



Core Strategy Submission

Consultation Response Analysis by Topic

TRANSPORT



Prepared by Christchurch Borough Council and
East Dorset District Council

May 2013

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1 Introduction

1.1 *This Consultation Analysis Response deals with formulation of transport strategy and policy in the Core Strategy through the Vision and Strategic Objectives, and Key Strategy Policies KS9, KS10, KS 11 and KS 12.*

1.2 *The Response shows the development of Vision, Objectives and policies for transport in the Core Strategy from Pre-Submission to Schedule of Proposed Changes stages.*

2 Analysis of Responses

Transport

1 - References to Transport in the Core Strategy Vision.

Pre-Submission

.....The area will be easier to get around, not just for those who have a car, but for those who wish to use public transport, to walk or to cycle, with major development focused in locations accessible by different means of transport. In Christchurch, development will be focused on the existing public transport corridors on the A35 and A337 and better links will be made to Christchurch and Hinton Admiral stations, with the urban extension also linked to the transport network. Christchurch Borough Council will continue to press for the development of a Christchurch Bypass as a long term solution to the town's traffic problems.

The Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services.

In East Dorset, transport corridors will be developed to help to promote a wider choice of transport, including walking, cycling and public transport. These corridors will include linking the towns and villages of Ferndown, West Moors, Three Legged Cross and Verwood, and improving links from Christchurch to Wimborne and Corfe Mullen and to Wimborne from Poole. Improvements to Canford Bottom Roundabout and dualling the A31 from Ferndown to Merley will reduce congestion and improve connectivity with the rest of Dorset and Hampshire.....

Consultation Response

2.1 The total number of responses received on the Core Strategy Vision at Pre-Submission stage is set out in the table below.

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
12	6	6	28	16	11	13	18	16	14	13	14	21

Table 2.1

2.2 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
220620	Miss S Thorpe	Gleeson Developments Ltd	CSPS902
359277	Mr Jamie Sullivan	Tetlow King	CSPS2655
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	CSPS1305
359478	Mr Rohan Torkildsen	English Heritage	CSPS2732
359529	Mrs Lisa Goodwin	Sixpenny Handley with Pentridge Parish Council	CSPS2467
359546	Mrs K. Bradbury	Vale of Allen Parish Council	CSPS391
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	CSPS1557
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3216
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3217
360949	Mr Stuart Goodwill	Barratt David Wilson Ltd	CSPS2706
510796	Mr Rollo Reid		CSPS2712
523531	Mr Tim Hoskinson	Savills	CSPS2109
524723	Mr John Worth	Wimborne Civic Society	CSPS1890

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
612430	Mr Nick Squirrel	Natural England, Dorset and Somerset Team	CSPS1909
653603	Mr Malcolm Edmund Parsons		CSPS573
653852	Mrs Susan Newman-Crane		CSPS716
654320	Mrs Meghann Downing	Highways Agency	CSPS747
654456	Mr Elliot Marx		CSPS957
654686	Mrs J E Francis		CSPS773
654688	Mr Paul Newman	Paul Newman Property Consultants Limited	CSPS826
654704	Mrs J E John		CSPS1047
655432	Mr Andy Davies		CSPS1017
655526	Mr Paul Morrison		CSPS1029
656228	Mr Adrian Dwyer		CSPS2466
656369	Mr Timothy Peter Cook	John Reid and Sons (Strucsteel) Ltd	CSPS2756
656493	Cllr Tony Gibb	Eastern Area DAPTC	CSPS1466
656567	Mr Michael D Chappell		CSPS2851
656650	Mrs Patricia Fear		CSPS2438
656664	Mr Glen Morrison		CSPS2452

Summary of Responses

2.3 There were a number of representations made on the text relating to Chapter 3. In many cases these related to the list of issues and challenges identified at the start of the Chapter. These representations were primarily statements regarding particular issues and did not request any change to be made to the text, or indeed to the Vision and Objectives. No response is therefore made to these comments, however they are summarised as follows:

- Junction improvements on the A35 will not be sufficient to improve traffic flow through Christchurch town centre.
- Infrastructure and facilities in Christchurch will not be able to cope with the levels of growth proposed.

2.4 A very wide range of comments were received on the Vision, and, as above, many are generic representations about issues, and do not seek a specific change to the Vision itself. Many centre on common themes such as housing, Green Belt, transport, and nature conservation. The representations can be summarised as follows:

2.5 Transport

- The infrastructure of the area cannot cope, even with existing development. The transport network should be improved before further development is allowed.
- A new relief road is needed from the A338 to the existing Christchurch bypass.
- The Vision should not refer to a new Christchurch bypass as this will have unacceptable impacts upon habitats and landscape.
- There should be a clear vision for the airport including the business parks and the transport network around it.

Councils' Response

2.6 Paragraph 10 will refer specifically to "Bournemouth" Airport for clarity. However the remaining wording is considered adequate and detailed policies for the future development of the airport are set out elsewhere in the Core Strategy.

2.7 A clear transport strategy is set out in the Core Strategy, and the wording on transport in the Vision is considered acceptable.

2.8 References to a Christchurch Bypass relate to an intention to continue to lobby for such a proposal, rather than a specific proposal in the Core Strategy.

Proposed Changes to the Pre-Submission Core Strategy

The area will be easier to get around, not just for those who have a car, but for those who wish to use public transport, to walk or to cycle, with major development focused in locations accessible by different means of transport. In Christchurch, development will be focused on the existing public transport corridors on the A35 and A337 and better links will be made to Christchurch and Hinton Admiral stations, with the urban extension also linked to the transport network. Christchurch Borough Council will continue to press for the development of a Christchurch Bypass as a long term solution to the town’s traffic problems.

TheBournemouth Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services.

In East Dorset, transport corridors will be developed to help to promote a wider choice of transport, including walking, cycling and public transport. These corridors will include linking the towns and villages of Ferndown, West Moors, Three Legged Cross and Verwood, and improving links from Christchurch to Wimborne and Corfe Mullen and to Wimborne from Poole. Improvements to Canford Bottom Roundabout and dualling the A31 from Ferndown to Merley will reduce congestion and improve connectivity with the rest of Dorset and Hampshire.

Consultation Response

2.9 Only a very minor typographical change was proposed to the Core Strategy Vision in respect of transport, and no responses were received at Schedule of Proposed Changes consultation on this point.

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
0	0	0	0	0	0	0	0	0

Table 2.2

2.10 List of Consultee Reference Numbers

2.11 *Not applicable.*

Summary of Responses

2.12 No responses were received to the amended reference to Bournemouth Airport.

Councils' Position

2.13 *Only a very minor wording change was made to the Core Strategy Vision in respect of transport following Pre-Submission consultation.*

Transport

2 - Strategic Objective for Transport (Objective 6)

Pre-Submission

Objective 6

To reduce the need for our communities to travel, and to do so more easily by a range of travel choices.

The overall aim will be to reduce congestion in key locations, by reducing the need to travel and encouraging public transport use, walking and cycling as alternatives to the car. Development will be located in **the most accessible locations**, focused on prime transport corridors and town centres. New residential development will be located either close to existing facilities, or where good transport links exist to such facilities.

Prime transport corridors will be developed in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, A349, B3074 and B3072, and corridors north of the A31(T).

Key transport schemes proposed to support the Core Strategy will be developed:

- A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross (Salisbury Road), Somerford Roundabout - junction improvements.
- B3073 junction improvements from Parley Cross to A338 Blackwater Junction and road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to the Cooper Dean Roundabout.
- A31(T) dualling between Merley and Ameysford.

The development of new Green Infrastructure including footpaths, bridleways and cycleways, will also encourage people to enjoy recreation without the need to travel by car.

