# **Core Strategy**

# **Interim Sustainability Statement**

# Options for Consideration Consultation 4th October – 24th December 2010



Prepared by Christchurch Borough Council and East Dorset District Council as part of the Local Development Framework

October 2010

1	Introduction and background	2
2	Assessment methodology	3
	Summary of findings	5
A	Vision and Strategic Objectives	11
В	The Key Strategy	51
С	Christchurch and Highcliffe Centres	160
		192
E	Bournemouth Airport	221
F	Wimborne and Colehill Housing and Town Centre Options	272
G	Corfe Mullen Housing and Centre Options	302
Н	Ferndown and West Parley Housing and Town Centre Options	308
I	Verwood and West Moors Housing and Centre Options	331
J	Managing the Natural Environment	365
		395
L	Meeting Local Needs	421
M	Creating Prosperous Communities	477
N	Transport and Accessibility	516

### 1 Introduction and background

- 1.1 This Interim Sustainability Statement provides an assessment of the Christchurch and East Dorset "Options for Consideration Document". The statement is designed to support the debate on the key sustainability issues facing the area and provide a broad level impact assessment of options considered at this stage. It forms a second stage of the overall Sustainability Appraisal process for the emerging Local Development Framework. This statement should also be read in conjunction with the Sustainability Appraisal Scoping Report (2010) that has been produced to underpin the appraisal of the Local Development Framework.
- 1.2 The preparation of this Second Interim Sustainability Statement at this stage is not a formal requirement. However, guidance from central government<sup>(1)</sup> recommends that each stage of the preparation of Development Plan Documents is complimented by a Sustainability Appraisal. This will ensure that the final sustainability appraisal for each Development Plan Document is comprehensive and robust.
- 1.3 The Interim Sustainability Statement tests each option considered within the "Options for Consideration Document" against the sustainability objectives contained within Sustainability Appraisal Scoping Report (2010) to test whether emerging options reflect the principles of sustainable development.
- 1.4 The Sustainability Appraisal must also meet the requirements of the European Union's Strategic Environmental Assessment Directive 2001/42/EC. The Strategic Environmental Assessment Directive requires authorities to look at the likely significant effects that plans and programmes, if implemented, will have on the environment. This includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects and secondary, cumulative and combined effects of issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage and landscape.

### **Sustainable Development and Sustainability Appraisal**

- 1.5 Sustainable development is at the heart of the planning system. Central to sustainable development is the need to ensure a better quality of life for everyone, now and for future generations. In order to achieve this, a balance between environmental, social and economic considerations needs to be struck.
- 1.6 Under the *Planning and Compulsory Purchase Act 2004*, Local Planning Authorities are required to develop policies and plans which contribute to sustainable development. To this end Sustainability Appraisal is used to assess the likely social, economic and environmental impacts of particular plans and policies.
- 1.7 A Sustainability Appraisal of the plans and policies at the local level is mandatory under the *Planning and Compulsory Purchase Act 2004*. Development Plan Documents and Supplementary Planning Documents within the Local Development Framework will therefore be accompanied by a Sustainability Appraisal. This will be used as a way to predict whether the outcome of any given policy is consistent with the overall aim of delivering sustainable development.

<sup>1</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents 2005 (ODPM)

### The Christchurch and East Dorset Core Strategy

- 1.8 The Christchurch and East Dorset Local Development Frameworks will replace the existing Local Plans adopted in 2001 and 2002 respectively. The Local Development Framework will be used as the mechanism for guiding the location, type and scale of new development within the plan area over the next 20 years. The Core Strategy is a key Development Plan Document within the Local Development Framework. The Core Strategy will set out the overarching strategy that development will conform to. The Core Strategy will also identify broadly where new development will be directed consistent with the principles of sustainable development. Other documents produced as part of the Local Development Framework, such as site specific allocations and supplementary planning documents must be in accordance with the policies within the Core Strategy.
- 1.9 The Issues and Options Papers were the first stage in the production of the two documents. They identified issues facing the area and options that could be put forward to tackle these issues. The Councils consulted on their Core Strategy and Affordable Housing Issues and Options papers in 2008. These documents set out a range of topics and related evidence generating a number of spatial issues and possible options to address these issues. Each of these options was assessed against the 24 sustainability objectives then contained in the draft Scoping Report. The options were rated which provided an opportunity to see whether a particular option has a positive, negative or neutral impact in respect of the sustainability objectives. The findings are contained in the "Core strategy and Affordable Housing Development Plan Document, Issues and options Interim Sustainability Statement, 2008.
- 1.10 The information gathered from the consultation exercise on the Issues and Options Papers has been used in the preparation of Key Issues Papers which led to the development of Options which now form the "Options for Consideration" document which is the next stage in the preparation of the Core Strategy.

### 2 Assessment methodology

There are many stages to the production of a final Sustainability Appraisal. These stages are summarised below.

- Stage A- involves gathering information on the environmental, social and economic aspects of the plan area, identifying the main 'sustainability issues' and developing 'sustainability objectives' to deal with them.
- **Stage B** involves comparing the options of plans developed as part of the Local Development Framework with the sustainability objectives developed as part of the sustainability appraisal. Alternatives and options to the plan are also developed at this stage.
- **Stage C** involves identifying the effects of the plan; measures to make the most of benefits and reduce negative effects; and proposals for monitoring the plan. All work carried out up to this point is then set out in the sustainability appraisal report.
- Stage D- involves consultation of specific stakeholders and the general public.
- Stage E- is an ongoing process and involves assessing the performance of the plan and responding appropriately to any negative effects.

This stage of the process has been completed and an updated Sustainability Appraisal Scoping Report has been produced. Baseline information has been collected from a range of sources to provide a picture of the plan area and to provide the basis for monitoring the performance of future plans and policies.

From the baseline data, the Scoping Report provides a snap shot of the economic, social and environmental characteristics of the area. Using this information, the Scoping Report identifies a number of key sustainability issues which face the area and 12 sustainability objectives. These objectives will be used to assess the sustainability of future plans and policies and are contained within table 1.

This Sustainability Appraisal accompanies the "Options for Consultation "document and is available alongside it for consultation. The Core Strategy will be subject to a full sustainability appraisal when the next stage of document preparation is reached.

### Sustainability Appraisal and the Core Strategy

As mentioned previously, the preparation of the Interim Sustainability Statement is not a formal requirement in the overall Sustainability Appraisal process. This Interim Sustainability Statement is therefore only intended to provide a brief overview of the implications of the Options and their relationship to sustainable development. The assessment of each option has enabled the identification of possible conflicts between a particular option and sustainability objectives. The Interim Sustainability Statement has aided in the assessment of options. This appraisal, combined with the previous one, will help to inform the final stage of the preparation of the Core strategy and its sustainability appraisal. The matters raised in this document will be taken into account in moving toward the final selection of policies.

Table 1 Sustainability Appraisal Objectives

SA Objective	Description
1	Protect, enhance and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.
2	Make sustainable use of resources.
3	Minimise pollution (including air, water, soil, noise, vibration and light).
4	Minimise factors contributing to climate change.
5	Provide access to meet people's needs.
6	Provide a safe and secure environment (including coastal protection, major hazards eg blast zones, crime/fear of crime and flooding).
7	Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.
8	Help make suitable housing available and affordable for everyone.
9	Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities.

### 4 Christchurch and East Dorset Core Strategy Options Interim Sustainability Statement

SA Objective	Description
10	Protect and enhance historic buildings, archaeological sites and other culturally important features.
11	Maintain and enhance local distinctiveness and create places, spaces, and buildings that work well, wear well and look well.
12	Facilitate a sustainable and growing economy for the district that creates economic and employment opportunity, as well as providing for vital and viable town centres.

Table 2.1

### **3 Summary of findings**

#### **Chapter 3: Vision and Strategic Objectives**

3.1 The vision and strategic objectives provide the general overarching framework of which the options reflect. As a result there is a degree of uncertainty associated with the assessment as detailed impacts cannot easily be predicted. Specific matters that are of concern relate particularly to the impact of residential development on heathlands in the two districts. Additionally, there are concerns about the impact that employment and residential development might have in relation to the loss of undeveloped land.

### **Chapter 4: The Key Strategy**

3.2 The appraisal shows that Option KS1 has a largely beneficial impact as it focuses development towards a hierarchy of settlements identified in relation to their accessibility to facilities, services and employment.

### **Chapter 5: Christchurch and Highcliffe Centres**

- 3.3 Preferred Options CH1 and CH10, the Visions for the Christchurch and Highcliffe town centres have positive impacts on the objectives although, again, there are concerns over the possibility of increasing the use of the car. Improvements to public transport, cycling and walking will help to mitigate this and reduce the impacts on pollution and climate change.
- 3.4 Designating a town centre boundary for Christchurch in Preferred Option CH2 clarifies the focus for new development in a sustainable location, but this could attract visitors by car. Public transport, cycling and walking improvements will be carried out and these will mitigate this issue. There will be benefits to social cohesion, access to facilities and learning. This Option includes Stony Lane, The Gasworks site and Avon Trading Park within the town centre, giving the opportunity for inward investment. This Option has therefore a positive impact on the economy. Non Preferred Option CH3

does not include Stony Lane, the Gasworks site or Avon Trading Park and therefore the opportunities for investment are less. It also introduces an area to the south-west of the town centre which is in the High Flood Risk Zone which is not suitable for housing or significant retail/commercial development. This Option does therefore not score as positively.

3.5 Preferred Options CH4, CH6 and CH9 on resisting the loss of retail uses in shopping cores and on defining primary and secondary shopping frontages again record positive impacts, as they will encourage a diverse range of uses therefore enhancing the range of services and facilities available. In particular there will be benefits to social cohesion and access to facilities and learning and the economy. Non Preferred Options CH7 and CH8 which allow loss of retail uses in shopping cores will have a negative effect on the economy.

#### **Chapter 6: Christchurch Urban Extension**

- 3.6 Preferred Options UE1, UE2, UE3 and UE4 relating to the development of new homes at Roeshot Hill record positive scores on pollution, climate change and access as the site locations are good in relation to Christchurch and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment. The site for the urban extension is close to heathlands and its development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.
- 3.7 Other sites which came forward through the Strategic Housing Land Availability Assessment have also been subject to a Sustainability Appraisal. This work does not appear in the Sustainability Appraisal Matrix.

### **Chapter 7: Bournemouth Airport**

3.8 Development at the airport for a business park has a positive impact on some objectives such as the economy, access to learning and reuse of brownfield land. The options including Preferred Option BA1 and Alternative Preferred Option BA2 have potentially negative impacts on objectives relating to pollution and climate change. Measures to mitigate the effects of increasing road traffic on habitats will be needed. Preferred Option BA5 which limits the growth in line with environmental restrictions records positive scores on the objectives on climate change and pollution. Defining the limits of growth and mitigation will be important. The transport options BA6 - 7 put forward score either positively, or have uncertain impacts. Transport improvements identified in option BA8 may involve direct habitat loss of a European habitat which if pursued would need to be adequately compensated for.

### Chapter 8: Wimborne Minster and Colehill New Neighbourhood and Town Centre Options

3.9 Preferred Options WMC1, WMC2, WMC3, WMC4 and WMC5 relating to the development of new homes at Wimborne record positive scores on pollution, climate change and access as the site locations are good in relation to the town and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. Whilst the sites are further away from heathlands, their development nevertheless relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.

**3.10** Options WMC6 and WMC8 concerning Wimborne Town Centre are generally assessed as being positive, particularly in relation to pollution, climate change, accessibility, helping with social cohesion and the economy. This contrasts with Option WMC7. Options WMC9 and WMC10 are also positive in relation to improving accessibility, helping social cohesion and supporting the economy, as well as helping with the historic environment and maintaining and enhancing local distinctiveness.

#### **Chapter 9: Corfe Mullen New Neighbourhood Options**

3.11 Options CM1, CM2 and CM3 relating to the development of new homes at Corfe Mullen record positive scores on pollution, climate change and access as the site locations are good in relation to the village and the services and facilities it provides. Option CM1 (land at Lockyers School) provides additional retail and community facilities. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. The Options are close to heathlands and their development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.

#### Chapter 10: Ferndown and West Parley New Neighbourhood and Town Centre Options

- 3.12 Options FWP1, FWP2, FWP3, FWP4 and Non Preferred Option FWP5 relating to the development of new homes at West Parley record positive scores on pollution, climate change and access as the site locations are good in relation to the village and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. The Options are close to heathlands and their development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths. Non Preferred Option FWP5 would result in a large number of new homes and the Habitats Regulation assessment shows concerns over the impact of such a large population living close to the Parley Common Special Protection Area. The option would also result in a higher level of traffic growth which would impact on Parley Cross Roads, increasing the emissions levels and thus impacting on pollution ad climate change. Improvements would need to be made to public transport, cycling and walking as well as to the cross roads themselves to mitigate against these effects.
- 3.13 Options FWP6 and FWP8 deal with Ferndown Town Centre. They are assessed as being positive in relation to pollution, climate change, accessibility, social cohesion, local distinctiveness and supporting the economy. This contrasts with Non Preferred Option FWP7.

### **Chapter 11 Verwood and West Moors New Neighbourhood and Town Centre Options**

3.14 Options VM1, VM2, VM3 and VM4 relating to the development of new homes at Verwood record positive scores on pollution, climate change and access as the site locations are good in relation to the town and the services and facilities it provides. The proposals provide for houses which could make a significant contribution to affordable housing. However, the impact of building new homes in these locations may have an effect on the natural environment, but this is uncertain at present. The Options are close to heathlands and their development relies on the provision of Suitable Alternative Natural Greenspace to divert human pressure away from the heaths.

- 3.15 Options VWM5 and VWM6 relate to Verwood Town Centre and Options VWM8 and VWM9 relate to West Moors District Centre. All of these options are assessed as being positive in relation to pollution, climate change, accessibility, social cohesion and local distinctiveness and supporting the economy.
- **3.16** Option VWM7 proposes a new secondary school for Verwood. The option puts forward a greenfield location, so it is assessed as being negative in relation to objective 2 (make sustainable use of resources). However, it is positive in relation to pollution, climate change, accessibility, providing a safe and secure environment, social cohesion and local distinctiveness.

#### **Chapter 12: Protecting the Natural Environment**

- **3.17** Options ME1 to ME6 are assessed as being very positive for objectives 1, 2, 3, 5, 7 and 9. In similar fashion Options ME7 and ME8 relating to sustainable construction and energy efficiency are generally considered to be positive. However, the appraisal does identify concerns relating to the additional development costs associated with these options and this would impact on the economy.
- 3.18 Options ME10, ME11, ME12 and ME13 concern renewable energy provision. Options ME11 and ME12 show positive appraisal results for objective 1, 2, 3, 4, 8 and 11. However, they are negative in relation to the economy as they increase development costs. Option ME12 is equally positive although it does rely on financial contributions that would be used for off site renewable energy provision. Option ME13 is also generally positive, but results in some uncertainties as it purposefully does not prescribe the nature of energy generating technologies that should be used in development.
- 3.19 Options ME14 to ME17 concern flood risk. These are positive in providing a safe and secure environment. However, they are negative in relation to the ability to provide housing and for Option ME14 the economy, as it restricts the location of business premises.

### Chapter 13: Creating High Quality and Distinctive Environments Sports and Leisure and Green Infrastructure

- **3.20** Preferred Options HE1, HE2, HE3, HE4, HE5 and HE6 to protect buildings of local historic and architectural interest restrict development in Conservation Areas and introduce design guidance all score positively against the objectives of protecting the historic environment, creating local distinctiveness and the economy. Options which do not introduce these degrees of protection record negative scores.
- 3.21 Options HE13 and HE14 deal with a green infrastructure strategy. These are both considered to be positive in relation to objectives 1, 5, 7 and 9, in contrast to business as usual without the options.

### **Chapter 14: Meeting Local Needs**

- 3.22 Preferred Options LN1 and LN2 on housing size and mix have positive benefits on housing provision with accommodation being provided to meet the needs of communities and on the economy with accommodation being provided for the working age population.
- 3.23 The introduction of Living Space Standards in Preferred Option LN5 will have a positive benefit on health but there are concerns that the introduction of such standards will reduce the supply of new housing.

### 8 Christchurch and East Dorset Core Strategy Options Interim Sustainability Statement

- 3.24 Preferred Option LN6 which sets out to maximise the density of development appropriate to a locality and introduces proposals for higher density developments on urban extension sites and new neighbourhood, town centres and on Prime Transport Corridors for example, records an equal scoring a site is felt at a reduction in housing numbers could occur. It however, has a positive score on access to facilities and learning, on the historic environment and local distinctiveness. Non Preferred Option LN7 which seeks to maximise densities and sets out density levels, whilst being positive on access to facilities and learning is equal on its impact on the historic environment and local distinctiveness as it is felt that conflict with these objectives could occur.
- 3.25 Preferred Option LN8 to set out criteria on sites for gypsies, travellers and travelling show people records positive benefits on Objectives such as access to meet needs, health and housing provision.
- **3.26** Setting targets for the development of affordable housing (Preferred Options LN9 and LN11) provide positive benefit s to health and housing provision. Whilst the housing may provide for the local workforce, a high level of affordable housing contributions could reduce the scope for development to support infrastructure improvements.
- 3.27 Preferred option LN16 to allow affordable housing on land adjacent to defined settlements has positive benefits on health and housing as well as the economy.
- **3.28** Facilities to meet the needs of the population are provided by Preferred Option LN18 which has positive benefits on the sustainable use of resources, climate change and the economy. Its associated Preferred Option LN19, to provide facilities through developer contributions also has positive benefits and will ensure funds are available to support the provision of facilities.

### **Chapter 15: Creating Prosperous Communities**

- **3.29** Preferred Option PC1 sets out an employment hierarchy for employment sites; this is to inform the location of higher order employment uses which offer skilled and well paid employment. This option records positive scores for the sustainable use of natural resources, access to learning, local distinctiveness and the economy.
- 3.30 Preferred Option PC2 considers alternative uses for employment land. This option again records positive scores, this time relating to the sustainable use of natural resources-the option helps to maintain brownfield sites required by the market in employment use, for housing where sites are not required by the market will be considered for housing use and for the economy as maintaining sites which are required by the market will help meet the needs of industry.
- 3.31 In contrast, Non Preferred Option PC3 which maintains all employment sites records an uncertain score for housing as it offers the flexibility of uses.
- 3.32 Options PC4 through to PC9 consider options for new employment land within East Dorset. The appraisal raises concerns for all of the options in relation to objective 4. However, they are all positive in relation to the economy (objective 12). Options PC5 and PC8 are affected by flood zones, so are appraised as negative for objective 6. Options PC4, PC6 and PC7 are well located in relation to the workforce and public transport. This makes these options positive for objective 5. In contrast options PC8 and PC9 are negative.

- 3.33 Preferred Option PC10 sets out specific business unit types on employment sites in Christchurch. Whilst this option has a positive impact on the economy, its effects on other objectives are uncertain, for example the option may create pressure on the transport network and thus increase emissions from vehicle trips. Mitigation measures may be required. The opposite Option, Non Preferred option PC11 has uncertain scores for objectives on natural environment, pollution, access and the economy. Preferred Option 1 would appear offer a better solution.
- 3.34 Preferred Option PC12 examines the range of uses the range of uses to be met on the larger employment sites of Bournemouth Airport Business Park, Ferndown Industrial Estate (including land to the east) and the former BAE employment site. This option has positive benefits on the sustainable use of resources, the provision of access to employment and training and on the economy as it helps to address the land requirements of employment uses.
- 3.35 The two options, Preferred Option PC13 and Alternative Preferred Option PC14 setting out different policies on the rural economy and the re-use of buildings record uncertain scores in most cases. Whilst they score positively on the sustainable use of resources and the economy, the scores for minimising pollution and climate change, impact on the natural environment and local distinctiveness are uncertain. Scattered employment areas may increase the need to travel with resulting high levels of emissions.
- 3.36 Preferred Option PC15 protects local shopping areas so records positive scores on minimising pollution and access as retaining shops will reduce the need to travel. Preferred Option PC16 protects village shops, pubs and services and in a similar way is shown to be positive on minimising pollution and access as retaining shops will reduce the need to travel, as well as helping social cohesion and supporting the economy.
- 3.37 Whilst Preferred Option PC17 on tourism has an uncertain score on the natural environment-it sets out to protect such features whilst promoting tourism- other objectives have positive scores, such as the historic built environment and access.

### **Chapter 16: Transport and Accessibility**

3.38 An option (Preferred Option TA1) which delivers highway and transport improvements through a tariff method of collection of developer contributions. As funding will be used to widen travel choice and provide alternatives to the car, emissions and pollution will be reduced. Access will be provided to meet people's needs and active travel will have benefits to health.

