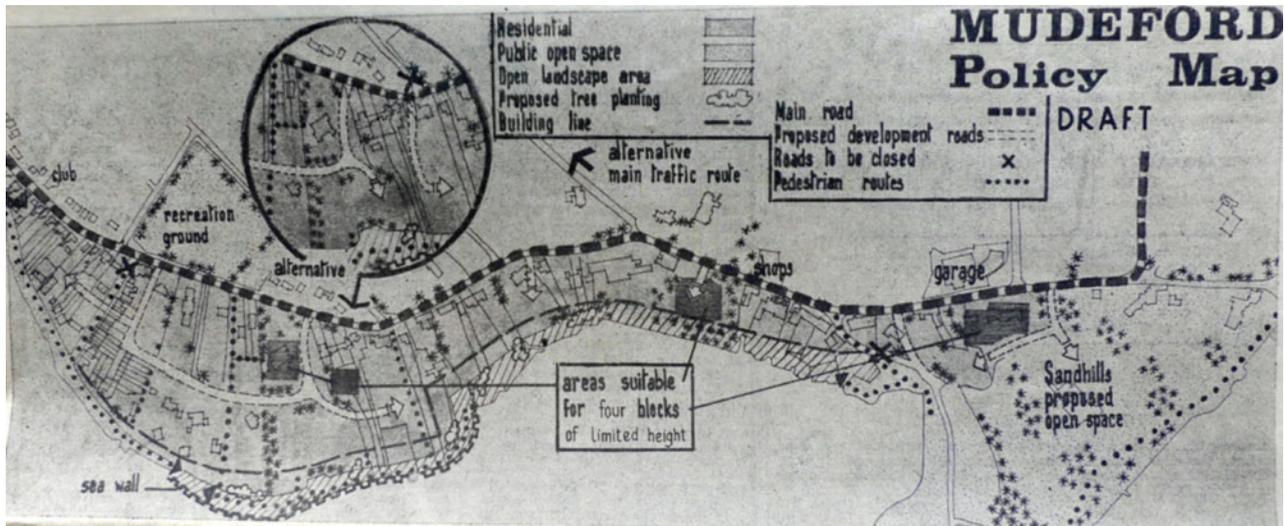


# NEW WATERFRONT ROADS IN PLAN FOR MUDEFORD

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**MUDEFORD'S** draft policy map, seen here, published by the county planning department this week, is a compromise between the county's last comprehensive plan for the waterfront area and the objections to it by Mundeford residents.

The density of housing development on all but isolated sites is to be kept within the range of 12 to 16 to the acre—substantially lower than that envisaged by the comprehensive plan produced in 1962 and lower than the proposals for Inveravon and Rushford Warren.

Four areas have been set aside for the tallest buildings — not more than 50 feet above sea level (40 feet above ground level), and the rest is to be strictly controlled to three storeys or under.

A building line about 50 feet from the water's edge will keep development back among the trees and away from a waterfront walk.

Existing groups of trees will be retained. These are marked by asterisks on the plan.

New access roads to the development between Mundeford Road and the waterfront are suggested in the plan.

The Haven Quay road would be made into a cul-de-sac for access to properties, and a new access to the quay car park would be cut. Argyle Road would be banned to traffic, and a new road cut through for access at right angles to it. "The exact positions of suggested roads should be regarded as tentative and subject to variation in the light of circumstances", says the county.

At a press conference on Wednesday, assistant county planning officer, Mr. Roger Brown, was at pains to explain the differences between this map and the CDA plan of 1962. The CDA plan was intended as a statutory map, needing the approval of the Minister; it was more detailed and apparently had to be more rigidly followed.

This new plan didn't need the approval of the Minister; it contained less detail and was more likely to change with differing circumstances. "If I was asked to draw up a plan in a year from now it would almost certainly be different", said Mr. Brown.

The county planning department appreciated the great public interest in local plans such as this and the need to find out the views of the local people on them before they were adopted. The plan would be ready for adoption by the local authority in April, after the views of the local residents had been taken into account, he hoped.

## HIGHER DENSITY

The Minister of Housing had said that development in the area covered by the plan should be at a higher density, although he didn't define whether he meant higher than the average of 12 to the acre throughout the country or higher than it was at present. The county had understood this as higher than average.

The density range of 12-16 to the acre might also be varied. "It is up to the developer. If he can produce a plan which will fulfil all the requirements and still get more than 16 homes to the acre we shall consider it, subject to the views of local people", said Mr. Brown.

As for open spaces, Mr. Brown said that access to and car parking provision at Mudeford Quay should be improved, and a programme of conservation for the quay should be prepared and carried out "to enhance its special and unique characteristics". Agreement should be reached with the owner of Sandhills to permit extension of the present public open space and a public waterside walk linking the quay and Mudeford beach.

It was particularly important, he said, that all new plans for development were accompanied by a landscape plan. Existing trees should be preserved and new ones planted.

As for the walk along the harbour side, Mr. Brown said: "There is no immediate prospect of having a waterfront walk all along the harbour. Nevertheless, it is a long term objective so we have no intention of allowing development which would prejudice this.

The rest of the area would have public footpaths too. "The aim is to introduce gradually a complete pedestrian system linking the major focal points, bus stops, open spaces, coast and shops", he said.

As for access roads to Mudeford from the rest of Christchurch,

**The Haven Corner junction seen here described by the county planners as "very unsatisfactory" is planned to be kept as a pedestrian entrance to the quay, and a new road is intended for traffic.**

the county have no definite plans at present. They suggest Mudeford Lane should be an alternative main traffic route, although this was taken out of the reviewed town map by the Minister of Housing. The map will be on show at a public meeting organised by Mudeford and Stanpit Residents' Association at Stanpit Village Hall on February 18. County planning officers will explain it in detail.

Christchurch planning committee has considered the map, but has not made any decision. Said the chairman, Coun. Walter Tucker: "We want to see the public reaction first. That is the public reaction from the whole of the borough, not just from a few people who want to restrict development".