



Duty to Co-operate

Localism Act Section 110 – Duty to Co-operate in relation to planning for sustainable development

Core Strategy Submission Stage

Christchurch and East Dorset Local Plan



Prepared by Christchurch Borough Council and
East Dorset District Council

March 2013

1	Introduction	2
2	Regional and Sub Regional Planning	5
3	Duty to Co-operate Issues	9
3.1	Environment	9
3.2	Minerals and Waste	13
3.3	Housing	15
3.4	Christchurch and East Dorset New Neighbourhoods	20
3.5	Economic Development	24
3.6	Bournemouth Airport & Business Park	26
3.7	Transport	28
3.8	Infrastructure Delivery	32

1 Introduction

1.0.1 This statement has been prepared to accompany the submission of Christchurch and East Dorset Councils' Core Strategy to the Secretary of State. The purpose of the statement is to demonstrate how the councils have co-operated with national, regional and sub-regional partners in the preparation of the Core Strategy. The 'Duty to Co-operate' was introduced by the Localism Act in November 2011.

1.0.2 The 'Duty to Cooperate' came into force shortly before the Councils' approved the publication of the Pre Submission Core Strategy in January 2012. In this respect, the Core Strategy had already reached an advanced stage when the Duty to Co-operate came into force. However, it is considered that the Councils have co-operated with the relevant local authorities and prescribed bodies through preparation of the Core Strategy.

The Duty to Co-operate

1.0.3 Section 110 of the Localism Act 2011 adds a new section (33A) to Part 2 of the Planning and Compulsory Purchase Act 2004. This introduces a duty to cooperate on strategic matters of cross boundary significance. This applies to local planning authorities and prescribed bodies in relation to development plan documents, other local development documents, marine plans and activities which support these 'so far as relating to a strategic matter'. The Act defines strategic matters as sustainable use of land or development that would have a significant impact on at least two planning areas (including infrastructure), and county matters (or would have a significant impact upon county matters). Paragraph 156 of the National Planning Policy Framework states that strategic matters relate to:

- Homes and jobs needed in the area.
- Provision of retail, leisure and other commercial development.
- Provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
- Provision of health, security, community and cultural infrastructure and other local facilities.
- Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.0.4 In paragraphs 178 to 181, the National Planning Policy Framework sets out the forms that co-operation may take and where joint working may be appropriate. The duty can be seen to operate at the following broad levels:

- a. Engagement with local authorities within Dorset on strategic matters of common interest.
- b. Engagement with authorities immediately neighbouring Dorset, where relevant.
- c. Engagement with authorities further away (i.e. not neighbouring) if there is a common strategic interest.
- d. Engagement with prescribed bodies.

1.0.5 The bodies prescribed for the purposes of section 33A (1) (c) of the Act are;

- a. The Environment Agency;
- b. The Historic Buildings and Monuments Commission for England (known as English Heritage);
- c. Natural England;
- d. The Mayor of London;
- e. The Civil Aviation Authority;
- f. The Homes and Communities Agency;
- g. Each Primary Care Trust established under Section 18 of the National Health Service Act 2006 (2) or continued in existence by virtue of that section;
- h. The office of Rail Regulation (3);
- i. Transport for London (4);
- j. Each Integrated Transport Authority (5);
- k. Each highway authority within the meaning of section 1 of the Highways Act 1980(6) (including the Secretary of State, where the Secretary of State is the highways authority); and
- l. The Marine Management Organisation.

1.0.6 (2) The bodies prescribed for the purposes of section 33A (9) of the Act are each local enterprise partnership.

1.0.7 (3) In this regulation 'local enterprise partnership' means a body, designated by the Secretary of State, which is established for the purpose of creating or improving the conditions for economic growth in an area.

1.0.8 For the purposes of the duty to co-operate, the relevant local authorities for Christchurch and East Dorset Councils are:

- Bournemouth Borough Council
- North Dorset District Council
- Borough of Poole
- Purbeck District Council
- West Dorset District Council
- Dorset County Council
- Weymouth and Portland Borough Council
- New Forest District Council
- New Forest National Park Authority
- Hampshire County Council
- Wiltshire Council



Map 1.1 Neighbouring Authorities

1.0.9 The relevant prescribed bodies for Christchurch and East Dorset Councils are:

- Dorset County Council
- The Environment Agency
- English Heritage
- Natural England
- The Civil Aviation Authority
- The Homes and Communities Agency
- Primary Care Trust NHS Dorset
- Highways Agency
- Network Rail
- Local Enterprise Partnership

1.0.10 The duty to co-operate is imposed both on local authorities and other bodies as set out above. Part 2, Section 4 (2 and 3) requires Local Enterprise Partnerships to ‘engage constructively, actively, and on an on-going basis in any process of the preparation of development plan documents so far as relating to a strategic matter’. But for practical

purposes this requirement amounts to much the same as ‘co-operation’ save that Local Enterprise Partnerships do not have an official structure able to interact with a local planning authority.

Neighbouring Authorities Local Plan Status

Local Authority	Core Strategy / Local Plan Status	Plan Period
Borough of Poole	Adopted (February 2009) Review (Commences early 2013)	(2006 – 2026)
Bournemouth Borough Council	Adopted (October 2012) Review (2016)	(2006 – 2026)
Purbeck District Council	Adopted (November 2012) Partial Review (Early 2013)	(2006 – 2027)
North Dorset District Council	Issues and Options (October 2012)	(2006 – 2026)
West Dorset District Council & Weymouth and Portland Borough Council	Submission (Spring 2013)	(2013 - 2031)
New Forest National Park Authority	Adopted (December 2010)	(2006 – 2026)
New Forest District Council	Adopted (October 2009)	(2006 – 2026)
Wiltshire Council	Submitted (Examination Anticipated Spring 2013)	(2006 – 2026)

Table 1.1

2 Regional and Sub Regional Planning

Regional Spatial Strategy

2.0.1 Stakeholders Involved: Bournemouth Borough Council, Dorset County Council, Borough of Poole, North Dorset District Council, Purbeck District Council, West Dorset District Council, Weymouth and Portland Borough Council, Christchurch and East Dorset Councils, Natural England, Environment Agency, Hampshire and Wiltshire authorities represented on the joint liaison committee.

2.0.2 Christchurch and East Dorset Councils participated in formal joint committees and officer working groups and drafting of the joint evidence base.

2.0.3 The Localism Act (2011) makes provision for the abolition of Regional Spatial Strategies and as such the draft South West Regional Spatial Strategy will not be adopted. The adopted Regional Planning Guidance 10 for the South West is nearing revocation. However, some of the evidence base and strategic assumptions that underpinned the draft Regional Spatial Strategy has informed the preparation of the Core Strategy.

2.0.4 The Impact of Co-Operation

2.0.5 During the preparation of the draft South West Regional Spatial Strategy Christchurch and East Dorset Councils worked jointly with all the Dorset and neighbouring local authorities (including the strategic 4/4 authorities) in preparation of the 'First Detailed Proposals' which were jointly submitted by Dorset County Council, Bournemouth Borough Council and the Borough of Poole. These make recommendations on a vision for the area, and proposals for the level of growth that could be accommodated within the context of major environmental and infrastructure constraints. This identified the need to review the Green Belt boundaries to meet housing and employment needs. This review was undertaken with the 4/4 authorities and assessed the effectiveness of the Green Belt and which areas were more sensitive to change. This process has informed the identification of the Core Strategy strategic allocations for housing and employment.

Dorset Local Enterprise Partnership

2.0.6 Stakeholders Involved: The Dorset Local Enterprise Partnership includes representatives of Dorset County Council, Borough of Poole and Bournemouth Borough Council, Bournemouth University and local business, as well as a representative for the District Councils.

2.0.7 The Dorset Local Enterprise Partnership was formed in 2012 and has established a business strategy and action plan for the period 2012 – 2015. The Dorset Local Enterprise Partnership is still in its infancy and the role of the Local Enterprise Partnership in relation to strategic planning is not yet fully established. The Government is considering recommendations from Lord Heseltine which concern the potential future role of Local Enterprise Partnerships in the preparation of multi-year strategic plans.

2.0.8 The Councils will work with the Local Enterprise Partnership on strategic matters such as strategic transport improvements and implementation of Local Transport Plan 3. The Christchurch and East Dorset Core Strategy sets out transport infrastructure improvements which align with Local Enterprise Partnership priorities to assist in bringing forward further development at strategic employment sites such as Bournemouth Airport and Ferndown Industrial Estate.

2.0.9 The Councils will work with the Local Enterprise Partnership in the production of a strategic planning framework / infrastructure investment plan which is set out as a priority in the Local Enterprise Partnership Framework (2012 – 2015).

