

Appendix C Issues and Options Consultation

PLEASE NOTE:

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

Christchurch & East Dorset Core Strategy Issues and Options Consultation

Wimborne and Colehill Focus Group Notes

15th May 2008

Attendees:

Peter Atfield (Goadsby Town Planning), **Glyn Bagley** (Landowner & Glyn Bagley Builders), **Cllr Keith Baker** (Colehill Parish Council), **Phil Barnes** (Keep Wimborne Green), **Sheila Bourton** (Keep Wimborne Green), **Doug Cramond** (Planning Consultant), **Richard Dodson** (Planning Obligations Manager, DCC), **Cllr Janet Dover** (Colehill PC, EDDC and DCC), **Cllr Mike Dyer** (EDDC), **Mr Guppy** (Landowner), **Michael Hedger** (Landowner), **Richard Henshaw** (Policy Planning Team Manager, EDDC), **Cllr Michael Hodgkinson** (Wimborne Minster Town Council), **Lynda King** (Policy Planning Officer, EDDC), **Sally Knott** (Policy Planning Officer, EDDC), **Martin Miller** (Terence O'Rourke Ltd), **Dave Mitchell** (Colehill Parish Plan Planning Group), **Cllr David Morgan** (EDDC), **Tracy Paine** (Clerk, Colehill Parish Council), **James Smith** (Policy Planning Officer, EDDC), **Kate Tunks** (Highways Officer, DCC), **Christopher Undery** (Chartered Surveyor), **Cllr Don Wallace** (EDDC), **William Wallace** (Head of Policy Planning, EDDC), **Peter Williams** (Head, Wimborne First School), **David Wyatt** (Developer)

Apologies:

John Bagnell (Head, Hayeswood First School, Colehill), **Paul Nation** (Head, St Michael's Middle School, Colehill), **Phil Farmer** (Education Officer, DCC), **Andrew Tyrell** (Colehill First School)

Item	Notes
1	<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 have just completed a consultation period of six weeks on 6th 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 2 groups to discuss these factors:</p> <ul style="list-style-type: none"> • Green Framework • Movement • Housing • Facilities <p>The comments from each group have been combined below.</p>
2	<p>Green Framework</p> <ul style="list-style-type: none"> • Green infrastructure • River Stour – riverside walk / use of the river • Green spaces • Green lungs

Item	Notes
	<ul style="list-style-type: none"> • Green spaces • The design of spaces needs to be considered at an early stage • Need general access to the River Stour to benefit the existing community – riverbank paths • Better use of the river and access onto it for boating eg. Dreamboats • Allotments are important and in demand – concerns over the proposed redevelopment of the Cuthbury allotments. • There is an unmet demand for allotments in Colehill • Proposed Stour Valley Way – is it too far away? Doesn't it flood for part of the year? • 'By The Way' land is needed for formal open space – kickabout space and formal pitches • Links • Green links needed through the new development to link into open space and the countryside • Link to cyclepaths to encourage people further afield • More access into the countryside ie. Footpaths – separate cycle routes from roads • Use quiet rural roads as a basis for a green network • Cycle routes related to the QE development • Safer routes to school to reduce use of cars • Green Infrastructure/ green framework should be thought of as an essential part of the development, not an afterthought • Maintain and improve existing footpaths – remember to consider the needs of the existing residents. • Must provide for a variety of uses • Both formal and informal recreational areas should be integrated together • Need to consider the demographics of those moving into an area to consider what is needed • Management • Formal areas are better managed if overlooked by dwellings • Need to consider the expense of ongoing maintainance – who is going to be responsible? • Need to avoid areas for youths to congregate/use drugs/drink alcohol • Cutlers Place/Olivers Park surrounded by 300 houses and is well managed

Item	Notes
	<ul style="list-style-type: none"> • Must remember that field around the settlements are private land that is not automatically available for open space • Make best use of Council owned land • Green spaces near to dwellings • How big will the gardens be? • Need 'Defensible Space' associated with dwellings • Other issues • Learn lessons from other developments elsewhere and avoid mistakes • Issues of developer provision – usually at the end of the development, but if is to be included in the Master Planning then green spaces should not be so much of an afterthought
	<p data-bbox="362 882 523 913">Movement</p> <ul style="list-style-type: none"> • How do people move? • By car • By bus • By foot • Cycles • Where are they going? • To schools – find alternative transport methods for schools to prevent car congestion – eg cycle routes, safe routes to schools, build new schools near new development • There are peak time problems on key routes around Wimborne and Colehill, which will be exacerbated by possible changing working patterns • Burts Hill cut through/rat run already exists – will be exacerbated by development in North Wimborne • Potential volume of traffic generation is unknown • Congestion - how much is local traffic and how much is through traffic? • Existing roads • Canford Bottom Roundabout is an existing problem – Highways Agency very concerned about additional traffic onto trunk road (A31) • How accessible is Verwood? • There are many trips into Wimborne and the main conurbation as there are not enough shops locally • Other Issues