### **Appendix A Vision and Strategic Objectives**

Core Strategy Objective 1 - To manage and safeguard the natural environment of Christchurch and East Dorset

Sustainability Objectives	mana excel relea	Green Belt will baged and safegua pt for strategic se for housing a oyment land.	arded	sites	act on design s will be avoid hland mitigat rided by hous	ded, and ion	by n	Greenspace prov najor housing posals.	vided	Import will be	features	
Performance / Significance = Equal or no impact, x Unc												
1) Protect, enhance and	Direc	t Effects (Short	, med	ium, l	ong term)							
protected species.	expand habitats and						++	++	++	+	+	+
	devel proximability of mit	management of the name of the	heat alrea need furth Strat are p impo	nterim strategy hland mitigation ady in place, but to be develop er through the regy. The Dorse perhaps the are portant wildlife hat their protection ificant objective	on is ut will bed Core et Heaths eas most abitat, n is a	alter gree elem redu recre	provision of suital native natural enspace is an imponent in the strategy ce the impact of eation on the hlands.	ortant	feature potenti	tion of natura es will also al al as wildlife etained.	llow their	

Sustainability Objectives	The Green managed a except for release for employments	and saf r strate or hous	eguarded gic ing and	Impact on sites will heathland provided	be avo	oided, and ation	New Gree by major proposals	e provided ng	Important natural featuwill be protected.			
2) Make sustainable use of	Direct Effe	ects (S	hort, medi	um, long te	n, long term)							
resources.	+	+	+									
	Managing the Green developme meet local important that the madevelopme existing unbrownfield	Belt excent is removed, in the median is removed. It is not better the median areas of	cept where equired to is an ensuring of new urs in									
5) Provide access to meet	Direct Effe	ects (S	hort, medi	um, long te	erm)							
people's need							Х	X	+			
								natur ce will ationa igatinal	al help meet al needs as g			

Sustainability Objectives	The Gree managed except fo release fo employm	and sa r strat or hou	feguarded egic sing and	Impact on sites will I heathland provided	oided, and jation	New Greet by major I proposals	ce provided ing	Important natural feature will be protected.						
7) Create conditions to	Secondary Effects (If relevant) (Short, medium, long term)													
improve health, promoting healthy lifestyles							X	X	+					
	Provision of suitable alternative natural Greenspace will help meet local recreational needs as well as mitigating recreational pressures on the heathlands.													
8) Help make suitable	Direct Effects (Short, medium, long term)													
housing available and affordable for everybody	++	++	++	-	-	-	-	-	-					
	where it is order to m needs will	approneet loo provious nned he se pres	cal housing le a source ousing land ssure for	SANG pro impact on may impac	vision Heath at upor bility be pro	n the type of housing ovided in	SANG pro impact on may impac	vision Heath ot upo ability be pr	n the type of housing ovided in					
	Seconda	ry Effe	cts (If relev	ant) (Short	, med	ium, long te	erm)							
	Х	+	+											
	Provision alongside settlemen	certair	1											

Sustainability Objectives	The Green managed a except for release for employments	and safe strateg r housi	eguarded gic ng and	Impact on sites will I heathland provided	oe avo	oided, and jation	New Green by major I proposals	housir	•	Important natural feature will be protected.		
	support ex services ar in turn will sustainable	nd facilit help cre	ies which eate									
11) Maintain and enhance	Direct Effe	ects (Si	nort, medi	um, long te	erm)							
local distinctiveness and create places, spaces and	X	Х	Х	+	++	++	Х	X	+	++	++	++
buildings that work well, wear well and look well	The Green important rethe character and the conthem. Green meet local housing arwill therefore carefully conthis character place.	ole in ma ter of se untrysid en Belt r needs t nd emplo ore need onsider i	aintaining ttlements le around release to for oyment I to impact on	an integral	part of the rotection	thlands are of the local area, on helps to	Over time, Greenspace potential to sense of p having rec	ce hav contr lace a	e the ibute to a s well as	Protection of the natural features, e.g. harbour, river and habitats of the area helps to maintain local distinctiveness, and the character of settlements.		
12) Facilitate a sustainable and growing economy that	Direct Effe	ects (Sl	nort, medi	um, long te	erm)							
creates economic and	+	+							+	+	+	
employment opportunity, as well as providing for vital and viable town centres.	Provision of important to demand of workforce, becomes escarce the struggle to	to susta f a local If housi expensives busines	in the ing ve or ss will							The attract local environment be a key of economic businesse tied to a specified	onment i Iriver for growth, s which pecific lo	s likely to future as are not ecation or

Sustainability Objectives	The Greet managed a except for release for employme	afeguarded egic sing and	Impact or sites will heathland provided	be ave	oided, and gation	New Gree by major proposals	housi	e provided ng	Importar will be p		al features d.	
										areas when employe locate to	es wish	r to live or
	Cumulativ	ve / In	- combinati	on Effects	(If rele	evant) (Sho	ort, medium	long	term)			
										++	++	++
										In combi Strategy protectio features the attrac area for	Objectiven of key is also bettivenes	ve 4 the natural eneficial to
Conclusions	to protect to scores post heathland	feature sitively mitiga	es and habit against a ration may im	ats which c ange of SA pact upon h	ontribu object ousing	ute to the ch ives, althou g provision a	aracter of C gh the contr and affordab	Christcl ibutior ility in	nt objective nurch and E ns from hous certain locat ess, and hal	ast Dorset sing toward ions. Gree	:. The ob d Green: en Belt re	ojective space and

Table A.1

Core Strategy Objective 2 - To maintain the character of the towns and villages, and to create vibrant local centres.

Sustainability Objectives	A clear hie will be dev		of centres I.	Locally lis form part of protection	_	C	rticle 4 onsidere onserva haracter	ed to p	alon	Open space will be provided alongside residential development.			
Performance / Sigr = Equal or no impa													
1) Protect, enhance and	Direct Effe	cts (Sh	nort, mediun	n, long term	)								
expand habitats									+		+		+
and protected species.	Direct Effo	oto (Sk	ort modium	n long torm	1				quali spac resid help recre habit	ision of ity and a ses in lir lential de to relieve eation o tats, par hland.	access ne with levelop ve pre n som	sible on new pment ssure	pen will from
2) Make sustainable use of		cts (Sr		n, long term	)								
resources.	X	+	+										
	centres whi accommodaneed for signifrastructualso helps t sustainable	sed on the servent to be sich can ate it was in the side of the servent to creat a pattern	their ices allows focused on ithout the t new sources. It e more										

Sustainability Objectives	A clear hie will be dev		of centres	Locally lis form part protection	of heri		Article 4 d considere conservat character.	d to p	rotect	Open space will be provided alongside residential development.				
	use of publi and cycling centres.		port, walking ess the											
	Secondary	/ Effec	ts (If relevan	it) (Short, m	nedium	, long term)	1			1				
										X	+	+		
					· ·					Taking a more considered approach to open space provision related to improvin quality and accessibility as well as simply quantity, will help to enhance the role of existing open spaces without the need for new sites to come forward in all cases.				
4) Minimise factors contributing to		/ Effec	ts (If relevan	it) (Short, m	nedium	, long term)	1							
climate change	X	+	+											
	centres bas functions a developme centres wh accommod need for sig infrastructuralso helps sustainable	sed on nd servent to be ich can late it was gnificar re or re to crea e patter	vices allows e focused on vithout the nt new esources. It											

Sustainability Objectives		A clear hierarchy of centres vill be developed.  Locally listed buildings will form part of heritage protection strategy.  Locally listed buildings will considered to protect conservation areas character.							rotect	be Open space will be provided alongside residential development.				
	and cycling	to acc s has the elping ssions	ne additional to reduce from road											
5) Provide access	Direct Effe	cts (S	nort, mediun	n, long term	)									
to meet people's need	+	+	++							+	+	+		
	centres bas functions ar development centres white accommodation need for signification in also helps to sustainable and transpool	ed on nd servent to be ch can ate it wantificar re or re o crea patter rt by factrans	rices allows a focused on rithout the lat new lesources. It the more lacilitating the poort, walking							Revised on now aim to information Areas, and standards quantity a standards spaces to locations of the residenserve.	o take according on Local to set according as well as and quality. Will allow be provide easily accerding to the easily accerding to t	ount of I Needs cessibility those for These open ed in essible to		
7) Create conditions to	Direct Effe	cts (S	nort, mediun	n, long term	)	T	T	1	_					
improve health,										+	++	++		
promoting healthy lifestyles										Provision accessible meeting lo	local ope	n spaces		

Sustainability Objectives	A clear hierarchy of centres will be developed.			form part of heritage protection strategy.			Article 4 di considered conservati character.	d to pr	otect	Open space will be provi alongside residential development.			
										children an engage in p exercise, as	, particularly g people, to		
8) Help make	Direct Effe	cts (Sh	ort, mediun	n, long term	)								
suitable housing available and	+	++	++										
affordable for everybody	centres bas functions a developme centres wh accommod need for sig infrastructu also helps sustainable and transpo	sed on to not servent to be ich can late it wing if ich can late or reat late or to creat late transport by factors according to accord	ices allows focused on athout the tenew sources. It is more in soft ravel cilitating the port, walking less the intres will city for illowing										

Sustainability Objectives	A clear hie will be dev	_	of centres I.	Locally lis form part of protection	of heri		Article 4 c considere conservat character	d to pr		Open space will be provide alongside residential development.			
	Secondary	Effect	s (If relevan	t) (Short, m	edium	, long term)							
	-	-	-				-	-	-				
	Focusing domain centre more limited elsewhere, availability a housing in sand perhap keep house smaller sett high.	es, and devel may re and cho maller se also se prices	allowing opment estrict the pice of settlements, serve to in these				limits peop	ole's abi eir hom the effe of housi	nes, which ect of limiting ing in				

Sustainability Objectives	A clear hie will be dev	_	of centres I.	Locally list form part of protection	of herit	tage	Article 4 di considered conservation character.	l to pr	otect	Open space alongside developme	reside	oe provided ential			
10) Protect and	Direct Effe	cts (SI	nort, mediun	n, long term	)										
enhance historic buildings,	X	X	X	++	++	++	++	++	++						
archaeological sites and other culturally important features.	could raise	ssure for the state of the stat	ey centres rch and contain s and ildings. This of conflict lopment and	This objecti greater pro- important b not statutor help to reta and mainta and local di towns and	tection uilding ily liste in thes in the o stinctiv	s which are ed. This will e buildings character veness of	such as repl and doors, have a sign the characte	lacement or roof ificant of contract of contract of the contra	impact on conservation of the use of allow the						
11) Maintain and enhance local	Direct Effe	cts (SI	nort, mediun	n, long term	)										
distinctiveness				++	++	++	+	+	+	++	++	++			
and create places, spaces and buildings that work well, wear well and look well				This objecti greater pro- important b not statutor help to reta and mainta and local di towns and	tection uilding ily liste in thes in the o istinctiv	s which are d. This will e buildings character veness of	Relatively m such as repl and doors, on have a sign the character areas, which traditional s Article 4 directly local author such works	lacement or roof ificant of contract of contract of the contra	ent windows ing, can impact on onservation of the use of ildings. s allow the	recreational value, proving of attractive open spaces helps to create a sense place, and creates space.		e, provision spaces sense of s spaces in the urban e Strategy nance the spaces as			

Sustainability Objectives	will be developed.			Locally lis form part of protection	of heri		Article 4 di considered conservati character.	d to pr	otect	Open space will be provided alongside residential development.		
	Secondary	Effect	s (If relevan	it) (Short, m	edium	, long term)						
	X	X	X									
	Pressure fo developmer may have p impacts on There will b redevelopmer regenerate but equally t to carefully developmer centres.	nt in lar cositive local che oppo ent schrun down there wintegra	ger centres or negative naracter. rtunities for nemes to wn areas, ill be a need te new									
12) Facilitate a sustainable and	Direct Effe	cts (Sh	ort, mediur	n, long term	1)							
growing economy	+	++	++									
that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Focusing decentres will of facilities a available, a the attractive centres for vesidents.	enhand and ser nd thus eness	vices increase of these									

Sustainability Objectives	A clear hierarchy of centres will be developed.	Locally listed buildings will form part of heritage protection strategy.	Article 4 directions will be considered to protect conservation areas character.	Open space will be provided alongside residential development.
Conclusions	objectives. Protection of conserved restrict people ability to improve	rvation areas and locally listed be their homes. The wider object	buildings has benefits but the us ive of creating a hierarchy of ce	· · · · · · · · · · · · · · · · · · ·

Table A.2

Core Strategy Objective 3 – To adapt to the challenges of climate change.

Sustainability Objectives	Impact of carbon emissions will be reduced by more sustainable patterns of development.  Developments will incorporate carbon reduction, water and energy efficiency measures.  Ce Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial Impact, + Option Supports Objective But only minor beneficial Impact, + Option Supports Objective But only minor beneficial Impact, + Option Supports Objec								
Performance / Significance Ass = Equal or no impact, x Uncertain	•	•				•	•		•
2) Make sustainable use of	Direct Effe	ects (Short,							
resources.	++	++	++	++	++	++			
	centres an of travel ch help to red and car ba	f developme d areas whe noice is avail luce the need sed trips, an impact on ca	ere a range lable, will d to travel, ad thus have	developme contributio as well as By encoura constructio developme aims to red developme and to mee	on standards ent, the Core duce the imp ent on scarce et more of its om renewab	significant emissions, water use. design and for new e Strategy pact of new e resources, s energy			

Sustainability Objectives	be reduced	carbon emi d by more s f developm	ustainable	carbon red	ents will ind duction, wa iciency mea	ter and		ent will be owest risk o				
3) Minimise pollution	Direct Effe	ects (Short,	medium, lo	ng term)								
	X	+	+									
	centres and of travel ch help to redu and car bas a positive in	development d areas whe loice is availance the need sed trips, and impact on emit, especially for	re a range able, will d to travel, d thus have issions from									
	Secondary	/ Effects (If	relevant) (S	hort, mediu	ım, long ter	m)						
	-	-	-									
	developme	of brownfiel ant may incre o develop or ed land.	ase the risk									
4) Minimise factors contributing to	Direct Effe	ects (Short,	medium, lo	ng term)								
climate change	+	++	++	+	+	++	х	X	X			
	centres and of travel ch help to redu and car bas	development dareas whe loice is availance the need sed trips, and mpact on ca	re a range able, will d to travel, d thus have	developme contribution as well as	ng and comment makes a name to carbon eenergy and vaging higher	significant emissions, water use.	risk of floo minimise fa climate cha potential ir	evelopment ding will not actors contri ange. Howev npact of floo ch and certa	in itself buting to ver given the ding in			

Sustainability Objectives	be reduce	carbon emi d by more s of developm	sustainable	carbon re	ents will induction, wa	ter and	Development will be located areas at lowest risk of floodi				
				developme aims to red developme and to mee	on standards ent, the Core duce the imp ent on scarce et more of its om renewab urces.	Strategy act of new e resources, e energy	East Dorset, reducing flood risk development is nonetheless a pof any climate change strategy.				
6) Provide a safe and secure	Direct Effe	ects (Short,	medium, lo	ng term)			+ + +				
environment											
							Flood risk represents a signif risk to life and property in par Christchurch and East Dorse strategy of avoiding new development in areas of flood supports the objective of creata safe environment.				
8) Help make suitable housing	Direct Effe	ects (Short,	medium, lo	ng term)							
available and affordable for everybody				X	X	Х	X				
				There may be an impact on the affordability of housing where higher design and construction standards are encouraged.							

Sustainability Objectives	be reduce		nissions will sustainable nent.	carbon red	ents will induction, wa	ter and		ent will be I west risk o	
12) Facilitate a sustainable and	Direct Eff	ects (Short	t, medium, lo	ng term)					
growing economy that creates economic and employment							X	X	X
opportunity, as well as providing for vital and viable town centres.							Christchurch centres, as Marshall, Volume and the airputherefore be on the level can occur at	th, Wimborn well as at Serwood, We port. There re an associate of develop these locations.	eturminster est Moors may ated impact
Conclusions	Christchur flood risk h Christchur locations a	rch and part has generall rch/Wimborr and key tow	s of East Dors ly positive imp ne town centre	set over time pacts, althou es to some of positive imp	e. The strate gh may affe legree. The pacts agains	gy of locatin ct economic general loca t a range of	k is clearly likely to be a significant is ocating development away from are nomic potential of the airport and al location of development in sustair ge of objectives, and in terms of cliric.		

Table A.3

Core Strategy Objective 4 – To enable the mixed economy of Christchurch and East Dorset to grow, and to develop new employment sectors.

Sustainability Objectives	employ will be I Bourne	ocated at	elopment : port and or	will l	nge of ended be proved archy of eloped.	ided		es	will b	e sup	porte	sification d in tions.	The key environme features which affe tourism will be prof				
Performance / Sign = Equal or no impac																	
1) Protect,	Direct E	ffects (S	hort, mediı	ım, lon	g term)												
enhance and expand habitats	X	Х	X	X		X		X	X		X	Х	+		+		+
and protected species.	designathat the from development of the traffic general designation of the traffic gen	ted habita impact on velopment nent zone	these sites t of the s, including will need to	emple are of of na impo whet	employment in East Dorset are close to recognised sites of nature conservation				Development in the countryside may raise potential issues of conflict with nature conservation designations.				harb AON natu has obje	The strategy to protect the harbour, rivers, beaches, AONB, and other importar natural features for tourish has an overall benefit to the objective of protecting habitats.			s, tant sm,
2) Make	Direct E	ffects (S	hort, mediı	m, long term)													
sustainable use of resources.																	
				in Ea	st Dors	et all i	mploymer involve the enfield la	е									
5) Provide access													·				
to meet people's need	+	++	++		+	++	++		4	+	++	++					
	employr premise	ment land s will impr		emp	loyment nises wil	land : I impr	e range of and rove local rtunities a		emplo premi	oymen ises w	t land ill impi	le range of and rove local rtunities and	d				

Sustainability Objectives	Significant employmer will be loca Bournemon key sites in	nt dev ated at uth Air	elopment port and on				Rural farm will be sup appropria	d in	The key environmental features which affect tourism will be protected			
	assist in rec commute or work.	_	the need to e area to	assist in re commute work.	•	he need to area to	assist in re commute o work.	•	the need to ne area to			
8) Help make	Secondary	Effec	ts (If relevan	it) (Short, n	nedium,	long term)						
suitable housing available and				X	X	X						
affordable for everybody				job opport then serve people the the housin	ent opporger term he cunities we to allow e chance ag ladder.	tunities higher paid hich may more to get on However, vill increase						
9) Help communities to	Direct Effe	cts (SI	hort, mediun	n, long terr	n)							
support social				+	+	+						
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture				is an esse strategy o inequalitie deprivation	ential part f reducing es and po n which e	g ckets of						

Sustainability Objectives	Significant employme will be loca Bournemon key sites in	nt dev ated at uth Air	elopment port and on	A range of will be prohierarchy developed	vided of site		Rural farm will be sup appropriat	porte	d in	The key er features w tourism w	hich a	ffect		
11) Maintain and enhance local	Direct Effe	cts (S	hort, mediun	n, long term	)									
distinctiveness							X	X	X					
and create places, spaces and buildings that work well, wear well and look well							Impact on t rural village countryside considered diversificati rural emplo developme	es and will no in appoint on school will appo	the eed to be roving farm emes or					
	Secondary	Effec	ts (If relevan	it) (Short, m	edium	, long term)				1				
										+	+	+		
										The objective of protecting areas tourism assets is like to secure well planned tour development and enhancement of the areas towns and countryside to maintain its attractiveness tourism.				
12) Facilitate a	Direct Effects (Short, medium, long term)													
sustainable and growing economy	Х	+	++	++	++	++	+	+	+	+ X X				
that creates economic and employment opportunity, as	the largest	employ	ents one of ment sites It also offers	Creating a lemployment provide a m	t sites		of Christch	urch ar		e Protection of the areas ke tourism assets should se to maintain the attractive		ould serve		

Sustainability Objectives	Significant new zones of employment development will be located at Bournemouth Airport and on key sites in East Dorset.	A range of employment sites will be provided and a hierarchy of sites developed.	Rural farm diversification will be supported in appropriate locations.	The key environmental features which affect tourism will be protected.							
well as providing for vital and viable town centres.	an opportunity to develop higher technology and aviation related sectors. Some short term uncertainty exists due to the significant infrastructure investment required.	different employment sectors and create a mixed economy, whilst allowing "non-B" class uses on other sites.	danger that rural communities will fail to sustain themselves and become little more than dormitory settlements. Allowing rural employment and farm diversification is an important way of sustaining the rural economy, and reducing out commuting.	of the area to visitors. However it is possible that some tourism development may have to be controlled so that this objective is not compromised.							
Conclusions	The Core Strategy objectives on economic growth are generally positive, although development in certain locations, notably the airport, will need careful consideration to minimise impact on habitats. Diversification of the rural economy may also lead to some uncertainty regarding impact on local distinctiveness.										