2.0.10 The Impact of Co-Operation

2.0.11 The Local Enterprise Partnership is relatively new, so has not been able to make a significant input into the Core Strategy. However, a key message being delivered from the Partnership is that there is a need to increase the provision of housing and employment to support the local economy and that this needs to be supported by major infrastructure improvements, notably transport.

Bournemouth City Region – City Deal (2013)

2.0.12 Stakeholders Involved: Dorset County Council, Bournemouth Borough Council, Borough of Poole, Christchurch and East Dorset Councils, Bournemouth University, Arts University Bournemouth, Dorset Local Enterprise Partnership, Bournemouth and Poole College, Poole Harbour Commissioners, Manchester Airports Group.

2.0.13 The area of South East Dorset has been invited to bid for a City Deal that will provide new powers in exchange for the responsibility of delivering growth locally. Christchurch and East Dorset Councils have had some involvement in the preparation of the bid to Central Government and the programme of action to improve the economic performance of the City Region.

2.0.14 In particular the bid includes aspirations for unlocking employment land at Bournemouth Airport by addressing infrastructure constraints which dovetails with the Core Strategy transport infrastructure priorities.

2.0.15 The Bournemouth and Poole City Region Deal – Expression of Interest was approved by government on the 19th February 2013.

2.0.16 The Impact of Co-Operation

2.0.17 The City Deal supports the Core Strategy Vision in terms of the need to deliver increased employment opportunities. A key focus for this is the proposed development of employment land at Bournemouth Airport, identified in the Core Strategy. This is to be enabled by transport improvements also identified in the Core Strategy.

2.0.18 On-going Engagement and Delivery

2.0.19 The Councils will continue to work with the partners set out above in the preparation of more detailed proposals for the Bournemouth City Region to be submitted to Government over the next year.

Dorset and South Wiltshire Planning and Liaison Committee

2.0.20 Stakeholders Involved: Dorset County Council, Borough of Poole, Bournemouth Borough Council, Christchurch and East Dorset Councils, Purbeck District Council, North Dorset District Council, West Dorset District Council, Weymouth and Portland Borough Council, Christchurch and East Dorset Councils, Council, Hampshire County Council, New Forest National Park Authority, New Forest District Council, Salisbury District and Wiltshire County Council.

2.0.21 The planning authorities in Bournemouth, Dorset, Poole and South Wiltshire have operated a Liaison Committee to address planning and transportation matters of common interest within their combined area. The main purposes of the Dorset and South Wiltshire Planning and Transportation Liaison Committee are to promote the collective interests of the sub-region by influencing regional strategies, and to collaborate on local planning and transport policy matters of mutual interest.

2.0.22 The Impact of Co-Operation

2.0.23 Involvement in this Committee has ensured that discussions on key topics have taken place at a senior officer and Councillor level across the local authorities. This includes the substantial work involved in the Regional Spatial Strategy in relation to growth as well more specific matters, such as the Joint Gypsies, Travellers and Travelling Showpeople Development Plan Document and associated policies in Core Strategies.

Dorset Wide Officer Groups

- **Bournemouth, Dorset and Poole Environment Managers Group**
- **Bournemouth, Dorset and Poole Principal Planning Officers Group**
- **Bournemouth, Dorset and Poole Local Development Officers Group**

2.0.24 Stakeholders Involved: Dorset County Council, Bournemouth Borough Council, Borough of Poole, Christchurch and East Dorset Councils, Purbeck District Council, North Dorset District Council, West Dorset District Council, Weymouth and Portland Borough Council.

2.0.25 The Impact of Co-Operation

2.0.26 These group meet on a quarterly basis to discuss matters of strategic interest including application of national policy, preparation of shared evidence studies and joint policy documents, as well as the implications of individual authority plans on neighbouring Councils.

Christchurch Community Partnership / East Dorset Community Partnership

2.0.27 The Partnerships have been responsible for preparing Sustainable Community Strategies for Christchurch Borough and East Dorset District respectively. The Christchurch Community Partnership has been established as a Trust and includes a large number of representatives from the private, public, voluntary, faith and community sectors. The East Dorset Partnership no longer operates as a single entity, as the Board has been disbanded. However, elements of the Partnership are still vibrant, for instance the Environment Theme Action Group, Community Safety Groups and Local Action Groups which have prepared or are preparing Parish and Town Plans.

2.0.28 The Councils have continually engaged the Christchurch and East Dorset Community Partnerships in the production of the Core Strategy. The Councils have attended meetings and maintained an on-going dialogue with the Community Partnership action groups for Christchurch and East Dorset.

3 Duty to Co-operate Issues

3.1 Environment

Core Strategy Habitats Regulations Assessment

3.1.1 The Core Strategy has been subject to Habitats Regulations Assessment (HRA) from the 'Options for Consideration' stage to the Pre Submission stage in order to assess possible impacts on internationally designated sites. Land Use Consultants (LUC) were appointed to undertake the HRA of the Core Strategy on the Councils' behalf.

3.1.2 Stakeholders Involved: Natural England, Environment Agency, Christchurch and East Dorset Councils.

3.1.3 The HRA requires close working with Natural England (NE) as the statutory nature conservation body in order to obtain the necessary information, agree the process, outcomes and mitigation proposals. The Environment Agency (EA), while not a statutory nature conservation body for the HRA, is also in a strong position to provide advice and information during the HRA, as the EA is required to undertake HRA for its existing licences and future licensing of activities (e.g. water abstraction and discharge consents).

3.1.4 The HRA has also considered the combined impact of the plans and programmes of neighbouring authorities and assessed the cumulative impact of proposed development.

3.1.5 Natural England and the EA have been engaged as part of an on-going process through the production of the Core Strategy. Details of meetings and correspondence are set out in the Christchurch and East Dorset Consultation Statement (2013). Natural England has raised no objection to the findings of the Core Strategy Habitats Regulations Assessment undertaken by LUC.

3.1.6 The Impact of Co-Operation

3.1.7 The Councils are very aware of the significance of International nature conservation designations in the area which include the South East Dorset lowland heaths and the Avon Valley. As a result, the Councils have worked closely with both Natural England and the Environment Agency to ensure that the policies and proposals in the Core Strategy do not cause harm to these features. This is reflected in the HRA.

Heathland Mitigation

3.1.8 Stakeholders Involved: Natural England, Christchurch and East Dorset Councils, Dorset County Council, Borough of Poole, Bournemouth Borough Council, North Dorset District Council, Purbeck District Council, West Dorset District Council.

3.1.9 The Dorset Heathlands Planning Framework 2012 – 2014 Supplementary Planning Document / The Dorset Heathlands Development Plan Document (Draft) (2013) / Heathland Evidence Studies

3.1.10 Christchurch and East Dorset Councils together with Poole and Bournemouth Borough Councils and Purbeck District Council have worked jointly towards addressing the adverse impact of additional housing growth within South East Dorset upon internationally protected heathland.

3.1.11 An Interim Planning Framework (IPF) has been in place since 2007 which has recently been replaced by a Supplementary Planning Document. This is overseen by the Dorset Heathland Executive Group which includes councillor representation from all the Dorset local authorities and representation from Natural England, the House Builders Federation and the RSPB. The Heathland Executive considers heathland mitigation schemes that have been endorsed by the Heathland Planning Framework Officer Group (HIPFOG) which is comprised of officers from the respective local authorities, Natural England and the RSPB.

3.1.12 The Councils are also engaged with the South East Dorset authorities in the preparation of a Joint Heathland Development Plan Document to manage the impact of development proposals across South East Dorset. The Joint Heathland DPD has reached the 'preferred options' stage with Pre Submission scheduled for August 2013, and adoption in the Autumn of 2014.

3.1.13 The Councils have also worked jointly in the preparation of a shared evidence base which has informed the preparation of the Heathland Development Plan Document. The following evidence studies were jointly commissioned:

- **Footprint Ecology – Access Patterns in South East Dorset. The Dorset Household Survey 2008: Consequences for Future Housing and Greenspace Provision.**
- **Footprint Ecology – Analysis and presentation of IPF monitoring and projects to inform the Heathland DPD.**

3.1.14 The Impact of Co-Operation

3.1.15 Co-operation with the stakeholders has resulted in a consistent approach to mitigating the impact of new housing on the heathlands. The policies and proposals contained in the Core Strategy reflect the approach adopted in the Purbeck Core Strategy, as agreed by Natural England. They also reflect work undertaken between all of the stakeholders in the production of the Supplementary and Development Planning Documents.