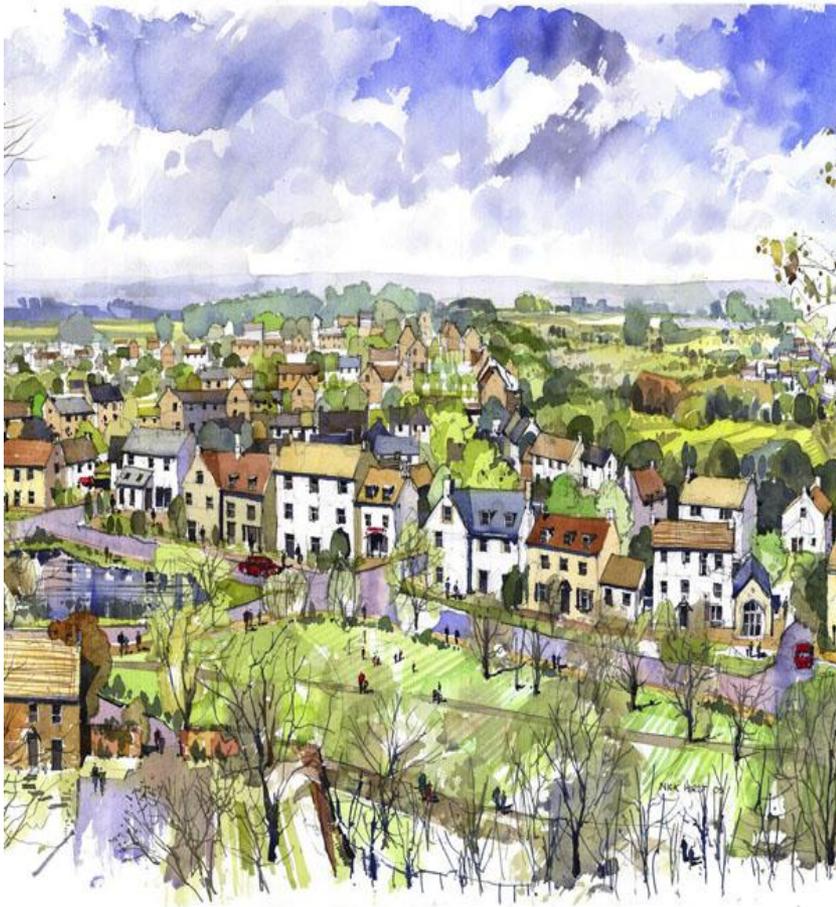
Item	Notes
	<ul style="list-style-type: none"> • Speed of traffic, especially cars in poorly designed residential streets with wide roads • High proportion of car ownership in East Dorset – how difficult is it to wean people off the car? • Parking issues • Need to recognise that people will still need their cars for work in many instances <ul style="list-style-type: none"> • Public Transport • Buses – ‘88’ is successful – and it could be extended around any new urban extension • Integrate new development with existing as much as possible to use existing services and to reduce the need to travel • There are funding issues with buses – developer contributions for public transport are available, but the money has a limited timescale • Should bus routes be run for profit or to provide a service? • How long does it take to change public perception to accept bus travel? <ul style="list-style-type: none"> • Cycle Trails / Cycleways / footpaths • Reduce the car dominance of any new development by making it easier to walk/cycle to destinations • Separate cycle routes are ok for leisure use, but those travelling to work prefer paths on the road network (cycle paths segregated from roads are the best) Need enough space for adequate segregated routes. • Go to work on a horse! – horse riders need wide paths • Look to the example of Shaftesbury which has the highest walking and cycling rates in the County – probably because it is self-contained <ul style="list-style-type: none"> • Future ideas • Need to make the spaces between housing attractive – not dominated by wide, grey roads. • Need ‘Home Zones’, narrow roads to reduce speeds, cul de sacs where children feel safe playing, possible ‘no car zones’ close to urban centres. • Look at the example of Poundbury where the design of the development has incorporated traffic calming measures where there are no signs, no speed bumps and no accidents. • Straight roads = speeding

Item	Notes
5	<p data-bbox="362 210 495 246">Housing</p> <ul style="list-style-type: none"> <li data-bbox="404 286 812 322">• Design of New Housing <li data-bbox="404 327 1276 362">• Need to provide a mix of house types at different densities <li data-bbox="404 367 1287 434">• Housing types should be in keeping with the area, although new developments can have their own character <li data-bbox="404 439 1282 506">• Need to consider 'Lifetime Homes' – adaptable housing for older/less mobile people <li data-bbox="404 551 725 586">• Design Standards <li data-bbox="404 591 1224 725">• Minimum room sizes and garden sizes – Parker Morris standard considered good, although others thought standards should be set nationally and not left to Local Authorities <li data-bbox="404 730 1185 887">• Building codes/Eco Homes/Sustainable homes requirements all add costs to developments, but are necessary. These costs need to be recognised by landowners in the value of the land <li data-bbox="404 891 1244 958">• Energy costs are rising – people are looking for cheaper homes to run and the efficiency of those homes <li data-bbox="404 963 903 999">• We mustn't lower our standards <li data-bbox="404 1043 561 1079">• Layout <li data-bbox="404 1084 1266 1120">• Break up the housing into small groups – neighbourhoods <li data-bbox="404 1124 1282 1281">• Social housing should be integrated into developments (affordable housing standards are higher than some private schemes) Avoid ghettos such as Leigh Park. Concerns as to whether 40% on site affordable is achievable in terms of integration/land costs <li data-bbox="404 1285 1224 1352">• The provision of affordable housing has to be balanced with other developer contributions such as play areas <li data-bbox="404 1357 1251 1424">• See comments above on the integration of green spaces and transport links <li data-bbox="404 1469 569 1505">• Density <li data-bbox="404 1509 1260 1576">• General objection to high density – need to avoid building the slums of tomorrow. <li data-bbox="404 1581 1248 1648">• Accept that we will be constrained in our density choices by Government/RSS <li data-bbox="404 1653 1287 1720">• Too many flats such as those in Poole/Hamworthy not right for here <li data-bbox="404 1724 1282 1836">• Recognition that lower density developments would lead to a loss of more of the Green Belt, which is not acceptable, and that high densities could result in social problems. <li data-bbox="404 1881 835 1917">• Types of housing needed <li data-bbox="404 1921 1229 1989">• Considered hard to calculate future household size and housing demand.

Item	Notes
	<ul style="list-style-type: none"> • Small houses are a source of cheaper homes • 'Right to Buy' issues a problem in retaining/increasing affordable housing • Housing Associations not building large schemes, although some rural exception sites, such as Holt, are considered too small. • Key Worker housing needed too • Need to provide a range of house types at a range of densities • Concerns about the current economic situation and whether schemes will be viable if all developer contributions are to be delivered, although it was recognised that this was hopefully a short term situation.
6	<p data-bbox="351 703 671 734">Community Facilities</p> <ul style="list-style-type: none"> • General comments • Differing opinions on producing a heart to a community versus pepper potting facilities throughout the development – concerns surrounds youths congregating in village centres and the perception of crime v the potential to design out crime at a centre. • Need for facilities to be well maintained and be under public surveillance – this arose out of comments about Milton Keynes where too much emphasis was put on car travel and not the pedestrian • Should develop a Financial Support Levy to be used to support existing facilities and to build new ones, which should be directly related to the development and the pressures it brings • New shopping opportunitites/ improvements to the Town centre • A need was recognised for a new supermarket in Wimborne, and possibly one for the proposed urban extension and /or Colehill • Lack of convenience shopping in Wimborne and Colehill • Need to link any supermarket to the town centre – considered that the success of Ferndown and Ringwood were due to supermarkets being part of the town centre. Blandford out of town supermarket linked by a single footbridge to the town does not work and has just added to single trip shopping • A concentration of Takeaways could lead to a greater congregation of people and consequent trouble • Possibility of relocating Wimborne Market to the Cricket pitch site – open stalls with a bridge link to the town, and to redevelop the existing market site with housing/park and ride/shops

