

Appendix D Options for Consideration Consultation

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Public Exhibition

FRIDAY 26th NOVEMBER 2010
from 2pm to 8pm

Barrington Theatre, Ferndown

- Would **you** like to find out more about the future plans for Christchurch and East Dorset over the next few years?
- Would **you** like to get involved and influence them?

Shopping, housing, employment, tourism, the natural environment and **recreation provision** are just a few of the many issues discussed in the forthcoming **Core Strategy consultation**.

The **12 week** 'Options for Consideration' consultation runs from **4th October** until noon on the **24th December 2010**.

To find out more visit our website at;
www.dorsetforyou.com/348323 or, pick up a leaflet at local libraries, the Council Offices and leisure centres or telephone **01202 886201** ext **2422** to register your interest.



**Notes of meeting regarding Water Supply/Floodrisk
For the Christchurch and East Dorset Core Strategy
CBC Offices
29th November 2010**

Present: Katherine Burt (EA), Malcolm Brushett (EA), Andy Bremford (EA), Lisa Jackson (Jackson Planning – Meyrick Estate), Dave Ogborne (Wessex Water) George Whalley (CBC), Lynda King (EDDC)

Apologies: Greg Pienaar (Bournemouth and West Hants Water)

1) Core Strategy Development Options and Water Supply / Sewerage

(Implications of Christchurch 'Key Strategy' development options (KS7 – 11), Bournemouth Airport – KS13, BA1 – BA11)

The focus of this item concentrated on the impact of Core Strategy development options on sewerage infrastructure requirements as Bournemouth and West Hants Water were unable to attend.

D.O informed the group of Wessex Water's current issues with regard to the developments proposed in the Core Strategy:

Sewage Treatment – WW have their own growth predictions for 5-year plans. In Christchurch there are unlikely to be an issue about STW capacity in the next five years, but there may be the need to upgrade the networks leading to the STWs. This will need to be looked at on a site by site basis. Specifically, in Christchurch there will be requirements to improve the capacity of the Lyndhurst Road foul sewer and the Somerford Road sewage pumping station.

In Wimborne the Brook Road STW is already in their business plan to be upgraded in the near future. Again there are likely to be issues with the actual network feeding into the STW, but this can be considered on a site by site basis.

WW carried out it's last strategic assessment for STW based on the proposed level of housing set out in the RSS. Provided the level of development proposed in the Core Strategy remains close to this level, then WW will not have a problem. The situation may change if the rate of development changes across the area in the near future, but this is considered unlikely.

WW will carry out site specific modelling to identify the network requirements once sites are proposed in the Submissions Document. It cannot look too far into the future with its modelling as it is criticised by the Regulator for billing for work too far in the future which might not be needed. Therefore WW will need an idea of which sites are likely to come forward first to enable the modelling work to be done for them early in the process as there is a long lead in time for the network improvements to be carried out, especially if they require the need to acquire third party land. (Cuthbury, North Wimborne and

parts of West Parley a possibility for East Dorset? – LK to let WW know which sites we think could go first, which will also include employment sites which will also have a capacity impact). GW also to supply further information concerning the distribution of the Core Strategy housing development options for the Christchurch urban area and an updated housing trajectory to support WW high level assessment process. The Core Strategy consultation document already sets out detailed options for the Christchurch urban extension. It is also necessary to provide WW with detail concerning the phasing of employment development options from the Core Strategy.

Bournemouth Airport: In implementing the planning conditions of the recent terminal consents there is a requirement to connect the airport to the main sewer network.

WW are happy to engage with the LPAs in the preparation of the Infrastructure Delivery Plan.

In general, there is not a water supply problem across the Plan area. WW are looking to provide a local grid of water supply, which can be used to move water to where it is most needed. This is a long term plan.

SUDs – the LPAs should highlight sites where they consider SUDs may be a problem to the EA and WW at an early stage. The prospective developers need to engage in the process too to assess their Greenfield flow rates and PPS25 requirement so that they can start to consider how much developable land they have left. There is still a question about who will actually be responsible for the maintenance of SUDs which has yet to be resolved. (LJ thought most large-scale developers will set up management companies to do this).

2) Core Strategy Floodrisk / Climate Change Options

The group then considered the ME Options set out in Core Strategy chapter 'Managing the Natural Environment' which relate to Sustainable Development (ME 5, ME6, ME7, ME8, ME9) and Floodrisk (ME14, ME15, ME16, ME17, Me18)

ME 5 and 6 – no comments at this stage.

ME7 – LJ considered that the Option was inoperable as it is currently written, as it is not possible to cherry-pick bits and pieces from the various documents referred to. The Code for Sustainable Homes is a fixed process, and there is new guidance emerging from the DCLG that should be considered. It was considered sensible to suggest our preferred ways of meeting Code Standards, based on local circumstances, and to set this out in supporting text, but that non-preferred option ME9 was closer to the point.

Reference should be made to the new guidance on Code for Sustainable Homes to clarify whether higher standards can be requested in relation to water efficiency.

EA considered that the reference to Groundwater Source Protection Zones was worthwhile, but pointed out that there were other sources of water supply that needed protection too.

ME8 – The regulations on zero carbon proposals for non-residential buildings will be in force by 2019, i.e. within the Plan period, so we need to take account of them. It was suggested by LJ that we should use the BREEAM standards and specify either the ‘very good’ or ‘excellent’ levels – but there are problems meeting these levels on Greenfield sites.

ME9 – because nothing is mandatory yet, the EA still prefer the previous policy, especially for water issues – i.e. have to have water efficiency targets to ensure that the area can have a water supply.

Floodrisk:

ME14 - The timing of the SPD for Christchurch will be an issue if it lags too far behind the production of the Core Strategy, this is particularly in relation to determining the nature of flood defences which may be included in the infrastructure delivery plan. There is a need for a lot more information on flood defences before the adoption of the Core Strategy.

We will need to know what flood defences are required to support the Core Strategy and the protection of existing development areas against current and future floodrisk. The Infrastructure Development Plan will need to cost possible defence improvements and their viability. The Christchurch Bay Coastal Defence Study will help to identify and cost potential flood defence schemes over the next year to inform the Core Strategy.