Table A.4

### Core Strategy Objective 5 – To provide a suitable, affordable and sustainable range of housing to meet local needs

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing	Size and type dwellings to r current and pr local need.	All residential development to contribute to provision of affordable housing.			schem except adjoin		sidered on land an and	Criteria for provision of gypsy and traveller housing sites will be developed.					
	cance Assessment (++ x Uncertain Impact, - O													
1) Protect, enhance	Direct Effects (Short, medium, long term)													
and expand habitats and protected							-	-	-					
species.	It has already been established that new housing contributes to recreation pressures on the Dorset Heathlands. Mitigation will be required over the long term to secure appropriate mitigation.						or urba schem housin	opment on fringe es may g closer ated site	housing bring to					
2) Make sustainable	Direct Effects (Short, medium, long term)													
use of resources.														
	Some of the housing options involve the possible loss of greenfield land.	·												

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing		Size and type of dwellings to reflect current and projected local need.			develo contril provis		to	schem except adjoin	tionally	sidered on land an and	Criteria for provision of gypsy and traveller housing sites will be developed.			
4) Minimise factors	Direct Effects (Short, medium, long term)														
contributing to climate change				-	-	-									
		Housing importar greenho emission energy u affecting consum				as ugh s well as									
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)														
				+	++	++									
				improv constru energy new re develor will help impact	p to add	ards of and use in I and thus ress the housing									

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing			Size and type of dwellings to reflect current and projected local need.			All residential development to contribute to provision of affordable housing.			schem except adjoin	able ho les cons lionally ing urba ettleme	sidered on land an and	Criteria for provision of gypsy and traveller housing sites will be developed.		
6) Provide a safe and	Direct Effects (Short, medium, long term)														
secure environment	+	++	++												
	develor much n to design scheme which r opportu	gn new les in a values in a value	illows portunity housing way												
7) Create conditions	Direct Effects (Short, medium, long term)														
to improve health, promoting healthy				++	++	++	++	++	++	++	++	++	++	++	++
lifestyles				Inadequate housing is known to be an important factor affecting people's health and wellbeing. The Core Strategy aims to deliver housing appropriate to meet local needs, including housing of adequate size and type to meet the needs of specific groups.			Inadequate housing is known to be an important factor affecting people's health and wellbeing. The Core Strategy aims to deliver housing appropriate to meet local needs, including housing of adequate size and type to meet the needs of specific groups. The provision			known importa affectir health The Coaims to approplocal new housin size arthe needs	uate hor to be are strate to deliver or ade type teds of sp The pr.	nerself being. egy housing meet cluding quate o meet	Inadequate housing is known to be an important factor affecting people's health and wellbeing. The Core Strategy aims to deliver housing appropriate to meet local needs, including housing of adequate size and type to meet the needs of specific groups. The provision of more		

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing			Size and type of dwellings to reflect current and projected local need.			All residential development to contribute to provision of affordable housing.			schem except adjoini	able hou es cons ionally o ing urba ettlemen	idered on land n and	Criteria for provision of gypsy and traveller housing sites will be developed.			
								of more affordable housing will allow those currently living in shared family accommodation to live in adequate housing and thus reduce health inequalities.			of more affordable housing will allow those currently living in shared family accommodation to live in adequate housing and thus reduce health inequalities.			affordable housing wil allow those currently living in shared family accommodation to live in adequate housing and thus reduce healt inequalities.		
8) Help make suitable	Direct Effects (Short, medium, long term)															
housing available and affordable for	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	
everybody	The provision of sufficient housing is no longer set by RSS based targets. There is a need to carefully balance supply with need and demand, which is difficult in an area where housing demand is almost infinite. The delivery of housing has been geared in the context of environmental capacity to the Housing Needs and			small . By supply o the on on and, the will be match	Housing needs far outstrip even total predicted housing supply in Christchurch and East Dorset. Provision of affordable housing from most housing development does not occur at present due to high thresholds. This objective will help secure significant new affordable housing provision, and help			affordal both ru areas, v unable to Gree other co Provision rural se help pro of local	s a need ble housi ral and u which is to be meen Belt aronstraints on of housttlements ovide a shousing ult to be supply.	ing in arban often et due end s. using in s will source , but it	Figures for provision of gypsies and travellers pitches are subject to dispute, with the local authorities not accepting the figures in the Gypsies, Travellers Accommodation Assessment. However it is accepted that there is currently a lack of adequate transit and residential sites in Christchurch and East Dorset and the future provision is likely to help					

Sustainability Objectives	provid local n includi	ng susta eenfield	eet ainable	dwellii			develo contrik provis		schem except adjoin		sidered on land an and	of gyp	ng sites	raveller
	order to	Assesson secure able sup	a					s the lar need for g.					s find su modatioi term.	
9) Help communities	Direct	Effects	(Short,	medium	, long t	erm)								
to support social cohesion through a												+	++	++
reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture												gypsies has his unauth encam have a undern cohesic adequa and tra	pments of t times some come on. Provente resident insit pitch leviate the	which erved to nmunity ision of ential hes will
10) Protect and enhance historic	Direct	Effects	(Short,	medium	, long t	erm)	1							
buildings,	X	X	X						X	Х	X			
archaeological sites and other culturally important features.	could h	nousing lave an i servation heduled nents.	mpact n areas						could h	nave an servatio heduled	options impact n areas Ancient			

Sustainability Objectives	provid local r includ new g	ing susta reenfield	eet ainable	dwellii	nd type ngs to r t and pr need.	eflect	develo contrib provis			schem except adjoin		sidered on land an and	of gyp	ng sites	traveller
12) Facilitate a	Direct	Effects	(Short,	medium	n, long t	erm)									
sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	age pro Christo Dorset about t local w sustain econor adequa therefo factor i	Direct Effects (Short, medium, long term)  + + + + + + + + + + + + + + + + + + +		ere is a e unger nilies in and oups to as a	is a key restricti employ locating employ term pr afforda importa	bility of hactor in g poter ees from g close to ers. Lon ovision oble hous ant in attraining the ee.	n ntial n o local ger of sing is racting	and affin rura areas because and other on built country maintal sustain econor population employ custon busine of at leafforda assist	I and urbits difficuse of Greher considing in the system of the system o	housing ban lt leen Belt straints he lowever last on a sident provide docal rovision e rural sing will ning the					

Sustainability Objectives	Sufficient housing provided to meet local needs, including sustainable new greenfield housing	Size and type of dwellings to reflect current and projected local need.	All residential development to contribute to provision of affordable housing.	Affordable housing schemes considered exceptionally on land adjoining urban and rural settlements.	Criteria for provision of gypsy and traveller housing sites will be developed.
	Secondary Effects (If	relevant) (Short, mediu	ım, long term)		
	-   -   -				
	There may however be pressure to meet housing demand through the development of employment land. This may restrict land availability for business.				
Conclusions	SHMA. A step change i monitor housing deliver pitches is contentious a	in affordable housing pro y to ensure the type and	ovision is also set out, an size of housing provided d, which may affect suppl		

Table A.5

#### Core Strategy Objective 6 - To help our communities to travel less, and to travel more easily by a range of choices

Sustainability Objectives  Performance / S	located sustain	opment with the representation of the control of th	nost cations.	corr deve term A34	n on th 8 and	will b d in th ne A35 B307	e se short 5, A337, 3.	corr dev med of th B30 corr A31	ridors elope dium t he A34 74 an ridors	nsport will be d in the erm on 17, A349 d B3072 north o	and f the	impr prop Bott A31 Ame B307 trans impr	ificar rovem osed om R Merle ysfor 73/A3 sport rovem	nents at C ouncey to ed, ar 38 ai	are anfoi labou id rport	rd ut,	cong locat enco trans and	jestic tions turag sport cycli	on in s, and ge pu t use, ng.	blic walki	ng
= Equal or no ir																					
1) Protect, enhance and	Direct	Effects (	Short, m	edium	ո, long	g term	1)	_													
expand				X		X	X					X		X		X					
protected species.	abitats and protected			will r to a	need to void im gnated	be do	ements esigned on s in the					to be impa	ovem and B design ct on in the	3073 gned desig	will no to av gnate	eed oid					
2) Make	Direct	Effects (	Short, m	ediun	n, long	g term	1)					<u>I</u>									
sustainable use of	+	+	++																		
resources.	sustain served transpo to mea concer	ng developed by a rangort modes in developed trated in centres, the	tions, ge of s, is likely oment existing			j															

Sustainability Objectives	located in the most sustainable locations.  using land efficiently and			s wil ed in the A	l be the short 35, A337,	of the A B3074 a	rs will ped in term 347, A and B3	be the on parts	improv propos	emented at Rour telegraph to Rour telegraph te	Canford ndabout, o and airport	conges location encour	tion in ns, and age pu ort use,	ı
	using land ef maximising d on brownfield													
3) Minimise	Direct Effect	ts (Short, m	edium, lo	ng te	rm)	,								
pollution	- X	+	Х	X	X	X	X	X	Х	X	X	+	++	++
pollution	Locating devisustainable leserved by a retransport more to mean deveroncentrated urban centres this should ento access semore sustain transport more however there some short to no pollution a choice adjustional choice adjustional control of the sound in the sound i	ocations, range of des, is likely elopment I in existing s. Over time hable people rvices by able des, re may be erm impact as travel	transport cycling ir but the ir pollution	t corri focus t, wal mprov mpac will r	idors is on public king and vements,	transpor cycling i but the i	t corric focus t, walk mprov mpact will ne	dors is on public king and ements,	potentia amount the road to reduc traffic. T	d B307 If to af of traf d, altho ce que he im n will r	73 has the fect the ffic using bugh likely eueing	Reducir and que reduces source o	eueing to	raffic ary

Sustainability Objectives	Development will be located in the most sustainable locations.  Direct Effects (Short, m		most		ors will ped in the A	be the short 35, A337,	Prime tracorridor develope medium of the A3B3074 at corridor A31.	s will b ed in th term o 347, A3 nd B30	e n parts 49, 72 and	Signification improve propose Bottom A31 Mer Ameysfe B3073/Atransportimprove	ments d at C Round ley to ord, an 338 ai	are canford dabout, and irport	Overall a congest location encoura transportant cyc	ion in s, and ige pu rt use,	key I
4) Minimise factors	Direct Ef	fects	(Short, me	edium, lo	ong ter	m)									
contributing to	=	+	+	=	+	+	=	+	+	Х	X	Х	+	+	++
	Locating development in sustainable locations, served by a range of transport modes, is likely to mean development concentrated in existing urban centres, thereby using land efficiently and maximising development on brownfield sites. In turn this is likely to have a longer term beneficial impact on carbon emissions from road traffic.		medium	rt corric age the able mo hus hav impac emission to long	dors will use of odes of ving a t on ons in the g term.	Creation transport encourag sustainal travel, th positive i carbon e medium	corrido ge the u ole mod us havii mpact o mission	rs will se of es of ng a on s in the	Improver these ke corridors the attract these rou trips.	y trans may i	sport ncrease	Walking represer sustaina travel. R queueing is also lib positive carbon e	nt high ble mo educir g vehio kely to impact	odes of og cle traffic have a	
5) Provide	Direct Ef	fects	(Short, me	edium, lo	ong ter	m)									
people's need	ccess to meet eople's need + ++ ++	++	=	+	++	=	+	++	=	+	++	+	++	++	
	sustainab served by	ole loo / a ra	•	Creation transpo encoura sustaina	rt corricage the	dors will use of	Creation transport encourag sustainal	corrido ge the u	rs will se of		repre		Walking represer way of m journeys	nt a sui	stainable short

Sustainability Objectives	Development will be located in the most sustainable locations.	Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.	Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.	Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.	Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.
	to mean development concentrated in existing urban centres, thereby using land efficiently and maximising development on brownfield sites. This will help reduce the need for separate trips to access different services and facilities, as well as improving access to services for those without access to a car.		travel, and increasing access to services for those without a car.	Christchurch and East Dorset. Improvements will increase connectivity to other parts of the County and beyond.	walk and cycle safely is of particular importance for encouraging young people, family groups, and the elderly to travel sustainably to access local facilities.
	Cumulative / In- combin	ation Effects (If relevant)	(Short, medium long te	rm)	
				= + +	
				Objective 7 promotes provision of facilities at major employment estates. This is likely to reduce the need for local car trips to access facilities at lunchtime and during the working day. Some of these	

Sustainability Objectives	Develop located i sustaina	in the	most		s will ed in the A	be the short 35, A337,	of the A B3074 a	rs wi bed in terr 347, and E	ill be n the m on parts	Signification improve propose Bottom A31 Mer Ameysfe B3073/Atransportimprove	mented at 0 Roun ley to ord, a 338 a	s are Canford dabout, nd irport	Overall a congest location encoura transportant cycles	ion in k s, and ge pub rt use, v	key lic
					estates are in close proximity to the B3073 and A31.  ant) (Short, medium, long term)										
7) Create	Seconda	ary Ef	fects (If re	If relevant) (Short, medium, long term)											
improve													+	++	++
health, promoting healthy lifestyles													Improvin pedestria will assis increasin exercise ensuring walk and	ans and it in the g peopl , as wel that peo	cyclists aim of e's daily I as ople can
12) Facilitate a	Direct E	ffects	(Short, m	edium, lor	ng ter	m)	ı								
sustainable and growing	+	++	++							+	++	++	+	++	++
economy that creates economic and employment opportunity, as well as	sustainat also likely centres to sustainat	ole loo y to er o grow oly wit d rang	nable town v		,				•	Improvei A31 and will have benefit to developr	B3073 a par the	corridors ticular	Congest economi business of produc employe	c cost to , throug ctive tim	o gh loss ne by

Sustainability Objectives	Development will be located in the most sustainable locations.	Prime transport corridors will be developed in the short term on the A35, A337, A348 and B3073.	Prime transport corridors will be developed in the medium term on parts of the A347, A349, B3074 and B3072 and corridors north of the A31.	Significant transport improvements are proposed at Canford Bottom Roundabout, A31 Merley to Ameysford, and B3073/A338 airport transport improvements.	Overall aim to reduce congestion in key locations, and encourage public transport use, walking and cycling.
providing for vital and viable town centres.				employment areas along this corridor and to connectivity with the wider region.	in delivering products and services. Reducing congestion has an economic benefit.
Conclusions	,	rs. The impacts are genera	ple to access services through	•	<u> </u>

Table A.6

#### Core Strategy Objective 7 - To help our communities to thrive, and to help people support each other

Sustainability Objectives	Wimborne Verwood v commercia community	res of Chris , Ferndown vill be the fo al, retail and / facilities, v aying a sup	and ocus for d	be develo	ties and ser ped alongsi sing propos	de new	part of new developme	I facilities p v employme ent in East I uth Airport.	ent Dorset and
Performance / Significance Ass = Equal or no impact, x Uncertain	in Impact, - Opti	on conflicts	s with objec	tive and ma					
Make sustainable use of resources.	Direct Effe	cts (Short,	medium, lo	ng term)		Ī			
	+	++	++	=	+	++	=	+	++
	in main cer more efficie to access a single trip. require more transport se of travel ch	atres helps to ently, and all range of fa Some centre re investment ervices, so the oices may not the	ows people cilities in a les still in public ne full range ot be	be delivered and will the local facilitic local trips to these facili	on of housing ed on greenfi erefore requi les in order t by car. Devel ties will com- in to long teri	eld sites, re some o reduce lopment of e forward in	a large wor working we often isolate facilities, whadditional cand at the biday. Providing and facilitie	oyment esta kforce during ek. These es ed from shop nich encoura ar trips at lu eginning and ing some ba s, e.g. a crèc selp reduce l	g the states are os and ages nch times d end of the sic shops che or gym,
3) Minimise pollution	Direct Effe	cts (Short,	medium, lo	ng term)					
	X	Х	Х						
	non-car cor	ore opportur mmuting ma n town centr	y lead to a						

Sustainability Objectives		, Ferndowi vill be the f al, retail an y facilities,	n and focus for id with District	be develop	ties and ser ped alongsi sing propos	de new	part of new developme	d facilities p w employment in East l outh Airport	Dorset and
4) Minimise factors contributing to	Direct Effe	cts (Short,	, medium, lo	ng term)					
climate change	+	++	++	=	+	++	=	+	++
	in main cer more efficie to access a single trip. require mo transport so of travel ch available in have a long on carbon	entres helps and all a range of fa Some centure investme ervices, so to oices may a the short to g term bene emissions for the short of the short to g term bene emissions for the short of term bene emissions for the short of the short to g term bene emissions for the short of t	llows people acilities in a res still ent in public the full range not be erm. This will eficial impact rom traffic.	need to tra services wi carbon emi journeys.	er term, reduvel to accessill result in reissions from	s local educed car based	facilities on estates, wil impact on o local car ba from the sit	f basic shop major empl I result in a carbon emis ased journey e.	oyment beneficial sions from
	Cumulativ	e / In- com	bination Effe	ects (If relev	ant) (Short,	medium lo	ong term)		
	+	++	++				=	+	++
	prime trans	transport m	ors around also assist in modal choice				prime trans the airport assist in en	ve (6) of enl sport corrido and Ferndov hancing tran ne medium to	rs around wn will also sport modal

Sustainability Objectives	Wimborne Verwood v commercia community	res of Chris , Ferndown vill be the fo al, retail and / facilities, v aying a sup	and ocus for d vith District	be develop	ies and ser oed alongsi sing propo	de new	part of nev	d facilities p v employme ent in East l outh Airport	ent Dorset and
5) Provide access to meet people's	Direct Effe	cts (Short,	medium, lo	ng term)					
need	++	++	++	=	+	++	=	+	++
	in main cer more efficie to access a single trip. require mon transport se of travel ch	atres helps to ently, and all a range of fa Some centre re investment ervices, so the oices may no the short te	ows people cilities in a es still nt in public ne full range not be	be delivere and will the local faciliti local trips t these facilit	n of housing d on greenfi erefore requi es in order to y car. Deve ties will common to long teri	eld sites, re some o reduce lopment of e forward in	a large wor working we often isolate facilities, whadditional cand at the biday. Providing and facilitie	oyment esta kforce durin eek. These e ed from sho hich encoura car trips at lu beginning an ing some ba is, e.g. a crè nelp reduce	g the states are ps and ages nch times d end of the asic shops che or gym,
	Cumulativ	e / In- comb	oination Effe	ects (If relev	ant) (Short	, medium lo	ng term)		
	+	++	++				=	+	++
	prime trans the main ce enhancing	ve (6) of enl port corrido entres will al transport mo um to long t	rs around so assist in odal choice				prime trans the main ce enhancing	ve (6) of ent port corridor entres will al- transport mo um to long t	rs around so assist in odal choice

Sustainability Objectives	Wimborne Verwood v commercia community	Vimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District entres playing a supporting		New facilities and services will be developed alongside new major housing proposals.			Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.			
6) Provide a safe and secure	Direct Effe	ects (Short,	medium, lo	ng term)						
environment	=	+	+							
	services location to enhance	activity in the	tres is likely							
	Secondary	Secondary Effects (If relevant) (Short, medium, long term)								
	-	-	-							
	effects if the time econo controlled a that alcoho	my is not ac and manage I related crir behaviour de	s in the night lequately d, to ensure me and							
7) Create conditions to improve	Direct Effe	ects (Short,	medium, lo	ng term)						
health, promoting healthy lifestyles				++	++	++				
			,	provision o including a	involve the of new health nextension Wimborne.	facilities,		•		

Sustainability Objectives	Wimborne Verwood v commercia community	res of Chris , Ferndown vill be the fo al, retail and / facilities, v aying a sup	and ocus for d	New facilities and services will be developed alongside new major housing proposals.  Associated facilities proportion part of new employment development in East Do Bournemouth Airport.			ent Dorset and		
8) Help make suitable housing	Direct Effe	cts (Short,	medium, lo	ng term)					
available and affordable for everybody	+	+	+	+	+	+			
	mixed use incorporating density hou town centre	•	it schemes to high priate to a	areas which within easy to househo car, or older difficult to training also generated.	ore sustainath have basic reach will bolds without a er people whavel further ally enhance ess of new h	e services be beneficial access to a o find it afield. It will e the			
9) Help communities to support	Direct Effects (Short, medium, long term)								
social cohesion through a reduction in the fear of crime and	+	+	+	=	+	+			
the provision of basic services and facilities, learning, training, skills knowledge and culture				Local facilities and services close to new housing areas will particularly benefit those who may have difficulty accessing services further afield, for example young people, the elderly and those on low incomes.					

Sustainability Objectives	Wimborne Verwood v commerci community	tres of Chrise, Ferndown will be the fo al, retail and y facilities, v aying a sup	and ocus for d	New facilities and services will be developed alongside new major housing proposals.			Associated facilities provided part of new employment development in East Dorset a Bournemouth Airport.		
10) Protect and enhance historic	Direct Effe	ects (Short,	medium, lo	ng term)					
buildings, archaeological sites and other culturally important features.	X	X	X						
	Christchurchistoric cerbuildings. He development character a	ne main town on and Wimbo ntres and imp Higher densi ent may affect and setting o rly controlled	orne contain ortant listed ty ot the f these if						
12) Facilitate a sustainable and	Direct Effects (Short, medium, long term)								
growing economy that creates economic and employment	+	+	+				=	+	+
opportunity, as well as providing for vital and viable town centres.	main centre economy b sustainable and facilitie	ting developes will benefely encouraging range of loses which attraction of the second contres, and he contres, and he contres, and he contres.	it the local ng a cal shops act people				The provision of basic facilities and services on major employment estates is likely to enhance their attractiveness to new businesses locating in the area.		
Conclusions	in terms of may howe	reducing ca ver be some	r trips, and c impact on th	offering peop ne character	le a range of historic of	s is likely to b of travel choic centres, and ned and mai	ces to acces a risk of incr	s key servic eased crime	/anti social

Sustainability Objectives	Town centres of Christchurch, Wimborne, Ferndown and Verwood will be the focus for commercial, retail and community facilities, with District centres playing a supporting role.	New facilities and services will be developed alongside new major housing proposals.	Associated facilities provided as part of new employment development in East Dorset and Bournemouth Airport.
		eas is also likely to reduce car trips goness to locate in well planned estates	enerated to access basic services. which offer employees basic facilities

Table A.7

#### **Appendix B The Key Strategy**

What should the settlement hierarchy be across Christchurch and East Dorset?