Item	Notes
	<ul style="list-style-type: none"> ● Public transport ● See section on Movement ● GP Facilities / Dentists ● Lack of medical facilities in Colehill in particular ● Need to consider whether the Hospital needs room for future expansion ● PCT want to centralise services and the community want facilities in each settlement ● Meeting place/other community facilities ● Is there a need for further community centres? ● Youth facilities, such as The Reef, should be retained and expanded ● Libraries – do they have potential for further usage ● Wimborne Football Club could relocate to another site ● Facilities should be close to centres of population to reduce the need to travel ● Schools ● All existing schools within the Wimborne area are full and currently have no space capacity. ● There is an issue over catchment areas and the fact that children from outside the District attend schools in the area. ● Can catchment areas be re-drawn? ● Consider there is a need for another First School ● Need to reduce car travel to schools – linked with reducing catchment areas ● Is there scope to extend existing schools rather than build new? ● Need to maintain the quality of our educational provision. ● Desirable business accommodation ● The opportunity should be taken to integrate employment opportunities within the urban extension ● Concerns about further Post Office closures
7	<p>Conclusions</p> <ul style="list-style-type: none"> ● The focus groups covered a broad range of issues and topics to start to consider the needs of the area at the moment and in the future. ● 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. ● However for some issues, there was general agreement in the approach to take from all groups, such as integrating

Item	Notes
	<p>the old and new housing together to avoid isolation and breaking up the new housing with a mix of tenures.</p> <ul style="list-style-type: none"> <li data-bbox="420 331 1241 472">• 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.



Christchurch and East Dorset Local Development Framework

Wimborne and Colehill Urban Extension Focus Group

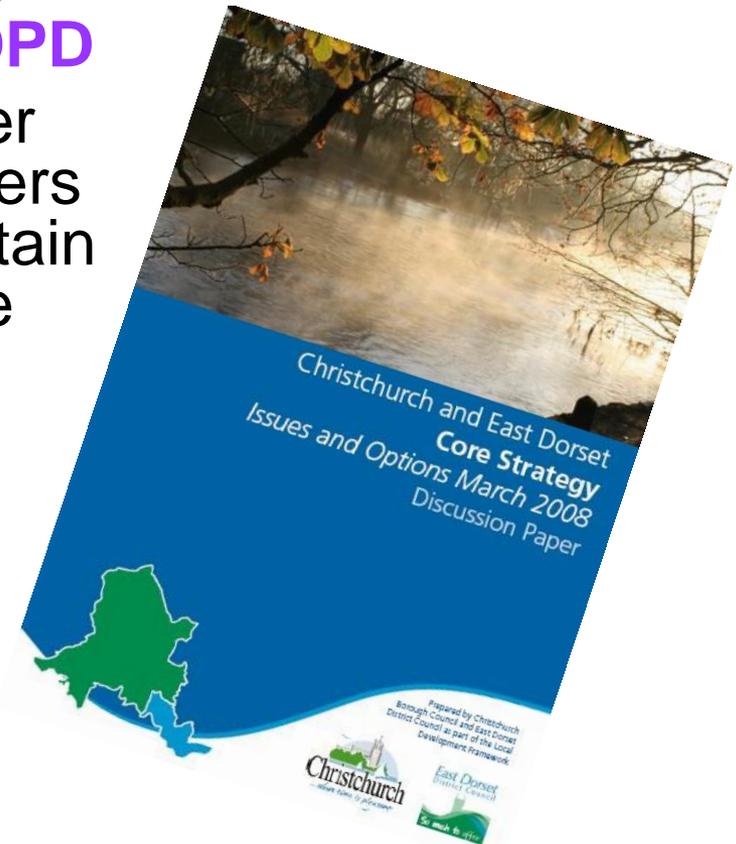
15th May 2008

Present Consultation

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

- Core Strategy
- Affordable Housing DPD

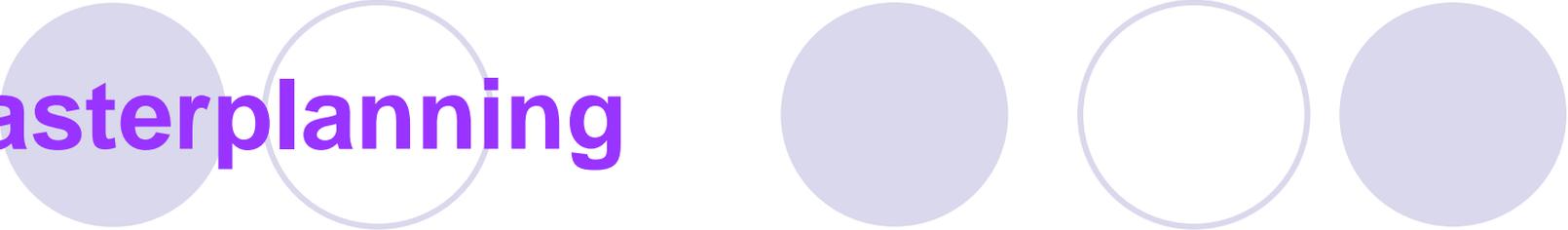
- Brings together key stakeholders to discuss certain issues in more detail.