Funding Flood Defences:

GW asked whether there was any other source of funds? He was advised that recent Government advice is that the taxpayer will not be expected to pay for flood defences, and it will be down to the developers to pay for the requirements of their schemes. The EA support a developer contributions policy that operates on a borough wide basis so that it would not only be development within flood risk areas contributing towards the cost of defences. There are examples of contributions policies working on this basis elsewhere in the country.

ME16 / ME17 – Still work in progress regarding the tariff-based option. The LPAs are aware that the contribution level will have to ensure that development schemes remain viable. There is a concern relating to the delivery of flood defences given competing demands for key infrastructure which raises issues for how a tariff based policy is set and implications for development viability.

Dorset County Council is producing a surface water management plan for the period beyond 2012. When the SFRA Level 2 was produced for Christchurch there was insufficient data to determine how significant an issue this was for the Borough. Work undertaken by DCC will identify any hotspots in the Borough and will produce flood risk management plans for these areas. Plans are to be produced by 2015.

There is a need to examine whether the Core Strategy needs to address the issue of surface water flooding in addition to the work being undertaken by DCC.

ME18 – No issues raised.

3) Core Strategy Development Options and Floodrisk:

Christchurch Options:

Core Strategy 'Key Strategy' housing options KS7 – 11:

The EA are happy to continue working with the Borough on floodrisk affected sites. Where there is an overriding need for development to occur it should be able to come forward safely and viably. PPS25 and particularly the sequential test will determine appropriate development.

In terms of the current housing delivery options for Christchurch development should be directed towards low risk areas. Sites affected by floodrisk should only be considered as part of a sequential approach and application of the exception test. This is consistent with the Core Strategy approach and the broad location for new housing development.

Town Centre Boundary Options (CH2, CH3)

The EA have preference for option CH2 as it includes less area affected by high flood risk. However, the EA will need to work closely with the Council in relation to bringing development forward in the Stony Lane / Gasworks site area which is affected by high floodrisk.

Stony Lane / Gasworks Site:

This area is affected by high flood risk (zone 3a) when considering the results of SFRA Level 2. The EA confirmed that 'less vulnerable' uses could be appropriate in this area subject to conforming to a sequential approach, not increasing floodrisk and provision of safe access and egress.

Means of safe escape and enhancements in flood defences need to be put in place as flood risk increases over time as part of a flood management

strategy. Therefore, as part of the infrastructure planning the appropriate timing of necessary improvements in defences and means of safe escape need to be determined.

In relation to the gasworks site the EA raised the issue of the cost in decontaminating the land and the implications for this on higher value uses required on the site.

As part of the Core Strategy process the EA will work with the Council in respect of a comprehensive approach towards the Stony Lane / Gas works area in terms of appropriate uses and a flood management strategy.

Bournemouth Airport

The EA confirmed that there is a need for a comprehensive flood management strategy for the Airport to guide the future development strategy. Flood risk attenuation measures are required to reduce the extent of flood risk affecting the business park which is in a high flood risk area (zone 3a).

Specific measures for the airport include the opening up of culverts and the provision of flood storage areas. In considering new employment development at the airport a sequential approach needs to be adopted at a borough wide level and within the business park itself.

There is a need for a further meeting between the Council, the EA and Manchester Airports to discuss the development phasing strategy and the progression of a flood risk management strategy for the business park to inform the pre submission Core Strategy.

Christchurch Urban Extension

The minerals planning work currently being undertaken by DCC will include an SFRA which could reduce flood risk overall affecting land north of the railway.

Site specific comments on proposed development sites in East Dorset from the EA:

Cuthbury Allotments – Generally acceptable provided all of the developable area is outside FZ3, and the small portion of FZ2 to the south of Julians Road is avoided.

The developer needs to physically map the site and plot onto the survey the EA's hydrological data (An SFRA 1 study) to accurately determine the developable area of the site.

The possibility of a pedestrian crossing of the river is acceptable in principle.

The preferred option would be some form of cantilevered footbridge on the downstream side of Julian's Bridge, rather like what has been constructed on Poole Road. This is more likely to be achievable as the land either side of the bridge is owned by the Hanham Estate or Poole Council.

The proposed alternative allotment site south of Julian's Road is acceptable from a flooding point of view too.

Allenview area re-development site – The whole site is within FZ2 and 3 and the proposals will require a Sequential Test to establish whether they can be undertaken, or not. The EA are unsure how this Test could be carried out without an SFRA2 in place for the main urban areas of East Dorset. The EA are very likely to object to these proposals without an SFRA2 and more sequential evidence to consider the availability of 'suitably and reasonably available sites' within the main built up areas where alternatives to these uses could be considered, and we can demonstrate that the proposals are reasonable from a floodrisk point of view.

Leigh Road Sports Village (MWC 5) – This site is affected by flooding caused by high groundwater and the hydrology of the area as it adjoins the main R Stour floodplain, and the free flow of water is partially impeded by the A31 embankment.

Chris Dodd at the EA has a very good aerial photo of the site taken in about 2000 which clearly shows the extent of the flooding of the site. The housing proposals are probably far enough away from the main flood area to not be a concern.

Again the site will need a site-specific SFRA, and there is the need to sequentially test the various uses across the site. Any scheme will need to ensure that the SUDs features are capable of protecting the areas of highest risk from flooding. Keep car parking out of the highest areas of risk – ie not adjacent to the A31. It will be important for the hydrology of the site to ensure that the ground levels are not changed to accommodate the sports pitches. It will also be necessary to assess the impact of the SANG at EDDC land at Bytheway as a major water course from this site passes through the Options site.

North Wimborne sites – The prospective developer will need to model the floodplain of the water course which passes through the eastern site. Due to the underlying soil conditions (ie quite a lot of clay) the SUDs features on this site are likely to be extensive and the developer needs to assess the size and location of these early in the design process for the scheme and set adequate land aside for this purpose. The EA do not favour underground tanks as there are all manner of maintenance and liability issues associated with this method. Any development will need to be at least 50m from the water supply borehole, and there will be the need to carry out a hydrological risk survey for the scheme to assess it's impact on the Groundwater protection area. The developer needs to talk to the EA and Wessex Water.

Woolsbridge Industrial Estate extension. – It will be up to the developer to demonstrate that the site is acceptable from a floodrisk point of view. The developer has already entered into discussions with the EA over this site.

Southern Verwood – These sites will require a substantial amount of land to be set aside to accommodate the SUDs features.