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
3	1	4	3	3	1	2	2	3	1	2	3	2

Table 2.3

2.14 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359461	Mrs Nicola Brunt	Dorset Wildlife Trust	CSPS1310
359529	Mrs Lisa Goodwin	Sixpenny Handley with Pentridge Parish Council	CSPS2413
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3227
490815	Mrs Trish Jamieson	Burton Parish Council	CSPS3662
612430	Mr Nick Squirrell	Natural England, Dorset and Somerset Team	CSPS2065
652710	Mr Gary Balmer		CSPS470
652994	Mrs Kathleen Leader		CSPS540
654320	Mrs Meghann Downing	Highways Agency	CSPS748
654660	Ms Anne Mason	Transition Town Christchurch	CSPS933

Summary of Responses

2.15 The comments from key stakeholders and the general public in respect of this Objective have been grouped together into various themes and are as follows:

2.16 Land at Verwood

- Representations that the sites at Coopers Lane and Doe's Lane, Verwood were poorly accessible and would result in most journeys being made by car.

2.17 Impact on nature conservation and climate change

- There should be recognition that transport schemes may have adverse environmental impacts which should be minimised.
- The proposals for the new neighbourhoods conflict with the Objective as they are not well served by public transport.
- Overall aim of the Objective should be to reduce greenhouse gas emissions and fossil fuel consumption.

2.18 Representations on policy for rural areas

- These generic representations considered that there was a lack of vision for the rural areas and that the impact of housing and in-migration of urban dwellers was changing the character and community in rural areas.

Councils' Response

2.19 It is considered that the text adequately addresses the issue of reducing the need to travel and hence greenhouse gas emissions. Additional wording regarding environmental impact of transport schemes is considered unnecessary here. The representations on the rural areas do not request a specific change to this Objective.

2.20 The wording of the Objective will be amended to reflect revised information on the nature of strategic transport improvements due to come forward in the plan period.

Proposed Changes to the Pre-Submission Core Strategy

Objective 6

To reduce the need for our communities to travel, and to do so more easily by a range of travel choices.

The overall aim will be to reduce congestion in key locations, by reducing the need to travel and encouraging public transport use, walking and cycling as alternatives to the car. Development will be located in the most accessible locations, focused on prime transport corridors and town centres. New residential development will be located either close to existing facilities, or where good transport links exist to such facilities.

Prime transport corridors will be **developed** improved in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, A349, B3074 and B3072, and corridors north of the A31(T).

Key transport schemes proposed to support the Core Strategy will include **be developed:**

~~A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross (Salisbury Road), Somerford Roundabout – junction improvements.~~

~~B3073 junction improvements from Parley Cross to A338 Blackwater Junction and road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to the Cooper Dean Roundabout.~~

~~A31(T) dualling between Merley and Ameysford.~~

- **Improvements to the A35 corridor through Christchurch**
- **Improvements to the A338/B3073 corridor around Bournemouth Airport**
- **Dualling of the A31(T) around Wimborne**

The development of new Green Infrastructure including footpaths, bridleways and cycleways, will also encourage people to enjoy recreation without the need to travel by car.

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
0	2	1	2	1	3	3	2	1

Table 2.4

2.21 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
359277	Mr Jamie Sullivan	Tetlow King	PCCS102
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	PCCS443
490815	Mrs Trish Jamieson	Clerk Burton Parish Council	PCCS479
653852	Mrs Susan Newman-Crane		PCCS430
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	PCCS444
476036	Mr Colin Jamieson		PCCS161
490815	Mrs Trish Jamieson	Clerk Burton Parish Council	PCCS480
654046	Mr David Pardy		PCCS141
654962	Mr Christopher Chope		PCCS376

Summary of Responses

2.22 The comments from key stakeholders and the general public in respect of this Proposed Change have been grouped together into various themes and are as follows:

2.23 There are references to a Christchurch Bypass, to a new highway link to Bournemouth Airport, or to new public transport links to the airport.

2.24 Burton Parish Council objects to removal of specific references to improvement of Stony Lane roundabout and Staple Cross from the Objective.

2.25 Christopher Chope MP considers that changing this strategic objective at the behest of Dorset County Council undermines the role of the Core Strategy which is to set out the improved infrastructure that local people and their Councillors want, not just what DCC will deliver.

Councils' Position

2.26 No route or funding has been identified in the Local Transport Plan either for a Christchurch bypass, or for a new link road to Bournemouth Airport. As such, neither represents a proposal that can be included in the Core Strategy.

2.27 The text of Objective 6 has been simplified in respect of the detail of transport proposals, however references to improvements at Stony Lane roundabout and at Staple Cross are retained in Policy KS10.

2.28 It is essential that the Core Strategy is realistic in terms of delivery of key infrastructure. Any transport proposals in the plan are linked to delivery of the Local Transport Plan, and it will be the County Council as transport authority who will deliver these proposals.

Transport

3 - Transport Strategy and Prime Transport Corridors (Policy KS9)

Pre-Submission

Policy KS9

Transport Strategy and Prime Transport Corridors

In accordance with the Local Transport Plan (LTP3) development will be located along and at the end of the Prime Transport Corridors in the most accessible locations and supported by transport improvements that will benefit existing and future communities. Higher density development will be located in an around town centres and Prime Transport Corridors in order to reduce the need to travel.

Improvements will be made to Prime Transport Corridors to include junction improvements, traffic management, enhanced public transport services and improvements to walking and cycling. The following corridors are proposed for improvement:

- **A35 Iford Bridge - Fountains roundabout - Stony Lane roundabout - Somerford roundabout - Roeshot Hill - Hampshire boundary.**
- **B3073 Christchurch town centre - Bargates - Fairmile - Blackwater Interchange. (A338 junction)**
- **B3073 Wimborne town centre - Longham mini roundabouts - Parley Cross - Chapel Gate - Hurn roundabout - Blackwater Interchange. (A338 junction)**
- **B3073 Wimborne town centre - Wimborne Road West and East – Ferndown.**
- **B3072 Ferndown - West Moors - Three Legged Cross – Verwood.**
- **A348 Bournemouth boundary - Longham mini roundabouts - Ferndown.**
- **A347 Bournemouth boundary - Parley Cross - A348 junction.**
- **A337 Somerford roundabout - Highcliffe - Hampshire boundary.**
- **B3074 Poole boundary through Corfe Mullen.**
- **A349 Poole through to Wimborne Minster.**

The Local Transport Plan (LTP3) includes the following proposals which will support the development proposed in this Core Strategy:

- Improve walking, cycling and bus access to Christchurch and Hinton Admiral railway stations to help encourage greater use of rail services. This will be supported by the improvement of the facilities provided at the stations such as cycle parking, co-ordinated bus and rail timetables and improved waiting facilities,
- Improvements to public transport (bus and rail) with more frequent services within the urban areas in particular, bus priority measures, an expansion of Real Time Information at bus stops and use of smartcard technology,
- Walking and cycling improvements within and between the urban areas,
- Travel Plans to encourage working from home and car sharing to work to help reduce congestion levels and the level of parking provision required at employment locations,
- In the rural area, community travel planning will be encouraged for example Community Travel Exchanges will provide opportunities for car sharing, community car clubs and access to other shared services,
- Enhancement and protection of the existing rights of way network and trailways to provide off road walking and cycling links between suburban and rural areas,
- Traffic management measures will be implemented to improve junctions, reduce vehicle speeds, improve road safety, enhance the environment for pedestrian and cyclists in urban and rural areas and reduce the diversion of traffic on to inappropriate routes, and
- Provide opportunities for sustainable freight movement where possible.