Sustainability Objectives	Situation withou	out the plan in	place.	Option KS1						
Performance / Significance Assess = Equal or no impact, x Uncertain In										
1) Protect, enhance and expand habitats and protected species.	Direct Effects (Short, medium, long term)									
	X	X	X	X	X	X				
	settlement hiera allocations and in new developme urban area. This clarity of a settle development but adverse impact protected species.  A settlement hier for the level and to areas such as The East Dorses hierarchy which to the role of incomplete with the plant necessary mitigate to avoid adverse.	richy. Existing national policy not towards the approach does approach does not in its on sensitive has sensitive has a Burton, Hurn tocal Plan se directs develous lividual settlem in place it is unation measures e impacts on the	guide the focus for main Christchurch es not provide the y for directing self result in a clear abitats and ovides more clarity pment appropriate and Winkton.  ts out a settlement pment appropriate enents.	development within Smaller scale devicentre of Highcliff be permitted in the Increases in commany increase vehicle emissions. New rean increase in populate Dorset heathle the natural enviro focus of development area as only limited in the Borough.  Impacts are unce development is un will be in close prodevelopment) to the Heathlands SPA,	of Christchurch this in the main urban and relopment will take fe. Only very limited in evillages of Burton mercial and reside hicle traffic and assesidential developingulation and recreased and New Forment are mainly ment in the main Condition of development is purtain as the exact I sknown. For Christch oximity (within 5k fiche Dorset Heathla Ramsar River Avonsar. An increase in	rea of Christchurch place in the district development with and Hurn.  Intial development in acciated levels of ment will result in actional pressure of derived from the hristchurch urban roposed elsewher ocation for new hurch development for residential ands SAC, Dorset on SAC and Avon				

Sustainability Objectives	Situation without the plan in place.	Option KS1
		development may also increase recreational pressure on the New Forest SPA, SAC, Ramsar. Limited new development in Burton in conjunction with the proposed Christchurch Urban Extension may also put pressure on Burton Common SSSI. There is potential for significant effects to be incurred on these designated sites including from increased visitor pressure and levels of emissions.
		There is also potential for interruption to hydrological regimes e.g. from water abstraction or water pollution.
		It is possible to mitigate these potential impacts through the measures set out below:
		Possible Mitigation Measures:
		The Core Strategy proposes the provision of different sites for Suitable Alternative Natural Green Space (SANGs) in conjunction with SANGs and other forms of mitigation such as e.g. the management of recreation identified in the forthcoming Joint Heathlands DPD and the emerging Dorset Green Infrastructure Strategy.
		Other forms of mitigation to address issues possible increases in emissions include:
		<ul> <li>Improvements to public transport services</li> <li>Measures to prevent water pollution</li> <li>Sustainable construction techniques for new commercial development and the use of renewable energy sources</li> </ul>

Sustainability Objectives	Situation without the plan in place.	Option KS1
		<ul> <li>Minimising water usage within new developments</li> <li>Good practice construction techniques including noise suppression measures and hours of operation</li> </ul>
		East Dorset:
		The focus for new development in East Dorset for this option is in the settlements of Wimborne Minster, Ferndown, West Parley, Verwood and Corfe Mullen. Smaller scale development will be provided in the district centre of West Moors and suburban centres of Colehill and St Leonards and St Ives. The rural service centres of Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall and Three Legged Cross will provide facilities commensurate with the scale of these settlements. Very limited development will be permitted in Edmondsham, Furzehill, Gaunt's Common, Gussage All Saints. Gussage St Michael, Hinton Martell, Holt, Horton, Shapwick, Wimborne St Giles, Witchampton, Woodlands / Whitmore.
		Impacts in East Dorset are also likely to be from increases in emissions from vehicular traffic and from increased pressure on the heathlands from new residential development and the associated increase in population.
		The most significant impact from increased development in Ferndown, West Parley, Verwood, West Moors and Corfe Mullen is upon the Dorset heathlands SPA / Ramsar and Dorset heathlands SAC. Wimborne is not in close proximity to any European sites so is not likely to result in a significant impact on this objective.

Sustainability Objectives	Situation witho	ut the plan in p	lace.	Option KS1			
				Mitigation Measu	ıres:		
				Mitigation measures are as those set out for Christchurch above.  Overall the impact of this option on sensitive habits uncertain as it is dependant on successful implementation of mitigation measures set out about the control of t			
	Cumulative / In	- combination I	Effects (If releva	nt) (Short, mediun	n long term)		
	X	X	X	Х	X	X	
	of co-ordinated replan area and suincrease in harm where possible wimpacts on sens uncertainty about heathland mitigations.	ub region to ensorble region to ensorble emissions and which could resusitive habitats. The a co-ordinated	ure no net nd a reduction ult in adverse nere is also	Dorset and the widneeds to be taken of development on has implications from in recreational press residential develor. The Core Strategratural green spathousing developmenth Christchurch neighbourhoods in West Parley. The pincreased recreation The New Forest Strategratural green spathousing developmenth Christchurch neighbourhoods in West Parley. The pincreased recreation New Forest Strategrature New Forest Strategrat	pment across Christer sub region upor a into account. The ver the plan area and or potential increased car traffic sure on the heathlat pment.  The weight of the plan area and the properties of the heathlat pment.  The weight of the provision of SANGs in all impact on the SAC/SPA/Ramsar. Will also identify heat say increased any increased incre	n sensitive habitats cumulative impact d wider sub region ses in levels of and increased nds from new ole alternative we potential new cale such as the and options for new lood, Ferndown and swill help to reduce Dorset heaths and The joint eathland mitigation for the wider sub	

Sustainability Objectives	Situation withou	out the plan in p	lace.	Option KS1		
					essful implementat potential to minimi	•
				journeys on the hi increases in levels though improvement town centre option approach is also rimprovements to present the measures to address trategic tree plans. There is a degree effectiveness of heas SANGs and the whether sufficient.	required at a sub reputation of uncertainty regarded to the subject of the subjec	d associated be minimised sport across ut in Core Strategy trategy. A strategic egional level for rvices and other sions such as arding the measures such inty concerning able for necessary
2) Make sustainable use of resources.	Direct Effects	(Short, medium,	long term)			
	X	X	X	++	++	++
	comprehensive of the plan area most sustainable	n in place there is strategic approa in directing deve e locations which use of brownfield	ch for the whole elopment to the n will help to	settlements that we development over does not identify so which will be deter Specific Allocation.  The main settlement of the main settl	pecific locations for mined through the	us for future 2027. This option new development preparation of Site h, Wimborne wood and Corfe

Sustainability Objectives	Situation withou	out the plan in p	olace.	Option KS1	Option KS1			
				commercial development. This option will maxim potential of existing brownfield sites within the a settlements which is an efficient and sustainable land.				
3) Minimise pollution	Direct Effects	Short, medium	, long term)					
I	X	X	X	X	X	X		
4)Minimise factors contributing to climate change	necessary mitigate to avoid adverse	ation measures w	certain whether vill be put in place heathlands and ceptable levels.	level and location likely to increase the these settlements emissions which a causes of climate emissions and enalso a contributing.  In order to avoid / following mitigation.  Improvement Sustainable of commercial of energy source.	and may increase affect air quality and change. In additional ergy used in new dog factor to climate of minimise adverse on measures can be construction technic development and uses	osed hierarchy is urneys to and from levels of harmful dontribute to the nothere are evelopment that is change.  impacts the e put in place:  ort services iques for new use of renewable		

<b>Sustainability Objectives</b>	Situation withou	out the plan in p	place.	Option KS1				
	Cumulative / Ir	n- combination	Effects (If releva	nt) (Short, mediur	n long term)			
	X	Х	Х	X	Х	X		
	Without the plan of co-ordinated plan area and s increase in harr contribute to air climate change.	mitigation meas ub region to ens mful emissions v pollution and th	sure no net vhich can	As set out for objective 1 there are cumulative impacts to consider in terms of potential increases in levels of harmful emissions resulting from increases in the level of car journeys from new commercial and housing development across the plan area and the wider sub region. To avoid net increases in harmful emissions there is a need for improvements in public transport and improving access for walking and cycling. Transport infrastructure improvements across the plan area and the wider sub region are necessary to reduce congestion and to assist free flowing traffic which can reduce emissions levels. The Core Strategy addresses these issues within the Key Strategy and options within the Managing the Natural Environment chapter.  Other mitigation measures include a plan area and sub regional approach to strategic tree planting which can reduce the impact of emissions. There is potential for a positive impact but it is dependant on the successful implementation of mitigation measures set out above.				
5) Provide access to meet people's need	Direct Effects	(Short, medium	n, long term)					
lieeu	X	X	X	++	++	++		
	Without the plan strategic approate to guide future of sustainable and	ach for the whole development to	e of the plan area the most	This option focuses new development to the most accessible settlements across Christchurch and Eas Dorset. This will help to ensure that the strategy promotes a pattern of development that provides ear access to a range of essential facilities and services.				

Sustainability Objectives	Situation witho	ut the plan in p	lace.	Option KS1			
	uncertain that the development to pessential service	provide access t	to a range of	level of development is also permitted in district, suburban, rural service centres, villages and hamlets commensurate with their role which helps to ensure basic services can be provided not only in the largest settlements and that housing and employment needs are addressed across the plan area.  There is potential that this option will generate additional traffic but it is possible to mitigate this impact and enhance access through improvements to public transport and facilitating access by walking and cycling which are proposed by Core Strategy town centre and Key Strategy options. These enhancements also assist generally in reducing the need to travel by car. A limited level of development will acceptable in smaller settlements and rural areas but this will also need to be accompanied by improvements in public transport to ensure improved access to services and facilities.  This option will also help to locate new commercial development and employment opportunities in accessible locations.			
	Cumulative / In-	- combination E	Effects (If releva	nt) (Short, mediun	n long term)		
	X	X	Х	X	X	X	
	Without the plan strategic approate to guide future desustainable and uncertain that the development to essential service	ich for the whole levelopment to the accessible settle is would enable provide access t	of the plan area the most ements. It is a pattern of to a range of	The Core Strategy Key Strategy sets out an approat to focus higher density development and a range of essential facilities in the largest, most accessible settlements which include housing, employment, retrommunity and health facilities. This strategy has a cumulative positive impact in improving access to a range of facilities and services.			

Sustainability Objectives	Situation withou	out the plan in pla	ice.	Option KS1		
				commercial deve will have an impa network. This is a growth across the order to avoid sign congestion a sub reduce the need t and highway impo delivered during t uncertainty in fun	regional approach to travel by car and rovements required the plan period to 2 ding for improvements uncertain whether	e plan area which of the highway icipated housing et sub region. In pacts on increasing is required to to identify junction d which can be 2027. Due to ents in transport
6) Provide a safe and secure environment	Direct Effects	(Short, medium,	ong term) -	+	+	+
	a strategic appr development to Strategic flood r been prepared a framework and would be a lack accurate flood ri of development	n in place there wo roach to the location ward areas of low risk assessments as part of the local without SFRAs in of sufficiently details sk data to guide the this would mean the	on of flood risk.  SFRA) have development place there ailed and e future location that a flood risk	will limit developments option sets of appropriate to set the specific location addressed in the DPDs informed by prepared for the EC Christchurch is more which has implicated development in the by High flood risk and Mudeford and more vulneral	nent in areas affect ut the focus and scattlements within the on of new developing preparation of site statements within the statements within the statements and District statements for the locations for the locations for the locations for the locations in areas of the town distance the stanpit and at Boble uses will need to	ale of development e hierarchy and not ment which will be specific allocations as assessments ct.

Sustainability Objectives	Situation without the plan in	place.	Option KS1		
			risk where develorisk is not increase.  The Core Strategy strategy which will of development. The in accordance	y sets out a need for I need to inform to the location of future with the requirement trategic flood risk as	or a flood risk the future location e development will nts of PPS25 and
	Cumulative / In- combination	Effects (If relevan	nt) (Short, mediun	n long term)	
		-	+	+	+
	Without the plan in place there is a strategic approach to the local development toward areas of local Strategic flood risk assessment been prepared as part of the local framework and without SFRAs would be a lack of sufficiently discourate flood risk data to guide of development.  In Christchurch this would mean strategy would not be prepared.	ation of ow flood risk.  Its (SFRA) have cal development in place there letailed and the future location in that a flood risk	location of housing the plan area in corporation of PPS25 and the strundertaken for ear direct vulnerable traccordance with traccordance with traccordance with traccordance in area application of the mitigation measures.	y sets out an approgrand commercial deposition of the rategic flood risk as ch authority area. Tuses to areas of low he requirements of ich. 'Less vulnerables of higher flood risequential approaches agreed with the developments are severall.	evelopment across requirements of ssessments This approach will w flood risk in the PPS25 le' uses can be isk subject to ch and flood risk Environment

Sustainability Objectives	Situation with	out the plan in p	lace.	Option KS1			
7) Create conditions to improve	Direct Effects (Short, medium, long term)						
health, promoting healthy lifestyles	Х	X	X	++	++	++	
	Without the plan in place there is a lack of a co-ordinated strategic approach across the plan area to assist in providing a balance of health care, leisure services and other amenities which promote healthy lifestyles.			The settlement hierarchy option focuses development in the main settlements and also allows for essential services and facilities provision in other settlements in the hierarchy which is likely to enhance provision of and access to health care, leisure facilities which have a positive impact on health and healthy lifestyles.  The focus of development in the main settlements and district centres also helps to reduce the need to travel with new residential development in close proximity to a range of essential services and facilities. These settlements and centres are also the most accessible by a range of transport modes which helps to keep levels of emissions within acceptable levels.			
8) Help make suitable housing	Direct Effects (Short, medium, long term)						
available and affordable for everybody	X	X	X	++	++	++	
	Without the plan in place there is a lack of a co-ordinated approach toward the focus for new housing development across the settlements within the plan area to ensure that local housing need is effectively addressed. Other Core Strategy policies also address the level and type of new housing development to meet local need.		settlements across the plan area. The level of housing is examined through other Key Strategy Options, area				

Sustainability Objectives	Situation without the plan in place.  Option KS1  option enables an appropriate development in other settlement which assists in addressing ho areas.			Option KS1		
				ther settlements wit	ents within the hierarchy	
	Cumulative / Ir	n- combination I	Effects (If releva	nt) (Short, mediun	n long term)	
	X	X	X	++	++	++
	Without the plan in place there is a lack of a co-ordinated approach toward the focus for new housing development across the settlements within the plan area to ensure that local housing need is effectively addressed. Other Core Strategy policies also address the level and type of new housing development to meet local need.			The settlement hierarchy in combination with other Core Strategy options which address the level of housing to be accommodated across the plan area has a significant positive impact on addressing local housing needs.		
9) Help communities to support social	Direct Effects (Short, medium, long term)					
cohesion through a reduction in the fear of crime and the provision of	X	X	X	+	+	+
basic services and facilities, learning, training, skills knowledge and culture			The settlement hierarchy determines the focus for development and does not set out specific development			

Sustainability Objectives	Situation witho	out the plan in p	olace.	Option KS1			
10) Protect and enhance historic	Direct Effects (Short, medium, long term)						
buildings, archaeological sites and other culturally important features.	X	X	X	X	X	X	
	and East Dorse The impact on it decisions made Across the plan	ming forward acr t settlements is u ndividual is depe on individual ap area existing de nal and local cons	oss Christchurch uncertain.  endant on oplications. esign guidance servation policies	the Christchurch at the specific level of which is set out in the Key Strategy a amount of new debe within a conser This is also the carrow particular. This option only development and requirements for information of the conservation area includes policy apappropriate development on the conservation area includes policy apappropriate development on the conservation area included minimise the conservatio	and East Dorset set of development to la other Core Strate and area based characteristic and area based characteristic area including ase for future development in Wimborne.  Teals with the gene does not set out set out set out in the existing urborne and in the existing urborne.	be accommodated gy policies within apters. A significant stchurch is likely to ng the town centre. It is a significant on the town centre. It is a significant on the town centre. It is a significant on the town centre of the impact of new pecific design ments. It is a significant on the town centre of the impact of new pervation areas which erse impacts on it is a degree of the impact of new pervation areas applications. It is a policies in the Core the qualities of the	

Sustainability Objectives	Situation without the plan in place. Option KS1						
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
	Х	X	X	X	X	X	
	Without the plan in place the level of future development coming forward across Christchurch and East Dorset settlements is uncertain.  The impact on individual is dependant on decisions made on individual applications.  Across the plan area existing design guidance and use of national and local conservation policies seek to avoid adverse impacts on the historic environment.			The Core Strategy sets out broad locations for housing and commercial development across the plan area which may have a cumulative impact on the historic environment of town centres such as Christchurch and Wimborne. As set out above the Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas from future residential, commercial and retail development. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due to decisions made on individual applications.			
11) Maintain and enhance local	Direct Effects (Short, medium, long term)						
distinctiveness and create places, spaces and buildings that work well,	+	+	+	++	++	++	
wear well and look well	Without the plan in place national policy, local allocations and policies help to direct development to the most sustainable locations to avoid the merging of settlements and the sub urbanisation of the countryside. The Core Strategy and accompanying policies will provide a clearer approach to the location and scale of development.		level of development to be accommodated across the				

Sustainability Objectives	Situation with	tuation without the plan in place.		Option KS1			
				the countryside. I conjunction with and manage the	imited development other Core Strategy environment and la erse impacts on the	policies to protect andscape quality	
12) Facilitate a sustainable and	Direct Effects	(Short, medium,	, long term)				
growing economy that creates economic and employment opportunity, as well as providing for	X	X	X	++	++	++	
vital and viable town centres.	Without the plan in place there is a lack of strategic approach to identify the necessary scale and appropriate broad locations for future development across the plan area as a whole.  This may not ensure that the community facilities, cultural, leisure, employment and residential uses are provided where needed to meet local need and to support the local economy.			employment development across the plan area from main centres to the rural villages. The focus of development toward the main settlements and district centres will assist in providing a range of essential			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
	X	X	X	++	++	++	
	Without the plan in place the level of future housing delivery and employment land provision (set out in other Core Strategy options) is uncertain which may not meet the needs of the local economy and population.			examine in more of residential developments across and employment	egy options within to detail the level of ne opment that may be ss the plan area to a needs and to enha wn and local centre	ew commercial and e appropriate in meet local housing nce the vitality and	

Sustainability Objectives	Situation without the plan in place.	Option KS1
		The Core Strategy also sets out an implementation plan of key infrastructure required to accompany new development anticipated over the plan period to 2027 which will assist sustainable economic growth.
Conclusions	residential development across Christchurch suburban centres, rural service centres to vi	e focus for community, cultural, leisure, retail, employment and h and East Dorset from main settlements, district centres, illages. This option provides a clear strategic approach in s to guide the broad level and location of development across
	settlements it does set out the focus of devel species there is potential for increased level pressure on the heathlands. As set out for o	y the precise level of development to be accommodated in opment. In terms of impact on sensitive habitats and protected is of emissions from car traffic and increased recreational objective 1 there is a range of mitigation measures that can ct. This is further examined through the Core Strategy habitats
	other Core Strategy policies maximises use to the most accessible locations in the main uservices centres and villages which will in so to public transport. This will help to ensure the service provision across the settlements approximately.	development to the main urban areas which in conjunction with of brownfield land. The option also directs most development urban areas. More limited development will be required in rural ome circumstances need to be accompanied by improvements that there is an appropriate balance of new development and propriate to their role and function and local needs. This option ated sub regional approach to improvements in public transport
	This option does not set out the precise loca and Borough's strategic flood risk assessment	ation of development and this will be informed by the District ents and the requirements of PPS25.
	cies concerning housing delivery this option will help to ensure and of the appropriate level to address local housing need. trategy policies concerning design and the historic environment the historic environment and the urban environment more	

Sustainability Objectives	Situation without the plan in place.	Option KS1				
	In respect of the economy the settlement hierarchy sets out where the focus of development will be across the settlements to help to provide a range of facilities, appropriate levels of housing and commercial development to meet local needs and support a sustainable economy. This works to address not only the needs of the main urban areas but also rural service centres and villages.					
	sustainable locations and to help to ensure	area is necessary to clearly guide development to the most that local need are met for essential facilities, housing, retail ne merging of settlements and the sub urbanisation of the				
		n will be underpinned by an infrastructure plan prepared for the Core Strategy identifying strate structure requirements to support the level of development anticipated over the plan period t				

Table B.1

Issue: What should the strategy be toward the location of future development and the Green Belt?