Any land between an urban area and a river system needs careful design to accommodate a SUDs scheme that has to take account of runoff etc from the existing urban area too.

4) Christchurch Flood Management Strategy

The Core Strategy sets out a requirement for the production of a Flood Management Strategy SPD for the Borough. Comments were sought from the EA regarding the content of the SPD. A significant amount of discussion examined examples of current strategies being produced. Poole and Weymouth are authorities in the process of producing flood management strategies and Weymouth are slightly further progressed in this.

In Poole Royal Haskoning are identifying outline costs for defences and implementation of a flood management strategy. This has yet to be translated into a tariff based policy.

Royal Haskoning have also been appointed by Weymouth to identify options for managing floodrisk. Measures include filling in the inner harbour and the provision of a barrage. Infrastructure improvements are to be delivered by a CIL policy informed by viability work.

For the purpose of the Core Strategy Poole and Weymouth Councils have costed flood defence works required for the plan period to 2026.

Coastal Defence Strategy

This strategy will be prepared with Christchurch and New Forest Councils in conjunction with the Environment Agency. This will inform the Christchurch Flood Management Strategy in terms of identifying flood defence options and costing infrastructure. The strategy is due to be in place in 2012 and will inform the next stage of the Core Strategy and production of the SPD. GW to attend future meetings relating to the production of the strategy.

Viability

Viability issues will be very significant in implementing the flood management strategy in terms of the tariffs that could be applied to new development. The Coalition Government is advising that floodrisk infrastructure requirements for new development will not be funded by the government and the emphasis will be on developer contributions. This will have a significant impact on infrastructure improvements which can be put in place in view of viability.

GW will organise further meetings with the EA confirming the scope and timing of a flood management strategy SPD to support floodrisk policies in the Core Strategy.

5) 15 Year Land Supply and Floodrisk

Advice was sought from the EA regarding the inclusion of sites affected by floodrisk within the 15 year housing land supply. This is a particular issue in Christchurch due to the extent of floodrisk and shortage of housing land. The Councils approach is that sites affected by floodrisk would be considered as part of a sequential approach applied over the plan period and application of the exception test. This approach was supported by the EA.

Christchurch and East Dorset Core Strategy
Water Supply / Floodrisk
Monday 29th November, 2.00pm
Committee Room, CBC Offices

1) Core Strategy Development Options and Water Supply / Sewerage

- Implications from Christchurch 'Key Strategy' development options (KS7 – 11)
- Christchurch Urban Extension (Implications for Lyndhurst Road foul sewer / Somerford Road Sewage Pumping Station)
- Bournemouth Airport – sewerage infrastructure
- Wimborne – (Option WMC5)

2) Core Strategy Floodrisk / Climate Change Options

- Sustainable Development Options (ME7, ME8, ME9)
- Floodrisk Options (ME14, ME15, ME16, ME17, ME18)

3) Core Strategy Development Options and Floodrisk:

Christchurch Options:

- Implications from Christchurch 'Key Strategy' development options (KS7 – 11)
- Town Centre Boundary Options (CH2 / CH3)
- Stony Lane / Gasworks Site (Christchurch)
- Bournemouth Airport (Floodrisk management and delivery plan)

East Dorset Options:

- Cuthbury Allotments (Option WMC1)
- The Allenvie Area (Option WMC 9 & 10)
- Land South of Verwood (Options VWM 3 & 4)
- Woolsbridge Industrial Estate (Option PC5)

4) Christchurch Flood Management Strategy

- EA view on approach and content of a future strategy
- EA thinking regarding the future strategy towards the provision of river and coastal defences and how these will be funded. In particular what is the view on application of a tariff based policy and the location of contributing development?
- EA view concerning future links between the LDF and SMP2 and the Christchurch Bay Coastal Management Plan?

5) 15 Year Land Supply and Floodrisk

- Issue of including floodrisk sites within 15 year land supply

6) Flood and Water Management Act 2010

- Implications for EDDC SuDS SPD

29th November 2010 Core Strategy Meeting at the Committee Rooms, Alderholt Village Hall with Linda King, EDDC Policy Planning Officer and members of Alderholt Parish Council, Cranborne and Edmondsham Parish Council and Six Penny Handley Parish Council.

Present; Mrs Linda King EDDC Policy Planning Officer
Alderholt Parish Council; Cllrs Mason, Hibberd, Butler, Monks, Lane and the Clerk Mrs Humby
Cranborne and Edmondsham Parish Council; Cllrs Webster and McKenzie
Six Penny Handley Parish Council; Cllrs Gibb, Lockyer and Mr Cornish

Overview

Linda King explained that the Core Strategy has been produced to replace the East Dorset 2002 Local Plan. Although the Local Plan will not actually expire in January 2011, as this would leave us with limited planning policies, it carries less weight as it is now out of date. The new Localism Bill is due out very soon and it is hoped that this will not affect the policies in the Core Strategy too much so that it can still be adopted within the timescale. Some of the background evidence that was used to produce the RSS (Regional Spatial Strategy) which is now defunct is still valid and has been used to produce the Core Strategy. The benefits of this compared to the RSS is that District Council is now free to decide its own housing and employment allocation.

They are not seeking to be able to meet the housing demand as this is a very popular area with high demand and environmental restraints; AONB, heathland, floodplains. They are looking at identifying sites that are not too damaging.

The policies in this must be deliverable not just aspirational.

The rural areas have no new development allocations and nothing new is proposed. It is very much a case of "carrying on as before".

There will be support for diversification farming where it is sustainable in line with Gov't guidelines.

Exception site allocation will be considered to provide local needs housing.

Quality and design of housing is improved as they now have more say in design policies.

Many of the housing allocations are determined by transport measures which are very poor in East Dorset. (We are the highest car owning district in the Country which is due to the lack of public transport)

Timescale

The consultation period has now been extended until 14th January 2011.

The following timescales are approximate;

At the moment 40-60 responses are being received per day. After the deadline, these will be analysed over the following 6 months so that a written report containing recommendations and preferred options can be presented to East Dorset and Christchurch Councils in July which will then be debated by members.

In September there will be a statutory 6 week period of consultation (which cannot be extended) so any comments must be made during this time.

These results will again be analysed and then submitted to the Inspectorate. There will be an Examination in Public for 2 weeks which Town and Parish Councils may attend but the

public will not have a right to. The decision made by the Inspectorate will then be binding (unless this is changed under the Localism bill).
The Core Strategy will then finally be adopted by the end of 2012.