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
14	0	5	18	10	3	11	4	11	3	5	6	7

Table 2.5

2.29 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359261	Mr Doug Cramond	DC Planning Ltd	CSPS2094

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359437	Ms Gill Smith	Dorset County Council	CSPS1967
359492	Mr Stuart Jarvis	Hampshire County Council	CSPS2033
359529	Mrs Lisa Goodwin	Sixpenny Handley with Pentridge Parish Council	CSPS2420
359547	Mrs V Bright	Verwood Town Council	CSPS1757
359553	Mrs Linda Leeding	West Parley Parish Council	CSPS1643
359553	Mrs Linda Leeding	West Parley Parish Council	CSPS2008
360082	Mr and Mrs K Healy		CSPS2422
360089	Ms Julie Goodman	Somerford Community Partnership	CSPS1985
360271	Cllr Paul Timberlake		CSPS484
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3244
474462	Mrs Sheila Bourton		CSPS173
474490	Mrs Sheila Bourton	Keep Wimborne Green	CSPS211
490815	Mrs Trish Jamieson	Burton Parish Council	CSPS3670
490823	Mr Ian Jones	Ferndown Town Council	CSPS2977
499596	Sir Roger Palin		CSPS2505
503395	Mr Ian Davis		CSPS2321
512459	Mrs Sandra Davis		CSPS2361
515938	Mr Frank Stevens		CSPS394
557299	Mr Peter Weatherhead	DTZ Planning	CSPS3172
649505	Miss Dawn Leader		CSPS300
650617	Mrs June Judd		CSPS329

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
652994	Mrs Kathleen Leader		CSPS542
654026	Ms Bev Miller		CSPS607
654320	Mrs Meghann Downing	Highways Agency	CSPS749
656493	Cllr Tony Gibb	Eastern Area DAPTC	CSPS1474
656560	Mrs Jean Heaton	British Horse Society	CSPS2826

Summary of Responses

2.30 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are as follows:

2.31 *Transport*

- Poor existing public transport which needs to be improved.
- The A348 through Ferndown and the A31 are very busy routes.
- B3081 (Verwood) should be improved for walking and cycling.
- Prime Transport Corridor proposals need more detail.
- The improvement of the junctions identified is desirable but where is the funding going to come from?
- Questions are raised over the transport modelling work undertaken to assess the impacts of traffic generated by proposed development in Wimborne.
- Keep Wimborne Green – Number of dwellings proposed in Wimborne should be reduced due to traffic impact.
- The Highways Agency supports policy KS9.
- West Parley Parish Council agree that Parley Cross needs improving but is concerned about the availability of funding.
- Verwood Town Council – the B3081 should be identified as a Prime Transport Corridor.

- Dorset County Council (as Highway Authority) supports this policy.
 - New Forest District Council and Hampshire County Council – More work is needed to assess the impact of proposed development in Christchurch and East on the Hampshire transport network.
 - Somerford Community Partnership – Off road cycle routes should be provided.
 - Sixpenny Handley with Pentridge Parish Council and the Eastern Area DAPTC - the rural northern part of the district and particularly the rural road system is not given enough prominence in the document.
 - Environment TAG – Sustainability Appraisal and Habitat Regs must be considered and satisfied in the design of the improvement schemes.
 - The Malmesbury Estate (DTZ Planning) - Policy is inconsistent with LTP3 and fails to make provision for a Bournemouth Airport strategic park and ride. This should be added to the policy which purports to list the proposals from LTP3 but excludes this one.
 - Burton Parish Council - The Council supports the policy to improve public transport but very strongly opposes the inclusion of housing for Burton in Policy KS9.
 - British Horse Society – Equestrian routes should be protected and improved.
- Ferndown Town Council – Through traffic, particularly HGVs, should be diverted away from Ferndown town centre and on to to the A31 Ferndown bypass.

Councils' Response

2.32 The B3081 will be looked at in the Verwood urban area in conjunction with development proposals. This is a strategy document and therefore not the place to provide detail, this will come later as proposals are developed. A mix of Local Transport Plan, developer contributions and other government funding will be used.

2.33 This work is robust but the report may be too technical for public consumption. Further assessment work will be undertaken now the Canford Bottom roundabout and Wimborne town square improvements have been implemented as these changes will have an effect on the movement of traffic. The effect of these network changes will be assessed in conjunction with the revised development proposals. This will identify where potential congestion problems might occur and what developers will need to do to mitigate their impact on the network.

2.34 The Highway Authority will be working closely with developers to ensure the negative impact from each development is assessed and mitigated through the provision of and / or contribution towards transport network improvements.

2.35 Much of the B3081 falls within Hampshire so Dorset CC as Highway Authority does not have control over its improvement. There is a long standing aspiration to improve the Bakers Hanging junction in Dorset and accidents will continue to be monitored here. Development in the area may be able to pay towards a solution here. Off road cycle routes are currently being investigated.

2.36 Regular cross border liaison meetings between Dorset CC, New Forest NPA, New Forest DC and Hants CC will ensure cross border transport issues are addressed.

2.37 Off road cycle routes will be provided where possible.

2.38 The vast majority of development is focused in the south of East Dorset as this is a more urban area with more scope and need for improvement in terms of reducing congestion and encouraging sustainable transport.

2.39 The rural northern part of East Dorset has been investigated by Dorset CC Traffic Management team to consider whether it would be appropriate to re-route traffic from Ferndown Town Centre onto the A31. This has shown that if a re-designation of the road network were to occur vehicles are unlikely to adhere to a diversion which would lengthen their journey. The police would be unlikely to enforce the change and the Highways Agency are unlikely to support a change which would add more traffic to their network at Canford Bottom roundabout.

2.40 The list of improvements included in this policy is not intended to replicate the entire set of proposals contained within the LTP merely to reflect the main concepts. The proposal at Bournemouth airport contained in LTP3 is for improvements to the transport interchange facilities to create an enhanced transport hub at the airport. A firm proposal for a Park and Ride is uncertain at this stage because of available land constraints, aspirations of the airport etc so it cannot be included in the Core Strategy.

2.41 Policy KS9 does not propose housing.

Proposed Changes to the Pre-Submission Core Strategy

2.42 Delete A349 improvements. The majority of this route (A349) is in Poole so Borough of Poole will deliver improvements. Numbering has been included for ease of reference.

Transport Strategy and Prime Transport Corridors

In accordance with the Local Transport Plan (LTP3) development will be located along and at the end of the Prime Transport Corridors in the most accessible locations and supported by transport improvements that will benefit existing and future communities. Higher density development will be located in an around town centres and Prime Transport Corridors in order to reduce the need to travel.

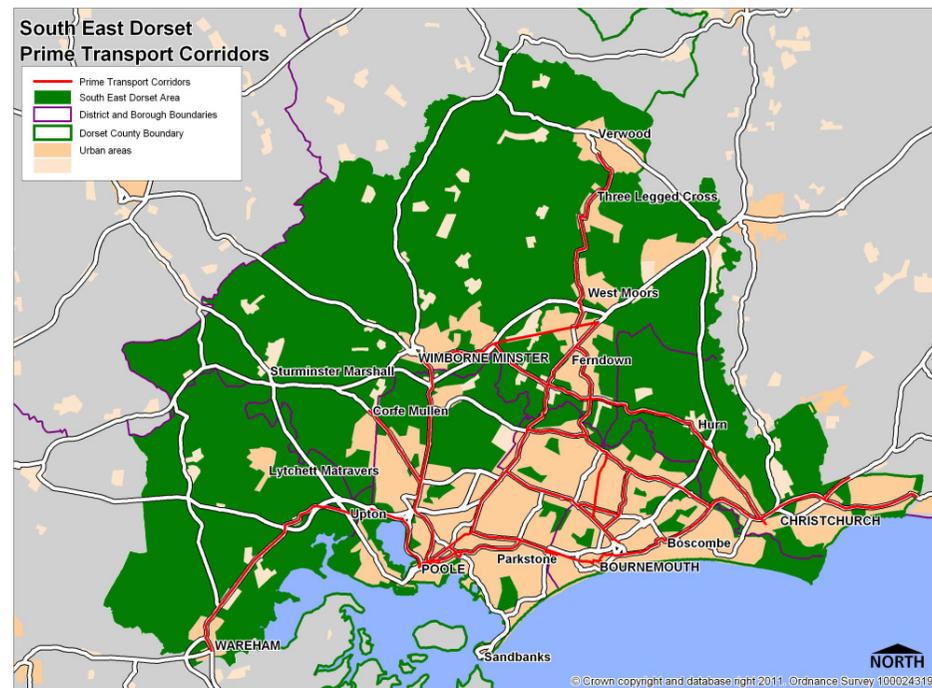
Improvements will be made to Prime Transport Corridors to include junction improvements, traffic management, enhanced public transport services and improvements to walking and cycling. The following corridors are proposed for improvement:

- **A35 Iford Bridge - Fountains roundabout - Stony Lane roundabout - Somerford roundabout - Roeshot Hill - Hampshire boundary.**
- **B3073 Christchurch town centre - Bargates - Fairmile - Blackwater Interchange. (A338 junction)**
- **B3073 Wimborne town centre - Longham mini roundabouts - Parley Cross - Chapel Gate - Hurn roundabout - Blackwater Interchange. (A338 junction)**
- **B3073 Wimborne town centre - Wimborne Road West and East – Ferndown.**
- **B3072 Ferndown - West Moors - Three Legged Cross – Verwood.**
- **A348 Bournemouth boundary - Longham mini roundabouts - Ferndown.**
- **A347 Bournemouth boundary - Parley Cross - A348 junction.**
- **A337 Somerford roundabout - Highcliffe - Hampshire boundary.**
- **B3074 Poole boundary through Corfe Mullen.**
- **A349 Poole through to Wimborne Minster.**

The Local Transport Plan (LTP3) includes the following proposals which will support the development proposed in this Core Strategy:

- Improve walking, cycling and bus access to Christchurch and Hinton Admiral railway stations to help encourage greater use of rail services. This will be supported by the improvement of the facilities provided at the stations such as cycle parking, co-ordinated bus and rail timetables and improved waiting facilities,
- Improvements to public transport (bus and rail) with more frequent services within the urban areas in particular, bus priority measures, an expansion of Real Time Information at bus stops and use of smartcard technology,
- Walking and cycling improvements within and between the urban areas,
- Travel Plans to encourage working from home and car sharing to work to help reduce congestion levels and the level of parking provision required at employment locations,
- In the rural area, community travel planning will be encouraged for example Community Travel Exchanges will provide opportunities for car sharing, community car clubs and access to other shared services,

- Enhancement and protection of the existing rights of way network and trailways to provide off road walking and cycling links between suburban and rural areas,
- Traffic management measures will be implemented to improve junctions, reduce vehicle speeds, improve road safety, enhance the environment for pedestrian and cyclists in urban and rural areas and reduce the diversion of traffic on to inappropriate routes, and
- Provide opportunities for sustainable freight movement where possible.



Map 4.5 Prime Transport Corridors

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
3	0	1	2	1	0	2	0	0

Table 2.6

2.43 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
359437	Ms Gill Smith	Affordable Housing Officer Dorset County Council	PCCS391
474462	Mrs Sheila Bourton		PCCS16
474490	Mrs Sheila Bourton	Chairman Keep Wimborne Green	PCCS26

Summary of Responses

2.44 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are summarised as follows:

2.45 Improvements to the A349

2.46 Shelia Bourton, Keep Wimborne Green

- Representations submitted object to the deletion of the A349 Poole through to Wimborne Minster from Policy KS9 on the basis that there is uncertainty whether the Borough of Poole will deliver improvements required. Representations also state that improvements to the A349 road, Poole through to Wimborne should take place before any new housing development takes place and a guarantee should be given by Poole Borough Council that this will be the case.

2.47 Dorset County Council:

- The County Council notes the proposal to delete the A349 improvements from the policy since the majority of this route is in Poole so the Borough of Poole will deliver the improvements. Dorset County Council supports the proposed change.

Councils' Position

2.48 The majority of the A349 route is in Poole so the improvements along the majority of the route will be delivered by the Borough of Poole. Junction improvements and a Quality Bus Corridor extension are identified for the A349 in the Bournemouth, Poole and Dorset Local Transport Plan 3 (2011 - 2026) which the Borough of Poole has adopted. New housing will make an appropriate contribution to transport improvements required to accommodate development.

Transport

4 - Strategic Transport Improvements (Policy KS10).

Pre-Submission

Policy KS10

Strategic Transport Improvements

The South East Dorset Transport Strategy recommends the following strategic transport improvements to support future development. Development will contribute towards their delivery through the payment of the Community Infrastructure Levy:**Medium Term (2014 – 2019)**In Christchurch the following improvements are required to accommodate borough wide development to 2028 including the Christchurch Urban Extension:

- A35 Fountains roundabout, Stony Lane roundabout, Staple Cross (Salisbury Road), Somerford roundabout junction improvements.

The following improvements and road widening are required to accommodate wider growth across the South East Dorset sub region including further employment development at Bournemouth Airport, the Airport Business Park and any new neighbourhoods created in the West Parley area:

- B3073 junction improvements from Parley Cross to A338 Blackwater.
- B3073 road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to the Cooper Dean junction.

Long Term (2020 - 2026)

- A31(T) dualling between Merley - Ameysford (Highways Agency scheme).

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
7	3	2	12	6	3	6	4	5	4	5	4	47

Table 2.7

2.49 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359437	Ms Gill Smith	Dorset County Council	CSPS1970
359553	Mrs Linda Leeding	West Parley Parish Council	CSPS1644
359553	Mrs Linda Leeding	West Parley Parish Council	CSPS2010
359614	Mr & Mrs McCammon		CSPS148
359615	Mr K Burridge		CSPS99
359824	Mrs Carol Hellicar		CSPS2090
360089	Ms Julie Goodman	Somerford Community Partnership	CSPS1986
360099	Mr John Foskett		CSPS3348
360149	Mr John Urquhart		CSPS81
360166	Mr TC Nicholson		CSPS103
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3245
499532		Bournemouth Borough Council	CSPS3248

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
503395	Mr Ian Davis		CSPS2322
510796	Mr Rollo Reid		CSPS2713
512459	Mrs Sandra Davis		CSPS2362
515938	Mr Frank Stevens		CSPS395
518223	Mr Gary Lammers		CSPS729
521508	Ms Lisa Jackson	Jackson Planning Ltd	CSPS3651
524723	Mr John Worth	Wimborne Civic Society	CSPS1904
589997	Mrs Clarke		CSPS80
647876	Mr Christopher Whitcher		CSPS118
647898	Mr Derek Beasley		CSPS108
648788	Mr R Hewetson		CSPS161
648805	Mr John Cuming		CSPS165
648918	Mrs M Ramsden-Fisher		CSPS198
649982	Mr and Mrs Edward and Marion Slade		CSPS278
649998	Mr John Grainger		CSPS282
650390	Mr T Lodge & Ms E Cox		CSPS316
650644	Mrs C M Williams		CSPS335
651353	Mrs Janice Targett		CSPS421
653576	Mrs Sue Ellis		CSPS1116
653586	Mr Robert Stephen Homer		CSPS1127
654046	Mr David Pardy		CSPS631