3.1.16 On-going Engagement and Delivery

3.1.17 Through the Heathlands DPD and SPD the Councils will continue to work with neighbouring authorities in identifying and delivering strategic projects of cross boundary significance. Following adoption of the Community Infrastructure Levy the Councils will also continue to prioritise funding for heathland mitigation measures where appropriate on a cross boundary basis.

Green Infrastructure

3.1.18 Investing in Green Spaces – South East Dorset Green Infrastructure Strategy (2012) / South East Dorset Green Infrastructure Evidence and Opportunities Study (2010)

3.1.19 Stakeholders Involved: Christchurch and East Dorset Councils, Bournemouth Borough Council, Borough of Poole, Dorset County Council, Purbeck District Council, Natural England, the Environment Agency and the Forestry Commission.

3.1.20 Christchurch and East Dorset Councils have worked jointly with Dorset County Council and the South East Dorset local authorities in the preparation of a Green Infrastructure Strategy. The strategy creates a vision for South East Dorset and sets a framework for high quality accessible green infrastructure. The strategy is set at the strategic level and will provide a basis for the delivery of projects and a robust evidence base for other policy makers to draw on.

3.1.21 Christchurch and East Dorset Councils have also worked jointly with the South East Dorset councils in the preparation of a shared evidence base prepared to inform the Green Infrastructure Strategy. Land Use Consultants were jointly commissioned to prepare an evidence study examining opportunities for delivering green infrastructure.

3.1.22 The Councils have been part of the officer steering group which has overseen production of the Green Infrastructure strategy and supporting evidence base.

3.1.23 The Impact of Co-Operation

3.1.24 The Green Infrastructure strategy has informed the Core Strategy approach to open space and green infrastructure provision as set out in policy HE4 and policies allocating strategic development sites, and is identified as a mechanism in delivering the Core Strategy policy.

3.1.25 On-going Engagement and Delivery

3.1.26 Christchurch and East Dorset Councils will continue to work with Dorset County Council and the South East Dorset Councils in the delivery of the Green Infrastructure Strategy through an officer steering group. The Councils will also consider the use of CIL funds for delivering Green Infrastructure.

Bournemouth, Christchurch, East Dorset, North Dorset and Salisbury Strategic Flood Risk Assessment (Level 1, SFRA, 2007)

3.1.27 Stakeholders Involved: Christchurch and East Dorset Councils, Bournemouth Borough Council, North Dorset District Council, Salisbury District Council (now part of Wiltshire Council) and the Environment Agency

3.1.28 Christchurch and East Dorset Councils alongside Bournemouth, North Dorset and Salisbury Councils, jointly commissioned Halcrow to undertake a Strategic Flood Risk Assessment (Level 1). The study area was defined by the main river catchments of the Stour and Avon. An officer group met on a regular basis to oversee the production of the study.

3.1.29 The Impact of Co-Operation

3.1.30 This piece of evidence has affected the findings of the Strategic Housing Land Availability Assessments and the location of strategic development sites in the Core Strategy.

Christchurch Strategic Flood Risk Assessment Level 2 (2009)

3.1.31 Following production of the SFRA Level 1 Christchurch Borough Council appointed Halcrow to undertake a Level 2 assessment for Christchurch Borough. The Level 2 assessment was required for Christchurch in view of the level of flood risk affecting the Borough. This study has been produced with the involvement of the Environment Agency.

3.1.32 The Impact of Co-Operation

3.1.33 As with SFRA1 this piece of work has affected the findings of the Strategic Housing Land Availability Assessments and the location of strategic development sites in the Core Strategy.

Poole and Christchurch Bays Shoreline Management Plan (2010)

3.1.34 Stakeholders Involved: New Forest District Council, Christchurch Borough Council, Borough of Poole, Purbeck District Council. Associate Partners: Natural England, Dorset County Council, Hampshire County Council and English Heritage.

3.1.35 The Shoreline Management Plan sets out the policy for managing our coastline and how we respond to the threat of coastal flooding and the risks of erosion. It is a high level non-statutory policy document that aims to balance those risks with natural processes and the consequences of climate change. It needs to take account of existing defences and the natural and built environments, and be compatible with adjacent coastal areas.

3.1.36 The shoreline covered by the local Shoreline Management Plan stretches from Durlston Bay to Hurst Spit, known nationally as Subcell 5F. The Shoreline Management Plan was prepared by consultants Royal Haskoning on behalf of the partner authorities.

3.1.37 The Impact of Co-Operation

3.1.38 See SFRA1.

Dorset Stour Catchment Flood Management Plan (CFMP) (2009)

3.1.39 Stakeholders Involved: Environment Agency, Christchurch and East Dorset Councils, Dorset County Council, North Dorset District Council, Natural England, Borough of Poole and English Heritage.

3.1.40 This CFMP gives an overview of the flood risk in the Dorset Stour catchment and sets out a preferred plan for sustainable flood risk management over the next 50 to 100 years. The Management Plan was produced by the Environment Agency and Christchurch and East Dorset Councils sat on the steering group which oversaw production of the plan.

3.1.41 The Impact of Co-Operation

3.1.42 See SFRA1.

The Bournemouth, Dorset and Poole Renewable Energy Strategy to 2020 (2013)

3.1.43 Stakeholders Involved: Dorset County Council, Borough of Poole, Bournemouth Borough Council, Christchurch and East Dorset Councils, North Dorset District Council, Purbeck District Council, West Dorset District Council, Weymouth and Portland Borough Council, Natural England and the Environment Agency.

3.1.44 Production of the Strategy was overseen by the Dorset Energy Group which includes representatives from all the Dorset authorities and the voluntary sector.

3.1.45 The Impact of Co-Operation

3.1.46 The Strategy promotes a common awareness of the latest situation and provides an updated understanding of potential local renewable energy resources; identifies an aspirational target for renewable energy generation for 2020 and outlines the key actions necessary to realise Dorset's renewable energy potential. Policy ME5 conforms with the approach in the Energy Strategy and further more detailed work will take forward the approach as part of a Site Specific Allocations and Development Management Policies Development Plan Document.

3.2 Minerals and Waste

Minerals and Waste Development Framework

3.2.1 The Minerals and Waste Development Framework (MWDF) is the name for the portfolio of development documents that will provide the framework for delivering minerals and waste planning policy guidance for Dorset, Bournemouth and Poole.

Minerals Core Strategy (2013)

3.2.2 Stakeholders Involved: The Minerals Core Strategy has been jointly prepared by Dorset County Council, Borough of Poole and Bournemouth Borough Council, Christchurch and East Dorset Councils.

3.2.3 The Minerals Core Strategy (MCS) sets out a vision, objectives and proposed policies for meeting Bournemouth, Dorset and Poole's mineral requirements.

3.2.4 The MCS sets out a strategy for quarrying stone, sand and gravel, ball clay and other minerals within the County, taking into account the need to contribute to national, regional and local requirements in a sustainable manner.

3.2.5 The Minerals Core Strategy was submitted to the Secretary of State on the 31st January 2013. Christchurch and East Dorset Councils have been engaged as consultees throughout the production of the Core Strategy.

3.2.6 On-going Engagement and Delivery

3.2.7 The Councils will participate in the examination of the Minerals Core Strategy in May 2013.

Minerals Site Allocations Document (2008 onwards)

3.2.8 Stakeholders Involved: The Minerals Core Strategy has been jointly prepared by Dorset County Council, Borough of Poole and Bournemouth Borough Council, Christchurch and East Dorset Councils.

3.2.9 The Minerals Site Allocations Document (MSAD) is in the early stages of production. A discussion paper was published in October 2008 which identified all the sites that have been suggested, by land owners and mineral operators, to be considered for inclusion in the MSAD as future locations for quarrying. The purpose of this initial stage of consultation was to gain feedback from a wide cross section of interested parties in the early stages of preparation.

3.2.10 The MSAD will be progressed following the adoption of the Minerals Core Strategy. Christchurch and East Dorset Councils have been engaged as consultees during the production of the MSAD.

3.2.11 Further discussion is set out below in relation to the Christchurch Urban Extension and the proposed site allocation AS13 Roeshot.

3.2.12 The Impact of the Duty to Co-Operate

3.2.13 The Councils have worked with the Minerals Authorities when identifying strategic housing and employment locations. Prospective developers have been contacted in relation to minerals safeguarding policies and agreements reached as to whether extraction will be necessary.

3.2.14 On-going Engagement and Delivery

3.2.15 The Councils will continue to engage in the production of the MSAD and in the co-ordination of delivery of the strategic housing and employment sites, in particular North Christchurch Urban Extension and SANGs alongside plans for minerals working.