Other documents

Once the Core Strategy is adopted, there will follow the next ream of documents;

- Site allocation documents-this will include the village envelope boundaries
- Area Action Plans
- Supplementary planning policies-this could include village design statements although this is still being looked into.

Housing

There will be a new Housing Needs survey carried out as the existing housing list is not credible. This will include hidden households and is required to support the affordable housing allocation.

Affordable Housing allocation will be more concentrated towards local need although Local need covers the whole of East Dorset.

Affordable housing on exception sites will be encouraged but only when there is a proven local connection.

Questions

Concerns were raised about the focus of this document on urban areas with little information about rural areas. Linda advised that if Councils wished for more emphasis in these areas, this was something that could be raised when submitting comments.

Discussions took place as to whether the rural areas are sustainable and how this could be achieved. Transport issues are a problem here.

Concerns were raised over Village Design Statements and whether they would actually be valued by District Council as they had not been included in the Core Strategy. Although it would be ideal to support these as part of the supplementary planning policies, resources are a problem at District Council level.

Developer's contributions were discussed. These have been improved although the full details of this are not yet known. However, now, each unit that is built will be included although the contributions are likely to go into a large local pot rather than be given individually to each parish. Contributions can be used for any amenity unlike the old policies.

For Alderholt, the Surplus Store site which has permission for 89 dwellings will not benefit under this new policy as permission has already been granted. Therefore the contributions can only be used for transport and open space within this development. There are no additional funds to support the village infrastructure outside of the development.

There are still many changes coming down from government and therefore everything is still very much "up in the air" regards planning policies.

Linda was thanked for taking the time to attend this meeting and explain the Core Strategy.

Meeting ended 8.55pm

29 November

Elizabeth Taylor

From: A H Gibb [ahgibb@sixpennyhandley.org]
Sent: 30 November 2010 08:43
To: Policy Planning
Cc: Neil Farmer
Subject: Core Strategy Options for Consideration document

For Linda King

Linda,

Thank you for giving your time last evening for what was a very useful session Core Strategy Options for Consideration document. I hope that as a result you receive some better structured responses to the document.

I am also pleased to hear that the consultation has now been extended until mid January, let's hope that some will use the Christmas break wisely.

regards

Tony

A H Gibb

Tel 07818 047617 / 01725 552704

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Christchurch and East Dorset Core Strategy

**‘Options for Consideration
Consultation 2010’**

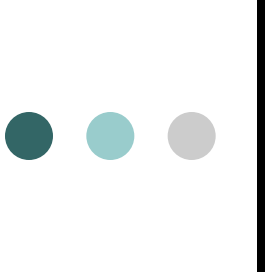
Hurn Parish

29th November 2010



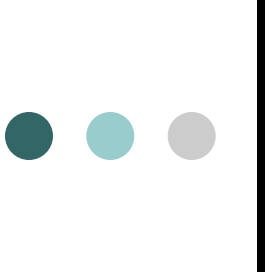
Introduction

- Overview of key Options
 - Housing (Hurn, West Parley and Borough wide)
 - The Airport and Business Park
- Responding to the Consultation
- Next Steps



Key Options – Future Housing Provision

- Regional plans have been abolished
- Government advises locally established housing targets
- Core strategy consultation will guide future housing delivery target
- Significant issue of local housing need to address e.g. 1,600 on housing waiting list and annual need for 243 affordable homes
- Issue of housing land shortage
- Need to consider limited Green Belt release – Christchurch urban extension



Key Options – Future Housing Provision

- Housing Options for urban area including urban extension 2,200 – 3,800 new dwellings
- This includes range within urban extension of 500 – 1,250 dwellings.
- Options which include and exclude use of garden land and large plot redevelopment
- Options based on housing land potential providing a mix of housing type
- Consideration of existing urban character and housing densities



Housing Options and Hurn

- Government guidance states that new housing should be well related to the existing urban area
- A significant amount of Hurn is within the 400m heathland exclusion zone and Green Belt designation constrains development
- The Core Strategy housing options do not propose new housing in Hurn

