidence**

Work being undertaken by Peter Bretts on behalf of Manchester Airports will establish the amount of land that can come forward in the short to medium term in the north west business park. It is envisaged that Peter Bretts and Dorset County Council will have agreed a position on the level of development which can come forward by the end of May.

A revised methodology is required to determine the appropriate level of contributions to be made by new development. Until this is quantified DCC and the Highways Agency are likely to object to any further development in the northern business park.

The potential provision of a link road to the A338 is unlikely to be justified by the airport alone. Funding for a link road is more likely to be obtained as part of a strategic scheme for South East Dorset.

## **Representations to the RSS**

Manchester Airports are planning to make the following representations to the RSS in advance of the modifications expected in July.

The RSS Panel report appears to demote the status of the Airport from a strategic site contrary to its status in local policy.

## **Airport Economic Study**

The Nathaniel Lichfield study has put forward a range of possible development options for the airport. The preferred development option considers a balance of 80% industrial and 20% office. This option is consistent with the recommendations of the RSS Panel report and is consistent with the aspirations Poole and Bournemouth have for their employment land.



**Working in Partnership**  
Christchurch Borough Council / East Dorset District Council



East Dorset District Council

Policy Planning

Furzehill, Wimborne, Dorset, BH21 4HN

Contact: Mrs Sally Knott

Telephone: 01202 886201 Ext 2262

Email: forward.planning@eastdorset.gov.uk

Our Reference: 394.3

Your Reference:

Date: 25 March 2008

*7th April*

Dear Sir / Madam

**Christchurch and East Dorset Councils'  
Core Strategy Issues and Options Consultation and  
Affordable Housing DPD Issues and Options Consultation  
(Regulation Stage 25) - 25<sup>th</sup> March – 6<sup>th</sup> May 2008**

**Invitation to a Community Partnership Meeting on 30<sup>th</sup> April at Allendale  
House, Wimborne – 6.45pm for 7pm**

We are pleased to enclose copies of the Core Strategy Issues and Options Discussion Paper and Response Paper, and the Affordable Housing Development Plan Document (DPD) Discussion Paper and Response Paper for your information and response. These documents set out the key issues and options to address in the production of the Core Strategy and the Affordable Housing DPD in Christchurch and East Dorset. The Core Strategy will set out the broad development planning strategy for the area over the next 20 years.

In producing both of these documents, it is vital that we engage with stakeholders to ensure we have effectively identified all the issues and how they should be addressed. Your local theme action or community group has been identified as a stakeholder in the process.

The consultations run for a six week period from **25<sup>th</sup> March** until **6<sup>th</sup> May 2008**, during which time we would appreciate you completing the enclosed Response Papers and send them directly to:

**Christchurch and East Dorset Core Strategy Responses  
C/o Community and Planning Policy  
Christchurch Borough Council  
FREEPOST BH575  
Civic Offices  
Bridge Street  
Christchurch BH23 1BR**

*This was cancelled due to lack of attendees Encouraged to forward their views a that of groups they belong to .*





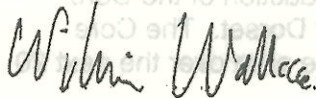
The Response Papers may also be downloaded online using the following links:  
Core Strategy - <http://www.dorsetforyou.com/index.jsp?articleid=348323>  
Affordable Housing DPD - <http://www.dorsetforyou.com/index.jsp?articleid=373885>

The documents, including a series of individual leaflets produced for key issues, can be viewed at Council Offices, the Town Council Offices and at all local libraries during normal working hours or online at <http://www.dorsetforyou.com/index.jsp?articleid=348323>  
The enclosed schedule lists details of these locations.

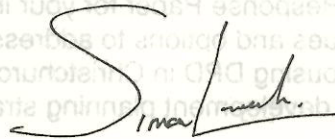
**As part of the consultation, we will be holding a special meeting for the Chairs of the Theme Action Groups, Local Action Groups and Parish Plan Groups on 30<sup>th</sup> April at Allendale House in Wimborne. We would value your attendance at this event to discuss the issues raised in these documents, and how they affect our community in East Dorset. Please confirm your attendance to Sally Knott (01202) 886201 ext. 2262 or [sknott@eastdorset.gov.uk](mailto:sknott@eastdorset.gov.uk) by 23<sup>rd</sup> April.**

For further information on the wider Core Strategy consultation process and how to get involved, please see our website [www.dorsetforyou.com](http://www.dorsetforyou.com) or contact [forward.planning@eastdorset.gov.uk](mailto:forward.planning@eastdorset.gov.uk) or [planningpolicy@christchurch.gov.uk](mailto:planningpolicy@christchurch.gov.uk)

Yours faithfully



William Wallace  
Head of Policy Planning  
East Dorset District Council



Simon Trueick  
Community and Planning Policy Manager  
Christchurch Borough Council

Encs.