Sustainability Objectives	Situation without the plan in place.			Option KS2		
	Assessment (++ Significant Benertain Impact, - Option conflicts v					
1) Protect, enhance and	Direct Effects (Short, medium	n, long term)				
expand habitats and protected species.	X	Х	X	X	X	X
	The situation without the plan in release of the Green Belt to accemployment needs and maintai boundaries. This is likely to restorward over the plan period an protected species	commodate futuins existing Greatly ult in less develo	re housing and en Belt opment coming	development to l as this is examin Strategy options Creating Prospe option results in	s not set out the special accommodated accommodated accommodated area based chapter area based chapter the focus of develor area with the except area with the special accordance accordanc	d in the plan area Strategy Key opters and es chapter. This elopment in the

Sustainability Objectives	Situation without the plan in place.	Option KS2
	However, without the plan in place it is uncertain that necessary mitigation measures will be put in place to avoid adverse impacts on the heathlands and mitigation measures to reduce the level of harmful emissions.	changes to Green Belt boundaries to accommodate some new housing and employment development. This is due to the tight boundary of the existing South East Dorset Green Belt.
		Increases in commercial and residential development anticipated over the plan period and set out in the Core Strategy may increase vehicle traffic and associated levels of emissions. New residential development will result in an increase in population which may increase recreational pressure on the Dorset heathlands SPA, SAC and New Forest SPA, SAC, Ramsar.
		Christchurch
		Impacts are uncertain as the exact location for new development is unknown. For Christchurch development will be in close proximity (within 5k for residential development) to the Dorset Heathlands SAC, Dorset Heathlands SPA, Ramsar River Avon SAC and Avon Valley SPA / Ramsar. An increase in residential development may also increase recreational pressure on the New Forest SPA, SAC, Ramsar. Limited new development in Burton in conjunction with the proposed Christchurch Urban Extension may also put pressure on Burton Common SSSI. There is potential for significant effects to be incurred on these designated sites including from increased visitor pressure and levels of emissions.  There is also potential for interruption to hydrological regimes e.g. from water abstraction or water pollution.

Sustainability Objectives	Situation without the plan in place.	Option KS2
		It is possible to mitigate these potential impacts through the measures set out below:
		Possible Mitigation Measures:
		The Core Strategy proposes the provision of different sites for Suitable Alternative Natural Green Space (SANGs) in conjunction with SANGs and other forms of mitigation such as e.g. the management of recreation identified in the forthcoming Joint Heathlands DPD and the emerging Dorset Green Infrastructure Strategy.
		Other forms of mitigation to address issues possible increases in emissions include:
		<ul> <li>Improvements to public transport services</li> <li>Measures to prevent water pollution</li> <li>Sustainable construction techniques for new commercial development and the use of renewable energy sources</li> <li>Minimising water usage within new developments</li> <li>Good practice construction techniques including noise suppression measures and hours of operation</li> </ul>
		East Dorset
		The focus for new development in East Dorset is in the settlements of Wimborne Minster, Ferndown, West Parley, Verwood and Corfe Mullen. Smaller scale development will be provided in the district centre of West Moors and suburban centres of Colehill and St Leonard's and St Ives. The rural

Sustainability Objectives	Situation without the plan in place.	Option KS2
		service centres of Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall and Three Legged Cross will provide facilities commensurate with the scale of these settlements. Very limited development will be permitted in Edmondsham, Furzehill, Gaunt's Common, Gussage All Saints. Gussage St Michael, Hinton Martell, Holt, Horton, Shapwick, Wimborne St Giles, Witchampton, Woodlands / Whitmore.
		In East Dorset a number of options are being considered for new housing on Green field sites which include options in Wimborne, Corfe Mullen, Ferndown and West Parley, Verwood and West Moors. Options for new employment sites on green field sites are also being considered in East Dorset for Ferndown, Woolsbridge Industrial Estate, Sturminster Marshall, St Leonard's Hospital, Hampreston, and Stapehill.
		Impacts in East Dorset are also likely to be from increases in emissions from vehicular traffic and from increased pressure on the heathlands from new residential development and the associated increase in population.
		The most significant impact from increased development in Ferndown, West Parley, Verwood, West Moors and Corfe Mullen is upon the Dorset heathlands SPA / Ramsar and Dorset heathlands SAC. Wimborne is not in close proximity to any European sites so is not likely to result in a significant impact on this objective.
		Mitigation Measures:

Sustainability Objectives	Situation with	out the plan in place.		Option KS2		
		Mitigation measur Christchurch abov Overall the impact habitats is uncerta successful implem set out above.			ove. act of this option tain as it is depe	on sensitive endant on
	Cumulative / In	n- combination Effects (If rele	vant) (Short, me	edium long term)		
	X	X	X	X	X	X
	co-ordinated mi region to ensur- reduction where on sensitive ha	n in place there is potentially a latigation measures across the place no net increase in harmful eme possible which could result in a bitats. There is also uncertainty oproach to heathland mitigation.	an area and sub issions and a adverse impacts	and residential of and East Dorset sensitive habitat. The cumulative plan area and w for potential incrincreased car trapressure on the development.  The Core Strate natural green spinew housing devast the north Chroptions for new Verwood, Ferndoand West Moors to reduce incread Dorset heaths a SAC/SPA/Rams also identify heat	development across and the wider significant of developments of developments of developments of the athlands from the across of	ken into account. pment over the has implications of emissions from ed recreational has new residential hitable alternative serve potential hategic scale such extension and hin Wimborne, rley, Corfe Mullen of SANGs will help himpact on the hest hthlands DPD will

Sustainability Objectives	Situation with	out the plan in	place.	Option KS2		
				heaths. The suc mitigation meas	any increased processful implementations has the potestadverse impact.	ntation of
				vehicle journeys associated increbe minimised the transport across set out in Cores in the Key Straterequired at a suto public transport o address level tree planting science of such as SANGs concerning whe	umulative impact of son the highway eases in levels of lough improveme is Christchurch and Strategy town ceregy. A strategic a b regional level foort services and of sof emissions subtemes.  The end of uncertainty is heathland mitigate and there is also either sufficient funcessary transport	network and remissions can ents to public d East Dorset as intre options and approach is also or improvements other measures such as strategic regarding the ation measures of uncertainty inding will be
2) Make sustainable use of resources.	Direct Effects	(Short, medium	n, long term)			
iesouices.	X	X	X	++	++	++
	strategic appro	each for the whole the most sustai	is a lack of a comprehensive e of the plan area in directing inable locations which will help nfield land is maximised.	of new developm forward over the located in existing the use of Brow with other Core	s not specify the s nent but new deve e plan period will ng urban areas. T infield land which, Strategy policies s option sets out	elopment brought primarily be his will maximise , in conjunction , is an efficient

Sustainability Objectives	Situation with	out the plan in	place.	Option KS2	Option KS2		
				Strategy will also consider limited release of the Green Belt to accommodate new housing and employment which is required to address local housing need in addition to land available within existing urban areas. Efficient use will be made of green field sites at densities appropriate to local areas.			
5) Provide access to meet	Direct Effects	(Short, mediun	n, long term)				
people's need	X	X	X	++	++	++	
	for the whole of the most sustanthat this would	of the plan area to inable and acces enable a patterr	is a lack of a strategic approach or guide future development to essible settlements. It is uncertain no f development to provide services and amenities.	option focuses of accessible settle East Dorset. The strategy promote provides easy a facilities and sealso permitted in centres, villages their role which be provided note that housing and across the plan.  The Core Strate housing and emergen Belt as seals come forward for requirement for provision and in infrastructure. The core strate housing and emergen Belt as seals come forward for requirement for provision and in infrastructure.	egy is considering apployment on site set out above. Show or development the new services and approvements to these issues are estrategy and area	t to the most hristchurch and sure that the evelopment that of essential development is an, rural service mmensurate with asic services can t settlements and ds are addressed g options for new is located in the ould these sites here will be a d facilities ransport explored in detail	

Sustainability Objectives	Situation with	out the plan in	place.	Option KS2		
				traffic but it is poincreased number through improve facilitating access are proposed by Key Strategy opassist generally car. A limited levin smaller settle also need to be public transport services and factors.	in reducing the related of developments and rural accompanied by to ensure improvabilities.	e the impact of enhance access transport and d cycling which area based and nancements also need to travel by nt will acceptable areas but this will improvements in yed access to
	Cumulative / I	n- combination	Effects (If relevant) (Short, me	dium long term)		_
	X	X	X	X	X	X
	for the whole of the most sustain that this would	f the plan area to nable and acces enable a patterr	is a lack of a strategic approach o guide future development to ssible settlements. It is uncertain of development to provide services and amenities.	approach to focula range of essel accessible settle employment, ret. This strategy has improving accesservices.  The Core Strate commercial dev. which will have	ntial facilities in tl ements which inc	development and he largest, most clude housing, and health facilities. ositive impact in acilities and whousing and the plan area capacity of the

Sustainability Objectives	Situation with	out the plan in	place.	Option KS2		
				Dorset sub regional approate to travel by car a improvements reduring the plant in funding for improvements for improvements.	on. In order to aversion on increasing of the contract of the	congestion a sub reduce the need ction and highway an be delivered Oue to uncertainty ransport
8) Help make suitable housing available and	Direct Effects	(Short, mediur	m, long term)			
affordable for everybody	-	-	-	++	++	++
	identified for rein the Councils Market Assess	sidential develop s Housing Needs sment. There is a Christchurch an	would not be sufficient land ment to meet local need identified a Surveys and Strategic Housing a need to consider limited Green and East Dorset to effectively	been revoked the address local hor purely on sites of Strategic Housin (SHLAAs) have and District which urban areas who development dustrated available and accord housing near Housing Needs effectively address requirements for is considering ling which is explore Strategy, area between sites and according to the second of	within existing uring Land Availabit been undertaken che examine all latich can come for uring the plan perdentified a shortatchievable housing ed confirmed in Surveys (2008).	d to effectively ch cannot be met ban areas. lity Assessments in for the Borough ind within existing ward for housing riod to 2027. The age of suitable, g land to meet the Councils In order to employment the Core Strategy reen Belt Release in the Key ind Creating

Sustainability Objectives	Situation with	out the plan in	place.	Option KS2			
	Cumulative / I	In- combination	Effects (If relevant) (Short, me	edium long term			
	-	-	-	++	++	++	
44) Maintain and only area	identified for rein the Councils Market Assess	sidential developi s Housing Needs sment. There is a Christchurch an	would not be sufficient land ment to meet local need identified Surveys and Strategic Housing a need to consider limited Green d East Dorset to effectively	options relating hierarchy the Ko options address chapters and M	ombination with oth to housing deliver ey Strategy and C ing housing need i eeting Local Need sitive impact on ac	ry the settlement fore Strategy in the area based ds Chapter have	
11) Maintain and enhance local distinctiveness and	Direct Effects	(Short, mediun	n, long term)				
create places, spaces and	+	+	+	++	++	++	
create places, spaces and buildings that work well, wear well and look well.	policies help to locations to av urbanisation of Belt boundary. will provide a co	o direct developn oid the merging f the countryside The Core Strate clearer approach	nal policy, local allocations and nent to the most sustainable of settlements and the sub and maintain the existing Green egy and accompanying policies to the location and scale of a in Christchurch and East Dorset.	within the existir with the propose existing develop district centres a suburban centre villages. Focusi settlements who on brownfield si avoiding the me the purpose of th	onjunction focuses on a urban area whice ded settlement hier oment in main sett with more limited on the country of a level and type of the country of	ch in conjunction rarchy will focus tlements and development in entres and in the main opment potential impact on ts and maintains in Belt boundary.  I centres and e which is e which will avoid it lead to the sub limited injunction with	

Sustainability Objectives	Situation with	out the plan in	place.	Option KS2		
				avoid adverse ir	t and landscape on the Cranice Downs AONE	anborne Chase
12) Facilitate a sustainable	Direct Effects	(Short, mediun	n, long term)			
and growing economy that creates economic and	X	X	X	++	++	++
employment opportunity, as well as providing for vital and viable town centres.	maintained but housing and co people and the This may not e employment ar	this would not endemnerial developments that community is the community of	reen Belt Boundary would be enable the delivery of sufficient opment to meet the need of local nunity facilities, cultural, leisure, es are provided where needed ort the local economy.	hierarchy directs areas for the foor retail, utility, and development too district centres we seem that facilities and new housing and the local economities approwill be permitted villages which e growth in rural a areas.  The consideration the Green Belt for development are housing need (in Surveys and Stra (2008) effectives housing affordat to consider option	onomy. More limitoriate to the role of in rural service of a limited nuter or employment a penetral in Local	existing urban cultural, leisure, es. The focus of ttlements and ding a range of tent opportunities ds of local people ted but essential of the settlement centres and inable economic of the main urban of the main urban of the meet local Housing Needs arket Assessment of the issue of the tit is necessary oyment

Sustainability Objectives	Situation with	out the plan in	place.	Option KS2					
				Bournemouth, I	requirements for employment land identified in the Bournemouth, Dorset and Poole Workspace Strategy (2008).				
	Cumulative / I	Cumulative / In- combination Effects (If relevant) (Short, medium long term)							
	X	X	X	++	++	++			
	maintained but	t this would not on the commercial devel	Green Belt Boundary would be enable the delivery of sufficient opment to meet the need of local	Other Core Strategy options within the Key Strategy and area based chapters and Creating Prosperous Communities Chapter examine in more detail the level of new commercial and residential development that may be appropriate in settlements across the plan area to meet local housing and employment needs and to enhance the vitality and viability of our town and local centres.  The Core Strategy also sets out an implementation plan of key infrastructure required to accompany new development anticipated over the plan period to 2027 which will assist sustainable economic growth.					
Conclusions	identifies that function of limited Gree based chapters protected specing pressure on the to 2027. As see	uture developme n Belt release to s and Creating Fixes there is pote e heathlands fro t out for objectiv	pes not specify the level of develor ent will be contained within the exist accommodate housing and emporosperous Communities Chapte ential for increased levels of emister new development set out in the entity of there is a range of mitigation examined through the Core Strage.	ting South East D loyment needs (e r. In terms of imp sions from car tra e Core Strategy to measures that ca	orset Green Belt warmined in the Kact on sensitive haffic and increase be be delivered over an avoid / minimise	with the exception ey Strategy, Area nabitats and ed recreational er the plan period se any potential			

Sustainability Objectives	Situation without the plan in place.	Option KS2
	This option makes in combination with other Core Strategy policy and maximises the potential of new areas considered on Greenf Strategy Key Strategy, area based chapters and Creating Prosp development will be required in rural services centres and village accompanied by improvements to public transport. This will help new development and service provision across the settlements a This option will also need to be supported by a co-ordinated subtransport services and highways / junctions.	ield sites (considered in more detail within the Core perous Communities Chapter). More limited les which will in some circumstances need to be to ensure that there is an appropriate balance of ppropriate to their role and function and local needs.
	It is necessary for the Core Strategy to consider limited Green E housing need identified in the Borough and District Local Housi Market Assessment (2008). Without the consideration of sustain need would not be effectively addressed. This would have an a sufficient houses for employees and effectively addressing housites in the Green Belt for employment in East Dorset in order to identified in the Bournemouth, Dorset and Poole Workspace Str with other Core Strategy policies concerning housing delivery the provided in the location and of the appropriate level to address	ng Needs Surveys (2008) and Strategic Housing hably located sites in the Green Belt local housing dverse impact on the economy in not providing sing affordability. It is also necessary to consider meet projected requirements for employment land ategy (2008) for South East Dorset. In combination his option will help to ensure that new housing is
	This option in combination with the settlement strategy avoids the of the countryside as the Core Strategy focuses development in only limited Green Belt release in sustainable locations which meen Belt. Overall this option is the most sustainable approach and assists in meeting local housing need and the needs of business.	the main settlements and the district centres with naintains the purposes of the South East Dorset which maintains the purposes of the Green Belt

Table B.2

Issue: Should we Identify Major Developed Sites in the Green Belt?

Sustainability Objectives	KS3			No Major Developed Site in the Green Belt					
	Direct Effects (Sh	ort, medium, long te	erm) Traffic Light As	sessment	the but only minor beneficial impact, apact, Significant adverse impact)  the the process of the pressure on existing the but only minor beneficial impact, and only minor beneficial impact, and only minor beneficial impact, and the pressure on existing the pressure of the pressure on existing the pressure of the pressure of the pressure on existing the pressure of the pressure on existing the pressure of th				
1 Protect, enhance and expand habitats and protected species	=	=	=	+	+	+			
	development with would give rise to However, the development	allow for additional in 5km of protected additional pressure elopment would onluld be mitigated, the al.	heathlands, which is on the heaths.  y be permitted if	This option would not allow for additional residential development within 5km of protected heathlands and would therefore not increase the pressure on existing habitats.					
	Secondary Effec	ts (If relevant) (Sh	ort, medium, long	term) Traffic Ligh	t Assessment				
	+	+	+						
		of nature conservations protected if any of							
2 Make sustainable use of	Direct Effects (S	hort, medium, lon	g term) Traffic Ligh	nt Assessment					
resources	++	++	++	=	=	=			
	This option would on a brownfield si	allow for developm te.	ent to take place	This option would	have a neutral impa	ct on this objective.			

Sustainability Objectives	KS3			No Major Develo	No Major Developed Site in the Green Belt		
3 Minimise pollution (including	Direct Effects (SI	nort, medium, lon	g term) Traffic Ligh	nt Assessment			
air, water, soil, noise, vibration and light)	+	+	+	=	=	=	
4 Minimise factors contributing to climate change	generation as due the A31, the High development which increase in traffic the site when prevon the site should transport.  However intensify the main Strategic number of people.  In order to mitigate quality will be monand if there is any management means issue.  The residential or is likely to result in and water consume currently stands. The Core Strategy standards for residevelopments and well as water efficience elsewhere the requirement for the consumer of the consumer	living in areas of positioned by environmental negationed by environmental received asserts will assess the commercial re-deveation an increase in energy opto dealing with renew dential and non-residence energy-generation	the site adjacent to to ensure that any a not result in an at which existed on Any development ater use of public elopment close to could increase the cor air quality.  The ental health service ality, air quality ality are used to manage this elopment of the site ergy consumption the site as it tions elsewhere in vable energy sidential in technologies, as new developments. Egy also deal with to provide	This option would	have a neutral impa	act on this objective.	

Sustainability Objectives	KS3			No Major Developed Site in the Green Belt				
	objectives 3 and 4	positive impact on sas mitigation measure impacts.	•					
5 Provide access to meet	Direct Effects (SI	Direct Effects (Short, medium, long term) Traffic Light Assessment						
people's needs	=	=	=	=	=	=		
	properties not well such as shops, bu community hall ar hospital on site. It	Any residential development on the site would result in properties not well located relative to existing facilities such as shops, but the site contains an existing community hall and would be well served by the exiting hospital on site. It would not create additional traffic over and above that which previously used the site.						
8 Help make suitable housing	Direct Effects (Short, medium, long term) Traffic Light Assessment							
available and affordable for everybody.	++	++	++	-	-	-		
	residential develop	allow for the deliver oment, which could i persons special ne	nclude a significant	this site and there	result in no addition fore it would not he and affordable for o	lp to make suitable		
11 Maintain and enhance local	Direct Effects (S	hort, medium, long	g term) Traffic Ligh	nt Assessment				
distinctiveness	+	+	+	-	-	-		
	existing buildings the guidance in Aidesign guidance s	ly allow for develop on the site to ensur nnex C of PPG2, ar set out elsewhere, v e built form on the	e it complies with nd combined with vill result in an		ot result in an impro on the site and will distinctiveness.			

Sustainability Objectives	KS3			No Major Develo	ped Site in the Gr	reen Belt
12 Facilitate a sustainable and	Direct Effects (S	hort, medium, lon	g term) Traffic LigI	ht Assessment		
growing economy for the District that creates economic	+	+	+	-	-	-
and employment opportunity, as well as providing for vital and viable town centres.	employment oppo	•	ion of additional roximity to centres ublic transport route.	this site and theref		nal development at p to make additional to local residents.
Conclusions	the Core Strategy include more brow available and affo additional develop	this will have more infield land being m rdable for everyboo inent in terms of in	dy, or increased emp	than by not classify velopment which in to bloyment opportunition traffic generation	ing it as such. The turn may help to ma ies. The potentially	

Table B.3

Issue: Should the safeguarded sites identified in East Dorset Local Plan policy HSUP3 be placed within the Green Belt?