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
654320	Mrs Meghann Downing	Highways Agency	CSPS750
654341	Ms Chris Keats		CSPS668
654400	Mrs J Williams		CSPS676
654704	Mrs J E John		CSPS1048
654775	Mr David Monks		CSPS1010
654775	Mr David Monks		CSPS3473
654780	Ms Sharon Davis		CSPS860
654839	Miss Karen Mason		CSPS1006
655526	Mr Paul Morrison		CSPS1031
655852	Mr Mark Ambler	Yellow Buses	CSPS2267
656228	Mr Adrian Dwyer		CSPS2464
656249	Ms Gemma Care	Barton Willmore LLP	CSPS1090
656369	Mr Timothy Peter Cook	John Reid and Sons (Strucsteel) Ltd	CSPS2757
656567	Mr Michael D Chappell		CSPS2853
656638	Mrs E A Waugh		CSPS3375
656642	Mr Mike East		CSPS3381
656650	Mrs Patricia Fear		CSPS2436
656655	Mrs Kate East		CSPS3383
656664	Mr Glen Morrison		CSPS2453
656731	Mrs Joan M Luck		CSPS3850
656803	Mrs A M Atkins		CSPS3356

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
656861	Mr Adrian Turner		CSPS1787
657039	Mrs Pat Brookes		CSPS2108
657048	Mr Ian David Kirchin		CSPS2086
657055	Mr and Mrs Gavin Kewley		CSPS1936
657057	Mrs C Moss		CSPS1907
657059	Mr and Mrs T R Beaumont		CSPS1895
665027	Mr Malcolm Panton		CSPS3864
665050	Mrs Rosemary Panton		CSPS3869

Summary of Responses

2.50 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are as follows:

2.51 *Transport*

- Junction improvements alone will not reduce the traffic congestion through Christchurch, an A35 Christchurch bypass is needed.
- Road improvements are needed before the development occurs.
- Concern was raised about how these strategic transport schemes are to be funded.
- Concern was raised that these strategic transport schemes do not support sustainable transport.
- Representations were made against the provision of extra housing in Burton and the negative impact this will have at Stony Lane roundabout.
- The Highways Agency - Support the recognition of concerns on the Ameysford to Merley link, however the delivery mechanism for this proposal (A31 dualling) is yet to be clarified.

- Barton Willmore LLP (on behalf of Stour Valley Properties) - Concern is raised regarding the deliverability of the A31 dualling between Merley and Ameysford. Highways Agency evidence shows that this scheme is dependent on Government funding and may not be brought forward in the plan period, certainly not within 20 years and there is no funding allocated to such works.
- West Parley Parish Council - KS10 is a statement of ambition rather than a deliverable policy. There is a big funding gap, unlikely to be closed in the foreseeable future. This applies particularly to the A31(T) dualling, which is fundamental to the success of nearly all the proposed new housing schemes.
- Dorset County Council – Support.
- Somerford Community Partnership – The Partnership strongly supports improvements to the road junctions at the Stony Lane and Somerford Roundabouts. It does not support improvements to facilities for walkers, cyclists and pedestrians which result in deterioration of conditions for motorists.
- Wimborne Civic Society – It's important to give priority to the dualling of the A31(T) from the Ameysford to Merley roundabouts, in conjunction with a better route from the A31 to Poole and Wessex Way. If Policy WMC6 goes ahead a spur is needed from the new development directly to the A31 between the Canford Bottom and Merley roundabouts.
- Yellow Buses - Insufficient emphasis and detail on developing and supporting public bus transport network improvements and infrastructure within the core strategy.
- John Reid and Sons (Strucsteel) Ltd – Policy does not address the matter of traffic congestion in the centre of Christchurch.
- Queues of traffic along Christchurch Bypass are in-consistent with the shared objectives for Christchurch town centre vision.
- Town centre will only thrive if it is easy to go there, park and leave as a pleasant experience.
- Environment TAG – Concerned that the A31 and B3073 improvements, increase in HGVs, flights will result in environmental damage, loss and or impact on habitat.
- Bournemouth Borough Council - The SEDMMS includes the A338 widening as a separate scheme to that of B3073 road widening and the Blackwater Junction improvements. SEDMMS refers to this scheme occurring post 2026. We would therefore suggest that the text within the Core Strategy is amended to reflect this delivery timetable. The junction improvements at Parley Cross referred to in Policy KS10 and Policy FWP5, the West Parley Village Centre enhancement scheme, differ from those recommended by the SEDMMS which promotes the provision of a gyratory.
- Jackson Planning Ltd - Remove reference to Christchurch Urban Extension as the strategic network and junctions need upgrading even without the development of the urban extension.

Councils' Response

2.52 The transport strategy provides a positive, balanced approach to reduce congestion in Christchurch by widening travel choice and improving junctions. New road building to increase capacity in the area is not deliverable due to severe environmental constraints and a lack of funding for major new roads.

2.53 Developer contributions and government funding will be required for these major schemes to be delivered. Developer contributions are already being collected towards these schemes through the SED Transport Contributions policy which will roll forward into Community Infrastructure Levy (CIL). Significant new development will pay significant financial contributions to mitigate negative impacts of traffic from their site on the network.

2.54 Developer contributions and government funding will be required for these major schemes to be delivered. Developer contributions are already being collected towards schemes through the SED Transport Contributions policy which will roll forward into CIL. Significant new development will pay significant financial contributions to mitigate negative impacts of traffic from their site on the network.

2.55 Selective junction improvements and road widening will ensure that we make the best use of the existing network through the provision of targeted capacity enhancements. Junction improvements will also support the sustainable transport measures being promoted within the transport strategy as they will help bus journey reliability and provide safe crossings for pedestrians and cyclists. Road widening creates the opportunity for Bus and High Occupancy Vehicle Lanes.

2.56 New development will provide or pay financial contributions towards junction improvements in order to mitigate the negative impacts of traffic from their site on the network. They will also provide or contribute towards sustainable transport improvements to and from their sites.

2.57 Developer contributions and Highways Agency funding will be required for the A31 major scheme to be delivered. Developer contributions are already being collected towards this scheme through the SED Transport Contributions policy which will roll forward into CIL. Local authorities will continue to work with the Highways Agency to address local and strategic transport issues. The Local Economic Partnership (LEP) will also lobby government to provide improvements to this vital route for SE Dorset and beyond.

2.58 The concerns of West Parley are noted. However, the Councils wish to plan positively for growth and transport infrastructure improvement in the area and are therefore collecting developer contributions towards this strategic scheme through the SED Transport Contributions policy (along with Borough of Poole and Bournemouth Borough Council) which will roll forward into CIL. The Highways Agency are working in partnership with the SED authorities and the LEP on this issue and will continue to lobby for government funding to deliver this scheme in the long term.

2.59 Government guidance encourages authorities to improve conditions for pedestrians, cyclists and public transport users at every opportunity to reduce congestion, pollution and to encourage active travel to improve people's health and fitness levels.

2.60 A Poole link road is unlikely within this plan period and the Highways Agency would not allow a new access point on to the trunk road to serve development.

2.61 This is a strategy document and therefore not the place to contain detailed proposals. The Highway Authority's Passenger Transport team will work with the bus operators to develop proposals for Christchurch and East Dorset.

2.62 Impacts of proposals are being assessed through the Environmental Appraisal of the Core Strategy and will be assessed in more detail as individual proposals are developed.

2.63 The widening schemes have now been split within the policy to reflect potential different timescales for delivery. The Councils have consulted with Dorset CC to discuss their current position on the most suitable improvements at Parley Cross in conjunction with the proposed development. The gyratory would have sterilised land which under these new proposals can now be used for development, and the associated development link roads will remove enough traffic from Parley Cross to allow for its enhancement for all users.