Core Strategy Issues and Options Discussion Paper and Response Paper  
Affordable Housing DPD Discussion Paper and Response Paper  
Schedule of Locations to view documents

## West Parley Focus Group Meeting

1<sup>st</sup> May 2008

10.30am Committee Room, EDDC

1. Mark Axford, Goadsby Town Planning
2. Mr A Rance, Landowner (Axford)
3. Paul Willis, Dorset County Council
4. Kate Tunks, Dorset County Council
5. Graham Thorne, Thornes Chartered Surveyors
6. Simon Munnings, Symonds & Sampson
7. Paul Stack, Planning Solutions
8. Christopher Undery, Chartered Surveyor
9. Mr G Toomer, Landowner
10. Cllr Malcolm Birr, East Dorset District Council
11. Mrs Elizabeth Winkley, Dudsbury Girl Guides
12. Mrs Elizabeth Dawkings, Dudsbury Girl Guides
13. Della Edwards, West Parley Residents Ass.
14. John Cullen, West Parley Residents Ass.
15. Steve Molnar, Terence O'Rourke Ltd
16. Mrs Sue Starmer, Clerk West Parley Parish Council
17. Cllr Ron Daw, East Dorset District Council
18. Cllr Sally Elliott, East Dorset District Council
19. Malcolm Brown, Sibbett Gregory
20. Cllr Barbara Manuel, East Dorset District Council
21. Dale Frampton, Landowner (Undery)
22. Cllr Mike Dyer East Dorset District Council
23. Cllr John Wilson, East Dorset District Council
24. Richard Dodson, Planning Obligations Manager DCC

### Apologies

1. Joan Vincent, Parley First School
2. Jo Pringle, Headteacher Ferndown First School
3. Phil Farmer, Dorset County Council Education
4. Cllr Derek Burt, East Dorset District Council

# Christchurch & East Dorset Core Strategy Issues and Options Consultation

## East and South of Ferndown & West Parley Focus Group Notes

**1<sup>st</sup> May 2008**

**Attendees:**

**Mark Axford** (Goadsby Town Planning), **Cllr Malcolm Birr** (EDDC), **Malcolm Brown** (Sibbett Gregory), **John Cullen** (West Parley Residents Association), **Cllr Ron Daw** (EDDC), **Mrs Elizabeth Dawkings** (Dudsbury Girls Guides), **Richard Dodson** (Planning Obligations Manager, DCC), **Cllr Mike Dyer** (EDDC), **Mrs Della Edwards** (West Parley Residents Association), **Cllr Sally Elliot** (EDDC), **Dale Frampton** (Landowner), **Richard Henshaw** (Policy Planning Team Manager, EDDC), **Sally Knott** (Policy Planning Officer, EDDC) **Cllr Barbara Manuel** (EDDC), **Steve Molnar** (Terence O'Rourke Ltd), **Simon Munnings** (Symonds and Sampson), **Mr A Rance** (Landowner), **James Smith** (Policy Planning Officer, EDDC), **Paul Stack** (Planning Solutions), **Sue Starmer** (Clerk, West Parley PC), **Graham Thorne** (Thornes Chartered Surveyors), **Mr G Toomer** (Landowner), **Kate Tunks** (Highways Officer, DCC), **Christopher Undery** (Chartered Surveyor), **William Wallace** (Head of Policy Planning, EDDC), **Paul Willis** (Highways Manager, DCC), **Cllr John Wilson** (DCC), **Mrs Elizabeth Winkley** (Dudsbury Girl Guides)

**Apologies:**

**Cllr Derek Burt** (EDDC), **Phil Farmer** (Education Officer, DCC), **Richard Heaslip** (West Parley Residents Association), **Jo Pringle** (Head, Ferndown First School), **Joan Vincent** (Head, Parley First School),

Item	Notes
<b>1</b>	<p>Richard Henshaw gave a short presentation and outlined the purpose of the meeting. He explained the background to the Core Strategy and the Affordable Housing Issues and Options Documents which are currently out for consultation until 6<sup>th</sup> May.</p> <p>The purpose of the meeting was to consider the overall master planning of the urban extension; it was not to consider the merits of different sites within the large area of search, or the principal of an urban extension.</p> <p>Delegates then split into 4 groups to discuss these factors:</p> <ul style="list-style-type: none"> <li>• <b>Green Framework</b></li> <li>• <b>Movement</b></li> <li>• <b>Housing</b></li> <li>• <b>Facilities</b></li> </ul> <p>The comments from each group have been combined below.</p>
<b>2</b>	<p><b>Green Framework</b></p>