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

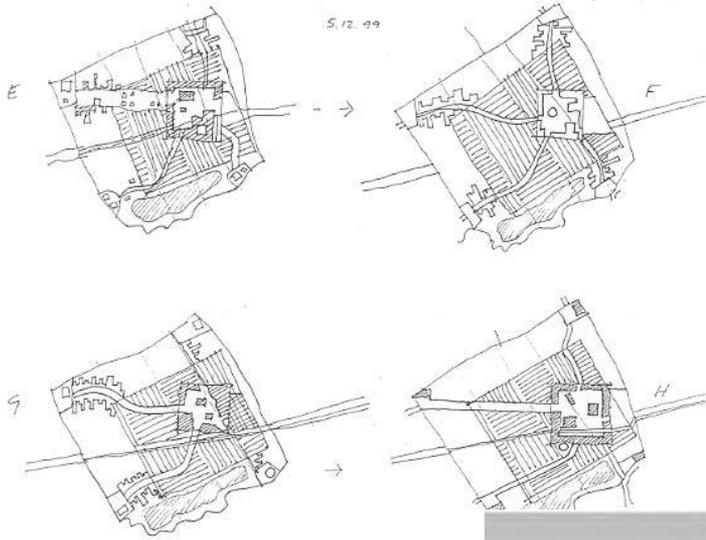


A masterplan addresses the multifaceted aspects that make places successful:

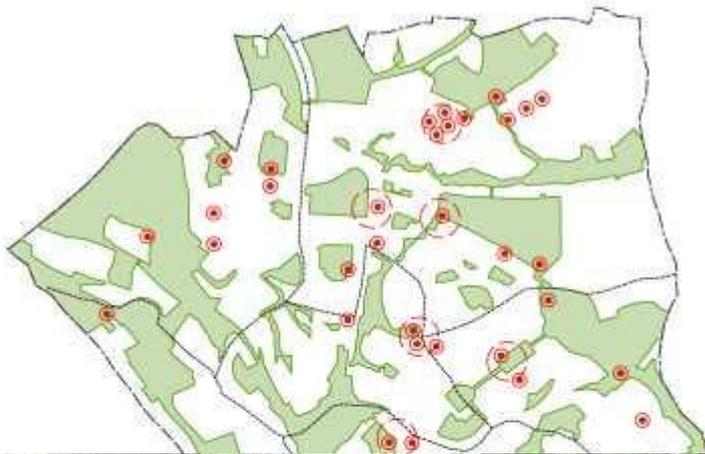
- The quality of the buildings and spaces and their management
- The way these come together to create unique places
- built form in relation to history, culture and landscape
- The provision of services
- The engagement of local people and users in defining and being involved in the process of change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

CABE

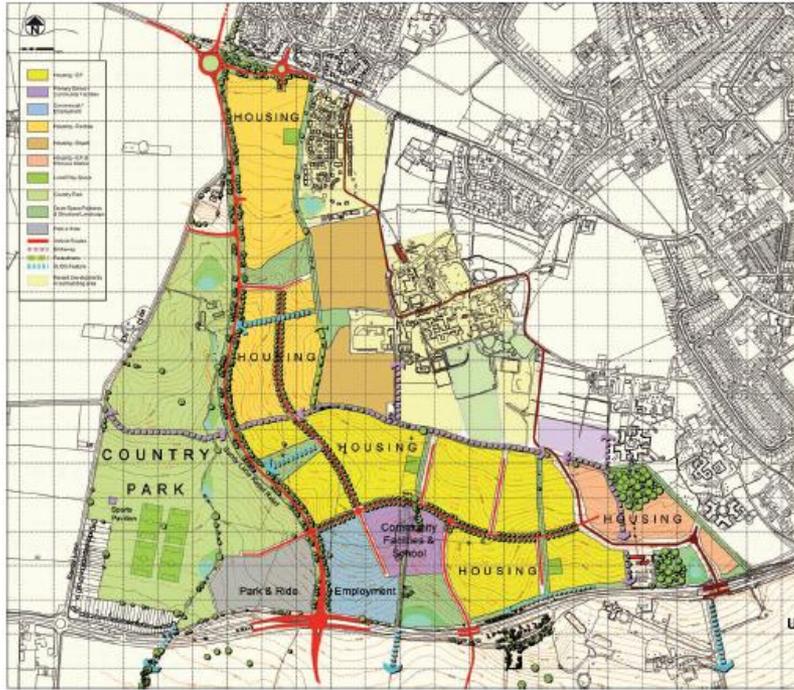
Masterplanning



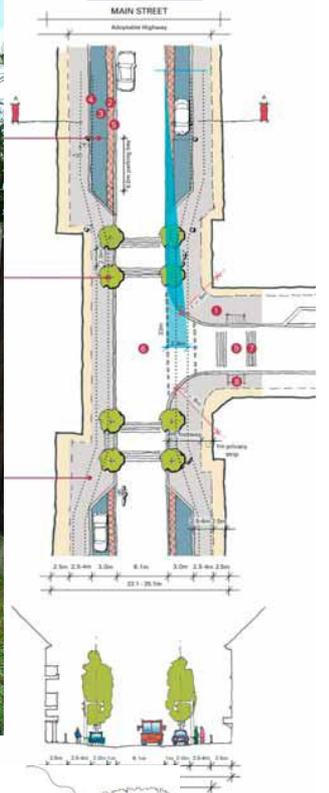
Discussion 1 – Green Framework



Discussion 2 – Movement



Plan 20 - Upton Lodge Masterplan



Discussion 3 – The Housing



Discussion 4 – Facilities





The Process from Here

- **Issues & Options** papers for the Core Strategy and Affordable Housing DPD published 25th 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.

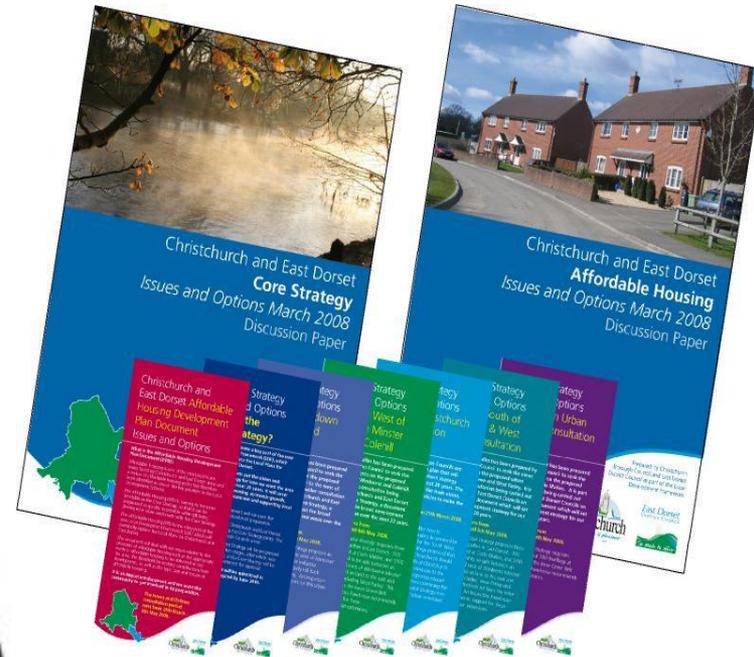
Issues for the Focus Group

● 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



Meeting Notes

23rd May 2008

New Development and the Capacity of the A31 Trunk Road

Present:

Simone Wilding (SW)	GOSW (Planning)
Louise Harrison (LH)	GOSW (Transport Team, Team Leader for Somerset, Devon & Torbay)
Ian Parsons (IP)	Highways Agency
Paul Willis (PW)	Dorset County Council (Transport)
Mike Hirsh (MH)	East Dorset DC (Head of Devt. Control)
William Wallace (WW)	East Dorset DC (Head of policy Planning)
Richard Henshaw (RH)	East Dorset DC (Policy Planning Manager)

Introduction

SW opened the meeting by placing East Dorset in the context of the National direction of travel to increase housing delivery. East Dorset is currently falling well short of delivering the draft Regional Spatial Strategy housing figures.

IP provided an overview of the problems of the A31(T) and the position of the Highways Agency. He informed the meeting that the A31(T) through East Dorset is the second busiest stretch of road in the South West after the junction of the M4/M5 at Bristol. The road is already at capacity and has critical problems during peaks. This does not take into account the specific problems relating to the roundabouts and accesses along the A31(T) from St Leonard's.

IP stressed that this was not a problem that simply related to East Dorset, as it has an impact across the whole of SE Dorset. To emphasise the point he informed the meeting that an Article 14 Direction has been issued on the planning application for redevelopment of the Power Station site in Poole, because of the potential impact on the A31(T).

WW outlined the fact that the Regional Spatial Strategy Panel did not agree with the Highways Agency that development in SE Dorset should be phased, so that the urban extensions did not commence until after 2016. There is a major conflict, as one Govt. Department is pushing for increased delivery of housing and another is willing to direct against new housing until improvements to the A31(T) have been implemented.

MH pointed out that this matter is having an effect now as two planning applications are currently being held subject to Article 14 Directions and a further scheme is likely to be subject to a Direction once a planning application has been submitted.

A31(T) Studies

Two studies of the A31(T) have been commissioned:

A) Interim Report

This has been prepared by Mott Macdonald with the aim of identifying relatively small scale improvements to capacity and safety. It is hoped that some small scale improvements will enable development committed in the Local Plan to take place. **IP** confirmed that he had received the report the evening before, but had not had time to look at it. He will pass the report to the attendees in the near future.

When **IP** has had a chance to examine it he will discuss with the Highways and Planning Authorities whether there are short term measures which could allow the Cobham Gate, Flight Refueling and Waitrose developments to go ahead (other planning issues permitting). Such measures could involve anything from re-lining the Canford Bottom roundabout to holding the contributions against a longer term (though still interim) scheme such as a 'hamburger' layout (main road runs straight through the 'bun' of the Canford Bottom Roundabout).

B) South East Dorset Multi Modal Study

Atkins have very recently been commissioned to undertake this work which comprises three phases:

Phase 1 Scoping Report (complete).

Phase 2 Information gathering. This is underway, but will take two years to complete.

Phase 3 Identifying a strategy. This is the critical piece of work, but funding support from GOSW and the Highways Agency is not yet committed. Final results on a strategy are likely to take three years from now, at least, although some preliminary results could be used before this time.

Highways Agency Position

IP stated that the Highways Agency would oppose significant new development, as proposed in the draft Regional Spatial Strategy, in advance of the implementation of radical improvements to the A31(T).

The informal view of the highways experts present, informed by professional expertise, was that the only likely practicable solution to overcome the Trunk Road problems was dualling the A31 westwards to Merley roundabout, with a 2 level junction at Canford Bottom. The cost might be in the order of £M100 - £M150. However, a process of testing all options has to be undertaken.

GOSW Response

SW acknowledged the clear problems associated with the A31(T) and the impact that new development will have upon it. This is a matter for determining within the East Dorset Core Strategy and it would be acceptable to introduce phasing for development to take into account the A31(T) situation. It is NOT the case that the need to supply housing is such that it will automatically override the highways concerns.

WW requested that the issue of phasing should be included in the Regional Spatial Strategy and not left to the Core Strategy to introduce. It was essential that the issue should be dealt with clearly and explicitly by the Secretary of State and not fudged.

Current Approach

PW will carry out some very rough calculations in concert with Atkins to see whether it is likely that any larger scale development might be possible in advance of very

major works on the Trunk Road. If there is, this can be taken into account in preparing the LDF. If not, then the LDF may have to set out the case that the East Dorset developments may have to wait on the implementation of such a major scheme.

In the light of this and the Mott McDonald study, the Highways Agency are to advise **MH** what scale and location of applications for development in East Dorset beyond those already listed they should be consulted on.

The Highways Agency is to consider what applications in the wider area of SE Dorset might also fall within the scope of this consultation process. The use of Directions might need to be considered.

It was also suggested that the MAA might usefully include some expedited procedures for road schemes as part of the freedoms granted by central government.

Implementation of Major Improvements to the A31(T)

Funding

The major solution may well turn out to be a prerequisite of some or even possibly all the development in East Dorset, and other larger or cumulative developments across SE Dorset.

There is a need to get a bid into the Regional Funding Allocation (RFA) process. There were problems that the RFA to 2016 was already oversubscribed (although open to revision); other areas of the SW had high priorities for transport infrastructure improvements to support development, and the SEDMMS evidence will not be available to support the next bidding round.

IP and **PW** will use their influence towards securing commitment of the funding for Phase 3, which might also usefully appear in the MAA as a priority agreed by the highway authorities and the government.

Funding may have to be sought from developer contributions. However, the many other calls on developer contributions, including for the high priority of affordable housing, were noted. There is a limit to developer contributions beyond which development would cease to be financially viable. It could not be expected that so large an investment could be supported entirely by developer contributions.