2.64 Technical work has been undertaken to show that the additional vehicular trips generated by the development at Roeshot Hill will have a significant impact on the A35 junctions and therefore development will need to mitigate this impact. The Highway Authority will work with developers to ensure sustainable access to the site is excellent and that the residual traffic impact is mitigated through developer contributions towards or the provision of junction improvements.

Proposed Changes to the Pre-Submission Core Strategy

2.65 Changes are required to the timescales and therefore the way the schemes are listed. The Highways Agency has not yet identified funding to deliver their scheme to dual the A31 before 2026, but this is being pursued. Developer contributions are being and will be collected to mitigate the impact of development as required by the Highways Agency Numbering has been added for ease of reference to the schemes.

Strategic Transport Improvements

~~The South East Dorset Transport Strategy~~ The Local Transport Plan recommends the following strategic transport improvements to support future development. Development will contribute towards their delivery through the payment of the South East Dorset Transport Contributions which will be replaced by the Community Infrastructure Levy:

Short Term 2013 – 2017

1. B3073 Hurn roundabout improvement

2. A338 reconstruction from A31 junction - A3060 Cooper Dean and widening to 3 lanes from B3073 Blackwater to A3060 Cooper Dean

Medium Term 2018 - 2022

~~In Christchurch the following improvements are required to accommodate borough wide development to 2028 including the Christchurch Urban Extension:~~

1. A35 Fountains roundabout, Stony Lane roundabout, Staple Cross junction and potentially Somerford roundabout improvements.

~~The following improvements and road widening are required to accommodate wider growth across the South East Dorset sub region including further employment development at Bournemouth Airport, the Airport Business Park and any new neighbourhoods created in the West Parley area:~~

2. B3073 Parley Cross junction improvements and associated development link roads

3. B3073 Blackwater junction improvements

4. B3073 Chapel Gate junction improvements

5. A31(T) Merley roundabout improvements (Highways Agency scheme)

Long Term 2023 - 2028

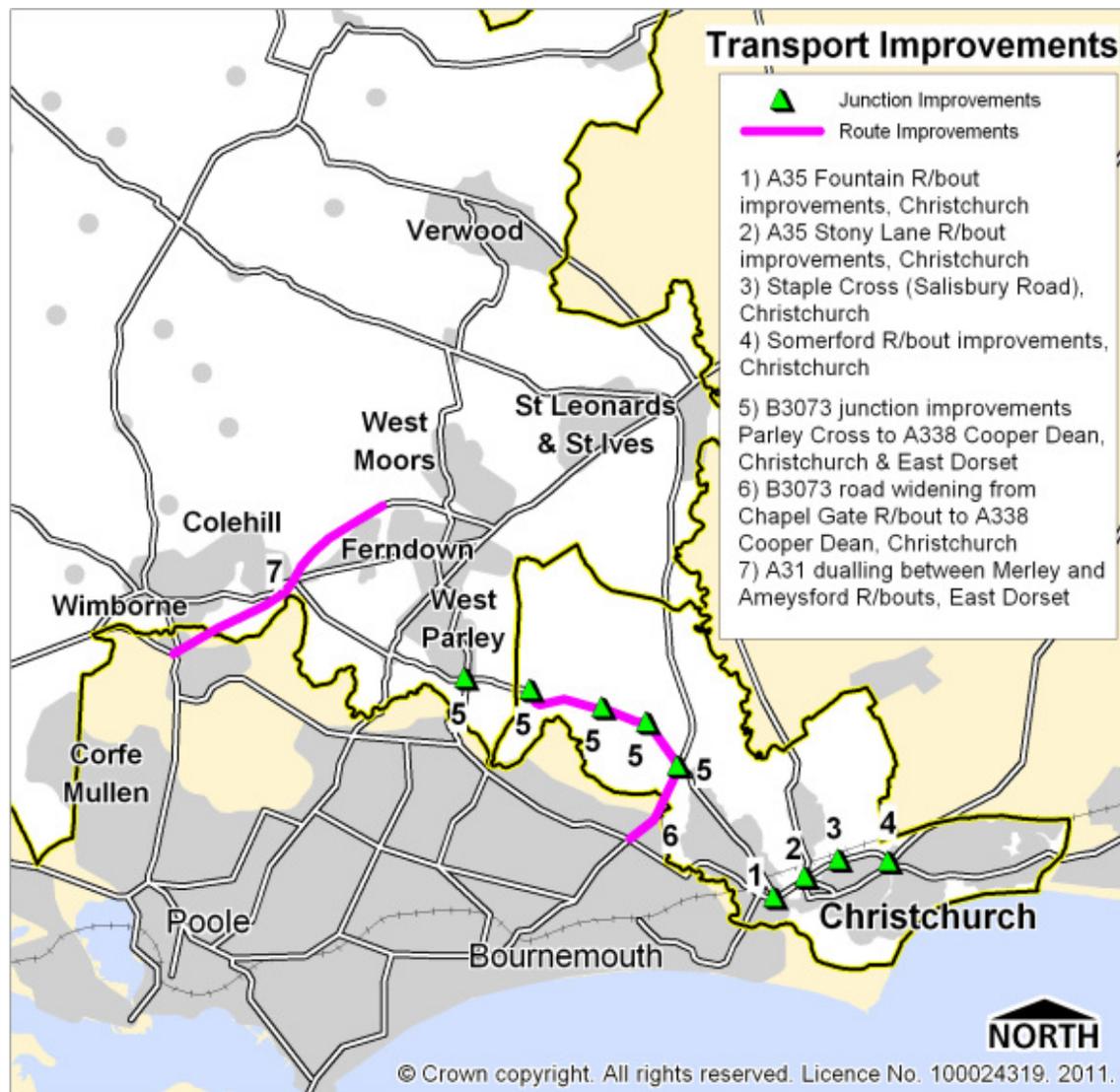
1. B3073 widening between Chapel Gate to Blackwater junctions