Item	Notes
	<ul style="list-style-type: none"> <li>• <b>Consider existing quality landscapes</b></li> <li>• <b>Heathland</b> – not a climax vegetation</li> <li>• <b>River Stour Valley</b> <ul style="list-style-type: none"> <li>• Seasonal flooding</li> <li>• Difficult to reach</li> <li>• Water safety issue</li> </ul> </li> <li>• <b>Dudsbury Guide Camp</b> – Scheduled Ancient Monument / character – buffer needed</li> <li>• Footpath across site / lots of vandalism to site / could it be re-routed</li> <li>• Would this area be part of the green infrastructure or in addition to new?</li> <li>• <b>Dudsbury Golf Course</b> <ul style="list-style-type: none"> <li>• <b>Green infrastructure</b> <ul style="list-style-type: none"> <li>• Footpaths</li> <li>• Cycleways</li> <li>• Open space</li> <li>• Exercise area for dogs</li> <li>• River Stour</li> <li>• Allotments</li> <li>• A network of green open spaces accessible for walkers and cyclists / bridleways etc for all</li> </ul> </li> <li>• <b>Green spaces</b> <u>within</u> the development as well as <u>around</u> <ul style="list-style-type: none"> <li>• Hence green areas penetrate housing area</li> <li>• Has to be integrated within the housing</li> <li>• Small clusters of development with green infra structure within and around housing</li> <li>• Minimum standards of <u>distance</u> to open space</li> <li>• Need plenty of open space if housing is high density</li> <li>• Views are <u>not</u> key</li> <li>• Visual effect</li> <li>• Who does it attract?</li> <li>• Need to cater for all</li> <li>• Need to be for the whole community – not set in the middle of the new development</li> </ul> </li> <li>• <b>Links</b> <ul style="list-style-type: none"> <li>• From inside the development to outside</li> <li>• To sustainable modes of transport</li> <li>• To larger areas</li> <li>• Accessibility</li> </ul> </li> </ul> </li> </ul>

Item	Notes
	<ul style="list-style-type: none"> <li>• Needs to be near to existing / new development</li> <li>• <b>Must provide for a variety of uses</b></li> <li>• Need to understand what it is to be used for</li> <li>• Need many open spaces – river valley</li> <li>• Avoid artificial ‘green’</li> <li>• What is needed</li> <li>• Sports fields – elderly population?</li> <li>• Suitable for dog walkers</li> <li>• Balance required – not just green open space - variety</li> <li>• <b>Areas in need of landscape improvement</b></li> <li>• Barrack Road and Longham</li> <li>• <b>Space needs to be made attractive</b></li> <li>• Layout and management</li> <li>• Open spaces use up land and extend development area</li> <li>• Minimise land take</li> <li>• <b>How much will be needed?</b></li> <li>• How will this affect the land requirement?</li> <li>• <b>Funding is key to management</b></li> <li>• Land values need equalising</li> <li>• Costs = initial + ongoing maintenance</li> <li>• <b>Delivery</b></li> <li>• Will it be implemented as a package with the development?</li> <li>• Break from Bournemouth – rural atmosphere</li> </ul>
3	<p><b>Movement</b></p> <ul style="list-style-type: none"> <li>• <b>How do people move?</b> <ul style="list-style-type: none"> <li>▪ Cycle</li> <li>▪ Walk</li> <li>▪ Public Transport</li> <li>▪ Car</li> </ul> </li> <li>• <b>Where are they going?</b></li> <li>• Travel to work</li> <li>• High dependency</li> <li>• Travel to shops</li> <li>• <b>Road System</b></li> </ul>

Item	Notes
	<ul style="list-style-type: none"> <li>• Separation of through traffic from local traffic</li> <li>• Upgrade the roads</li> <li>• Needs to be improved throughout the County – bearing in mind the Olympics in 2012</li> <li>• A338 Link road – although marginally through SSSI – benefits outweigh environmental issues</li>   <li>• <b>Issues</b></li> <li>• Congestion</li> <li>• Flow of traffic at junctions</li> <li>• Width of main roads</li> <li>• Better signage</li> <li>• High private car dependency</li> <li>• Desire to reduce private car travel / Government policy</li> <li>• No development until new infrastructure is in place</li> <li>• We need the private car, but have to think about personal use</li> <li>• Lack of public transport / Need to improve public transport</li> <li>• Need to consider the development in the context of the current situation and also future developments in the local area – eg. The Airport</li> <li>• Airport and employment area will significantly increase vehicles</li> <li>• Ageing population means that a large proportion cannot cycle or walk</li> <li>• Need adequate links to hospitals / amusements / socialising</li> <li>• Look at access from west to airport</li> <li>• Need choices of transport at realistic costs</li> <li>• Park and ride not viable in coastal area</li> <li>• Need to change attitude towards transport modes</li>   <li>• <b>Parley Crossroads</b></li> <li>• People do not use the shops because of the traffic</li> <li>• Parley junction is already at saturation point. Need to improve Parley junction for traffic and people's use of facilities</li>   <li>• <b>Longham</b></li> <li>• Congestion at Longham requires a strategic solution</li>   <li>• <b>Public Transport</b></li> <li>• The only Public Transport is the BUS (4+ per hour)</li> <li>• Use key corridors with quick regular journeys rather than wiggling through estates.</li> <li>• West Parley is not well provided with bus services</li> </ul>

