



# **Core Strategy Submission**

## Christchurch New Neighbourhoods Delivery Risk Assessment

### **FD3**



Prepared by Christchurch Borough Council and  
East Dorset District Council

**June 2013**



**Inspectors Requirement:**

A paper is required to set out infrastructure requirements / project planning / programming / risks and contingencies.

**Policy CN1: Christchurch Urban Extension**

Risk	Mitigation/Evidence	Scale of Risk						
<p><b>Is there a land ownership constraint affecting delivery of the urban extension?</b></p>	<ul style="list-style-type: none"> <li>Christchurch Borough Council own the land within the Urban extension where the Roeshot Hill Allotments are located</li> <li>Meyrick Estates own the remaining land for the urban extension south of the railway line and north of the railway line where SANGs and minerals extraction are proposed (in Dorset and Hampshire)</li> <li>Taylor Wimpey have an option on the land within Meyrick Estate’s ownership which demonstrates an intention to progress development</li> <li>Options for replacement allotments are all located on Meyrick Estates land</li> <li>Sainsbury’s have an option covering 2.4ha of land immediately to the north of their existing supermarket. The existing store is overtrading and Sainsbury’s may seek to expand this store in the future but there are no immediate plans. The Council has discussed the possibility of alternative local centre layouts to take account of their aspirations and will not affect housing delivery.</li> </ul>	<b>Un-mitigated</b>		High	Medium	Low		
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5	4			
				4				
			Med	3				
				2			1	
Low	1							

Risk	Mitigation/Evidence			Scale of Risk				
				High	Medium		Low	
<b>Is the housing trajectory for the urban extension realistic?</b>	<ul style="list-style-type: none"> <li>The joint housing trajectory sets out development commencing for the Christchurch Urban Extension in 2014/15. This has been informed by the master planning work for the urban extension which Meyrick Estates and Taylor Wimpey have been engaged in the production of.</li> </ul>	<b>Un-mitigated</b>						
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

Risk	Mitigation/Evidence			Scale of Risk				
				High	Medium		Low	
<b>Is there a SANGs Strategy which is deliverable alongside proposed minerals extraction in Dorset and Hampshire?</b>	<ul style="list-style-type: none"> <li>SANGs Strategy produced with Meyrick Estates and Natural England (<b>See attached SANGs strategy</b>)</li> <li>SANGs located on Meyrick Estate land and layout avoids conflict with proposed mineral extraction in Dorset and Hampshire.</li> <li>New Forest District Council, New Forest National Park Authority, Dorset County Council, Hampshire County Council, Natural England have been engaged in production of SANGs Strategy</li> <li>New Forest National Park not raising 'in principle' objections and planning application required for SANG</li> <li>Draft Statement of Common Ground produced between Dorset County Council, Christchurch Borough Council, Hampshire County Council, Natural England, New Forest District Council and New Forest National Park Authority (<b>See attached document</b>)</li> <li>Delivery of permanent SANGs would be prior to occupation of the first phases of residential development</li> <li>Schedule of meetings is set out in <b>Examination Document SD5 and SD4 sets out Duty to Co-operate outcomes for SANGs</b></li> </ul>	<b>Un-mitigated</b>						
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

Risk	Mitigation/Evidence	Scale of Risk				
		Un-mitigated		High	Medium	Low
		Mitigated				
Likelihood of risk	High	5	4	3	2	1
	Med	3				
		2				
Low	1					

Risk	Mitigation/Evidence	Scale of Risk				
		Un-mitigated		High	Medium	Low
		Mitigated				
Likelihood of risk	High	5	4	3	2	1
	Med	3				
		2				
Low	1					

Risk	Mitigation/Evidence	Scale of Risk						
<b>Can the necessary transport improvements be implemented to bring forward the urban extension? (A35 improvements)</b>	<ul style="list-style-type: none"> <li>Junction improvements for the A35 as set out in the Core Strategy IDP and Local Transport Plan 3 will be delivered through CIL and DCC funding. Timing of delivery is set out in the IDP.</li> <li>DCC are satisfied that Junction improvements along the A35 will be delivered hand in hand with the progress of new development in the Borough</li> <li>Immediate site specific improvements will be delivered through S106</li> <li>Further government funding will be secured by DCC</li> </ul>	<b>Un-mitigated</b>		High	Medium	Low		
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

Risk	Mitigation/Evidence	Scale of Risk						
<b>How are issues of floodrisk addressed?</b>	<ul style="list-style-type: none"> <li>Master planning for the urban extension locates development outside of the floodzone</li> </ul>	<b>Un-mitigated</b>		High	Medium	Low		
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