2. A31(T) dualling between Merley - Ameysford roundabouts (Highways Agency scheme)

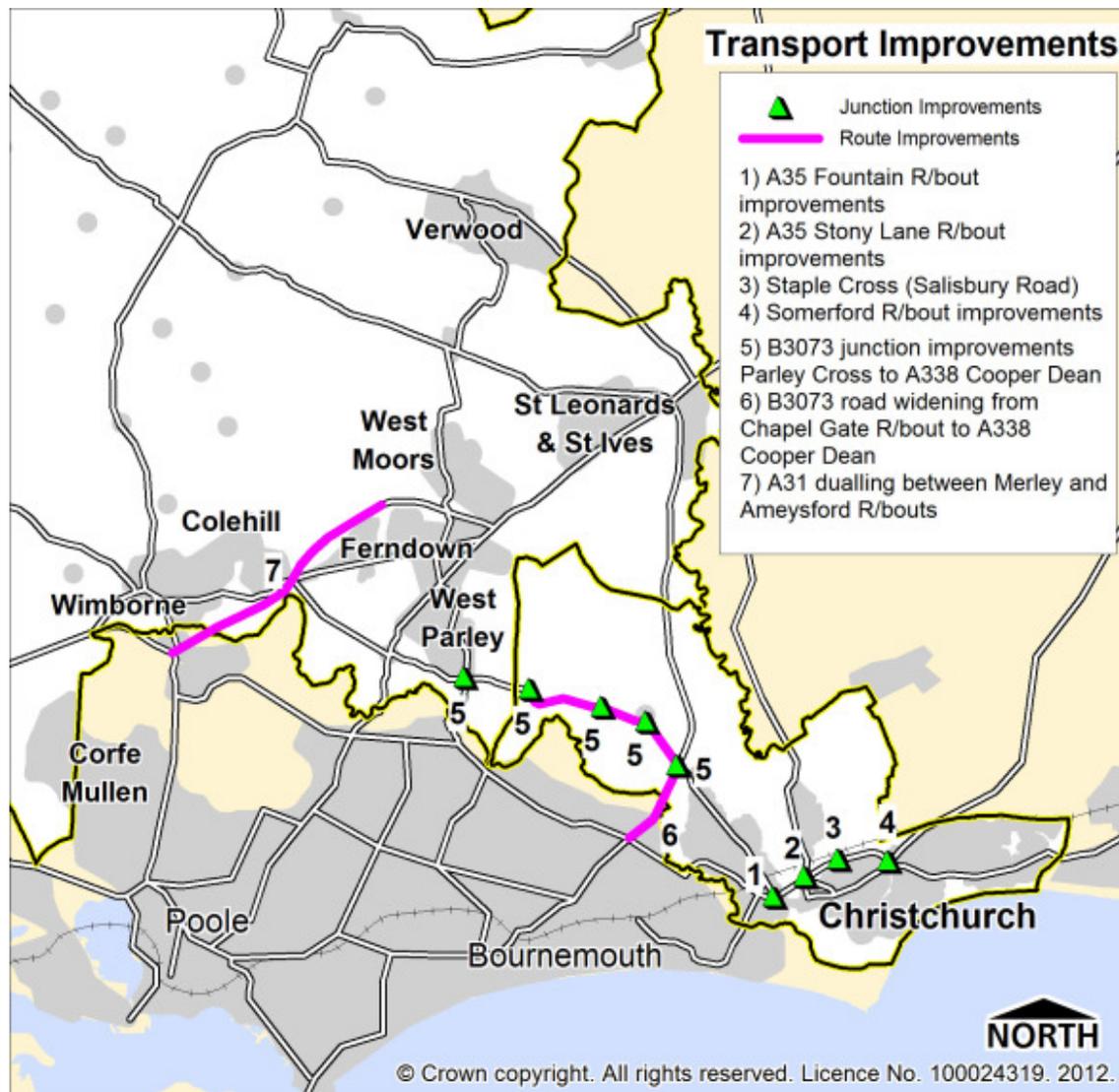
2.66 Map 4.6 Strategic Transport Routes - Proposed Changes

2.67 Remove reference to Christchurch and East Dorset after each scheme proposal.

2.68 Point 6 suggest Cooper Dean is in Christchurch.



Map 4.6 Strategic Transport Improvements (EXISTING)



Map 4.6 Strategic Transport Improvements (PROPOSED CHANGE)

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
5	1	1	5	3	3	4	1	1

Table 2.8

2.69 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
359437	Ms Gill Smith	Affordable Housing Officer Dorset County Council	PCCS392
474462	Mrs Sheila Bourton		PCCS17
474490	Mrs Sheila Bourton	Chairman Keep Wimborne Green	PCCS27
521508	Ms Lisa Jackson	Managing Director Jackson Planning Ltd	PCCS495
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	PCCS11
654962	Mr Christopher Chope		PCCS380
718916	Mr Mike Campkin	Planning and Transport Bournemouth Borough Council	PCCS183
359437	Ms Gill Smith	Affordable Housing Officer Dorset County Council	PCCS393

Summary of Responses

2.70 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are summarised as follows:

2.71 Transport Evidence Base

2.72 Lisa Jackson, Jackson Planning representing Meyrick Estates

- The proposed change to policy KS10 is not justified by evidence as Dorset County Council have not completed sufficient transport modelling to be so specific about where the improvements are needed. If the policy is to include the schemes it needs to be effective and should include those schemes that are missing from the current list, these being Barrack Road/Stour Road, Stour Road/Tuckton Road, Somerford Roundabout. In order to make the plan sound it is suggested that the policy wording be revised to say: ***'Improvements at junctions on the A35 in Christchurch could include but not limited toinserted before 'Stony Lane roundabout'***.

2.73 Sheila Bourton: Keep Wimborne Green

- As funding for the dualling of the A31 has not been agreed neither has the timescale for these improvements, it is our view that no new housing development should take place around Wimborne until funding and timescale is agreed. No new homes should be occupied before improvements to the A31 have been completed, or at least only partial occupation should take place before completion of the works.

2.74 A338 Improvements**2.75 Dorset County Council**

- The KS10 policy text needs to make it clearer that the A338 works in the Plan only go up to the County boundary as the Cooper Dean junction is in Bournemouth. Although it is recognised that in reality the whole length will be delivered together. The A338 reconstruction (maintenance) and widening (improvement) should also be split into 2 phases, and will potentially be delivered across the short and medium term timescales identified.

2.76 Timing of B3073 Improvements**2.77 Christopher Chope MP**

- I object to the deferral of the widening of the B3073 between Chapel Gate and Blackwater.

2.78 A35 Improvements**2.79 Christopher Chope MP**

- Objects to the deferral and removal of the linkage of improvements to the A35 Fountains roundabout, Stony Lane roundabout and Staple Cross junction to the proposed Christchurch urban extension.

2.80 *Parley Cross Improvements*

2.81 Bournemouth Borough Council

- The junction improvements at Parley Cross referred to in Policy KS10 and Policy FWP5, the West Parley Village Centre enhancement scheme, differ from those recommended by the SEDMMTS, see paragraphs 8.61 and 8.62, which promotes the provision of a gyratory. The enhancement scheme may have a significant impact on the flows between Bournemouth and Ferndown. This scheme does not appear to have been referred to at the Preferred Options stage and there are concerns that it will not fully address the predicted traffic problems in the area although it may form part of a phased programme subject to detailed analysis. Currently long delays are evident during the peak periods leading into and out of Bournemouth along A347 New Road. Whilst the enhancement scheme will improve the situation for east-west movements and provide significant relief this should not be at the cost of the north-south movements between Ferndown and Bournemouth.
- As neighbouring Highway Authority the proposed transport scheme has a direct impact on our network due to the high volumes of traffic flowing in and out of the borough along the A347 corridor.

2.82 Without further assurances or detailed analysis confirming appropriate mitigation is provided to the implications on the dominant flows between Ferndown and Bournemouth. We acknowledge that subject to detailed information your proposed enhancement scheme may be a more appropriate solution to the immediate locale than a gyratory; however we would reserve our position subject to the detailed analysis confirming appropriate mitigation of the proposed flows between Ferndown and Bournemouth. The peak period delays that lead into and out of Bournemouth along this corridor which would continue to and may increase the adverse impact on our network unless this enhancement scheme mitigates the proposed development impacts on this strategic junction.

- The Councils need to produce the supporting information that demonstrates the revised enhancement scheme for Parley Cross will not prejudice the flows between Ferndown and Bournemouth.

Councils' Position

2.83 The proposed change to the part of the policy on the A35, now refers to the 'potential' for improvements to be required to Somerford Roundabout as opposed to a requirement which was stated in the Pre-Submission version. Therefore, the Proposed Change is less specific than the Pre-Submission draft policy. Evidence to support the need for junction improvements is provided by the South East Dorset Multi Modal Study, the A35 Route Management Study and master planning work undertaken for the North Christchurch Urban Extension. The improvements for the A35 identified in the Core Strategy are considered to be strategic and further improvements along the A35 are identified in the Local Transport Plan 3.

2.84 Policy KS10 identifies a timescale for the delivery of improvements to the A31(T) and new housing development will make an appropriate contribution to improvements on the A31(T). The Highways Agency have raised no objection to the delivery of new housing in advance of the dualling of the A31.

2.85 The comments of Dorset County Council are noted.

2.86 The B3073 major scheme has been deferred due to a current lack of funding. As it is the junctions which are the main cause of the current traffic congestion, it is those which will be improved first. This is also the most cost effective approach to making the best use of our existing network.