Item	Notes
	<ul style="list-style-type: none"> <li>● - Improve east / west bus service</li> <li>● Frequent clean</li> <li>● Safe transport servicing area</li>   <li>● <b>Cycle Trails / Cycleways</b></li> <li>● Need to be improved toward the conurbation</li> <li>● In favour but not part on main roads</li> <li>● Need to be incorporated into the new housing development</li> <li>● Existing roads need to be made safer for cyclists</li>   <li>● <b>New development</b></li> <li>● Need for adequate off road parking on new housing developments</li> <li>● Need space for proper parking – new fuels will sustain car use</li> <li>● Will only add a small proportion of cars to the network but could be criticised</li> <li>● Do not want straight lines for roads and footpaths</li> <li>● Do not isolate new development</li> <li>● Need to be part of existing developed area</li> <li>● Can't keep loading the developer with costs</li> <li>● Need safe well designed movement layouts</li>   <li>● <b>Future ideas</b></li> <li>● Car clubs, taxis</li> <li>● Travel Plan is required to provide choice</li> </ul>
4	<p data-bbox="373 1294 503 1328"><b>Housing</b></p> <ul style="list-style-type: none"> <li>● <b>Design of New Housing</b></li> <li>● Design is very important</li> <li>● Mix of houses by <u>careful design</u> will achieve density and will maintain character of area</li> <li>● Small dwellings grouped</li> <li>● Integrate development with existing style/type</li> <li>● Prefer traditional styles of housing (older viewpoint)</li> <li>● Newer styles may not sell / will date quickly</li> <li>● Need to be careful to not create an area of deprivation</li> <li>● Difficult to predict what designs will be acceptable in 20 years time</li> <li>● Could use open plan styles in smaller housing to give feeling of more space</li> <li>● Flats could be designed architecturally to resemble houses</li>   <li>● <b>Design Standards</b></li> <li>● We should set minimum standards</li> </ul>

Item	Notes
	<ul style="list-style-type: none"> <li>• Minimum space standards should not be set – too dictatorial</li> <li>• Disagreement – 750 sqft should be minimum for a 2 bed flat</li> <li>• Although the developer is restricted by the market</li> <li>• Lifetime housing</li> <li>• Do we want to build to highest green standards both economically and environmentally?</li> <li>• Innovative use of building materials</li> <li>• New flats built by private developers are unsold and the room sizes are too small for Housing Associations standards</li> <li>• Mix of design and tenure</li> <li>• Sustainable building techniques – sound proofing / airport / Code 6 standards to be achieved</li> <li>• High design standards emphasized – look at the Areas of Special Character for inspiration</li> </ul> <p>• <b>Layout</b></p> <ul style="list-style-type: none"> <li>• Involve green spaces</li> <li>• Separate areas between other urban areas – not one urban sprawl</li> <li>• Care not to separate old/new housing by new road system (create isolation)</li> <li>• Sufficient parking areas need to be provided</li> <li>• Courtyards – good example given of Warren Walk off Ameysford Road, Ferndown – built to a human scale</li> <li>• Courtyard parking areas – ref Poundbury</li> </ul> <p>• <b>Density</b></p> <ul style="list-style-type: none"> <li>• No high rise (3 storeys)</li> <li>• General fear of high density - prefer to put residents ahead of loss of land <ul style="list-style-type: none"> <li>• Each property should have a garden</li> <li>• Vary density across a development</li> <li>• <u>Character</u> should dictate density</li> <li>• Lower density is essential</li> </ul> </li> </ul> <p>• <b>Affordable Housing</b></p> <ul style="list-style-type: none"> <li>• Mistake to think of providing 40/50% affordable housing</li> <li>• Needs to be integrated not just 'council housing'</li> <li>• Prefer to take cash to enable purchase off-site and some on-site (pepper potting in local area)</li> <li>• Is percentage reasonable?</li> <li>• Current guidelines are acceptable – should be sufficient to swing cat!</li> </ul>