Waste Local Plan (2006)

3.2.16 Stakeholders Involved: The Waste Local Plan has been jointly prepared by Dorset County Council, Borough of Poole and Bournemouth Borough Council, Christchurch and East Dorset Councils. The Bournemouth, Dorset and Poole Waste Local Plan (WLP), adopted in June 2006, is the current development plan document for waste developments.

3.2.17 The adopted Waste Local Plan provides guidance and criteria for the three waste planning authorities of Dorset, Bournemouth and Poole when considering waste planning applications. It replaces the text and policies of the adopted Minerals and Waste Local Plan (MWLP) that relate to waste and waste management facilities.

3.2.18 The Waste Local Plan (2006) is currently in the early stages of revision and the Christchurch and East Dorset Councils are engaged as consultees.

3.2.19 On-going Engagement and Delivery

3.2.20 The Councils will continue to engage in the revision to the Waste Local Plan and the review of site allocations contained in the plan which has commenced in February 2013.

3.3 Housing

Strategic Housing Land Availability Assessments (2012)

3.3.1 Stakeholders Involved: Christchurch and East Dorset Councils, Dorset County Council, North Dorset District Council, Borough of Poole, Bournemouth Borough Council, Purbeck District Council, Natural England and the Environment Agency.

3.3.2 National Guidance for the preparation of Strategic Housing Land Availability Assessments (SHLAA) strongly recommends that assessments are prepared in co-operation with key stakeholders. As such, a number of key stakeholders, including house builders, social landlords, property agents, environmental bodies and community groups, were invited to form a Stakeholder Panel, in an advisory role, to help guide SHLAA undertaken within the sub-region. Prior to the production of the Council's 2008 SHLAA, eight panel meetings were held. The panel's views were considered in full and incorporated into the 2008 assessments.

3.3.3 The Impact of Co-Operation

3.3.4 The role of the Panel has been to aid in the shaping of the method to be used across the Housing Market Area through member's expertise and views. The methodology was endorsed by the panel members and local authority representatives and put out for wider consultation in December 2007. Comments received on the joint methodology were considered and the final methodology for the Bournemouth and Poole Housing Market Area was produced in February 2008. This methodology has been applied by Christchurch and East Dorset Councils and the authorities listed above for the initial SHLAA and all subsequent reviews. Subsequent SHLAAs have used the agreed methodology and the findings have been used within the Core Strategy to show the delivery of housing throughout the Core Strategy period.

Bournemouth, Dorset and Poole Strategic Housing Market Assessment (SHMA) 2008 and 2012 Update

3.3.5 Stakeholders Involved: Christchurch and East Dorset Councils, Bournemouth Borough Council, Borough of Poole, Dorset County Council, West Dorset District Council, Purbeck District Council, Weymouth and Portland Borough Council and North Dorset District Council.

3.3.6 The Bournemouth, Dorset and Poole Strategic Housing Market Assessment study was undertaken in 2008 for the Housing Market Area. The SHMA was also updated in 2012 for the Housing Market Area. The Dorset authorities worked jointly in the appointment of Fordham Research for the 2008 study and Justin Gardner for the 2012 update.

3.3.7 The Impact of Co-Operation

3.3.8 The SHMA has identified the housing requirements for the Bournemouth and Poole Housing Market Areas. The Core Strategy reflects these findings in the overall housing and affordable housing targets, and the types and tenures to be provided. This is set out in more detail below.

Dorset County Council Household Projections (2012)

3.3.9 Stakeholders Involved: Christchurch and East Dorset Councils, Bournemouth Borough Council, Borough of Poole, Dorset County Council, West Dorset District Council, Purbeck District Council, Weymouth and Portland Borough Council and North Dorset District Council.

3.3.10 Further evidence has been prepared by Dorset County Council for Bournemouth, Dorset and Poole which provides population and household projections derived from new 2011 census data.

3.3.11 The Impact of Co-Operation

3.3.12 This piece of work was requested by the local authorities to supplement the SHMA by providing the most up to date information, using recently released 2011 Census data. These projections have informed the baseline housing requirement and Core Strategy housing projection. This is set out in more detail below.

Wider Housing Needs of the Bournemouth and Poole Housing Market Area

3.3.13 Both Councils have worked extensively with all stakeholders to ensure that a sufficient housing supply is identified within the Core Strategy to contribute towards meeting the needs of the Housing Market Area. This is reflected by the fact that the Christchurch and East Dorset Councils are working together to produce a Joint Core Strategy.

3.3.14 The following section provides an assessment of the longer term housing requirements for the Bournemouth and Poole Housing Market Area and how these needs are being met. This also considers whether Christchurch and East Dorset Councils are required to accommodate some of the housing needs of the wider Housing Market Area.

3.3.15 Evidence to demonstrate the objectively assessed housing need is set out in the Councils' Strategic Housing Market Assessment Update (2012) and figures which have been produced by Dorset County Council in the light of new census population data. In accordance with the Duty to Co-operate the Councils have worked jointly with neighbouring authorities to provide this evidence. The findings are set out in Tables 3.1 and 3.2.

3.3.16 The SHMA Update (2012) identified household growth for the period 2011 to 2031. Table 3.1 sets out the findings and identifies the number of dwellings required to satisfy potential household growth during the plan period (2013 to 2028) and applies a +2.5% allowance for vacant dwellings, as recommended in paragraph 7.73 of the SHMA main report. For the authorities of Bournemouth, Poole, and Purbeck an additional 2 years housing provision has been added to their adopted plan targets, based on their average annual Local Plan target. Within the Core Strategy area the projection of 8,533 dwellings is slightly higher than the proposed target of 8,200, which reflects the difficulty of providing

housing within an environmentally sensitive location. Nevertheless, the small shortfall of 333 dwellings is made up for by provision in neighbouring authorities which results in a predicted surplus of 2,266 dwellings in the Housing Market Area. It should be noted that the growth projections (including vacant dwelling allowance) is slightly smaller than set out in paragraph 4.18 of the Core Strategy Pre-Submission. This stated that the requirement for Christchurch was 3,375 dwellings, in contrast to 3,367 in Table 3.1, and 5,250 in East Dorset rather than 5,166. This was a result of general rounding of figures.

3.3.17 Table 3.2 sets out the DCC household projections for the Christchurch and East Dorset Core Strategy plan period. For this period the housing targets across the Housing Market Area exceed the predicted household growth (+2.5% allowance for vacant dwellings) by 1,698 dwellings, of which 820 are within the Core Strategy area.

3.3.18 The County figures have been calculated using new population data from the 2011 Census which estimates that household growth for the plan area is lower than the Strategic Housing Market Assessment Update (2012), and substantially lower than the first Strategic Housing Market Assessment which estimated household growth at about 800 dwellings per year. All of these figures represent estimates and it is clear that changing data is resulting in variations. On this basis the housing target for the plan period lies within the range of the estimates. In order to provide additional flexibility and to give a tolerance for potential non delivery of some proposals, the joint Core Strategy housing target has been set at 8,200 dwellings. This provides flexibility of approximately 10% over and above the baseline projections (DCC 2012). This also provides some allowance for possible future changes in statistical data which affect household projections.

SHMA (2012 update) Housing Projections 2013 - 2028 for the Bournemouth and Poole Housing Market Area					
	SHMA Household Growth Projections			Local Plan Targets	Difference
		+2.5% for vacant dwellings	Per annum		
Bournemouth	7,665	7,857	524	10,950	+3,093
Poole	7,005	7,180	479	7,500	+320
Purbeck	2,550	2,614	174	1,800	-814
Christchurch	3,285	3,367	224		
East Dorset	5,040	5,166	345		
Combined Christchurch and East Dorset	8,325	8,533	569	8,200	-333
Totals	25,545	26,184	1,746	28,450	+2,266

Table 3.1

DCC (2012) Housing Projections 2013 - 2028 for the Bournemouth and Poole Housing Market Area					
	Census Household Growth Projections			Local Plan Targets	Difference
		+2.5% for vacant dwellings	Per annum		
Bournemouth	8,400	8,610	574	10,950	+2,340
Poole	8,700	8,917	595	7,500	-1,417
Purbeck	1,800	1,845	123	1,800	-45
Christchurch	3,225	3,306	220		
East Dorset	3,975	4,074	272		
Combined Christchurch and East Dorset	7,200	7,380	492	8,200	+820
Totals	26,100	26,752	1,784	28,450	+1,698

Table 3.2 .