Evidence

Longer term analysis will require the completion of the SEDMMS for which Atkins has been engaged.

GOSW will explore with PINS the weight of the evidence required to justify phasing proposals for housing as a consequence of the A31(T) issue, in advance of the SE Dorset Multi Modal Study (SEDMMS) outputs.

Timing

Delay in receiving funding could put back the scheme and thus SE Dorset developments till late in the RSS period (2018 or after). In order to minimize this delay, advance funding could be sought from the Regional Implementation Fund and partially recouped from developer contributions.

It was suggested that there might be a dangerous window while the LDF and its case that development should be phased was being prepared. During this period East Dorset would not have a 5 year housing land supply to meet the requirements in the Regional Spatial Strategy and damaging appeals could be lost.

EDDC felt this danger would be overcome if the Secretary of State's Changes to the RSS explicitly recognized the potential phasing issue. If the proposed Changes do not include this when they are published, EDDC and the highways authorities might need to challenge the proposed Changes.

Feasibility

MH pointed out that the A31(T) passed through the Slop Bog/Uddens Heath SSSI/SPA/SAC and this itself might prevent or delay any road improvement scheme. **SW** felt that a case on national need might be made (there is an issue as to whether priority species are present on this site, in which case the criterion would be even more stringent). She stressed that measures towards implementation such as modeling work and preliminary highway design work should be progressed in parallel, not sequentially.

Actions

1. **IP/PW/WW/RH** to consider the potential need for phasing of development as part of the LDF Core Strategy.
2. **SW** to speak to PINS about weight of evidence needed to justify a phasing policy in the LDF, ahead of outputs from the SEDMMS.
3. **IP** to circulate the Mott McDonald Interim Report for consideration.
4. **IP/PW** to make bids for improvements to the A31(T) as part of the Regional Funding Allocation 2 process.
5. **IP** to speak to Natural England regarding the feasibility of improving the A31(T) in close proximity to the Slop Bog SSSI/SPA/SAC.
6. **All** to ensure that the MAA reflects the A31(T) issues.
7. **All** to ensure that the major scheme appraisal process is to be built into the MAA.
8. **IP** to inform **MH** about planning applications that the Highways Agency wish to be consulted on.

Highways Agency / GOSW Position: (May 2008)

GOSW say that if the highways issue is a significant problem we can put development phasing into the Core Strategy. Not currently overriding the HA position.

Highways Agency confirmed that development should not take place in advance of the provision of essential transport infrastructure.

Need to consider the wider implications for the rest of the conurbation

HA not so concerned about development at Roeshot Hill but are concerned about Bmth Airport, dev in Bmth and Poole. (development in north Bournemouth).

A31 flagged up as the 2nd busiest road in the South West

South East Dorset Multi Modal Study – Stage 2 of the work has just been commissioned and Atkins are undertaking this (will take 2 – 3 years to complete). This will identify where the problems are. The 3rd stage will review the options for dealing with the hotspots.

Ian Parsons (HA) transport infrastructure needs to come in advance of housing development but major improvements are likely to be delivered within the next 15 – 20 years. HA concerns primarily with the A31 but Paul Willis identified the importance of other schemes such as the A338.

Buro Happold study has been issues examining the level of development that come forward around the A31 before major improvements are required. This has implications for what can come forward elsewhere i.e. at the Airport.

DAILY ECHO

Housing plan 'tragic attack on green belt'

7:00am Wednesday 20th August 2008

By Steven Smith

PROTEST groups have launched a campaign against government plans for nearly 50,000 new homes in South East Dorset, which they say would be a "tragic attack" on the area's green belt.

Hazel Blears, secretary of state for communities and local government, has backed plans for 48,100 new homes across the conurbation, with 7,250 earmarked for green belt land, 2,750 of which would create a new town at Lytchett Minster.

The consultation period runs until October and the South East Dorset Defence Consortium has been established from seven community action groups, supported by councils, MPs and the Dorset branch of the Campaign to Protect Rural England.

Cllr Nick King, **Bournemouth Borough Council**'s cabinet member for communication, said: "We want to ensure that a common, robust message is sent from South East Dorset to the secretary of state."

The group argues that no council asked for a new town; that families want houses when many flats are planned; that the infrastructure could not cope; and that there is no cash for improvements to roads, schools and health provision.

Terry Stewart, president of Dorset CPRE, added: "This central government dictation, which totally ignores the research and evidence produced at the public inquiry, is a tragic attack on the environment and distinctiveness of our beautiful area."

A communities and local government spokesman said: "The South West has a real housing issue - it is the only region with above-average house prices and below-average incomes."

He said more than two-thirds of the growth would be in urban areas.

He added: "The independent panel found exceptional circumstances for making some alterations to the three green belts in the region to allow for some urban extensions."

SEDDC is producing a guide on how to object and action events are planned.

[Back](#)

© Copyright 2001-2012 Newsquest Media Group

DAILY ECHO

<http://www.bournemouthecho.co.uk>

Future Development at Bournemouth Airport Business Park
Christchurch Borough Council
30/07/09
10.30am
Committee Room

Completing the evidence base that will enable the confirmation of policy approach in the Core Strategy and the Airport Masterplan. Timescales for completion of remaining evidence gathering work.

Mainly 2 issues (transport infrastructure package and approach to flood risk.)

1) LDF Update Core Strategy and Airport SPD

- Preferred Options: Jan 2010
- Submission Consultation: Nov 2010
- Submission to SOS: March 2011
- Examination: July 2011
- **Adoption: Jan 2012**

- Preparation of draft SPD: May – December 2011
- Consultation on draft SPD: Jan / Feb 2012
- Revise Draft SPD: March – May 2012
- **Adoption of SPD: September 2012**

Core Strategy Preferred Options -

- Establishing an employment vision for the North West Business Park
- Amendment to Green Belt boundary
- Deliverable infrastructure package to bring forward sufficient employment land to meet projected demand to 2026
- Targeted contributions strategy based upon deliverable improvements

Further Evidence Gathering Work

- **Habitats Regulations Assessment** of development options and timescales for work – will commence when transport improvements have been confirmed publish with preferred options.
- **Further air quality work** to assess development options – Work will be commissioned once final package of transport improvements has been completed. Phil Sterling to determine the brief.
- **Implications of flood risk** – work to be undertaken on examining options for flood defences.