Item	Notes
5	<p><b>Facilities</b></p> <ul style="list-style-type: none"> <li>• <b>Need to be accessible</b></li> <li>• <b>Public transport – use key corridors with quick regular journeys rather than wiggling through estates</b></li>   <li>• <b>Longham – few facilities</b></li> <li>• Post office</li>   <li>• <b>Parley</b></li> <li>• <b>More shops</b></li> <li>• Superstore?</li> <li>• Need day to day convenience facilities</li> <li>• Good to have the chemist and co-op for day to day convenience shopping</li> <li>• Would the impact of a superstore be unacceptable?</li> <li>• Potential to build on existing retail units</li> <li>• Shopping facilities with adjacent recreational facilities</li> <li>• Supermarket – long journey across town or into Poole or Bournemouth</li> <li>• No more shops needed</li> <li>• Move tile shop to the industrial estate</li> <li>• Smaller shops / bakers etc wouldn't survive</li>   <li>• <b>Transport interchange</b></li> <li>• Concern over integration</li> <li>• Gyrotory at Parley a problem</li>   <li>• <b>GP Facilities / Dentists</b></li> <li>• Distant existing facilities in Ferndown</li> <li>• Small Doctor's surgeries at St Mary's Road and Glenmoor Road</li> <li>• Hard to get appointments / very busy</li> <li>• NHS facilities – polyclinic</li> <li>• Purpose built health centre</li>   <li>• <b>Churches</b></li> <li>• Multi – use facilities</li> <li>• Church halls</li>   <li>• <b>Village Hall</b></li> <li>• Is it enough?</li> <li>• Hall needs to be attached to other facilities for support</li> <li>• Volunteers</li> <li>• Could be moved away from SSSI</li> <li>• Dated building – opportunity for renewal</li> <li>• Well used by local people and organisations</li> </ul>

Item	Notes
	<ul style="list-style-type: none"> <li>• <b>New school</b></li> <li>• Are there enough houses to support?</li> <li>• Possibly too small to support, but existing shortfall</li> <li>• Possibly extend opening hours of school for community use / hall?</li>   <li>• <b>Relocate facilities</b></li> <li>• Issues of airport noise</li>   <li>• <b>Sports facilities</b></li> <li>• Leisure Club?</li> <li>• Gym?</li> <li>• Commercial</li>   <li>• <b>Pubs</b></li> <li>• Waiting lists!</li>   <li>• <b>Old people's care</b></li> <li>• Old people's facilities</li>   <li>• <b>Hotel and leisure facilities</b></li> <li>• Redevelop The Dormy as a hotel / leisure centre – turn back the clock</li> <li>• Useful to complement the airport for hotel in the area</li>   <li>• <b>Library</b></li> <li>• Won't work</li> <li>• Will it be used?</li>   <li>• <b>Youth clubs</b></li> <li>• What will the young do?</li> <li>• Need a focal point</li> <li>• Youth facilities at open spaces</li>   <li>• <b>Guide Camp</b></li> <li>• Suffers expensive vandalism but like site</li>   <li>• <b>Desirable business accommodation</b></li> </ul>
6	<p><b>Conclusions</b></p> <ul style="list-style-type: none"> <li>• The focus group covered a broad range of issues and topics to start to consider the needs of the area at the moment and in the future.</li> <li>• It was clear that Longham and West Parley are very distinct settlements with some very different issues and needs.</li> </ul>

Item	Notes
	<ul style="list-style-type: none"><li>• It was also clear that a range of options arose under each topic often with polarised opinions from within the group, such as setting minimum size standards for new dwellings.</li><li>• However for some issues, there was general agreement in the approach to take from all groups, such as integrating the old and new housing together to avoid isolation and breaking up the new housing with a mix of tenures.</li><li>• The additional subject of Employment was discussed and it was considered that this should in itself become a topic for future debate.</li><li>• The intention is to revisit these topics over the coming months at future focus group meetings and to gradually obtain a clearer picture of how to approach the master planning process.</li></ul>

«Primary\_contacts\_name»  
«Primary\_contacts\_address»

Contact: Mrs Sally Knott  
Extension: 2262  
Email: [sknott@eastdorset.gov.uk](mailto:sknott@eastdorset.gov.uk)  
Our Reference: 394.3  
Your Reference:  
Date: 11 April 2008

Dear Sir / Madam

**East & South of Ferndown (including Longham, Hampreston and West Parley)  
Urban Extension Focus Group**

**1<sup>st</sup> May 2008**

**at 10.30am**

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

This letter invites you to a Focus Group meeting for the area known as 'East and South of Ferndown' to consider the issues this settlement faces in relation to the Urban Extension proposed in the draft Regional Spatial Strategy.

In response to the Strategic Housing Land Availability Assessment (SHLAA) site you have submitted, this invitation has been sent to you, as a key stakeholder in this area, with an interest in its future development. I hope this meeting will be valuable in bringing together key participants, including the Town and Parish Councils, land owners, and the highways and education representatives etc.