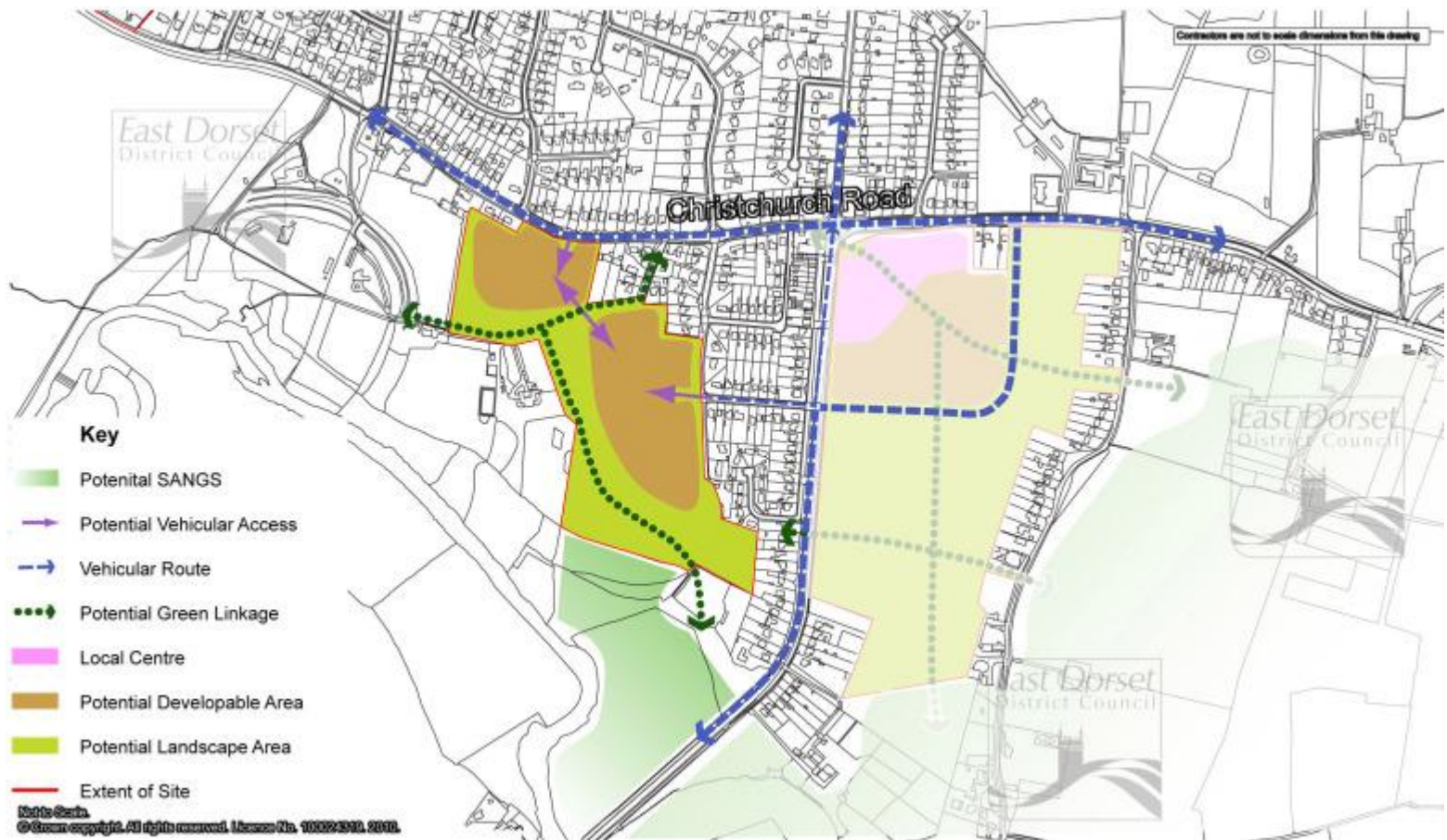
Housing Options and Hurn – West Parley

- Option FWP 2: Possible 45 homes off Christchurch Road, including Coppins Nursery, West Parley



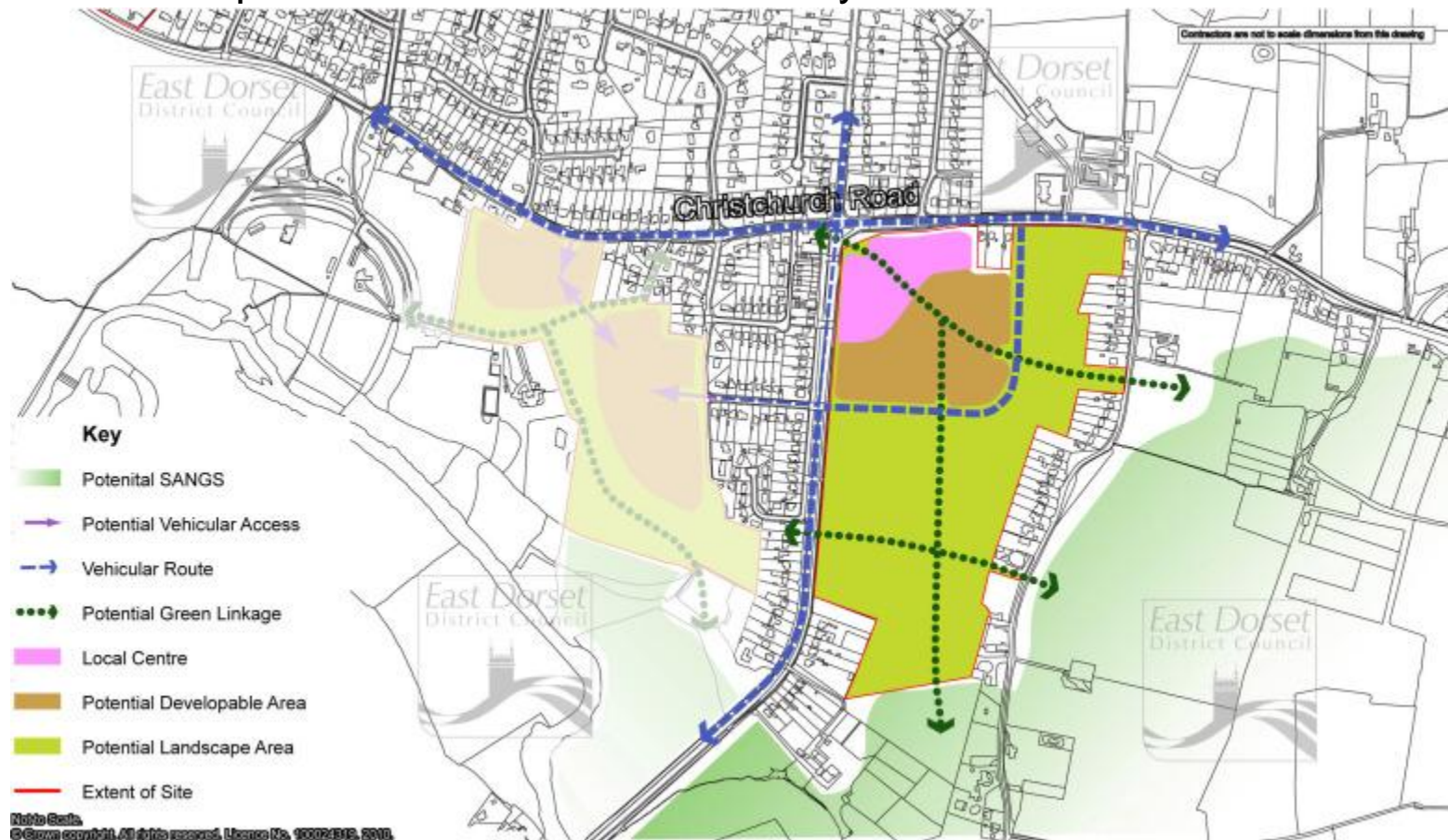
Housing Options and Hurn – West Parley

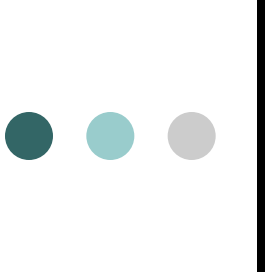
- **Option FWP 3:** Possible 210 homes to the south of Christchurch Road and land west of Ridgeway, West Parley