3.3.19 Neighbouring authorities are at differing stages in the production of Core Strategies / Local Plans. Bournemouth, Poole, Purbeck and New Forest District Councils have adopted Core Strategies. Wiltshire has submitted its Core Strategy and North Dorset is able to meet objectively assessed housing needs within the District, and the New Forest National Park has a very low housing target which can be met in the Park boundaries. Additionally, neither North Dorset or Wiltshire are within the same Strategic Housing Market Area as they border the sparsely populated rural parts of East Dorset.

SHMA (2012 update) Housing Projections 2013 - 2028 for North Dorset District Council (adjoining authority, but not in the Bournemouth and Poole Housing Market Area)					
	Census Household Growth Projections			Local Plan Target	Difference
		+2.5% for vacant dwellings	Per annum		
North Dorset	4,095	4,197	280	4,200	+3

Table 3.3 .

DCC (2012) Housing Projections 2013 - 2028 for North Dorset District Council (adjoining authority, but not in the Bournemouth and Poole Housing Market Area)					
	Census Household Growth Projections			Local Plan Target	Difference
		+2.5% for vacant dwellings	Per annum		
North Dorset	2,550	2,614	174	4,200	+1,586

Table 3.4 .

Housing Projections for Neighbouring Authorities Outside the Plan Area / Housing Market Area			
Area	South East / West Plan Target	Local Plan Target	Difference
New Forest National Park Authority	220	220	0
New Forest District Council	3,920	3,920	0
Wiltshire Council	44,400	37,000	+7,400

Table 3.5

3.3.20 In establishing the Core Strategy housing projection the assessment of housing need has been balanced against the level of housing that can be delivered sustainably within the plan area. In this respect, the Strategic Housing Land Availability Assessments (2012), supported by the masterplanning exercises, provide a detailed assessment of the capacity for housing development in order to deliver 8,200 dwellings across the plan area.

Conclusions

3.3.21 Successful joint working across local authorities can ensure that a sufficient supply of new housing will be provided throughout the Bournemouth and Poole Housing Market Area, to meet a housing target based on either the latest SHMA, or DCC household projections. Christchurch and East Dorset Councils will continue to work closely with neighbouring authorities through Local Plan updates to meet on-going housing requirements across the Bournemouth and Poole Housing Market Area.

Dorset Wide Gypsy, Traveller and Travelling Showpeople Site Allocations Development Plan Document

3.3.22 Stakeholders Involved: Christchurch and East Dorset Councils, Borough of Poole, Bournemouth Borough Council, Dorset County Council, North Dorset District Council, Purbeck District Council, West Dorset District Council, and Weymouth and Portland Borough Council.

3.3.23 Christchurch and East Dorset Councils are working jointly on the production of a Gypsy and Traveller Development Plan Document. The aim of the Development Plan Document is to allocate appropriate permanent and transit sites for Gypsies and Travellers and Travelling Showpeople within Dorset for the next 15 years.

3.3.24 The Dorset Councils jointly commissioned Baker Associates to prepare the Development Plan Document and issues and options consultation was undertaken in November 2011. The Councils are also working together to update the assessment of need for Gypsy and Traveller Accommodation previously undertaken in 2007.

3.3.25 The Gypsy and Traveller and Travelling Showpeople Development Plan Document has been informed by direct consultation with the local Gypsy and Traveller community.

3.3.26 The Impact of Co-Operation

3.3.27 The joint work being undertaken is ensuring that a common policy approach is adopted throughout the County and that sufficient sites will be identified to meet the needs of the travelling community.

3.3.28 On-going Engagement and Delivery:

3.3.29 Further consultation on alternative sites is scheduled for autumn / winter 2013 which will also be undertaken jointly with the Dorset authorities. The Dorset local authorities will continue to work jointly in the preparation of the Gypsy and Traveller Development Plan Document which will allocate sites to address future requirements identified through a shared evidence base and updated needs assessment.

3.4 Christchurch and East Dorset New Neighbourhoods

Christchurch Urban Extension

Christchurch Urban Extension Advisory Group

3.4.1 Stakeholders Involved: Christchurch Borough Council, Environment Agency, Christchurch Local History Society, Highcliffe Residents Association, Meyrick Estates, Yellow Buses, Woolf Bond Planning, Bournemouth & West Hants Water, Wessex Water, Roeshot Hill Allotments Association, Highways Agency, Natural England, Dorset County Council, Burton Parish Council, New Forest District Council, Highcliffe Residents Association, Taylor Wimpey, Sainsbury's (White Young Green).

3.4.2 The Christchurch Urban Extension Advisory Group was established in April 2008 as part of the Issues and Options Consultation on the Core Strategy. The purpose of the advisory group has been to inform the production of the Core Strategy by engaging those bodies directly affected by the proposed urban extension and those involved in its sustainable delivery.

3.4.3 The advisory group has met on a regular basis through the production of the Core Strategy from Issues and Options in 2008 to the Pre Submission stage in 2012. The group has also been engaged in the production of the master planning work for the urban extension which includes the Stage 1 and 2 reports produced by Broadway Malyan on behalf of the council between 2010 – 2011.

North Christchurch Urban Extension Masterplan Context Report (2010)

3.4.4 Stakeholders Involved: Christchurch Borough Council, Environment Agency, Christchurch Local History Society, Highcliffe Residents Association, Meyrick Estates, Yellow Buses, Woolf Bond Planning, Bournemouth & West Hants Water, Wessex Water, Roeshot Hill Allotments Association, Highways Agency, Natural England, Dorset County Council, Burton Parish Council, New Forest District Council, Highcliffe Residents Association, Taylor Wimpey, Sainsbury's (White Young Green).

3.4.5 Following Issues and options consultation on the Core Strategy undertaken in 2008 Christchurch Borough Council commissioned Broadway Malyan to undertake a master planning study to complement and inform the Core Strategy by identifying key constraints and opportunities and by providing options for how the development might be implemented. The study generated options which have informed the preparation of the Core Strategy and the options that were consulted on as part of the 'Options for consideration' consultation undertaken in October 2010.

3.4.6 As part of this work a high level viability exercise was undertaken by Broadway Malyan, WSP and Whiteleaf of the options for the Christchurch Urban Extension included in the 'Options for Consideration' consultation. This informed the development option to be taken forward in the Core Strategy and for more detailed master planning.

3.4.7 The stakeholders set out above (which includes membership of the Christchurch Urban Extension Advisory Group) were engaged in production of the Masterplan Report.

North Christchurch Masterplan Report (Stage 2, 2011)

3.4.8 Stakeholders Involved: Christchurch Borough Council, Environment Agency, Christchurch Local History Society, Highcliffe Residents Association, Meyrick Estates, Yellow Buses, Woolf Bond Planning, Bournemouth & West Hants Water, Wessex Water, Roeshot Hill Allotments Association, Highways Agency, Natural England, Dorset County Council, Burton Parish Council, New Forest District Council, Highcliffe Residents Association, Taylor Wimpey, Sainsbury's (White Young Green).

3.4.9 Christchurch Borough Council commissioned Broadway Malyan to undertake more detailed master planning work for one development option and a sub option involving the retention of the Roeshot Hill Allotments. This master planning work has informed production of the Pre Submission Core Strategy and Schedule of Proposed Changes to the Pre Submission Core Strategy.

3.4.10 The stakeholders set out above (which includes membership of the Christchurch Urban Extension Advisory Group) were engaged in production of the Masterplan Report.

North Christchurch Urban Extension Viability Assessment (2012)

3.4.11 Stakeholders Involved: Christchurch Borough Council, Meyrick Estates, Taylor Wimpey.

3.4.12 As part of the Stage 2 master planning work (2011) Whiteleaf was commissioned to undertake a viability appraisal of the development options considered in order to inform the option to be taken forward in the Pre Submission Core Strategy.

3.4.13 Meyrick Estates as landowner and Taylor Wimpey were consulted as part of the preparation of the viability study.

Christchurch Urban Extension Suitable Alternative Natural Greenspace (SANGs) Strategy

3.4.14 Stakeholders Involved: Christchurch Borough Council, Dorset County Council, New Forest District Council, New Forest National Park Authority, Natural England, Meyrick Estates.

3.4.15 Christchurch Council has worked closely with Meyrick Estates (landowner) and Natural England in the production of a SANGs strategy for the North Christchurch Urban Extension to mitigate the impact of increased recreational pressure on the heathlands. The SANGs strategy has been progressed following the 'Options for Consideration' stage of consultation of the Core Strategy.

3.4.16 The SANGs strategy includes an area which extends into Hampshire within the administrative control of the New Forest National Park Authority. The Council and Meyrick Estates have engaged the New Forest National Park Authority and New Forest District Council in the production of the strategy. At a liaison meeting on the 24th April 2012 with the New Forest National Park Authority and the New Forest District Council copies of the draft SANGs Strategy maps were circulated and discussed and subsequently copies sent to both authorities.