Sustainability Objectives	Option KS4		Option I	KS5		Option	KS6		Business	as usual	
Performance / Significa = Equal or no impact, x											
1 Protect, enhance	Direct Effects (She	ort, medi	ium, long	j term) Tr	affic Ligh	t Assess	ment				
and expand habitats and protected species		-				++	++	++	++	++	++
	This option will pote allow for more resid development to be considered within 5 protected heathland	lential km of	some land within the urban area being within 400m of protected heathland, with			additional developed being wi	ion will res al land wit ment pote thin 5km o d heathlar	h ntial of	additional I	n will result in and with de eing within t neathland.	velopment

Sustainability Objectives	Option I	KS4		Option K	<b>S</b> 5		Option	KS6		Business	as usual	
	were to be sites with its impact	If residential development were to be permitted on the sites within the urban area, its impact on the protected sites would be mitigated.			If residential development were to be permitted on the sites within the urban area, its impact on the protected sites would be mitigated							
	Second	Secondary Effects (If relev			rt, medi	um, long t	term) Tra	ffic Light	Assessm	nent		
	=	=	=	=	=	=	+	+	+	=	=	=
	were to be sites with its impact sites would be sites of opens of additional developmental additional additional developmental additional developmental additional developmental additional developmental additional developmental development	ntial develobe permitthin the urbot on the puld be mithin the Corror on the loor, communand the papaces, thoual land I to accomal resident will resident will a copen spates Suitable ive Natura pace, which mitigation on all resident con all resi	ed on the can area, protected tigated.  th other recation of ity provision e release with the amodate tial result in dditional ace, each will the harm	If resident were to be sites within its impact sites wou. In combin policies in Strategy of housing, of acilities a of open sport additional development the provision areas of composition of additional development of additiona	e permitt in the url to not the partion with the Coron the locommunand the paces, the nal land to accomment will resident son of accord son the locommunation of accord to accord to accord the pace, which is Suitable to Ratura ace, which in tigation	ed on the ban area, protected tigated. th other resocation of aity provision are release with the amodate tial result in dditional ace, each will the harm	potentia creation open sp	ion would lly allow fo of addition ace to def e from the p nds.	or the nal public lect	impact on protected	n would have the protection species and coment would	on of habitat as

Sustainability Objectives	Option F	KS4		Option	KS5		Option	KS6		Business as usual			
		ment betw d 5km of p leaths.		400m ar	development between 400m and 5km of protected Dorset Heaths.								
2 Make sustainable	Direct E	ffects (SI	nort, med	ium, lon	g term) T	raffic Ligh	t Assess	ment					
use of resources.	-	-	-	-	-	-	++	++	++	++	++	++	
		on could al develop eld sites.		addition	tion could al develo eld sites			ion would reenfield s ment.	•		would prote sites from de		
	Seconda	ary Effec	ts (If relev	/ant) (Sh	ort, medi	um, long t	term) Tra	ffic Light	Assessm	nent			
	=	=	=	= = =			++ ++ ++			++	++	++	
	some ad developr be carrie as to ma	on could ditional ment which dout in suke a sustances.	h would ich a way	some addevelop be carried as to ma	tion could dditional ment whiced out in s ake a sus esources.	ch would uch a way tainable	in the us resource addition	ion would se of addit es as it wil al residen ment on tl ed.	ional Il prevent tial	use of additional resources as prevent additional residentia development on the areas			
5 Provide access to	Direct E	ffects (SI	nort, med	ium, lon	g term) T	raffic Ligh	t Assess	ment					
meet people's needs.	+	+	+	+ + +			= = =		= =		=		
	additiona the urbai allow eas	on could a al develop n area wh sy access facilities.	ment in ich will	This option could allow for additional development in the urban area which will allow easy access to a range of facilities.			This option will not lead to any additional development and could allow for more access to the open countryside.			· · · · · · · · · · · · · · · · · · ·			

Sustainability Objectives	Option K	<b>S4</b>		Option K	Option KS5			Option KS6			Business as usual		
	Seconda	ry Effec	ts (If relev	ant) (Shor	rt, medi	um, long t	term) Traf	ffic Light	Assessm	ent			
	=	=	=	=	=	=	=	=	=	=	=	=	
	The optio additional impacts o mitigated of other op of the Cor	develop of which which which which by the aportions and office of the strate	ment, the would be oplication d policies gy.	additional impacts of mitigated of other op of the Cor	The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.								
8 Help make suitable housing available and		fects (SI	nort, med	ium, long 1	term) Tı	raffic Ligh	t Assessi	ment					
affordable for everybody.	This optic available developm existing u could pro- market ar housing in locations. Farm cou opportuni specialist elderly.	on will ma for reside lent withing rban are vide for be nd afford n sustain Land at I ld provide ty for add	ake land ential n the as which oth open able able Blackfield e an ditional	This option will make some areas of land available for residential development within the existing urban areas which could provide for both open market and affordable housing in sustainable locations. Land at Blackfield Farm could provide an opportunity for additional specialist housing for the elderly. Not all the land included in the urban areas is suitable for development as it lies within 400m of protected heathlands.			opportur residenti Those si protected	on will no nities for a al develop tes within the athlar ate for resment.	dditional oment 400m of nd are not	opportuniti residential existing po sites preve than for ag Those site protected I appropriate	n will not affores for additional developments developments developments developments within 400 neathland are for resident ent in any events within any events developments d	onal nt as the oplies to the ment other forestry. m of e not tial	

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual
11 Maintain and	Direct Effects (Short, med	ium, long term) Traffic Ligh	t Assessment	
enhance local distinctiveness.	= = =	-   -   -	++ ++ ++	++ ++ ++
	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of existing settlements.	This option will lead to the loss of land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of existing settlements	This option will protect the countryside from sub-urbanisation.	This option will protect the countryside from sub-urbanisation.
	Secondary Effects (If relev	vant) (Short, medium, long t	term) Traffic Light Assessm	ent
	+ + +	+ + +	= = =	= = =
	This option will result in the potential for limited additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.	This option will result in the potential for limited additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.		

Sustainability Objectives	Option KS4	Option KS5	Option KS6	Business as usual
Conclusions	provide additional affordable Dorset Heaths, may be mitig as well as future residents of	e housing. The impact of any pated by providing suitable alto	such development on sites of ernative natural greenspace w he sites identified in the optio	gnised needs of the locality, and will ecological importance, such as the hich will be of benefit to the existing n, which are close to protected

Issue: How many new homes should be built in Christchurch between 2012 and 2027?

Table B.4

Sustainability Objectives	Business as Usual Option KS7						Opti	Option KS8		Option KS9		Option KS10		Option KS11				
Performance / Signi or no impact, x Unc				-				_	_			•					_	Equal
1) Protect, enhance	Direct	Effects	(If relev	vant) (S	hort, m	edium,	ong te	erm) Traffic	Light	Assess	ment							
and expand habitats and	=	=	=	х	х	х	x	x	x	x	x	х	х	x	x	х	х	х
protected species.	continuous	ption reluing witer ate of ted hou opment a year in urrent or Plants. This to been augh reference in A, but ra	sing of 118 of line of line arget arrived erence of the	950 de the url The S Asses Option Urban relevatinclud dwelling thorougasses	welling pan extustaina sment of KS7 of Extended to the second sec	for of the sion is nis - 1250	betwo dwel urba The Asse Optic Urba relev num on the	option inclared option inclared option included option include	850 in the in. lity the on is ser llings	950 – dwellir urban The Si Asses Option Urban releva include dwellir uncert	ngs with extensi ustaina sment f KS7 o Extens nt as th	nin the on. bility for f the sion is also - 1,250 act is		ings vectors as for a fo	within ision, rease ents for on	500 – within extens Susta Asses Option Urban relevation dwelling uncertainty	ption in 650 dw the urb sion. Th inability sment for KS9 or Extens int as th es 500 ngs. An tain imp	ellings an e for f the sion is is also – 650 act is

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	continuation of existing planning policy of anticipating sufficient development to come through within the urban area without reference to the need for an urban extension.	habitats and species has been undertaken. This identifies significant adverse impacts in relation to species as well as possible mitigation / compensation measures. Further work is required as part of the HRA assessment to confirm the most appropriate mitigation / compensation measures required which will reflect the results of additional survey work. Therefore an uncertain impact is recorded.	disturbance for on site habitats and species than than the 950 put forward for Option KS7. An uncertain impact is recorded for the same reasons as for Option KS7.	same reasons as Option KS7, although the higher range up to 1,250 dwellings may cause more disturbance for on site habitats and species than the 950 put forward in Option KS7.		same reasons as Option B, although the lower level of housing associated with this option may cause less disturbance to habitats and species in comparison to Options KS7, 8, 9 and 10.

Sustainability Objectives	Busir	Business as Usual		Optio	Option KS7		Optio	Option KS8		Option KS9		Option KS10			Optio	on KS11		
	Secor	ndary E	ffects (	If relev	/ant) (S	hort, m	edium	, long teri	m) Tra	⊥ affic Lio	ght Ass	essme	nt					
	=	=	=	х	x	x	X	X	X	x	x	x	x	X	X	x	x	x
	refer to extens general addition	This option does not refer to an urban extension, so will generate no additional impact on habitats and species		Appra asses secon Optio Urban are re This i impact habita conse impor need of mit meas	ssment of ndary efform KS7 of n Extenselevant had dentified to no list ats of natervation tance and for a pation ures incomovision	of ects for f the sions here. s likely et of ture and the ckage	Appraeffect KS8 exter relev option a les impation it investigations.	Sustainabi aisal secor ts for Option of the urbansions are ant here. In may geneser second of the option of housing	This erate dary eats KS7 ver	Appra effects KS7 of extensi releval option a great impact than f it invo	Sustaina aisal sec s for Op of the ur sions ar ant here a may ge ater sec ot on hal for Optic olves a h of hous 50 dwel	condary otion ban re . This enerate ondary bitats on KS7 nigher sing up	Option KS7 are relevant here as Options KS7 and KS10 both include 950 units on the urban extension.		ets for e s nd ude e	The Sustainability Appraisal seconda effects for Option KS9 of the Urban Extension SA are relevant here as both options includ 500 – 650 dwelling This option may generate a lesser secondary impact of habitats than for Options KS7, 8, 9 and 10. as there is lower level of housing provision.		ondary otion rban are as include ellings. hay sser pact on for 8, 9 ere is a
	Cumu	lative /	In- cor	nbinat	ion Effe	cts (If r	relevai	nt) (Short,	medi	ium Ior	ng term	) (Traffi	c Light A	sessr	nent	)		1
	=	=	=	X	X	X	x	X	X	X	X	X	Х	X	X	X	X	X
				Appra asses cumu	Sustaina aisal ssment o lative im tion KS	of npacts	Appr asse cumu	Sustainabi aisal ssment of ulative imp ption KS8 o	acts	Appra asses cumu	Sustaina hisal ssment of lative im tion KS	of npacts	The assecumulation options	ve imp n KS7 here a	acts is s	Appra asses cumu of Op	Sustaina aisal ssment o lative im otion KS! n Extens	of npacts 9 of the

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		Urban Extensions are relevant here. The cumulative recreational impact on the Dorset Heath and the New Forest from development within Dorset and Hampshire must be considered within an appropriate mitigation strategy	Urban Extension is relevant here. This option is likely to have a lesser cumulative impact than OptionKS7 as it involves a lower level of housing.	urban extensions is relevant here. This option may generate a greater cumulative impact on habitats than Option KS7 as it involves a higher range of housing up to 1,250 dwellings.	KS10 both include 950 units on the urban extension	SA is relevant here as both options include 500 – 650 dwellings. This option may generate a lesser cumulative impact on habitats than for Options KS7, 8, 9 and 10. as there is a lower level of housing provision.
2) Make sustainable use of	Direct Effects (If rele	evant) (Short, medium,	long term) Traffic Ligh	t Assessment		
resources.		+ + +	+ + +	+ + +	+ + +	+ + +
	This option involves future development being concentrated on brown field land without an urban extension.  However this is not utilising land south of the railway which is well sustainably and well related to the urban area in effectively addressing local housing need.	Development options considered for the Core Strategy south of the railway line involve amendments to the existing Green Belt Boundary. The results of the SHLAA published in 2010 determine that in order to accommodate the First Detailed	This option brings forward a lower level of housing on the urban extension than Option KS7 and utilises land for housing less effectively. The remaining assessment regarding housing on the urban extension is as per Option KS7.	This option brings forward a higher level of housing on the urban extension than Option KS7 and utilises land for housing more effectively. The remaining assessment regarding housing on the urban extension is as per Option KS7.	This option brings forward the same level of housing on the urban extension as Option KS7, so the same comments apply here.  A lower housing potential within the urban area is identified as the site categories of	Think this should be Red – may result in adverse effect.  This option brings forward a lower level of housing on the urban extension than Options KS7, 8, 9 and 10 and utilises land for housing in this location the least effectively.

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		Proposals housing figure for Christchurch of 3,200 there is a need for in excess of 600 dwellings within the urban extension.  The SHLAA process ensures that development opportunities on brown field sites in the existing urban area will be maximised in accommodating Christchurch's locally established housing target.  Development of the urban extension will involve the loss of Grade 2 versatile agricultural land. Any soils that are removed should be utilised elsewhere.	This option also allows for the majority of categories of sites identified within the SHLAA to come forward, but excludes backland sites involving plot severance (accounting for approximately 140 units) This is a less efficient use of land than Option KS8 but better than Options KS10 and KS11.	This option allows for all categories of sites identified within the SHLAA to come forward.  This option makes the most efficient use of land as it maximises development potential within the existing urban area and within the urban extension. However there is uncertainty that this level of housing can be delivered within the urban area.	"redevelopment" and "garden land" identified within the SHLAA are excluded (accounting for approximately 640 units). This would result in a less efficient use of land within the urban area than Options KS7, KS8 AND K9.	A lower housing potential within the urban area is identified as the site categories of "redevelopment" and "garden land" identified within the SHLAA are excluded (accounting for approximately 640 units). This would result in a less efficient use of land within the urban area than Options KS7, KS8 and K9.  This option makes the least efficient use of land with regard to development potential within the existing urban area and within the urban extension

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		Development in the urban extension will increase water usage. Measures such as enhanced water efficiency, water harvesting and reuse, should be encouraged in working toward water neutrality.  This option				
		maximises development potential south of the railway line. Locating development south of the railway line within the area of search is the least constrained area in close proximity to existing community facilities.				
		This option also allows for the majority of categories of sites identified within the SHLAA to come				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	Cumulative / In. con	forward, but excludes backland sites involving plot severance (accounting for approximately 140 units). This is a less efficient use of land than Option KS8 but better than Options KS10 and 11.	olovant) (Short, ma	dium long torm) (Tr	offic Light Assoc	smont)
		X	elevant) (Short, me	x	anic Light Asses	X
	This option does not have a positive in-combination impact with housing delivery options in the plan area and the wider sub region as it does not make best use of sustainably located sites for housing.	Since the revocation an adopted Core Stra been reassessing loc be delivered across the	ategy in place includ al housing targets to he sub region is curr an extension in comb	est Regional Spatial S ng Bournemouth, Eas be delivered over the ently uncertain and it	st Dorset and Purle plan period. The is not clear the ex	ast Dorset authorities without beck and Christchurch have erefore, the level of housing to xtent to which the options for across the sub region will

Sustainability Objectives	Business as Usual			Optio	Option KS7			on KS8		Option	n KS9		Option I	<b>KS10</b>		Option KS11		
3) Minimise pollution 4) Minimise factors contributing to climate change:	= This o a cont lower	= ption re	= elates to on of a g target	X Option forwar dwelling	Short, n x n KS7 p rd 950 ngs with extensi	x uts iin an	X Option a level development	term) Traf  x on KS8 predel of elopment coximately	x esents	Option a leve develo	x n KS9 pr	of	X Option K forward 9 dwellings urban ex	950 s within	an	presei develo	x n KS11 nts a levopment ximately	of
	(exception (exception for the content of the conten	develoconcer concer ownfield ut an ur sion. The sions age ate an onal im	on avolves opment ontrated d land rban his is ed to pact on ibuting	implic level of general of was landfil oppor reduce impacting promotes and the second of the second	identifie	or the % the % ted to are to se gh the ed uch as at gation ald	850 dis like lesse impa B. He mitig are siminir impa	dwellings ely to haver adverse act than O owever, ation meastill requiremise adverts as sein Option	which e a ption asures ed to erse t out	1,250 which have a advers Option Howev measu require advers	dwelling is likely a greate se impa	gs y to er ct than gation e still inimise cts as	commen KS7 are here.	ts for O	ption	650 dv is likel lesser impac KS7. I mitiga are sti minim impac	wellings ly to have adversed than Continued the second	which we a e option r, assures ed to erse t out

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		noise suppression measures, hours or operation.  This level of development will also increase vehicle traffic to and from new housing sites which will increase levels of C02 emissions and NOx which contribute to the causes of climate change. In order to minimise / avoid any adverse impacts mitigation measures are required which will include:  Measures reducing the need to travel Improvements in public transport services Provision of renewable forms of energy				

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		Sustainable construction     Strategic tree planting  The proposal for development will increase the amount of water abstraction and water pollution.  This can be mitigated by measures to prevent water pollution (Core Strategy policy to encourage high standards of construction) and policies which seek to minimise water usage in new developments  The impact assessment for this objective for all options assumes effective implementation of mitigation measures. Mitigation measures provide the				

Sustainability Objectives	Busir	ness as	Usual	Option KS7	Option KS8	Option KS9	Option K	S10	Option KS11					
				opportunity to achieve no net increase in emissions however population growth will increase the level of waste to landfill and the amount of water abstraction.										
	Cumu	ılative /	In- con	mbination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )										
	=	=	=	х		x			х					
	a lower target development dev	ption inver housing with fut opment land an urbasion. It is to gener onal impators relate change	ng ure peing on nd an s not ate acts ting to	of wider developmen	t across the plan	area and outside the p	lan area. Effectiv	ve mitigatio	nation with the impact n measures will need ncrease in NOx levels.					

Sustainability Objectives	Busii	ness as	s Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11		
5) Provide access to meet people's need	Direc	t Effec	ts (If rele	, ·	m, long term) Traffic	Light Assessment		+		
	a conficurrer Plan t units a assun can be within urban SHLA	inuation that Structure a year anotion to met finance and anote an	of 118  and an other this rom of the string as the not been	The following common objectives to propose of the common objectives to propose of the common objectives to propose of these development of the common objectives to propose of the common objectives	ments are relevant to ovide access to meet accessed by minor a tation.  Its location will general the outputs of the Scient options.	all the Options in asset people's need. ilway are currently we mendments to existing the additional road traff buth East Dorset multin	ssing the impacts of devalues of devalues and transfer the site ic which will have an immodal study will determine	sport (Services every 30 is approximately 3K from apact on the capacity of the act on the capacity of the		
	the exarea patter develor allows acces Some Christ less a	Regular bus services to the site will contribute to reducing the need to travel and impact on the contribute to reducing the n								
	Profile detaile of acc		nore essment ty within	provided. Improver	or the urban extensior	ycling and access to or	e requirements for comi pen space provision will	munity facilities to be also need to be identified		

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	general the town centre and areas along main transport routes are well served by public transport.  Therefore no negative or positive impact on objectives to provide access to meet people's needs is recorded.	within the SHLAA for but exclude "back lar and backland catego". Development within to facilities. Some parassessment of access routes are well served. Development within the areas and essential of the objective of providers and areas closs provides a development close to public transpendent of the category option scores higher "redevelopment" category and as an assumption co	thousing potential. Open d (back gardens) situates of sites.  The existing urban are atts of Christchurch a sibility within local are d by public transport town centres and alocommunity facilities a ding access to meet se to other facilities when the pattern that reduce the corridors. Easy a king.  The close to town center and makes the best took and makes the best tions have a positive than another. Sites we agory (approx 500) a ould be made that the	es involving plot sever es involving plot sever es involving plot sever es provides a pattern re less accessible that reas) but in general the eas) bu	of development that all an others (see Area Prone town centre and are retrorridors and close positive impacts of the town centre and are retrorridors and close positive impacts of the town that all the town centre and are retrorridors and close positive impacts of the town that all the town centre and are retrorridors and close positive impacts of the town that all the town the town that all the town that all the town that all the town the town that all the town that all the town that all the town the town that all the town the town that all the town that all the town the town that all the town the town that all the town the town the town the town the town that all the town the	eed to travel, encourages  ult to assess whether one rough. If sites within the lible sites coming forward to be in the more built up

Sustainability Objectives	Business as Usual			Option KS7	Option KS8	Option KS9	Option KS	S10	Option KS11				
	Cumu	ılative	/ In- con	mbination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )									
	=	=	=	x		x			x				
	a conticurrent Plan to units a assumment can be within urban SHLA referred evider.  No ne positivi impacto provi	inuation of Structure and the example of the exampl	of 118 and an that this rom isting as the not been s	East Dorset will incre Multi Modal Study wil Measures to reduce to order to deliver the ne which operate at a Bo A sub regional appro and quality of job opporate Anticipated developmessential community provision of new facili border approach to no The extent of any pos	ase road traffic and lidentify infrastructhe need to travel accessary improvemorough and sub regard to ach is required towortunities across Soment in the Borough facilities such as edities will be required eed identification active or adverse in	n in combination with de impact upon the caparture improvements require also required alongs ents a two tier approach gional level.  Ward the provision of empath East Dorset to meet and the wider sub regulacation, health, sports according to need general according to need general delivery of new serving act will depend upon infrastructure and the organism and t	city of the road uired to minimistide essential in a sequired in reployment land at the needs of relion will place grand recreation the reted by new vices.	network. To see the important to ensure new developments and retail.	The South East Dorset act of traffic growth. re improvements. In eveloper contributions an appropriate range pment in the Borough. nand on a range of Enhancements to and ent and require a cross working toward the				