Housing Options and Hurn – West Parley

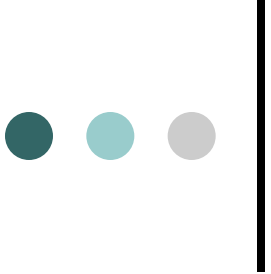
- **Option FWP 4:** Small convenience store (3,000 sqm), small shops and community facilities, small offices, 100 new homes, improvements to A347 and Parley Cross





Bournemouth Airport Vision

- Vision for the airport and business park as a whole
- **The Airport:**
- Growth of the operational airport will develop new passenger facilities, and associated infrastructure in line with the 2007 Bournemouth Airport Masterplan (May 2007) and recent planning consents.
- New passenger departure and arrivals terminal facilities
- Public and staff car parking
- Public transport facilities and enhanced services
- Operational infrastructure including runways, taxiways and enhanced apron facilities

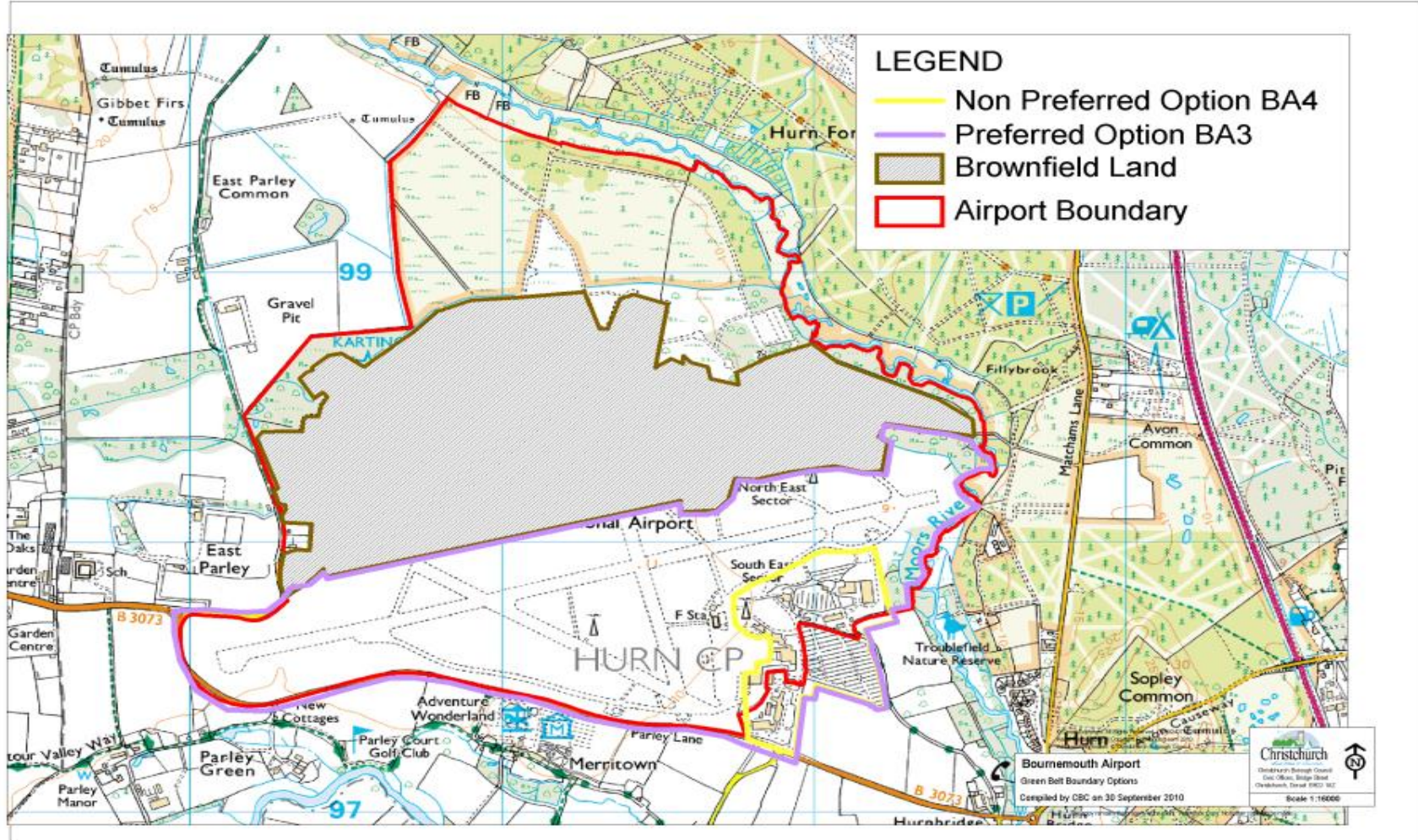


Bournemouth Airport Vision

- **The Business Parks**

- Zonal approach
- High proportion of industrial, modest offices & some aviation related
- Range of unit sizes and types
- Non-B Class uses in NW Business Park
- Elements of supporting uses permitted (eg retail, restaurants, creche)