3.4.17 Christchurch Council has engaged with Dorset County Council (as minerals planning authority for Dorset) and Meyrick Estates in establishing a SANGs strategy which enables the delivery of a SANG of appropriate quality whilst enabling land to potentially come forward for minerals development north of the railway.

3.4.18 Christchurch Borough Council has also engaged on an on-going basis with Hampshire County Council through the production of the Hampshire Minerals Plan. The Council participated in the examination of the Hampshire Minerals Plan and debated the issue of proposed minerals extraction at Roeshot in Hampshire and the need for this not to prejudice implementation of the SANG.

3.4.19 Details of meetings with the key stakeholders are set out in the Christchurch and East Dorset Consultation Statement.

3.4.20 On-going Engagement and Delivery:

3.4.21 Christchurch Borough Council will continue to work closely with Natural England, Meyrick Estates, the New Forest National Park Authority, New Forest District Council concerning the sustainable delivery of the SANG to support the North Christchurch Urban Extension.

Christchurch Urban Extension – Replacement Allotments

3.4.22 Stakeholders Involved: Christchurch Borough Council, Meyrick Estates, Roeshot Hill Allotments Association, New Forest District Council, Natural England.

3.4.23 As part of the proposed Christchurch Urban Extension strategic housing allocation it is proposed to relocate the existing to Roeshot Hill Allotments to a suitable site in accordance with statutory requirements.

3.4.24 The Council has explored alternative options for replacement allotments which have included options for relocation on land within the ownership of Meyrick Estates. An initial option of replacement allotments north of the railway line was consulted on at the 'Options for Consideration' stage. At the Pre Submission stage this was refined to a location to the east of Salisbury Road. Due to the consideration of additional options for the location of replacement allotments the Schedule of Proposed Changes to the Core Strategy removed reference to a specific site.

3.4.25 Representatives of the Roeshot Hill Allotments Association have been part of the Christchurch Urban Extension Advisory Group and have been engaged in the production of the Core Strategy and master planning reports for the urban extension.

3.4.26 The Council has also engaged directly with the Roeshot Hill Allotments Association and has attended an AGM meeting of the Allotments Association on the 15th April 2010 to discuss the emerging master plan report and the Core Strategy 'Options for Consideration' consultation.

3.4.27 The Council has reached an in principle agreement with Meyrick Estates for the provision of alternative allotment sites in the Borough.

3.4.28 On-going Engagement and Delivery:

3.4.29 Work is ongoing to assess the most suitable and sustainable locations for replacement allotments and the Roeshot Hill Allotments Association will be fully consulted when deliverable options have been finalised.

East Dorset New Neighbourhoods

3.4.30 Stakeholders Involved: East Dorset District Council, Christchurch Borough Council, Dorset County Council (Transport, Education, Minerals and other relevant statutory services), Natural England, English Heritage, Environment Agency, Statutory Providers, Parish and Town Councils, allotment societies, sports clubs.

3.4.31 The draft Regional Spatial Strategy identified the need for a review of the Green Belt in East Dorset to accommodate housing provision. As a result, the Council engaged Broadway Malyan to undertake a masterplanning exercise to consider the where and how this could be delivered, causing as little harm to the Green Belt and provide sustainable forms of development. Broadway Malyan undertook a comprehensive study of the area and their findings have been widely consulted on throughout the consultation process. This has included a range of Focus Groups for each of the settlements where new Neighbourhoods are proposed.

3.4.32 Impact of Co-Operation

3.4.33 Continuous engagement with the stakeholders has resulted in a range of changes to each of the New Neighbourhood proposals, for example the scale of housing to be provided, the provision of a school, or transport provision.

3.4.34 On-going Engagement and Delivery

3.4.35 East Dorset District Council will continue to work closely with stakeholders in order to take forward the New Neighbourhoods to implementation.

3.5 Economic Development

Bournemouth, Dorset and Poole Workspace Strategy and Delivery Plan (2008) / Bournemouth, Dorset and Poole Workspace Study (2012)

3.5.1 Stakeholders Involved: Christchurch and East Dorset Councils, Bournemouth Borough Council, Borough of Poole, Dorset County Council, Purbeck District Council, North Dorset District Council, West Dorset District Council, and Weymouth and Portland Borough Council.

3.5.2 Christchurch and East Dorset Councils have worked closely with all the Dorset local authorities in producing a shared evidence base to inform the future delivery of employment land across Bournemouth, Dorset and Poole.

3.5.3 The purpose of the Workspace Strategy (2008) is to ensure there is a delivery of sufficient, appropriate employment land and quality of employment premises to meet business requirements and ensure the sustainable growth of the sub-regional economy. The Workspace Strategy provides employment land projections for Bournemouth, Dorset and Poole to inform the preparation of Local Plans. The Strategy also provides a delivery plan which identifies possible interventions to secure the delivery of employment land in the sub region.

3.5.4 The 2008 Workspace Strategy was commissioned by the Regional Development Agency and the study was overseen by an officer working group involving all the Dorset local authorities.

3.5.5 The Bournemouth, Dorset and Poole Workspace Study 2012 provides an update to the employment land projections from the 2008 study for the period to 2031. The Workspace Study (2012) identifies a requirement to provide 173ha of employment land for B1, B2 and B8 uses to be delivered across the Bournemouth and Poole Strategically Significant City and Town (SSCT) between 2011 and 2031. The 2012 Workspace Study was jointly commissioned by all the Dorset councils and overseen by an officer working group.

3.5.6 Impact of Co-operation

3.5.7 In order to contribute effectively towards sub regional employment land requirements 80 ha of employment land has been identified within the Christchurch and East Dorset plan area. In particular strategic sites such as Bournemouth Airport Business Park and Ferndown Industrial Estate perform a strategic role for the sub region.

3.5.8 Ongoing Engagement and Delivery

3.5.9 The Workspace Study has informed the production of Local Plans for the Bournemouth, Dorset and Poole local authorities and strategies for employment land provision. The level of employment land provision established in the Christchurch and East Dorset Core Strategy has been established in order to effectively contribute towards future requirements for the Bournemouth and Poole SSCT.

Joint Retail Assessment (Nathaniel Lichfield and Partners, 2008)

3.5.10 Stakeholders Involved: Christchurch and East Dorset Councils, North Dorset District Council and Purbeck District Council

3.5.11 Nathaniel Lichfield and Partners (NLP) were commissioned by Christchurch, East Dorset, North Dorset and Purbeck Councils to prepare a joint town centre and retail study, including an assessment of the main town and district centres within the four local authority areas to provide:

- An assessment of the future needs for additional retail facilities within the four local authority areas up to 2026;
- An analysis of the role, function and network of existing centres within the four local authority areas;
- An assessment of the capacity of each district to accommodate growth, and the identification of potential development sites; and
- A policy review and proposed issues and options for the Local Development Framework.

3.5.12 The four local authorities formed a steering group which oversaw production of the study.

3.5.13 Retail Update 2012 Retail and Town Centre Uses Study (Nathaniel Lichfield and Partners)

3.5.14 Christchurch and East Dorset Councils undertook an update to the 2008 Retail Study due to changes in population projections and the impact of the economic downturn on retail expenditure levels and forecasts.

3.5.15 The 2012 update provides an update, identifying recent changes and trends in retail planning, including the National Planning Policy Framework (NPPF) and provides an update on the retail capacity assessment. The report also reviews the capacity for Christchurch and East Dorset's centres to accommodate growth. It provides recommendations on the retail impact floorspace thresholds and non-A1 thresholds within the primary shopping cores. The report should be read alongside the 2008 retail study.

3.5.16 Impact of Co-operation

3.5.17 These studies have informed preparation of retail policy in the Core Strategy schedule of Proposed Changes (2012).

3.6 Bournemouth Airport & Business Park

Airport Advisory Group

3.6.1 Stakeholders Involved: Bournemouth Borough Council, Dorset County Council, East Dorset District Council, Borough of Poole, Natural England, Manchester Airports Group, Environment Agency, Highways Agency, New Forest District Council, New Forest National Park Authority, Malmesbury Estate, Hurn Parish Council.

3.6.2 The advisory group was established in 2007 in order to inform policy development for the Airport and business park through production of the Core Strategy and other related documents produced as part of the Local Plan. Members of the advisory group include key stakeholders that will be directly affected by airport policy and or involved in its implementation.

3.6.3 The advisory group has met on a regular basis from the issues and options stage of the Core Strategy to the Pre Submission stage and has provided input to the preparation of policy for the Airport and Business Park in the Core Strategy.