Please note that for this consultation we are not tackling the principle of the proposed urban extension, as that is a matter for the Regional Spatial Strategy. If it is to be implemented we need to consider how this should be best done. There are many issues which we need to consider at this stage, including for example:

- Suitable locations for housing development
- Highways and infrastructure issues
- The need for new community facilities, such as schools or libraries
- The potential for additional shops

I would be grateful if you could confirm your attendance to Elizabeth Taylor on 01202 886201 ext. 2422 or Sally Knott on ext. 2262 by 24<sup>th</sup> April 2008.

*(Continued overleaf)*

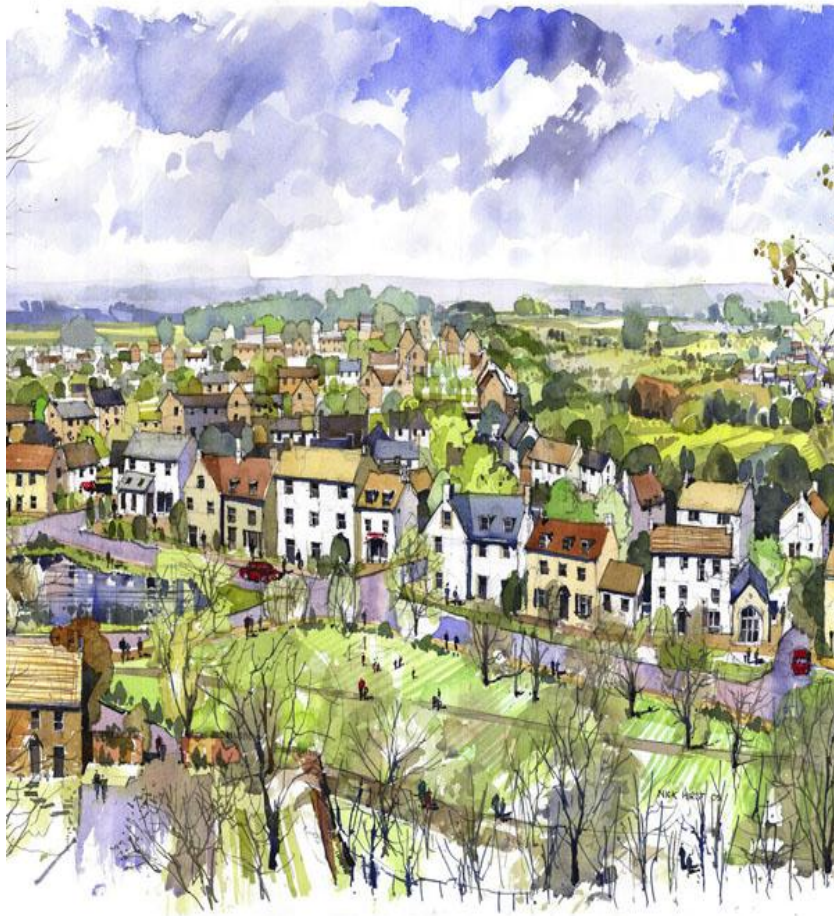
As you will be aware, the Core Strategy Issues and Options Discussion Paper is currently available for consultation until 6<sup>th</sup> May 2008. If you wish to comment on this document or the Affordable Housing DPD Discussion paper, please look at our website, [www.dorsetforyou.com](http://www.dorsetforyou.com)

Please do not hesitate to contact Sally Knott if you require any further details regarding this event.