Bournemouth Airport Options – Green Belt





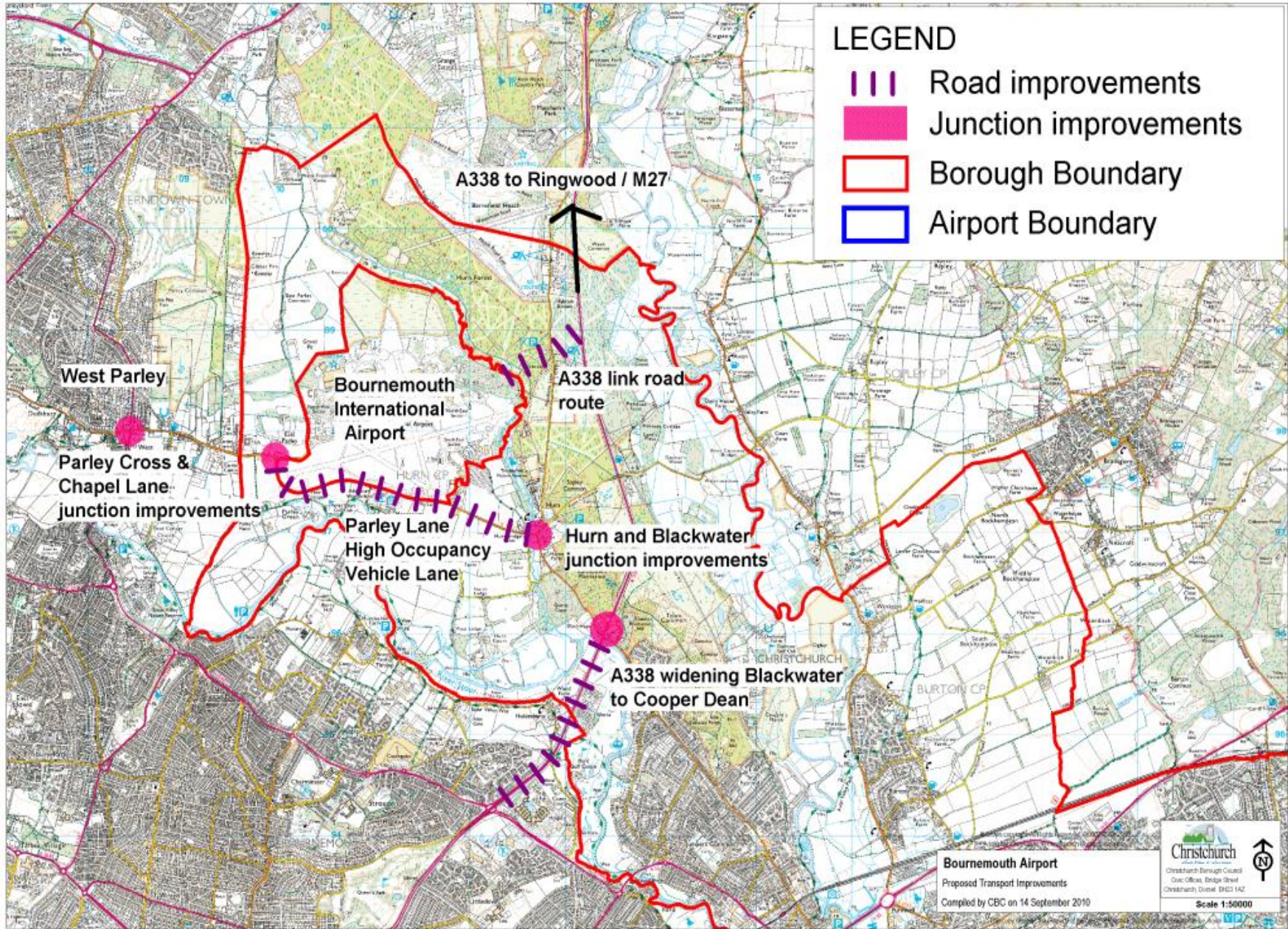
Sustainable Development of the Airport and Business Park

- **Preferred Option BA5**
- The priority issues which should determine the limits to which growth at the airport should be controlled include:
- **Flood risk** – Areas of the northern development zone have been identified as high flood risk (zone 3) and will require appropriate mitigation measures put in place to ensure sufficient land can come forward to meet market demand over the plan period.
- **Emissions from air traffic / road traffic** – Emissions from road traffic are considered the most significant for adversely affecting air quality and sensitive habitats. (Further work is required to determine the extent of the impact from aircraft emissions)
- **Impact upon environmental designations:** The proximity of sensitive environmental habitats and Natura 2000 sites is an ultimate constraint on the extent of road and junction improvements that are possible within environmental limits.







Sustainable Development of the Airport and Business Park

- The impact on sensitive environmental habitats is a priority constraint placing a limit on the level of development permissible at the operational airport and northern business park. This is particularly in consideration of increases in levels of road traffic.
- **Traffic generation beyond existing highway capacity:** Significant online improvements are required to the highway network and associated junctions primarily along the B3073 to accommodate projected growth at the airport and northern development zone.
- **Aircraft noise:** This is a priority constraint which has been raised by members of the community and key stakeholders.
- **Provision of public transport services / walking and cycling:** The provision of suitable public transport services/facilities for cyclists for the airport and business park is a priority in reducing harmful emissions and ensuring development can come forward within the capacity of the highway network.
- **Landscaping** – Landscaping measures that form part of flood defences and air quality mitigation are fundamental to supporting growth of the airport and the business park. Landscaping measures are required for the northern business park to improve the image of the site and enhance market attractiveness.



LEGEND

-  Road improvements
-  Junction improvements
-  Borough Boundary
-  Airport Boundary

A338 to Ringwood / M27



A338 link road route

West Parley

Parley Cross & Chapel Lane junction improvements

Bournemouth International Airport

Parley Lane High Occupancy Vehicle Lane

Hurn and Blackwater junction improvements

A338 widening Blackwater to Cooper Dean

Bournemouth Airport

Proposed Transport Improvements

Compiled by CBC on 14 September 2010



Christchurch Borough Council
 Council Office, Bridge Street
 Christchurch, Dorset, BH23 1AE



Scale 1:50000



Junction Improvement Designs

- Work undertaken by Dorset Engineering Consultancy
- The Airport's own highways impact assessment of airport development options
- Ongoing assessment work for junction improvements informed by South East Dorset Multi Modal Study



Transport Infrastructure Schemes

- South East Dorset Multi Modal Study:
 - Strategy Appraisal / Options Testing – October complete
 - Draft Preferred Strategy – End Nov
 - Consultation on Draft Preferred Strategy – Jan / Feb 2011
 - Finalise / Approval of Preferred Strategy – End March 2011



Transport Infrastructure Improvements

- **Preferred Option BA6**
- **Accommodates** - Airport 3 million passengers per annum, 15 – 30 ha of employment and sub regional housing growth.
- Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.
- Hurn Roundabout improvements/southern bypass.
- Additional high occupancy lane on the B3073 tracking the current road alignment.
- Widening of the A338 from Cooper Dean to Blackwater.
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.



Transport Infrastructure Improvements

- **Alternative Preferred Option BA7**
- **Accommodates** - Airport 3 million passengers per annum, 12 - 15 ha of employment and sub regional housing growth.
- Improvements to Parley Cross Roads, Chapel Gate Roundabout, Hurn Roundabout and Blackwater Junction
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.



Transport Infrastructure Improvements

- **Alternative Preferred Option BA 8**
- **Accommodates** - Airport 3 million passengers per annum, 30 – 60ha of employment and sub regional housing growth.
- Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.
- Hurn Roundabout improvements/southern bypass.
- Additional high occupancy lane on the B3073 tracking the current road alignment.
- Widening of the A338 from Cooper Dean to north of Blackwater Junction.
- Provision of link road from North East Business Park to the A338.
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.