Airport Ecological Study (Land Use Consultants, 2008)

3.6.4 Stakeholders Involved: Bournemouth Borough Council, Dorset County Council, East Dorset District Council, Borough of Poole, Natural England, Manchester Airports Group, Environment Agency, Highways Agency, New Forest District Council, New Forest National Park Authority, Malmesbury Estate, Hurn Parish Council, Land Use Consultants.

3.6.5 An Airport Ecological Study was prepared by Land Use Consultants on behalf of Christchurch Borough Council to draw together an evidence base relating to the potential ecological impacts and mitigation options associated with the expansion of Bournemouth Airport. Following production of this study further assessment of Core Strategy development and infrastructure options for the Airport has been undertaken through the Core Strategy Habitats Regulations Assessment (also undertaken by LUC).

3.6.6 As part of the study a Scoping Report was produced and circulated during May – June 2008 to members of the Airport Advisory Group to ensure an accurate baseline for the study and for the methodology to be agreed.

The Future Role of Land at Bournemouth Airport in the Sub - Regional Economy (Nathaniel Lichfield and Partners, March 2008)

3.6.7 Stakeholders Involved: Borough of Poole, Bournemouth Borough Council, Dorset County Council, East Dorset District Council, Purbeck District Council, South West Regional Development Agency, Dorset Business, a range of 10 businesses located at the Airport, Manchester Airport Developments Ltd, Drivers Jonas, and Bournemouth University Innovation Centre.

3.6.8 Christchurch Borough Council commissioned Nathaniel Lichfield and Partners to advise on the economic potential of the Airport Northern Business Parks. Specific aims of the study were to identify an overall vision for the development of the site, the types of economic sectors that the site could attract and be promoted for, and provide guidance on how the site could best be promoted and brought forward to achieve its potential.

3.6.9 The study was produced in consultation with Dorset County Council and the South East Dorset local authorities. Manchester Airports Development Limited was engaged by the Council alongside Drivers Jonas who have undertaken economic studies for the business park on behalf of MADL. The study was also circulated to the Bournemouth Airport Advisory Group.

Bournemouth International Airport Transport and Infrastructure Study (Peter Brett, 2010)

3.6.10 Stakeholders Involved: Peter Brett Associates LLP, Manchester Airports Group, Dorset County Council, Christchurch and East Dorset Councils.

3.6.11 This study was undertaken on behalf of Manchester Airports Group to test the impact of infrastructure requirements to accommodate the level of growth set out in the Bournemouth Airport 2007 Master Plan. This tested in the impact of 42,000sqm of new employment space at the business park, airport passenger growth to 4.5 million passengers per annum, up to 900 houses at West Parley, The MBT facility, the AIM development and gravel extraction works. The level of development now proposed at West Parley is substantially less and projected passenger growth at Bournemouth Airport has declined to 3 million passengers per annum by 2030.

3.6.12 Peter Brett also provided an updated assessment which examines the impact of the August 2011 outline application for 42,000sqm of new employment development at the airport business park. The updated assessment has identified options for Parley Cross, Hurn Roundabout and Blackwater Junction specifically required to mitigate the impact of operational airport and Airport Business Park growth.

Transport modelling work undertaken by Dorset County Council and Buro Happold (2010 – 11)

3.6.13 Stakeholders Involved: Dorset County Council, Manchester Airport Group, Peter Brett Associates, Buro Happold and Christchurch Borough Council.

3.6.14 Further to options identified through the Peter Brett work DCC and Buro Happold have undertaken further modelling and junction design work to establish improvements required to achieve maximum capacity on the B3073. This has informed the package of major scheme improvements identified in Policy KS10 and Local Transport Plan 3 that are required to accommodate growth at the Airport & Business Park and in the wider area. This includes assessment of the junction improvements required to support development of 30ha of new employment development at the Airport business park.

3.6.15 Ongoing Engagement and Delivery

3.6.16 Christchurch and East Dorset Councils will continue to work closely with Dorset County Council and Manchester Airports Group concerning the implementation of transport improvements identified along the B3073 and A338. This will include the process of securing their implementation through a combination of CIL, site specific agreements and other sources of funding. Further detail is set out in the Councils' Infrastructure Delivery Plan and detail of CIL priorities will be set out on the Councils' Regulation 123 list.

3.7 Transport

Bournemouth, Poole and Dorset Local Transport Plan 3 Strategy Document: 2011 - 2026 (April 2011)

3.7.1 Stakeholders Involved: Bournemouth Borough Council, Christchurch Borough Council, Dorset County Council, East Dorset District Council, North Dorset District Council, Purbeck District Council, Borough of Poole, West Dorset District Council, Weymouth and Portland Borough Council, The Highways Agency, local public transport operators.

3.7.2 Local Transport Plan 3 (LTP3) has been prepared by Dorset County Council, Bournemouth Borough Council and the Borough of Poole with the involvement of the district authorities. The LTP has been prepared taking into account plans for new housing and economic development set out in Local Plans / Core Strategies from all the local authorities within Bournemouth, Dorset and Poole. The LTP has also been directly informed by the South East Dorset Multi Modal Study.

3.7.3 The Impact of Co-Operation

3.7.4 The strategic transport schemes set out in LTP3 reflect those set out in Policies KS9 and KS10 of the Core Strategy.

South East Dorset Multi Modal Study 2008 - 2011 (Atkins)

3.7.5 Stakeholders Involved: The study has been prepared with those organisations with a responsibility or an interest in the operation of the transport network in South East Dorset including:

- Borough of Poole
- Bournemouth Borough Council
- Dorset County Council
- Highways Agency
- Government Office for the South West
- South West Regional Development Agency and South West Councils
- Department for Transport

3.7.6 Atkins were appointed in June 2008 to undertake the South East Dorset Multi Modal Study (SEDMMTS) which was designed to identify the initiatives and interventions to ensure an excellent transport system in the future, and provide the evidence base to help secure the funding required.

3.7.7 The Strategy developed by the SEDMMTS forms the long term strategy for the LTP3 and the short term implementation plans for the two programmes have been dovetailed. The transport model has assessed the forecast changes to the transport system by 2026 taking into account the projected increases in population and employment in the area. For Christchurch this has tested the impact of 900 dwellings within the urban extension and 2,550 dwellings coming forward in the Christchurch urban area and 15ha of employment development coming forward at the airport business park. In East Dorset the Study tested the impact of 5,300 dwellings coming forward, along with about 40 hectares of new employment land.

3.7.8 The implementation plan and programme includes the outline costs for strategy components and potential funding sources that feed directly into LTP3. The transport strategy is a live document subject to review as part of the 3 year LTP implementation plan and as such can be responsive to variations to the scale and pace of housing, industrial, office and leisure developments. The SEDMMTS sets out an implementation plan including measures for delivery in the short (2011 - 2014), medium (2014 - 2020) and long term (2020 - 2026). Due to the current situation with available funding, the short term strategy focuses on low cost / high return schemes for the first 3 years.

3.7.9 The Impact of Co-Operation

3.7.10 The close collaboration of the stakeholders has resulted in a comprehensive and up to date transport model for SE Dorset that has and will continue to inform policy. The Study underpins LTP3 which is reflected in the Core Strategy.

A35 Route Management Study (A35 RMS)

3.7.11 Stakeholders Involved: Dorset County Council, Christchurch Borough Council

3.7.12 The Christchurch A35 RMS provides a detailed strategy in response to the impact of anticipated development to 2026. In order to effectively model the impact of future development on the highway network a local Paramics model has been developed to cover the section of the A35 from Stony Lane to the Borough boundary not covered by the existing SEDMMTS transport model.

3.7.13 The Impact of Co-Operation

3.7.14 The findings of the Study have informed policy within the Core Strategy, in particular relating to the Roeshot Hill Urban Extension. The study identifies design options for key junctions including Fountain Roundabout, Stony Lane and Somerford Roundabouts.

A31(T) Transport Study (2007)

3.7.15 Stakeholders Involved: Dorset County Council, Highways Agency, East Dorset District Council.

3.7.16 This Study was carried out in advance of the SEDMMTS to reflect the serious concerns of the Highways Agency about the capacity and safety of its road through East Dorset.

3.7.17 The Impact of Co-Operation

3.7.18 The findings of the Study have been used along with SEDMMTS to inform policy within the Core Strategy.

Wimborne Town Centre Transport Model

3.7.19 **Stakeholders Involved:** Dorset County Council, East Dorset District Council.