2.87 The improvements for the A35 identified in the Core Strategy are considered to be strategic in nature and therefore all development is likely to be asked to contribute towards their delivery. Timescales for delivery have been adjusted to reflect the predicted continuation of this challenging economic climate. Further improvements along the A35 are also identified in the Local Transport Plan 3.

2.88 The gyratory was suggested as an improvement by DCC engineers in 1998 and developed by transport consultants for the airport development during the early 2000's. This suggested approach was then taken up by the transport consultants developing the SE Dorset Transport Strategy in 2010 before the status of the proposed development at Parley Cross was clear. In light of the evolving plans for the proposed development here, DCC Transport Planners have come to the view that a gyratory in this location would be inappropriate as it would sterilise development land and sever the community of West Parley. A greater package of benefits is now being sought by taking a broader, urban design led approach rather than just progressing a purely highway engineering based scheme. Urban realm enhancements, pedestrian, cycling and public transport improvements can be delivered alongside the development at Parley Cross. Extra road capacity can also be created by encouraging through traffic to use the link roads around the development (which will also serve the development). Preliminary transport modelling work has been undertaken to show this and further detailed work will be undertaken through the planning process with developers. DCC Transport Planners will share the assessment work undertaken with Bournemouth Borough Council Transport Planners as part of their ongoing joint working arrangements.

Transport

5 - Transport and Development (Policy KS11).

Pre-Submission

Policy KS11

Transport and Development

The Councils will use their planning powers to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. Development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the submission of a transport assessment or transport statement, and where appropriate:

1. contributions towards local and strategic transport improvements in line with the authorities' contributions policy;
2. contributions to transport modelling work;
3. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;
4. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and
5. the implementation of works to the highway.

Development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes.

Development must be designed to:

1. provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport;
2. provide safe access onto the existing transport network;
3. allow safe movement of development related trips on the immediate network; and
4. minimise the number of new accesses on to the primary route network.

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
2	0	4	1	1	0	1	0	1	0	1	1	2

Table 2.9

2.89 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359437	Ms Gill Smith	Dorset County Council	CSPS1971
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	CSPS1561
360271	Cllr Paul Timberlake		CSPS485
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3254

Summary of Responses

2.90 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are as follows:

2.91 *Transport*

2.92 Highways Agency – Support the policy and endorse the need for robust Transport Assessments for those development proposals which have significant transport implications. We will work with the Councils to ensure that the transport impact of development is mitigated, primarily through measures which reduce the need to travel.

2.93 Environment TAG – Support but the wording of the policy needs strengthening.

2.94 The councils thank ETAG for its support but feels the policy wording to reduce the need to travel is strong enough.

2.95 Cranborne Chase and West Wiltshire AONB - In relation to transport, development, and parking (Policies KS11 and 12) the AONB is concerned that the provision of affordable parking to facilitate the use of public transport, a matter promoted in the AONB Management Plan, is not included.

2.96 Dorset County Council – Support the policy.

Councils' Response

2.97 Policy KS9 includes provision for transport solutions in rural areas.

Proposed Changes to the Pre-Submission Core Strategy

2.98 Amended policy to provide greater clarity for developers.

Transport and development

The Councils will use their planning powers to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. Development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the **implementation of measures identified within a submitted transport assessment or transport statement, including where appropriate submission of a transport assessment or transport statement, and where appropriate:**

i. contributions towards local and strategic transport improvements in line with the authorities' contributions policy;

1. contributions to transport modelling work;
2. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;
3. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and
4. the implementation of works to the highway.

Developers will be required to contribute towards local and strategic transport improvements through site specific legal agreements and payment of the community infrastructure levy....

Development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes. Development must be designed to:

1. provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport;
2. provide safe access on to the existing transport network;
3. allow safe movement of development related trips on the immediate network; and
4. minimise the number of new accesses on to the A338.

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
1	0	1	0	0	0	0	0	0

Table 2.10

2.99 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Organisation Details	Comment ID
359437	Ms Gill Smith	Affordable Housing Officer Dorset County Council	PCCS393

Summary of Responses

2.100 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are summarised as follows:

2.101 Developer Contributions

2.102 Dorset County Council

- The County Council notes that the proposal to amended the policy to provide greater clarity for developers on TA requirements and financial contributions towards transport improvements. Dorset County Council supports the proposed change.

Councils' position

2.103 Comments noted.

Transport

6 - Parking Provision (Policy KS12).

Pre-Submission

Policy KS12

Parking Provision

2.104 Adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.

Consultation Response

Legally Compliant		Sound		Core Strategy is unsound because it is not:								No Indication of legal compliance or soundness
				Positively Prepared		Justified		Effective		Consistent with National Policy		
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
4	0	6	1	1	1	1	1	1	1	1	1	3

Table 2.11

2.105 List of Consultee Reference Numbers

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359437	Ms Gill Smith	Dorset County Council	CSPS1972
359529	Mrs Lisa Goodwin	Sixpenny Handley with Pentridge Parish Council	CSPS2475

Contact Person ID	Contact Full Name	Contact Company / Organisation	Comment ID
359546	Mrs K. Bradbury	Vale of Allen Parish Council	CSPS386
360082	Mr and Mrs K Healy		CSPS2424
360245	Mr Richard Burden	Cranborne Chase & West Wiltshire Downs AONB	CSPS1562
360271	Cllr Paul Timberlake		CSPS486
360302	Mrs Hilary Chittenden	Environment TAG (East Dorset)	CSPS3257
656493	Cllr Tony Gibb	Eastern Area DAPTC	CSPS1478

Summary of Responses

2.106 The comments from key stakeholders and the general public in respect of this policy have been grouped together into various themes and are as follows:

2.107 *Transport*

2.108 Vale of Allen Parish Council – Support

2.109 Environment TAG – Support

2.110 Cranborne Chase & West Wiltshire Downs AONB - In relation to transport, development, and parking (Policies KS11 and 12) the AONB is concerned that the provision of affordable parking to facilitate the use of public transport, a matter promoted in the AONB Management Plan, is not included.

2.111 Eastern Area DATPC – The rural area of East Dorset is not considered enough in this document.

2.112 Dorset County Council - Support

2.113 Sixpenny Handley Parish Council - Parking provision in the rural communities needs to recognise that the paucity of public transport infrastructure results in more vehicles per household.

2.114 Environment TAG - Support

Councils' Response

2.115 The Councils will not necessarily have control over setting parking charges as car parks often fall under the control of other organisations such as private bodies, town councils etc and on street parking is controlled by Dorset County Council. The need to ensure that car park pricing compliments the wider transport strategy to encourage sustainable travel is contained as a policy within the LTP3.

2.116 No specific mention of parking issues is made in the representation but the information given is noted.

Proposed Changes to the Pre-Submission Core Strategy

2.117 No change to policy. This Policy did not therefore form part of the Schedule Of Proposed Changes consultation.

Parking Provision

Adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.

Consultation Response

2.118 This policy did not form part of the Schedule of Proposed Changes consultation, having remained unaltered following Pre-Submission consultation.

Legally Compliant		Sound		Core Strategy is unsound because it is not:				No Indication of legal compliance or soundness
				Positively Prepared	Justified	Effective	Consistent with National Policy	
Yes	No	Yes	No					
0	0	0	0	0	0	0	0	0

Table 2.12

2.119 List of Consultee Reference Numbers

2.120 *Not applicable.*

Summary of Responses

2.121 Not applicable.

Councils' Position

2.122 *No changes were made to Policy KS12 following the Pre-Submission consultation, with representations mainly concerned at the issue of pricing of parking charges, which does not fall within the scope of the Core Strategy.*