Sustainability Objectives	Busin	iess as l	Jsual	Option KS7	Option KS8	Option KS9	Option KS	<b>310</b>	Option KS11
6) Provide a safe	Direct	Effects	(If rele	 evant) (Short, mediur	m, long term) Traffic	Light Assessment			
and secure environment	+	+	+	+		+			+
	involved by high Sites was urban forward develor asses Seque required This aid new develor areas within (low probable Zone 2 probable 3 (high	ption door le land affect h flood r vithin the area con d for hor le pment a le sed aga ential Tes led by PF lims to st le velopm with the I le lity of le lity or le	ected sk. eming using us	of the land south of probability of flooding of the existing super development within the series of land in the series within the SHI which a small number as the 5 year supply strategic Flood Ris. Sites within the long mapping and surver flood risk. However ensure that any site available alternative the series of	f the railway falls with any (zone 2) adjacent ermarket. Therefore in the urban extension so bring forward land dentified for potential LAA included within ber of older consents by is updated each you will be a supported by the extension of the Sees which include an election of the Sees within Flood I areas with the low thin the urban area consents and the sees with the low thin the urban area consents and the sees with the low thin the urban area consents and the sees with the low thin the urban area consents and the sees with the low thin the urban area consents areas with the low thin the urban area consents are as with the low thin the urban area consents are as with the low thin the urban area consents are as with the low thin the urban area consents.	mounts of units on an unit an area of low flood to the River Mude, the all options do not involved.  within the urban area in all within the SHLAA are the first five year supply a may include land now ear, this will be eliminated as a supply are potential "we rear of these sites may include and rest element of flood risk can all can be all	risk (zone 1). T majority of whice e land affected a varying amour included or exc y comprise mail identified withing ed as newer control yindfall" sites idential development in only be consi- polity).	there are so the is to the by high floor the cluded.  In a reas of the site which ent (required if the continuous which there is a second there is a second there are second there are second there are second to the second	some areas of medium east of the river, north cod risk as regards ding on whether certain g planning consents of flood risk. Over time, e assessed against rough detailed desktop fall within areas of red by PPS 25) will here are no reasonably ming forward from the chinclude a higher

Sustainability Objectives	Busin	iess as Us	ual Opti	on KS7		Opti	on KS8		Option	n KS9		Option K	(S10	Opt	ion KS1	1
7) Create	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment															
conditions to improve health,	=	=	=		++					+					+	
promoting healthy lifestyles.	a lowe target develor concer brown withou extens likely to impact to impact and imp	ption involver housing with future opment being ntrated on field land it an urbancion. It is not o have a re or negation to one objective healthy es.	direct This acce in the ot ve	All options put forward varying amounts of units on an urban extension south of the Railwadirect access to open space and alternative natural green space within walking distance of this type of provision will also reduce road traffic as people have the opportunity to recreascess to outdoor facilities which also promotes healthy lifestyles. This is likely to have a standard term as it is easier to influence the recreational habits of new residents.						ce of the ecreate I	of the urban extension create locally through					
8) Help make	Direct	Effects (I	Effects (If relevant) (Short, medium, long term) Traffic Light Assessment													
suitable housing available and			- ++	++	++	++	++	++	++	++	++	++	++	++ +	+	+
affordable for everybody	continuexistin where lower I of 118 forwar referen	ption is a uation of the g situation there is a nousing tar a year carred with nonce to an extension.	e pote 3,200 a yea get a greied conti	This option has the potential to deliver 3,200 dwellings (160 a year) which makes a greater contribution to meeting local housing need than Options KS8, KS10			option has ntial to del reen 2,900 0 (145 – 1 ) dwellings h makes le ribution tov ting housir I than Opti	iver  -  55 a  ess wards	potent 3,478 dwellir a year the mo of all o	ption ha ial to de – 3,778 ngs (174 ) which i est contri options ds meeting need	eliver 1 – 189 makes ibution ing	This optic potential 2628 dwe a year) will less conti- meeting had need than KS7, KS8 but more Option KS	to delive ellings (1 hich mak ribution to nousing n Option 3 and KS than	er pote 131 bets kes 232 to – 1° mal is con 59 opti	s option hential to diveen 2178 dwelling 6 year) ces the letribution constowating housed.	leliver 78 and gs (109 which east of all the rds

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	Without the urban extension, the level of housing that can come forward sustainably in Christchurch will be much lower as this will rely on existing potential. This will make it very difficult to effectively address local housing need.	and KS11. It allows for 950 units within the urban extension which is towards the upper range of the potential identified for this area in the master planning exercise.  The overall capacity identified in the Strategic Housing Land Availability Assessment 2009 of a 16.3 year supply relies on a high proportion of development being delivered within the urban extension – 940 units. This shows that the comfortable headroom of meeting the 15 year requirement, taking into account over-estimation of sites and sites not coming forward, is dependent upon the	KS7 and KS9 but more than Options KS10 and KS11.  This option allows for the same amount of development coming forward within the urban area as Option KS7 – i.e. it excludes the backland sites involving plot severance (approx 140 units) and applies a 5% discounting rate.  Where this option differs from Option KS7 is that it includes less development coming forward from the urban extension – 650 – 850 dwellings.  The 16.3 year housing land supply identified within the Christchurch SHLAA 2009 relies on a high	This option includes 950 – 1,250 units within the urban extension which is the extreme upper end of potential identified within this area in the Master planning exercise.  Although the 16.3 year housing supply identified in the Christchurch SHLAA 2009 relies on a high proportion of development coming forward within the urban extension, this option identifies an amount over and above that required to enable a comfortable headroom in meeting a 15 year requirement.  In order to achieve a delivery of 950 – 1,250 units within the urban extension,	This option includes 950 dwellings within the urban extension – the same amount as for Option KS7. Please refer to Option KS7 which concludes that 950 units is an appropriate amount to identify within the urban extension taking into account evidence in the SHLAA and the Master planning exercise.  Where this option differs from Option KS7 is that it includes less development coming forward from the existing urban area. It excludes redevelopment of large dwellings / large plots where the existing dwelling would be subdivided or redeveloped or	This option includes 500 – 650 units within the urban extension. This is considerably than all other options in this respect. The 16.3 year housing land supply identified within the Christchurch SHLAA 2009 relies on a high proportion of development within the urban extension – 940 units. This option includes considerably less than this within the urban extension. This could therefore place more pressure on the need to find more housing within the existing urban area.  This option includes the same amount of development coming forward within the urban area as

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		urban extension delivering a significantly higher number of units than 600 and potentially in the region of 940. Taking into account this evidence, Option KS7 proposes an appropriate number of units on the urban extension (950).  This option includes the majority of categories of sites identified for potential for housing within the SHLAA but excludes backland (back gardens) sites involving plot severance – which account for about 140 units. A discounting rate of 5% is applied.  Thus this option proposes an appropriate balance	proportion of development being delivered within the urban extension – 940 units.  This option could therefore place more pressure on the need to find sites within the urban area.	higher densities would be required. This may not provide the right mix of family housing and so would not provide suitable housing to meet identified housing needs and demands.  This option includes all the categories of site identified within the SHLAA, including the backland (back garden) sites involving plot severance (accounting for about 140 units). Also it does not include a discounting rate of 5 % for non-implementation of planning consents.  There is no allowance for sites identified within the	additional dwellings built on the plot. This would exclude all garden land. It is estimated that excluding this category of development would result in the exclusion of 640 units in the SHLAA which accounts for a considerable proportion of overall development within the urban area. It also applies a 5% discounting rate.  This option, although identifying an appropriate amount within the urban extension does not make the best use of potential within the existing urban area. It could place more pressure to find alternative sites within the urban area that do not fall within	Option E – ie it excludes redevelopment / subdivision categories identified within the SHLAA – accounting for approx 640 units. It also applies a 5% discounting rate.  This option does not make the best use of potential for housing within the urban extension or the existing urban area. The lower amount apportioned within the urban extension will place more pressure finding sites within the urban area which do not fall within the redevelopment / subdivision category. This results in a low overall housing target which is unlikely to meet housing needs.

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		between the amounts anticipated for new residential development within the urban extension and the urban area. The exclusion of backland sites and discounting rate of 5% for non-implementation of permissions means that there is less risk of insufficient sites coming forward within the existing urban area to contribute towards the overall target as it does not rely on every site within the SHLAA being implemented.		SHLAA not coming forward or for planning permissions not being implemented. Therefore there is a risk that the level of housing proposed will not be delivered.  Although this option proposes the most housing, there is uncertainty that this level of housing can be delivered.	the redevelopment / subdivision category. This results in a lower overall housing target which is less likely to meet housing needs.	

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11				
	Cumulative / In- con	nbination Effects (If I	□ relevant) (Short, m	edium long term) (Tr	affic Light Assessme	nt )				
	)	(		х		х				
	in place including Boodelivered over the place clear the extent to wh	Since the revocation of the draft South West Regional Spatial Strategy South East Dorset authorities without an adopted Core Strategy in place including Bournemouth, East Dorset and Purbeck and Christchurch have been reassessing local housing targets to be delivered over the plan period. Therefore, the level of housing to be delivered across the sub region is currently uncertain and it is not clear the extent to which the options housing delivery in Christchurch in combination with new housing development across the sub region will contribute to housing need.								
10) Protect and enhance historic	Direct Effects (If rele	evant) (Short, medium	, long term) Traffic l	ight Assessment						
buildings,	= = =	x		x		х				
archaeological sites and other culturally important features	This option is a continuation of the existing situation meeting a lower housing target within the urban area, some of which will be accommodated within Conservation Areas. There is not likely to be an additional impact on objectives to protect maintain and enhance listed buildings, conservation areas,	Development located areas. Future development located areas for the urban extension in more detail. There are also accommodated in commodated in c	d south of the railway pment will need to he e Strategy is purely design issues will be on. Further SA work efore, the impact on the varying amounts onservation areas. For preservation areas. Coresult in more conflicting design and appropriate to finew development of the confliction of the conflic	ly line is in close proxinate a positive impact use a positive impact use addressed in the preparation areas is conservation areas is of development within future development in a population C which included the with conservation of the conservation of the conservation of the soft the Borough. How	mity to Burton and Verr pon these conservation and level of developme paration of a suppleme with the impact of the p uncertain at this stage. the existing urban area the existing urban area is the highest proportion ojectives. The Core Stan conservation areas we licy will address the iss vever, there is a degree	n areas and their settings. The areas areas and their settings. The areas are areas are areas areas are areas are areas are areas are are are areas are				

Sustainability Objectives	Busin	iess as	s Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	their so	cultura	lly					
11) Maintain and enhance local	Direct	Effec	ts (If rele	evant) (Short, mediun	n, long term) Traffic l	ight Assessment		
distinctiveness and	=	=	=	x		X		X
create places, spaces and buildings that work well, wear well and look well	a conti existin is not l genera	inuation inuation inuation in and inuation in and inuation in and inuation in inuation in inuation in inuation in inuation in inuation in inuation	ipact on d al	north of the urban a provides a clear def of the railway line. I the urban extension a positive impact up 2 of the master plan addresses detailed All options include vimpact on the chara is uncertain at this pet the highest proportion enhance the distinction be mitigated by	rea. Development in fensible boundary process. The Core Strategy and the design quality aning process will infinissues of design.  Tarying amounts of directer of the area which into as the options do not development which is the design policy in the	this location is well receiventing the risk of urborning the risk of urborning the broad location of the production of the production of the production of the production of the provide opportunity set out specific de ithin the urban area of the protection of the provide opportunity of the provide opportunity area of the production area of the provide opportunity opportunity of the provide opportunity oppo	elated to the urban area can sprawl and advers cation of development and elapsic policy approach to coming forward within the asupplementary plans existing urban area. Notices for a positive imposals. On an area's elimpacts on an area's	se landscape impact north and uses required within design which should have the urban extension. Stage ning document which  New housing will have an apact. This precise impact Option KS8 which includes flict with objectives to recognised design quality al distinctiveness. Density

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
12) Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Direct Effects (If release  This option does not include an urban extension and will result in a significantly lower level of housing delivered in the Borough over the plan period. This will have an adverse impact upon homes available for people seeking to work in the local area and will adversely affect the local economy.	the the the the provision of 950 new dwellings within an urban extension. This will provide a range of housing, size and type to offer homes to employees, including young people who wish to live and work in the area. This will have a positive impact on the local economy and help to reduce the number of young people leaving the area due to a lack of suitable and affordable housing.	This option includes the provision of between 650 – 850 dwellings within an urban extension, less than Option KS7.  This option also includes provision for 2,250 units to be found within the existing urban area. Core Strategy policy for an appropriate mix and size of housing should ensure that there will be a range of housing to meet the needs of employees. Core Strategy policy	This option includes the provision of between 950 – 1,250 dwellings within an urban extension.  Although this brings forward the highest number of dwellings, the higher densities required to achieve this may not result in the right mix of family housing being delivered and therefore would have a less positive impact in ensuring that the right type of housing is provided for local employees so that they do not	This option includes the provision of 950 new dwellings within an urban extension.  This will provide a range of housing, size and type to offer homes to employees, including young people who wish to live and work in the area. This will have a positive impact on the local economy and help to reduce the number of young people leaving the area due to a lack of suitable and affordable housing.	This option includes the provision of 500 – 650 dwellings within an urban extension. This is the lowest number within all the options so will provide less of a range of size and type of housing to meet the needs of employees and less of a positive impact on the local economy.  This option also includes provision for 1,678 units to be found within the urban area less than all the options. This
		This option also includes provision for 2,250 units to be found within the existing urban area. Core Strategy policy	to reduce the threshold of affordable housing policy should ensure that affordable housing delivery is	have to move to other areas. Also potential employees with appropriate skills may be put off from relocating to	This option also includes provision for 1,678 units to be found within the existing urban area, less than Options	would result in less of range of types and sizes of housing to meet the needs of employees. A revision of Core

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
		for an appropriate mix and size of housing should ensure that there will be a range of housing to meet the needs of employees. Core Strategy policy to reduce the threshold of affordable housing policy should ensure that affordable housing delivery is increased, enabling young people and families to stay in the area.	increased, enabling young people and families to stay in the area.	the area to take up employment if there is not sufficient family housing.  This option also includes provision for 2,528 units to be found within the existing urban area, higher than all the other options. There is an element of risk that this level of delivery would not be possible to achieve, but if it did this would enable a range of housing to meet the needs of employees. Also Core Strategy policy to reduce the threshold of affordable housing policy would ensure that affordable housing delivery is increased, enabling young people and families to stay in the area.	KS7, KS8 and KS9 but more than Option KS11. This would result in less of a range of housing to meet the needs of employees. A revision of Core Strategy affordable housing policy to reduce the threshold would have less impact and it would result in less affordable housing delivery.  Although this option results in less delivery of housing are than Options KS7, KS8 and KS9 it is assessed as having a significant beneficial impact on the economy as it makes the optimum use housing potential within the urban extension.	Strategy affordable housing policy to reduce the threshold would less impact on this option than all the other options and it would result in the least amount of affordable housing delivery.  This option has the least positive impact on the local economy. It is assessed as having a minor beneficial impact because it does not make best use of housing potential within the urban extension or the existing urban area.

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	Cumulative / In- cor	hbination Effects (	If relevant) (Short, m	edium long term) (Ti	raffic Light Assessme	nt )
		++		++		++
	Without an urban extension and a shortage in the availability of housing land as identified in the SHLAA there is an overall adverse impact on housing delivery and the ability to provide suitable and affordable housing for local employees.	retail developmen an overall positive	t in Christchurch and I	Highcliffe centres and on the local economy.	e delivery of new emplo economic policies relat . However Options KS1	ing to the airport there is
Conclusions	species. However a r in the area of search habitats.  It is not possible to dr to minimise pollution,	ange of mitigation / and the HRA for the aw conclusions abo contribute to clima	compensation measure Core Strategy will produce the difference between the change, provide acceptance and the change, provide acceptance and the change, provide acceptance and the change are considered as the change and the change are considered as	es are identified to avo covide further assessm een Options KS7 to 11 cess to meet people's	oid / minimise adverse e nent of the impact of de	n impact on habitats and ffects on species present velopment options upon a sustainability objectives hance historic buildings
	A critical part of the a differences between	ssessment is the in the Options in their	ability to satisfy these	sing needs, and also footives.	acilitate a growing econ	omy where there are less effective in meeting

Sustainability Objectives	Business as Usual	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
	a lower level of housi on delivering sufficier  Although Option KS8 because Option KS7 of housing which does or the uncertainty of s	ng within the urban ex nt housing within the ex provides more housin maximises developmen s not include an appro sufficient developmen	extension that uses the existing urban area.  Ing than Option KS7, it ent potential within the priate amount of family tooming forward within	potential within this a is concluded that Opt urban extension and housing within the urn the urban area asso	KS10 and KS11. Howeverea less effectively and plant ion KS7 is the most sust within the urban area within extension due to high ciated with Option KS8. facilitate a growing eco	tainable option. This is thout the risks of a mix gher densities required. In conclusion Option

Table B.5

Issue: How many new homes should be built in East Dorset between 2012 and 2027?

Option KS12 cannot be fully formed until there has been public consultation. It is therefore not possible to undertake a sustainability appraisal of the option.

#### Issue: Where and how much employment development should there be in Christchurch and East Dorset?

Sustainability Objectives	Option KS13			Business as Usual			
	Significance Assessmer mpact, x Uncertain Impa	•		· · · · · ·	_	- ·	
1) Protect,	Direct Effects (Short, m	nedium, long term) Traffi					
enhance and expand	X	X X X					
habitats and protected species.	Most future employment of at Bournemouth Airport a European sites.	The need for significant transport infrastructure improvements to enable further employment development to come forward at sites such as					

Sustainability Objectives	Option KS13	Business as Usual
	A number of potential new locations are being considered for employment development in East Dorset. These include potential sites at St Leonard's Hospital site, Cobham Road, Ferndown Industrial Estate, east and south of Ferndown. At this stage specific locations and levels of development are yet to be confirmed to be able to assess the likely habitat impact but these sites are in close proximity to Dorset heathlands SPA / Ramsar, Dorset heaths SAC.  The most likely impact on European sites is from increased vehicle traffic to and from these sites and associated harmful emissions. Increased levels of nitrogen oxide as a result of increased traffic levels can have an adverse	Bournemouth Airport means that without the plan in place the potential for significant new employment development is limited. In this respect there would not be the additional trips associated with option A. However, without improvements to transport infrastructure and public transport congestion is likely to remain an issue. Slow moving traffic produce higher levels of emissions than free flowing traffic which can have an adverse impact on habitats including European sites such as the Dorset heaths.
	impact on sensitive habitats.  Specific transport infrastructure improvements required to facilitate further employment development coming forward at Bournemouth Airport and at Ferndown have yet to be confirmed. There is potential for infrastructure improvements to have an impact on habitats and species through direct habitat loss, disturbance through construction phase and from emissions. The impact is currently uncertain while infrastructure schemes are still in the process of being determined.	
	Mitigation measures will need to demonstrate 'nitrogen neutrality' resulting in no net increase in NOx and N levels and loads, thereby preventing further impacts on internationally designated sites.	
	Further air quality work is required to determine the precise impact on habitats and implications for climate change.	
	Mitigation measures to reduce emissions levels which have an adverse impact on habitats and contribute to climate change include:	
	Implementation of a Green Travel Plan to reduce private car usage and transport emissions.	

Sustainability Objectives	Option KS13	Business as Usual
	<ul> <li>Improvements to public transport enabling access to strategic employment sites such as Bournemouth Airport will assist in lowering emissions.</li> </ul>	
	<ul> <li>Measures to minimise energy requirements of new development, through appropriate design to improve thermal efficiency, use of renewable and / or low carbon technologies.</li> </ul>	
	<ul> <li>Other mitigation options may include the development of a sub regional planting strategy to filter out pollutants at key transport locations such as transport hubs.</li> </ul>	
	<ul> <li>Best construction practice and use of SuDS would avoid potential construction impacts, including contamination and disturbance.</li> </ul>	
	<ul> <li>Improved boundary security would protect adjacent habitats, whilst development proposals should include high quality green space to reduce recreational pressure outside the development boundary.</li> </ul>	
	The Core Strategy also sets out policies in relation to use of renewable energy, sustainable standards of construction and water efficiency, sustainable drainage which will reduce potential adverse impacts on habitats and species.	
	Due to the uncertainty of impacts at this stage as part of the core strategy habitats regulations assessment an appropriate assessment will be undertaken to determine whether adequate mitigation can be achieved to avoid adverse effect on the integrity of the Dorset heathlands SPA/ Ramsar, Dorset heathlands SAC.	