2) Airport Transport Infrastructure Improvements

- Confirming a package of transport infrastructure improvements to bring forward 12 – 15ha of employment land at the North West Business Park (to meet projected employment requirements and Airport Masterplan aspirations).
- Highways Agency and BBC's views concerning impact on highway network. **Timescales for Highways Agency to come back with comments.**
- Further work to determine the maximum level of development that can come forward in the North West and North East Business parks through ecologically acceptable highways improvements.
- At what point is the link road + A338 widening required?

Strategic Planning for the North East Business Park for LDF

- MADL view on development options for North East Business Park.
- Identifying a mix of development for the North East business park to be tested in South East Dorset Transport Study.
- **Identifying timescales for further work**

3) Implications of Flood Risk for the North West Business Park

- **ARUPS have received SFRA data – Check solutions.**
- Recent outputs of SFRA Level 2 undertaken by Halcrow
- Further work required to determine the level of development that can come forward in the North West Business Park.
- Flood defence options to be developed and tested by MADL
- **Identifying timescales for further work**



Notes/agenda

Minutes

28th September 2009

1. Welcome and Introductions

The Chairman welcomed the group, new members and speakers, and James Smith who, as a member of the Policy Planning team, is taking over William Wallace's supportive role.

2. Place Survey

Sandra Griggs (Head of Policy and Performance, EDDC) spoke to the group about the Place Survey for East Dorset (part of a nationwide survey of people's perceptions of their local area and local services): she particularly emphasised those aspects that relate to the environment. A copy of her presentation and a handout on specific environmental issues accompanies these minutes as an attached file.

[The report (a large file) is available to download from the DCC website at: <http://www.dorsetforyou.com/index.jsp?articleid=356466> There is a link to the right of the page to the Place Survey document for East Dorset].

East Dorset had the highest response rate in Dorset with 56% of the questionnaires returned. There is still a lot of work to be done in analysing and interpreting the results, particularly where sample size is small in eg the 25-34 year age group. Access to nature, parks and open spaces is very important to residents but the need to retain a high quality natural environment through active management is not widely understood. The study has highlighted a demand for improvement in Activities for Children, Public Transport and the Level of Traffic Congestion.

3. Previous Minutes and Matters Arising (HC):

(Item 4) Restructuring of the Partnership

Details were announced at the Partnership Conference and links to the EDCP website were e-mailed to Members in July. In practical terms there is no change for ETAG though the Group will have an important advisory role in the development of the LDF as TAG chairmen (Housing, Environment & Transport) will form a new Community

Planning Group under the chairmanship of John Shave (JS). A new business group will also contribute and the views of other specialist groups will be sought as and when needed.

Restructuring of EDDC Council

The new Chief Executive, David Macintosh, has been in post since August. WW would be retiring on 30th September. With the pressures on council finances WW would not be replaced directly. The functions of Policy Planning and Community work would be combined under the overall leadership of Neil Farmer.

(Items 5 and part of 6)

6.2 Biodiversity & education

ETAG has made a start towards 6.2.1, 6.2.3, 6.2.4 and 6.2.5 with projects and responses to consultations but much more needs to be done. This ties in with Place Survey and work on Green Infrastructure.

Parish Plans & Review of Parish involvement

HC apologised that she and JS had not had time to take this further as so much time had been spent considering officers' proposals for restructuring.

NJ: Alderholt were pleased with the support they had already.

DH :Wimborne St Giles have formed their own Parish Plan group.

DM: no further action at Colehill required yet.

(Item 8) Projects

Funding had been agreed for all the ETAG projects. The Parley Common Young Rangers Project (to be managed by EDCMS) will also be funded.

At the Conference, a community project 'Access to Wildlife' was also supported. This will be run jointly by Dorset Wildlife Trust and the Verwood Opportunity Centre. They have already created a very successful wildlife sensory garden at The Hub, Verwood and this new project to improve access to Budgens Meadow, SSSI will enable those with physical and learning disabilities to contribute to and enjoy the restoration of this biodiverse meadow .

9.3 NJ asked if any progress had been made on Alderholt's request for funding for tools.

(Update: Funding now in place)

4 & 5. RSS, Core Strategy and Local Development Framework(WW, JS)

Following the High Court judgement on challenges to the RSS for the East of England, a new Sustainability Appraisal of the proposed changes to the SW RSS was announced on 25 September: it is expected to be completed early in 2010. Together with next year's general election this will lead to a period of uncertainty over the next few months.

Landowners are submitting scoping reports but applications for the urban extensions are premature.

Leading on from the work carried out in March 2008, evidence is being gathered for

Preferred Options. Independent consultants will check the results of this work to ensure it is 100% thorough. Issues to be addressed include transparency of links with RSS, Habitats Regulations, proposed urban extensions. Consultants will be working with interested groups, parish councils and agencies.

6. Green Infrastructure (WW)

The final LUC report on SE Dorset Green Infrastructure was received in September and will be published on the website. It gives a lead to local authorities on GI provision. Overall there is range of sizes but there are many local gaps in their provision. A report will be presented to P&R Committee in due course and ideas will also be considered by ETAG.

7. Interim Planning Framework (HT)

At the time this was put in place (2006) it was anticipated that by the end of 2009, the RSS and DPD would be agreed. As this is not the case, the existing IPF process is being reviewed. An extension may be required to enable LAs to have a workable framework and then roll it forward. Because of the delay in RSS, fewer houses than anticipated have been built. The projects designed to mitigate the impact on heathland are being reviewed and a new series of projects are being evaluated to ensure they will achieve their objectives. Proposals for both large scale and small local projects are being mapped to identify gaps. The details will be published and a public consultation is planned for late 2009. Each LA will have to approve individually.

WW. A report going to the next P&R meeting recommended a public consultation in West Moors on acquiring an area of land at Woolslope Farm: if supported by local residents it was being suggested that EDDC could apply for £300,000 from the Heathland Mitigation fund to enable the land to be used to develop a wide range of informal recreational facilities. No brand new open space had been available before to test the effectiveness of mitigation. It is too soon to identify the effectiveness of Footprint Ecology's report on drawing people away from the heaths. Heathlands have car parks which encourage use of the heaths; grazing (used to manage the vegetation) deters some people and dogs.