Yours faithfully



William Wallace  
Head of Policy Planning  
East Dorset District Council



# Christchurch and East Dorset Local Development Framework

**East and South of  
Ferndown and West  
Parley Urban  
Extension Focus  
Group**

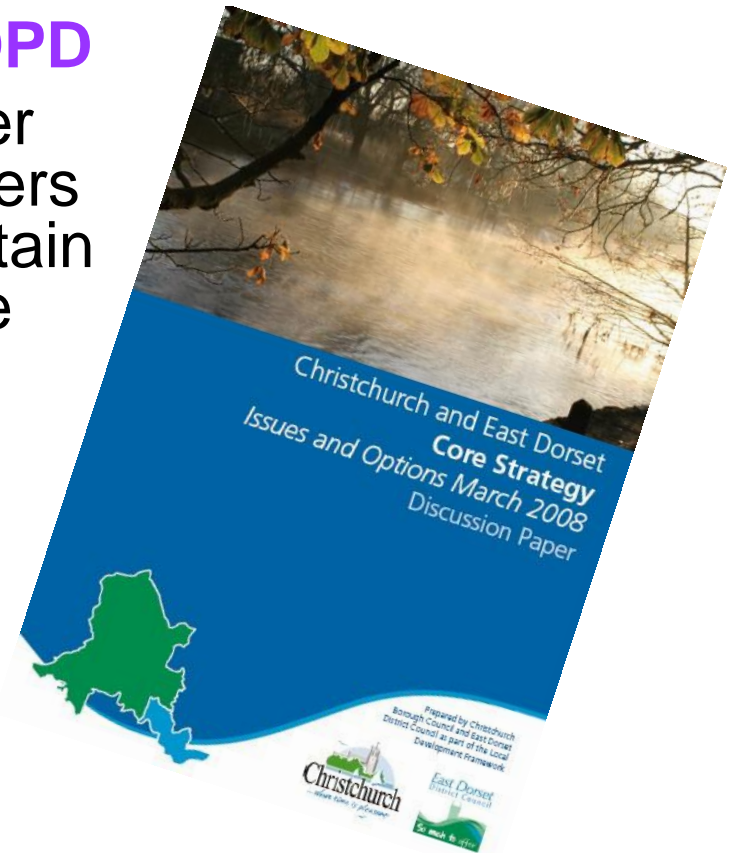
1<sup>st</sup> May 2008

# Present Consultation

- Along with other forms of consultation, informs preparation of the:

- Core Strategy
- Affordable Housing DPD

- Brings together key stakeholders to discuss certain issues in more detail.



# Group Rules and Aim for Today!

- **Whatever we may think about the principle of developing in the green belt, for this meeting we have to assume that there is going to be an urban extension.**
- **We will not be identifying where exactly the urban extension could be.**
- **We aim to identify some key principles of how to design and implement an urban extension.**



# Masterplanning

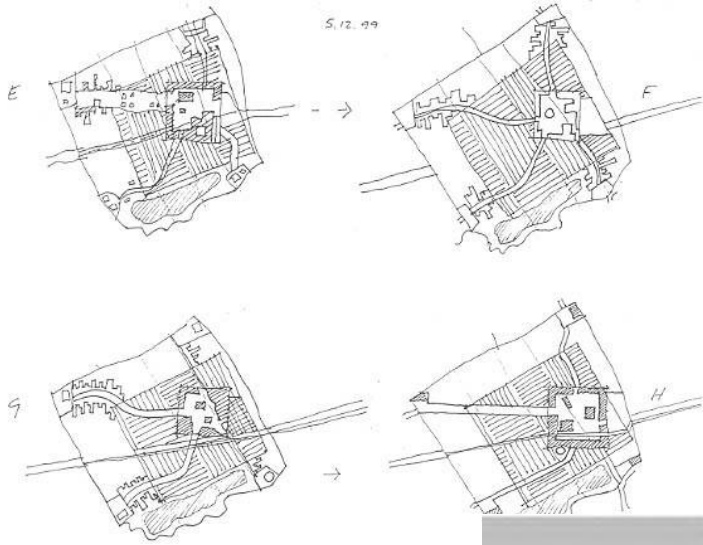


**A masterplan addresses the multifaceted aspects that make places successful:**

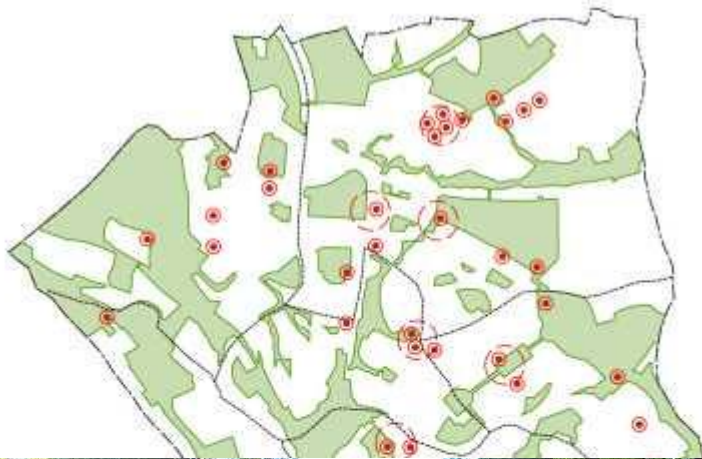
- The quality of the buildings and spaces and their management
- The way these come together to create unique places
- built form in relation to history, culture and landscape
- The provision of services
- The engagement of local people and users in defining and being involved in the process of change
- The economic and financial realities
- The role of different agencies in delivering investment and change.