3.7.20 This Study was undertaken as a direct result of housing proposals being considered in the Core Strategy and the possible impact on Wimborne's historic Town Centre. A detailed Paramics Model was therefore created to assess the impact of the New Neighbourhood proposals as well as additional predicted growth in transport use.

3.7.21 The Impact of Co-Operation

3.7.22 The findings of the Study have informed transport policy within the Core Strategy, in particular that relating to the New Neighbourhoods.

3.7.23 On-going Engagement and Delivery

3.7.24 Dorset County Council are continuously updating the Model to test New Neighbourhood proposals as they are presented through engagement with prospective developers.

North and North East Dorset Transport Study 2008 - 2010 (NNEDTS)

3.7.25 **Stakeholders Involved:** Dorset County Council, North Dorset District Council, East Dorset District Council, Parish and Town Councils, public transport providers.

3.7.26 This Study considered transport issues for the largely rural area of East Dorset not covered by SEDMMTS.

3.7.27 The Impact of Co-Operation

3.7.28 The findings of the Study have informed the Key Strategy transport policies within the Core Strategy.

Three Towns Travel (Local Sustainable Transport Fund Bid):

3.7.29 **Stakeholders Involved:** Dorset County Council, Borough of Poole, Bournemouth Borough Council, Christchurch Borough Council, public transport providers.

3.7.30 Three Towns Travel is an integrated and targeted package of measures which will create a long-lasting step change in low carbon travel along the key east-west transport corridor. A variety of improvements are proposed along the A35 in Christchurch. The package will deliver enhanced local bus, rail, walking and cycling alternatives through a combination of targeted infrastructure, service and operational improvements. This will be complemented by removing key barriers to the use of these modes and by engaging with local communities and businesses along the corridor to “nudge” travel behaviour towards non-car modes. The result will be an exemplary sustainable transport corridor which creates thriving and attractive

local centres, reduces congestion and carbon emissions and improves access to employment - providing the catalyst to deliver the wider long term transport strategy for the conurbation identified from the recently completed SEDMMTS.

3.7.31 The bid was produced by Dorset County Council, Bournemouth Borough Council and the Borough of Poole with the involvement of Christchurch Borough Council and was successful in securing funding from the Department for Transport.

3.7.32 The Impact of Co-Operation

3.7.33 This successful bid aims to implement the Core Strategy transport policies in the provision of sustainable solutions to reduce traffic congestion and improve safety.

3.7.34 On-going Engagement and Delivery

3.7.35 Christchurch Borough Council is part of the Steering Board for the project which is oversees the delivery the Three Towns Travel Programme.

South East Dorset Transport Contributions Scheme 2 Supplementary Planning Document (April 2012)

3.7.36 Stakeholders Involved: Dorset County Council, Bournemouth Borough Council, Borough of Poole, Christchurch and East Dorset Councils and the Highways Agency.

3.7.37 A Transport Contributions Scheme was adopted in 2009 and was operated jointly by the authorities set out above. The scheme was superseded by the South East Dorset Transport Contributions Scheme 2 SPD (SEDTC2) for the 5 councils. The scheme will operate in each authority area until March 2014 until it is superseded by the Community Infrastructure Levy. The scheme provides developer contributions for transport schemes identified as necessary to accommodate and mitigate the expected levels of development to 2014. The scheme is used to support the implementation of schemes listed in Local Transport Plan 3.

3.7.38 The governance arrangements involve a panel of Members from each of the participating local authorities, plus scrutiny representatives from the Home Builders' Federation, the Highways Agency and a local transport operator. Together they form the South East Dorset Contributions Executive. The Executive is comprised of councillors from the respective local authorities and the Highways Agency. The Executive Group decides on priorities for the delivery of transport schemes.

3.7.39 The Impact of Co-Operation

3.7.40 The joint working on this contributions policy shows effective co-operation in the delivery of a SE Dorset transport package (LTP3) across five local authority areas which forms the basis of the Core Strategy transport policies.

3.7.41 On-going Engagement and Delivery

3.7.42 Christchurch and East Dorset Councils intend to become CIL charging authorities by March 2014 and will continue to work with these partner authorities to secure the implementation of strategic transport improvements.

3.8 Infrastructure Delivery

Draft Infrastructure Delivery Plan (IDP) to support the Core Strategy Pre-Submission

3.8.1 Stakeholders Involved: The IDP was consulted on as part of the Core Strategy. Key delivery agencies set out in the IDP include Developers, Dorset County Council, Highways Agency, Environment Agency, utility providers, Town & Parish Councils, NHS Dorset, Dorset Police, Dorset Fire and Rescue, Dorset Waste Partnership, bus & rail operators.

3.8.2 The Infrastructure Delivery Plan sits alongside the Core Strategy and gives information on the range of infrastructure which is to be delivered to support the policies and growth set out in the Core Strategy. It identifies the means of funding and those responsible for the delivery of the infrastructure. It also identifies funding gaps and will be used to inform the preparation of the councils community infrastructure levy charging schedules and the prioritisation of infrastructure to be delivered by the Community Infrastructure Levy.

3.8.3 The Draft IDP was prepared alongside production of the Pre Submission Core Strategy and published in April 2012. The IDP was subsequently revised and published for consultation alongside the Schedule of Proposed Changes to the Core Strategy Pre Submission (November 2012).

3.8.4 The Impact of Co-Operation

3.8.5 The IDP pulls together a wide range of infrastructure identified by stakeholders as required to deliver the Core Strategy. This co-operation has effected a wide range of policies throughout the Core Strategy e.g. New Neighbourhoods.

3.8.6 Ongoing Engagement and Delivery

3.8.7 The Councils will continue to work with neighbouring authorities regarding the delivery of cross boundary strategic infrastructure and with the delivery agencies set out in the IDP concerning the delivery of infrastructure required to support the Core Strategy within the plan area.

Community Infrastructure Levy Preliminary Draft Charging Schedules for Christchurch and East Dorset (2013) / East Dorset District Council and Christchurch Borough Council Community Infrastructure Levy Viability Testing (Peter Brett Associates, 2013)

3.8.8 Stakeholders Involved: A Preliminary Draft Community Infrastructure Levy Schedule was consulted on from January - March 2013. As part of the preparation of the Community Infrastructure Levy viability study Dorset County Council, local agents and housebuilders active in the local area were engaged.

3.8.9 Christchurch and East Dorset Councils commissioned Peter Brett Associates to undertake a development viability assessment and to recommend the Community Infrastructure Levy Charging rates. This study has taken into account the effect on viability of the Community Infrastructure Levy and the Core Strategy as a whole.

3.8.10 As part of the preparation of the viability study a stakeholder workshop was undertaken with representatives of the development industry from the local area to provide an opportunity to comment on the viability assumptions, appraisals and recommended the Community Infrastructure Levy rates.

3.8.11 Christchurch and East Dorset Councils have engaged directly with Dorset County Council in relation to highways, education, libraries and their other services regarding the preparation of the Councils Community Infrastructure Levy Reg 123 list. This has informed the production of the Councils' Draft Community Infrastructure Levy Charging Schedule which includes a draft Community Infrastructure Levy Reg 123 list.

3.8.12 Impact of Co-Operation

3.8.13 The viability assessment has drawn on evidence provided by stakeholders. This has created a robust set of data by which the viability of the Core Strategy can be judged.

3.8.14 Ongoing Engagement and Delivery

3.8.15 The Councils will continue to engage with key stakeholders and the community as part of the preparation of the Draft Community Infrastructure Levy Charging Schedule and the prioritisation of infrastructure to be delivered through the Community Infrastructure Levy.

Affordable Housing Viability Studies: Three Dragons (2008), Peter Brett Associates (2013)

3.8.16 Stakeholders Involved: Christchurch and East Dorset Councils, Dorset County Council, North Dorset District Council, West Dorset District Council, Weymouth and Portland Borough Council, local agents and housebuilders active in the local area.

3.8.17 In 2008 a group of local authorities commissioned Three Dragons to prepare an affordable housing viability study.

3.8.18 Christchurch and East Dorset Councils commissioned Peter Brett Associates to undertake a development viability assessment and to recommend the Community Infrastructure Levy Charging rates. This study has also considered the implementation of the Community Infrastructure Levy in the context of the affordable housing policies in the Core Strategy.

3.8.19 Impact of Co-Operation

3.8.20 The affordable housing policies in the Core Strategy have been produced in the light of evidence in the two studies. These have been prepared in co-operation with a wide range of stakeholders who have provided valuable viability information. The policies

3.8.21 Ongoing Engagement and Delivery

3.8.22 The Councils will continue to engage with the stakeholders through the production of a Housing Supplementary Planning Document and a Community Infrastructure Levy.