8. Access to Nature and other funding bids (HT).

Work is in progress on Access to Nature and an initial meeting has been held with NE (SW region) who are dealing with the bids. Projects in West Moors, Leigh Park, Heatherlands are included in the South East Dorset wide proposals which include improvements for biodiversity and access, led activities and volunteer opportunities. Wide ranging projects to a value of £650,000 to 700,000 are being proposed around the Castleman Trailway & Stour Valley to encourage and enable people to use what they have to its full potential. The bids will be discussed with NE early October (maximum £500,000 available).

Enough votes were received to roll out the Arson Classroom Drama in the recent Community Cashback Scheme for the project to progress to the next part of the selection process. This was piloted in Poole and extended into the Bournemouth area. Funding is required to pay for the UHP education staff, police officers and retained fire-fighters to go into more schools. The funding will be allocated at a national level.

(Update: please see <http://cashback.cjsonline.gov.uk/cc.asp?area=9> – this is one of

the Dorset projects that will receive funding

9. DSP Environment Theme Group and County issues (HC).

The Audit Commission is assessing how well the DSP is doing and looking at each of the Theme groups and individual LAs. They will report back at end of year.

Minerals. Government guidance on aggregates required in Dorset was reduced (June 2009) by 20%. The 15-16 million tonnes of gravel we have are just under the required 7 year land bank. The next consultation will be in 2010: plans will then be finalised, published for comments on soundness and submitted to Government (2010/11). The Inspector will examine and publish a binding report in 2011. The documents will be adopted by Councils in 2011/12. There are many assessment procedures to go through during the process.

A huge mineral resource has been identified in river valleys: the local press has reported the new proposal for Sturminster Marshall submitted by Cemex. This will be considered in the next consultation.

Health of the environment As highlighted in the earlier discussion on Place Survey, the ETG is concerned about a general misunderstanding on the health of environment, threats to it and what we need to do. Ideas for improving public perception to get over the problem of "if it looks green it is not necessarily a healthy functional habitat" will be discussed at the next ETG meeting.

Ideas suggested by ETAG members:

- JA - One stop shop idea / Andrew Pollard /website with resources (who will organise, pay for and run it?) / maintenance key thing for long term.
- DM –would like to be able to pull down info to put on twice yearly parish newsletter/ reduce the amount of work.
- HT – no single answer / different sections of community in different ways / agree beforehand what we want to get across/ must be the same from everyone (all partners/agencies)/ correct information is essential.
- JA – find out the ways people want to receive information.
- SE – societies, groups, media, magazines, Dorset & Society magazine, free newspapers.
- PT – West Parley has own parish website / since RSS separate action group set up / works well with the Parish Council / relate community activities / out to a wide range of the community / large circulation list.
- WW – Brief Echo reporter to feature a series of environmental issues / community magazines/local papers better
- HT Need an actual story to connect to theme/people/places – need a hook for environmental issue(s) eg national concern re bees
- Forest FM / radio Solent.

Action all: advise Chairman of any other ideas

10. Forestry and other local land use matters

In all, three consultations have taken place this year.

i) Local implementation of the Open Habitats Policy and review of the Forest Design Plans for our area. The collated responses were sent in to the local FC team. Despite a

subsequent meeting with the FC team, much of what ETAG members had said was not openly reported though we were told it had been sent to the Regional Office. HC had objected but received no reply.

ii) Open Habitats Policy for England to which several people made further contributions. Comments made in the local exercise were carried forward in the ETAG response e.g. Colehill's particular concerns. The reporting of the consultation and radio programme from Wareham Forest suggest that little will be done to restore heathlands and native woodlands and "Right Tree in the Right Place" is not going to happen.

iii) Future role of the Public Forest Estate. LH represented ETAG at Taunton: Jim White represented DWT and WW represented EDDC. Because of her specialist knowledge, LH has been asked to join future discussion groups there. Similar arguments were submitted to this consultation drawing on advice and local knowledge of ETAG members from the "first round". The need for the FC to take on board the Green Infrastructure requirements of SE Dorset and the urgent need for habitat restoration to meet regional landscape scale biodiversity targets were highlighted.

HC had objected to the way in which our well considered response to the first consultation was treated. EDDC has also submitted responses to all three consultations. LH -Having to repeat comments on 3 consultations had led to considerable frustration among Stakeholders. There is huge potential in the FC to deliver the objectives of other government departments: they could deliver so much more on biodiversity, public spaces etc. Positive sounds are being made but there is little delivery.

WW- The response from EDDC highlighted the value of the Public Forest Estate as a whole. There could be pressure from the Treasury in future years for land or buildings to be released so support for the FC's work, particularly in the creation of new native lowland woodland would be important.

Other local land use issues

The Stour & Avon Magazine is reporting local environmental issues. Two of particular note are the proposed allotments for Colehill and the possible SANGS at Woolslope.

HC had provided detailed advice to Colehill PC and drawn to their attention the ecological reasons for not developing the site and its unsuitability for allotments. The PC had decided to submit a planning application to enable them to obtain more guidance from EDDC on the land and what is required of them.

Woolslope Road, West Moors. A developer was prepared to offer the council 32 acres (13ha) of land they are unable to develop because of proximity to protected heathland in exchange for 1/2acre (0.2 ha) of Council owned land in West Moors that they might build on.

The large site is currently rough grazing and woodland and abuts Uddens Water and an area owned by DCC. P&R would be considering the proposal with a view to taking it to public consultation in West Moors to gauge public opinion. The land has the potential for becoming an important area of open green space. Some biodiversity interest had been identified so if the Parish agreed full surveys would be required next spring/summer. There would be opportunities for footpaths, cycleway, enhancing grassland and woodland habitats, one or more ponds and ecological links to other EDCMS managed sites, low key countryside recreation facilities, wildlife interpretation boards, possible allotments and a small resource building for use by allotment holders

and EDCMS wardens.

11. Farewell to William

William Wallace was due to retire later that week. He had made an outstanding contribution to the work of ETAG since its inception. The Chairman expressed the members' gratitude for all his hard work and support and wished him a long and happy retirement.