**CABE**

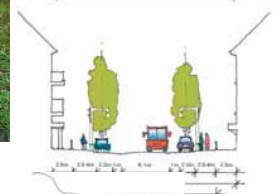
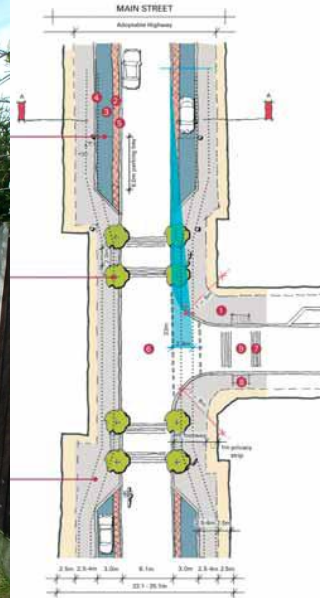
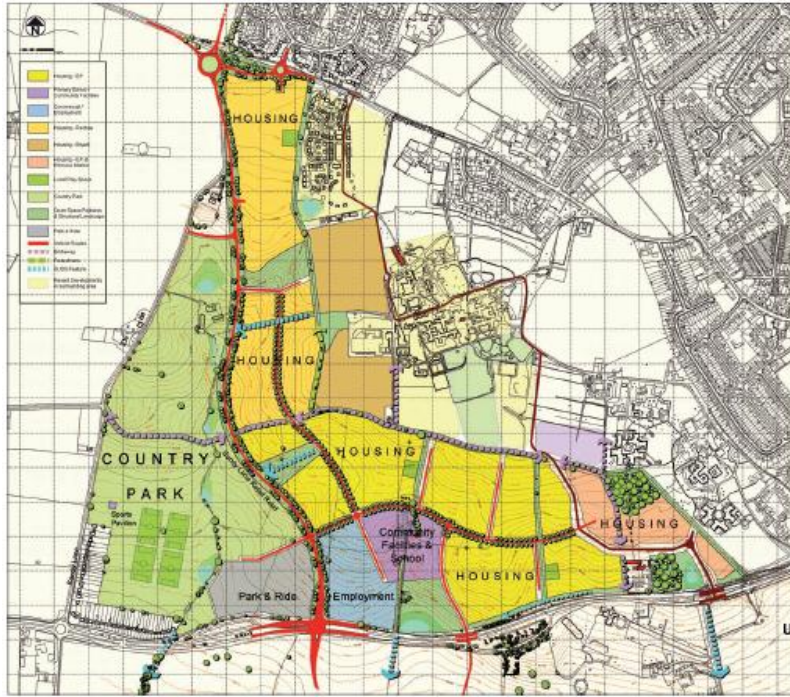
# Masterplanning



# Discussion 1 – Green Framework



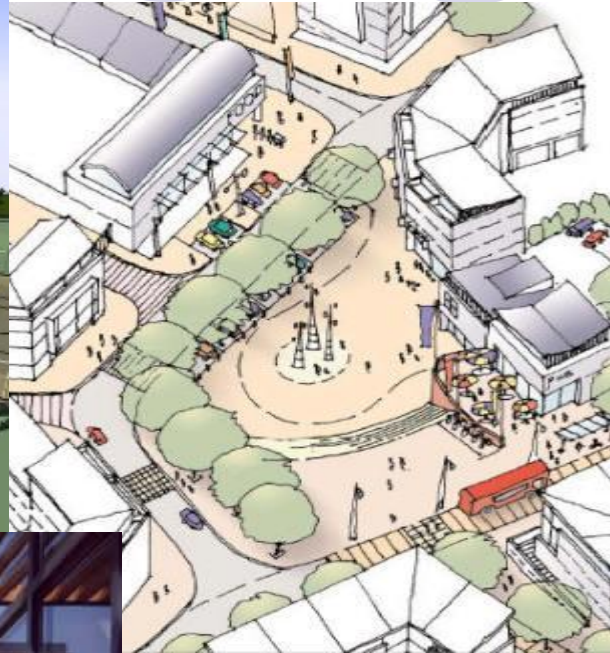
# Discussion 2 – Movement



# Discussion 3 – The Housing



# Discussion 4 – Facilities





# The Process from Here

- **Issues & Options** papers for the Core Strategy and Affordable Housing DPD published 25<sup>th</sup> March for 6 week consultation.
- Informs **Preferred Options** document to be published later this year – further consultation.
- Followed by **Submission document** – and further consultation.
- Subject to **Public Examination** by a Planning Inspector.
- **Inspector's Report** and final **adoption** 2/3 years from now.

# Issues for the Focus Group

## ● Over to you!

The address for all responses is as follows:

**Christchurch and East Dorset  
Core Strategy and Affordable Housing  
Responses**

c/o The Planning Policy Team  
Christchurch Borough Council  
Civic Offices, Bridge Street  
Christchurch. BH23 1AZ  
E-mail: [planning.policy@christchurch.gov.uk](mailto:planning.policy@christchurch.gov.uk)