Risk	Mitigation/Evidence	Scale of Risk						
<b>Is there a strategy in place for the overhead pylons?</b>	<ul style="list-style-type: none"> <li>The undergrounding of the overhead pylons has been considered as part of the council's master planning work and viability assessments (See Christchurch Urban Extension Master Planning reports ED68/69 and Whiteleaf viability assessments ED70).</li> <li>Meyrick Estates and Taylor Wimpey have been engaged in the production of master planning for the Urban Extension (ED68/69) and have not raised an issue with deliverability.</li> </ul>	<b>Un-mitigated</b>		High	Medium	Low		
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

## Policy CN2 Land South of Burton Village

Risk	Mitigation/Evidence		Scale of Risk N/A						
<i>Is there a land ownership constraint affecting delivery of land to the South of Burton?</i>	<ul style="list-style-type: none"> <li>Land is within the ownership of Meyrick Estates who are supportive of development in this location</li> </ul>	<b>Un-mitigated</b>		High		Medium		Low	
		<b>Mitigated</b>		5	4	3	2	1	
		Likelihood of risk	High	5					
				4					
			Med	3					
				2					
Low	1								

  

Risk	Mitigation/Evidence		Scale of Risk					
<i>Is there a SANGs Strategy which is deliverable alongside proposed minerals extraction in Dorset and Hampshire?</i>	<ul style="list-style-type: none"> <li>SANGs Strategy produced with Meyrick Estates and Natural England for the Christchurch Urban Extension (Policy CN1) (See attached SANGs Strategy)</li> <li>SANGs provision for the Christchurch Urban Extension (Policy CN1) will have sufficient capacity to mitigate the development proposed South of Burton Village</li> </ul>	<b>Un-mitigated</b>		High		Medium		Low
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

  

Risk	Mitigation/Evidence		Scale of Risk					
<i>How are issues of floodrisk addressed?</i>	<ul style="list-style-type: none"> <li>A flood management strategy will be prepared to address on site flood risk</li> <li>Meyrick Estates has undertaken a site specific flood risk assessment for the land south of Burton (<b>submitted as part of their representations at Pre Submission</b>) which identifies a flood management strategy to accommodate a development of 90 dwellings over a larger site than proposed in the Core Strategy</li> </ul>	<b>Un-mitigated</b>		High		Medium		Low
		<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

Risk	Mitigation/Evidence			Scale of Risk							
<p><i>How will transport improvements be delivered at the appropriate time?</i></p>	<ul style="list-style-type: none"> <li>Proposed development to the South of Burton would have an impact on the A35 and CIL would be used proportionately towards junction improvements along the A35</li> </ul>	<b>Un-mitigated</b>		High	Medium	Low					
		<b>Mitigated</b>		5	4	3	2	1			
		Likelihood of risk	High	5							
				4							
			Med	3							
				2							
Low	1										



## Bournemouth Airport & Business Park

### Inspector's Requirement

Confirmation that management flood risk has been addressed on all allocation sites. Project planning information is required.

Risk	Mitigation/Evidence	Scale of Risk						
		Un-mitigated		High	Medium	Low		
<b>How is the issue of floodrisk managed for the airport?</b>	<ul style="list-style-type: none"> <li>Manchester Airports Group are producing a flood management strategy in consultation with the Environment Agency as part of a reserved matters application following approval of outline planning consent (8/11/0329)</li> </ul>	<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

Risk	Mitigation/Evidence	Scale of Risk N/A						
		Un-mitigated		High	Medium	Low		
<b>How is development phasing for the Airport &amp; Business Park determined?</b>	<ul style="list-style-type: none"> <li>Development phasing is determined by the timing of transport improvements for the B3073 / A338.</li> <li>The timing of transport improvements for the B3073 / A338 is set out in the Core Strategy IDP and Local Transport Plan 3.</li> <li>Outline planning permission has been granted for 15ha of employment development at the business park which forms 50% of the 30ha of the employment development planned for in the Core Strategy.</li> <li>The Bournemouth, Dorset and Poole Workspace Study (2012) sets out the current envisaged development phasing based on the existing programme of transport improvements</li> <li>Bournemouth Airport and Business Park forms part of a City Deal expression of interest that has been successful. Bournemouth LEP</li> </ul>	<b>Mitigated</b>		5	4	3	2	1
		Likelihood of risk	High	5				
				4				
			Med	3				
				2				
Low	1							

	<p>are currently producing a detailed bid which could secure funding to enable transport improvements to be delivered sooner and may affect the current programme of development phasing</p> <ul style="list-style-type: none"><li>• Manchester Airports Group is currently in the process of updating their master plans for the operational airport and Business Park and consultation is scheduled for autumn 2013 on the updated master plan. No documentation is currently available but MAG have confirmed no conflicts with the Core Strategy.</li></ul>
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