Future Development Options

- **Preferred Option BA9**
- Permit development in line with Preferred Option BA6 for issue 'Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it. (Which includes A338 widening from Cooper Dean to Blackwater Junction)'



Future Development Options

- **Alternative Preferred Option BA10**
- Permit development in line with Preferred Option BA7 for issue ‘Which transport improvements should the Core Strategy consider as part of the transport requirements for the Airport?’
- **Alternative Preferred Option BA11**
- Permit development in line with Option BA6 for issue ‘which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?, while seeking funding and obtaining developer contributions for a link road from the north east business park to the A338’.



Infrastructure Delivery

Infrastructure	Timing	Potential Funding Sources
A338 Widening from Cooper Dean to Blackwater Junction.	Possible commencement between 2016	Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)
Blackwater Junction Improvements	Possible commencement between 2016	
Hurn Roundabout Junction Improvement	Possible commencement between 2016	
Additional High Occupancy Lane on B3073 (Parley Lane)	Possible commencement between 2016	



The Core Strategy Consultation

- Current consultation follows first stage in Spring 2008
- Core Strategy 'Options for Consideration' 4th October – 24th December 2010
- Responding to the consultation:
 - www.dorsetforyou.com/348323 (Limehouse Software)
 - Core Strategy Copies at Council offices, libraries, Xch Info Centre
 - Response forms online and hard copy
 - Christchurch Courier pullout
 - Urban extension leaflet
 - General leaflet
 - Portfield and Jumpers Area Profile



The Core Strategy Consultation

- **Exhibitions:**
- Monday 13th December – Saxon Square – 9.30 – 4.00pm
- Opportunity to discuss Core Strategy Options



Core Strategy Timetable

Issues and Options	March – May 2008
Preferred Options 12 week consultation	Oct – Dec 2010
Pre Submission 6 week consultation	Autumn 2011
Submission	Early 2012
Public Examination	Spring / Summer 2012
Adoption (Strategy in place)	End 2012



Future Involvement

- Do you want to be informed directly about future opportunities to get involved?
- Send us contact details to:
- Planning.policy@christchurch.gov.uk
- Tel: 01202 495017

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Appendix 75



- 18 Elm Tree Walk
- 25 Shop + Plant area.
- 17 - up to Dunsbury Gdns
- 15 - up to 77

down to.

No. 88 + 86 (up track behind 88)

No. 77.

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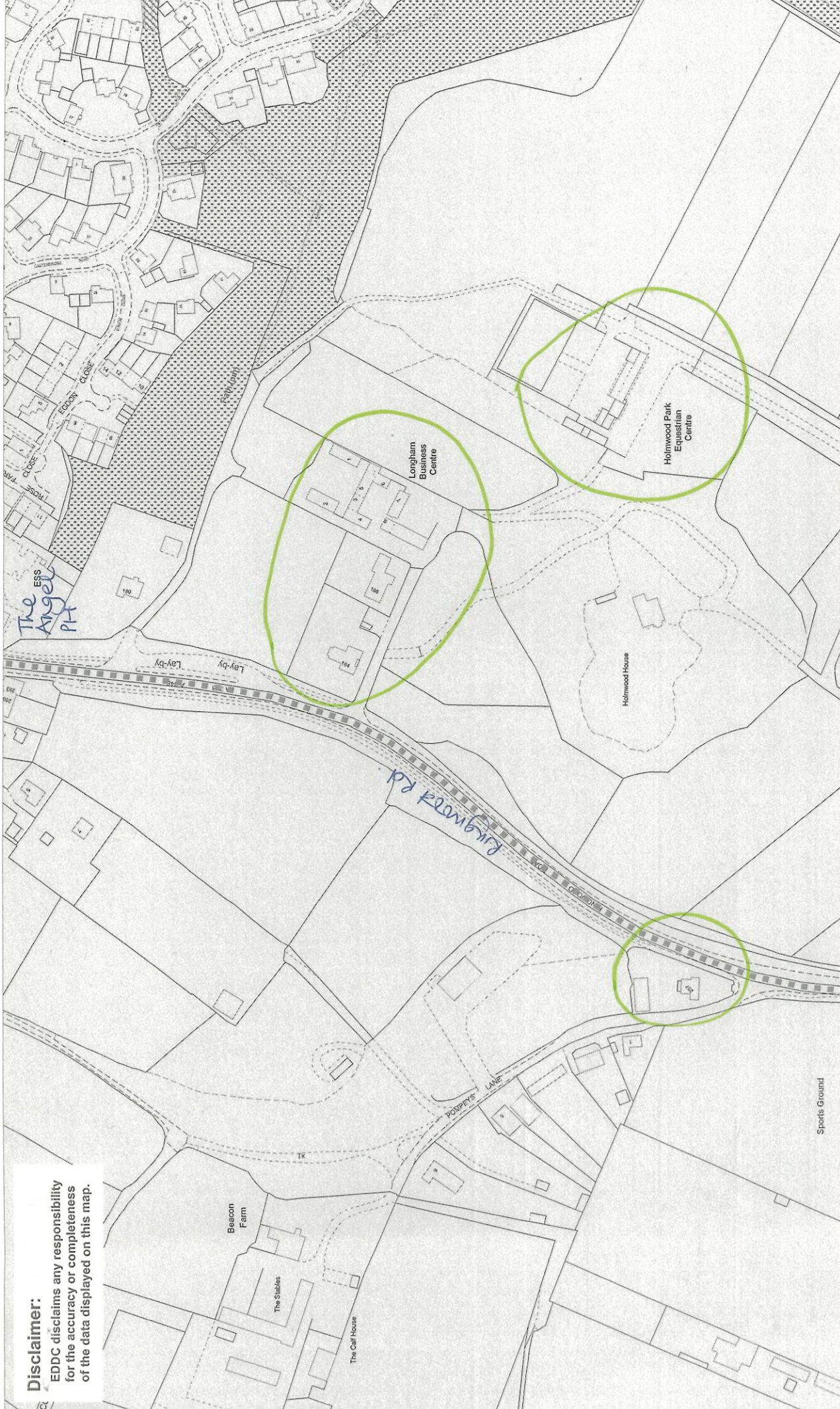
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Longham 01



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Didn't deliver to Snooks Farm
+ house with dog in garden!

120



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done 23.11.10 UK



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