Sustainability Objectives	Option KS13			Business as Usual			
	Secondary Effects (If re	elevant) (Short, medium,	long term)				
	X	Х	X	X	X	X	
	Airport may affect over w be mitigated through the restriction of traffic on the	rded as uncertain as it dep	y uncertainty concerning whether appropriate mitigation measures will be put in place to avoid adverse impaction over wintering birds located along the Avon Causeway.				
	Cumulative / In- combir	nation Effects (If relevan	t) (Short, medium long t	term)			
	X	X	X	X	X	X	
	development at sites such associated traffic increas combination with anticipal raises significant issues from upon habitats and climate. A co-ordinated sub region and reduce levels of other Appropriate mitigation meassessment.	al approach is required to a harmful pollutants that con easures are set out under t of implications for direct h	t and Ferndown and development in development proposals d the associated impact achieve nitrogen neutrality atribute to climate change.	number of habitated development plan with wider proposed Natura 2000 sites  A sub regional apto achieve nitrogen	I loads are current its. It is not clear the second clear the second cals, will have an assand Ramsar Sites proach is required en neutrality. Approact out under the directe.	at existing 9) in combination dverse impact on s. toward mitigation opriate mitigation	

Sustainability Objectives	Option KS13			Business as Usual						
2) Make	Direct Effects (Short, n	Direct Effects (Short, medium, long term) Traffic Light Assessment								
sustainable use of	+	+	+	-	-	-				
resources.	development potential of maximised. Further development potential of a strategic B However, in meeting proflexibility over and above bringing forward sites cu Belt land will be conside	mand for employment land fexisting brown field empleiopment of Bournemouth rownfield site.  jected demand and in order these requirements there is rently in the Green Belt. Sized for employment land outh and east of Ferndown.	The Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies projected employment land requirements for Bournemouth, Christchurch and East Dorset which need to be met during the plan period to 2027.  Without the plan in place there is a significant shortfall in employment land supply. Additionally, infrastructure deficits affecting sites such as the airport raise issues for existing supply coming forward for development.							
	Secondary Effects (If relevant) (Short, medium, long term)									
	+	+	+	-	-	-				
	The impact of infrastruct employment development field and Green Belt sites	infrastructure imp contributions poli development that employment sites	e on Green field ar	revised ne level of						

Sustainability Objectives	Option KS13	Business as Usu	ıal			
	Cumulative / In- combin	nation Effects (If relevan	nt) (Short, medium long t	erm)		
	Х	Х	X			
	of existing Brownfield site South East Dorset in ord	employment land is a croses for employment develoer to meet projected demails on the policy approach o	contributions police across the plan a	rea and south eas lopment potential	ure improvements t Dorset it is will be maximised	
3) Minimise	Direct Effects (Short, m	nedium, long term) Traffi	ic Light Assessment			
Pollution	Х	Х	Х	X	X	X
4) Minimise factors contributing to climate change	in the level of traffic trave increases in harmful emischange. At this point it is to be on new employment. Therefore, the polluting rincrease in trip generation. In order for new commens will be necessary to incompose working towards achieving. There is a risk of pollutar is mitigable through use of for objective 1.		nent sites and potential to the causes of climate employment mix is likely ward over the plan period. Ent activity and the likely nise levels of pollutants it ards of construction in ent.  arby water courses. This ystems as set out above	Critical levels and number of habitat development plar combination with vimpact on Natura	s. It is not clear th is that have plann vider proposals, wi	at existing ing consent in Il have an adverse

Sustainability Objectives	Option KS13			Business as Usi	ual						
	Cumulative / In- combi	nation Effects (If relevar	nt) (Short, medium long t	term) (Traffic Ligh	t Assessment )						
	х	x	x	X	X	X					
	housing development pr quality and the associate A co-ordinated sub region and reduce levels of othe Appropriate mitigation m assessment.	opment in combination with oposals raises significant ed impact upon habitats and approach is required to a rharmful pollutants that conteasures are set out under the of implications for direct the rastructure designs.	number of habitats. It is not clear that existing development plans (as of June 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.  A sub regional approach is required toward mitigation to achieve nitrogen neutrality. Appropriate mitigation measures are set out under the direct impact								
5) Provide	Direct Effects (Short, medium, long term) Traffic Light Assessment										
access to meet peoples	+	+	+								
needs	Bournemouth Airport and levels may increase in the through increases in road. However, this may be awneed to travel and improve of a Green Travel Plans, on the levels of parking a in road and air traffic. Improvements in transport	ns serving strategic employ differndown will alleviate come longer term as the netword traffic.  Toided / alleviated through rements in public transport, improvements in public trat the airport will help to me provements to public transport or sustainable access ort infrastructure will enable rward meeting local need.	infrastructure imp developer contrib significantly limit come forward and The lack of a contransport infrastru	utions policy this the level of develo d associated increa	orted by a revised is likely to opment that can ases in road traffic. bach to improving by a revised						

Sustainability Objectives	Option KS13			Business as Usual								
	industrial estate are not I transport modes. Howev alternatives where substa in more accessible locati	ocated in areas easily accer, these are existing sites antial employment develoons. Therefore, improventes are required for these	s and there are few pment can come forward nents in public transport									
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )											
	X	X	X									
	considered in combination East Dorset during the plant Multi Modal Transport St infrastructure improvement whether sufficient funding	employment growth acroson with housing growth an lan period. The outputs of udy 2010 will identify a rants required across the areg will be available to delively mitigate against the inet.	ticipated across South the South East Dorset nge of transport ea. It is currently uncertain er the necessary	Without the plan in place it is unlikely that there will be a co-ordinated approach to transport contributions enabling the delivery of a South East Dorset transport strategy.  A lack of a co-ordinated approach toward improvements in transport infrastructure is likely to have an adverse impact upon accessing employment and educational / training opportunities.								
9) Help	Direct Effects (Short, m	nedium, long term) Traff	ic Light Assessment									
communities to support	X	X	X	-	-	-						
social cohesion through a reduction in the fear of crime and the provision of	provide the opportunity fo through new developmer the area is dependant up	t land and premises to me r the generation of work ba nt. However, the decision oon a number of economic land which makes the im	identified for employment development which is likely to adversely affect the number of work based training									

Sustainability Objectives	Option KS13			Business as Us	ual						
basic	Cumulative / In- combin	nation Effects (If relevan	nt) (Short, medium long t	term) (Traffic Ligh	nt Assessment )						
services and facilities,	Х	Х	x	-	-	•					
learning, training, skills knowledge and culture	locational attributes acro opportunity for businesse opportunities.  There is a degree of uncemployment land across Planning Authority policy	of sufficient employment as South East Dorset is e as to locate and provide en ertainty regarding the deli SE Dorset as it is depend approaches and economic degree of uncertainty cond	Without the plans in place across SE Dorset Insufficient land will come forward to meet projected demand over the plan period which will significantly decrease opportunities for the creation of employment based training.								
12) Facilitate	Direct Effects (Short, medium, long term)										
a sustainable and growing	++	++	++								
economy that creates economic and employment opportunity, as well as providing for	the right type of premise working toward the empl	t land with the appropriate s to meet the needs of bus oyment growth projections d Poole Workspace Strate	Without the plan/s in place there is insufficient employment land identified in the plan area and across SE Dorset to meet projected requirements and this raises uncertainty regarding the ability to meet projected requirements set in the Bournemouth, Dorset and Poole Workspace Strategy (2008).								
vital and viable town	Cumulative / In- combin	nation Effects (If relevan	nt) (Short, medium long t	term)							
centres.	Х	Х	x								
	_	nal approach is required t ses to realise economic p	•	Without plans in place across SE Dorset insufficient land will be brought forward to meet projected demand, adversely affecting economic growth and the							
		ertainty concerning the ac ne provides sufficient land	hievement of an effective and premises.	_	ployment opportur						

Sustainability Objectives	Option KS13	Business as Usual
Conclusions	Option KS13 is the only option that is consistent with national and local polic is based upon the GVA Grimley Bournemouth, Dorset and Poole Workspace business is identified through the employment land review process. Option I economic growth and the generation of employment opportunities. However a need for a proportion of supply to come from land options currently being strategic release of Green Belt land. Increases in vehicle trips to and from employed as the Dorset heaths and increases in emissions also have implications are sett out above to avoid / minimise adverse impacts. Further assessment habitats regulations assessment and Appropriate Assessment to confirm precipility also examine the impact of transport infrastructure improvements (where selevels	e Strategy (2008) and the locational requirements of KS13 is likely to have a significant positive impact for r, in order to meet projected land requirements there is considered in East Dorset which may require selected apployment sites may have an impact on European sites for contributing to climate change. Mitigation measures t work is being undertaken through the Core Strategy cise impacts and mitigation measures. This assessment

Table B.6

Issue: Is the existing hierarchy of town and district centres appropriate?

Sustainability Objectives	Business as usual:			Option KS14		Option KS15				
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, Significant adverse impact)										
3) Minimise pollution	Direct Effects (Short, medium, long term)									
4) Minimise factors	х	x x + +			+					
contributing to climate change	Without the Core Strategy and Local Transport Plan in place no comprehensive mitigation measures would be implemented to improve accessibility to the centres by public transport and to reduce pollution and congestion.			should be the first choice hierarchy will inform the Elevating the centres in attract more investment better facilities and choice.	ce for retail and one scale of develor the hierarchy must and in the medicice of services.	commercia opment dire nay have a lium and lo This would	Igests that existing centres I leisure development and the ected to each centre. I positive impact, as it may ng term this would provide for result in the reduction of car and Poole and improve air			

Sustainability Objectives	Business	as usual:		Option KS14	Option k	(S15			
	there is no mechanism pattern of provides re sustainable people live the plan in car trips ar	clear hierard of an establis in to ensure a retail develo etail facilities e location clo e. The situati place could l nd higher en	shed sustainable pment that in the most ose to where on without lead to extra nissions.						
	Cumulativ	/e / In- comi	bination Eff	Effects (If relevant) (Short, medium long term)					
	x	x	x	x	x	x			
	comprehe measures to improve	e plan in pla nsive mitigat would be im accessibility nd reduce po n.	tion plemented y to these	expansion of retail and the centre will become a there is the potential cur across the plan area and However, the uptake of of visitors/generated car of this option will dependent of the option will dependent at change take up of public transposed improvement to transposed improvement to transposed improvement for accessibility Transport Plan.  The increased level of the option	leisure uses, the option may popular destination for shoulative impact of increase and the sub region which we public transport may mitigate properties. In the medium and on the successful implesting attitude to public transport as the main means of its required to effectively a port infrastructure and public which is formalised through the missions could be mitigated in on the objectives is the	address requirements for c transport to enhance positive gh the Core Strategy and Local ted further by the installation of construction techniques. The			

Sustainability Objectives	Business	as usual:		Option KS14			Option KS15			
5) Provide access to meet	Direct Effe	ects (Short,	medium, lo	ng term)						
people's need	х	x	х	+	++	++	+	++	++	
	Without the plan in place the actual status and potential of Highcliffe and Barrack Road in the retail hierarchy is not realised.  Therefore, the potential of these centres to enhance their retail offer and provide for a range of facilities may not be fulfilled.  This may lead to a lack of investment in public transport services to centres such as Highcliffe.			In accordance with the PPS4 sequential test, the option will support development of retail, leisure and cultural facilities, which are currently lacking in the local centre (policy EC5). In the medium and long term this might have a significant beneficial impact on the objective. The elevation of the centre may improve the provision of public transport, making the Barrack Road centre more accessible.			Highcliffe centre in the town centre hierarchy may result in improvements to public transport in the area, due to the increased importance of the centre			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)									
	x	x	x	+			+		+	
	Without the plan in place there is a lack of comprehensive framework to ensure the implementation of a package of measures including transport infrastructure and public transport improvements.			Taken with other transport policies aimed at encouraging the take up of public transport, encourage more efficient use of car travel and by providing basic facilities locally the option may have a positive impact on the objective.			Combined with other transport policies the option will have a positive impact on the objective by encouraging more efficient use of car travel by providing basic community facilities locally. A sub-regional approach is required to effectively address requirements for improvement to transport infrastructure			

Sustainability Objectives	Business	as usual:		Option KS14		Option KS15			
				However a sub-regional required to effectively a requirements for improvements for improvements for improvements for improvements for improvements for improvements for accessibility which is through the Core Strate Transport Plan.	eddress vement to and public ositive impacts s formalised	and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.			
9) Help communities to	Direct Eff	Direct Effects (Short, medium, long term)							
support social cohesion through a reduction in the	x	x	х	+		++	++		
fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Without the plan in place the development potential of Highcliffe and Barrack Road may not be realised. Therefore, the potential for provision of community and cultural facilities in these locations may not be fulfilled.			The sequential approach advocated in PPS 4 suggests that existing centre should be the first choice for retail and commercial leisure development and hierarchy will inform the scale of development directed to each centre.  The elevation of Barrack Road centre in the hierarchy will have a positive important the objective, as it may provide for new cultural and recreational facilities which are lacking at present.  The elevation of both the Barrack Road and Highcliffe centres in the hierarch will have a positive impact on the objective, as it may provide for new cultural and recreational facilities such as improvements to the library in Highcliffe.  The place of Christchurch Town Centre at the top of the hierarchy would sup proposals to improve the quality and quantity of public amenity space such Druitt Gardens and enhance other community facilities in this location.  Both options score similar in terms of sustainability appraisal mainly because the constrained nature of the Highcliffe centre, which limits the development opportunities within it.					

Sustainability Objectives	Business	as usual:		Option	n KS14		Opt	ion KS15			
12) Facilitate a sustainable	Direct Effe	ects (Short,	medium, lo	ng tern	1)						
and growing economy that creates economic and	x	x	x		+		++	++			
employment opportunity, as well as providing for vital and viable town centres.	Without the plan in place the development potential of sustainable centres such as Barrack Road and Highcliffe may not be realised which could have an adverse impact upon economic growth.			The option will contribute to realising the development potential of sustainable retail centres in the Borough. In the medium to long term this may attract further investment in the centre such as from national multiples which will enhance their vitality and viability and establish employment opportunities for local residents.			term this may attract further				
	Secondary impacts (If relevant) (Short, medium long term)										
	x	x	x	=	=	=		x		-	-
	developme sustainable Barrack Ro not be real	e plan in placent potential e centres su pad and High ised which ce impact upo	of ch as hcliffe may could have	No imp	pact.			In the medium elevation of High town centre mainvestment in Cocentre, diverting opportunities a centre, which we centre for retain have a negative vitality and viality and its ability to with major centre.	ghcliff ay affe Christ ng dev way f will be I grow e effe bility o	ect the le church to relopment the main rom the te the main roth. This ect on the correct competitions are competitived.	to a vel of own at town n could e atre itive

Sustainability Objectives	Business	as usual:		Option KS14	Option KS15				
	Cumulativ	/e / In- com	bination Eff	ects (If relevant) (Short	, medium long term)				
	x	x	x	+	+	+			
	a lack of co to ensure t package of transport in	the impleme of measures ofrastructure oprovements e economic g	e framework entation of a including	the centre will become a popular destination for shoppers and tourists. In addition there is the cumulative impact of development across the plan area and the surregion which will require effective mitigation.					
Conclusions	may attrac for the loca Highcliffe's which is id- of Highcliff	et economic in al community as designation entified as the fe district cer	investment a	oth perform well in terms of sustainability objectives tested. The elevation of both street and may also result in the improvement of facilities and better choice of swever, the preferred option of just elevating the Barrack Road Local Centre and may a district centre would concentrate commercial development in Christchurch towain centre for retail growth in the borough. This is unlikely to significantly affect the shortage of development opportunities in comparison to Christchurch build elevate it to the status of a Town Centre.					

Sustainability Objectives	Business as usual:	Option KS14	Option KS15					
	Additional car journeys, generated as a result of increased number of visitors of the centre might be mitigated by improving accessibility by public transport. Taken this into account, Options KS14 and KS15 are equally sustainable, however option TC1b is the preferred option.							
	The effectiveness of this option will be measured by footfall counts, rents, levels of unit vacancies and growth in tourism numbers.							

Table B.7

Issue: What should the town centre hierarchy be for East Dorset

Sustainability Objectives	Option KS16			Option KS17							
	gnificance Assessmen act, x Uncertain Impac										
3) Minimise	Direct Effects (Short, medium, long term)										
pollution	+	+	+	х	x	X					
4) Minimise factors contributing to climate change	The sequential approtown and district cent and commercial leist inform the scale of de Elevating the centres medium and long terrand choice of service journeys to bigger ce and improve air quali	re sites should be the ure development and evelopment directed a may attract more in this would provide as. This would result in entres such as Bourne	e first choice for retail the hierarchy will to each centre. vestment and in the for better facilities in the reduction of car	measures would be	olace, no comprehens implemented to impro educe pollution and co	ove accessibility to					

Sustainability Objectives	Option KS16			Option KS17					
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
	+	+	+	х	x	Х			
	expansion of retail a more traffic, as the control for visitors and tourist However, the uptake increase of the number increased level of erinstallation of renew construction technique objectives is therefore	other town centre polind leisure uses, the ocentre will become a pasts.  The of public transport in the of visitors/generate missions could be mitable energy technoloues. The direct impactive dependant on the other Core Strategy opensions.	pption might generate popular destination may mitigate the ted car journeys. The tigated further by the gies and sustainable at of the option on the successful	Without the plan in place, no comprehensive mitigation measures would be implemented to improve accessibility to these centres, and reduce pollution and congestion.					
5) Provide access	Direct Effects (Sho	ort, medium, long ter	rm)						
to meet people's need	+	++	++	х	X	X			
		the PPS4 sequential that of new and existing the centres.		Without the plan in place, the status and potential of West Moors, Corfe Mullen and West Parley in the retail hierarchy not realised.					
	elevation of the cent in improvements to	ence in the medium a res in the town centre public transport, due ntres within the district	hierarchy may result to the increased	services in line with	se centres to enhance their size, will not the der investment in publ ment size.	refore be fulfilled.			

Sustainability Objectives	Option KS16			Option KS17		
	•	support development t es, such as post office				
	Cumulative / In- co	mbination Effects (I	f relevant) (Short, m	edium long term)		
	+	++	++	х	х	х
	a positive impact on use of car travel and locally. A sub-region address requirement infrastructure and pu	r transport policies, the objective by encound by providing basic contains approach is requirets for improvements to blic transport, to enhauch is formalised throughout Plan.	oraging more efficient community facilities ed to effectively o transport ence positive impacts	to ensure the imple	place, there is no comp mentation of a packag infrastructure and pub	ge of measures,
9) Help communities to	Direct Effects (Sho	ort, medium, long ter	m)			
support social	+	++	++	Х	X	X
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	town and district center commercial and leist inform the scale of or the inclusion of Corwill help to provide fin the settlements.  Vibrant settlements was a settlements.	roach advocated in PF tre sites should be the ure development and development directed fe Mullen and West Pa for new cultural and re will reinforce activity and the fear of crime and e	first choice for retail, the hierarchy will to each centre. arley in the hierarchy creational facilities d support community	settlement and show community facilities	place, the potential fo oping parade, may no may not be upgraded o Ultimately this could crease in crime.	t be realised. Vital or provided to support

Sustainability Objectives	Option KS16			Option KS17						
12) Facilitate a sustainable and	Direct Effects (Short, medium, long term)									
growing economy	+	++	++	х	x	-				
that creates economic and employment opportunity, as well as providing for vital and viable town centres.	of retail units and se will continue to attra retailers who would This will provide new This approach will a to the towns, who of contribute to the vita businesses and visit	ribute to the expansion ervices in the town and ct investors to the cerwant to relocate to survemble employment opportules attract smaller retaffer niche independentlity and viability of the tors.	d district centres. It hatre such as national ccessful centres. unities for residents. ailers and employers t goods. This will centres to residents,	Without the plan in place, the development potential of the towns, district, local centres and parades of shops will not be fully realised. This could have an adverse impact on economic growth and the vitality and viability of the centres.						
	X	X	X	X	Х	Х				
		er time, there is likely and higher rents for p d visitors to them.								
Conclusions	towns of Ferndown, and West Parley, wi journeys generated accessibility by publi	eptions KS16 performs well in terms of the sustainability objectives tested. The recognition of the hierarchy of the centrowns of Ferndown, Verwood and Wimborne Minster, the District Centre at West Moors, and the Local centres at Corfe and West Parley, will support the principles of PPS4, and direct investment and growth to these settlements. Additional burneys generated as a result of the increased number of shoppers or visitors to the centres might be mitigated by improcessibility by public transport. The effectiveness of this option will be measured by footfall counts, rents, levels of unit valued growth in tourism numbers.								

Table B.8

Issue: Where and how much retail development should there be in Christchurch and East Dorset?

1) Protect, enhance and	1	in Impact, - Option conflicts with objective and may result in adverse impact, Significant adverse impact)  Direct Effects (Short, medium, long term)								
expand habitats and protected species.		X	X	=	=	=				
	coming forward the level of portion of harmful error sensitive half to ensure no reduction where the level of	plan in place the level of devard in retail centres is uncertain otential increases in road trainissions and other pollutant pitats is uncertain.  a lack of co-ordinated mitigainet increase in harmful eminere possible which could resensitive habitats in close professionals.	ain. Therefore, offic and levels affecting tion measures assions and a sult in adverse	centres may increased levels of emissions to hydrological reg water pollution.  Impacts are uncer location of future of the However, as most is likely to be located development may SAC and Avon Value Possible mitigation  Improvement  Measures to commercial denergy source	n measures include: s to public transport prevent water pollut construction techniq levelopment and us	and from these ly to result in higher initial for interruption er abstraction or that the exact to be confirmed. ent for Christchuro cown centre new by to the River Avo  at services ition ues for new the of renewable				

Sustainability Objectives	Business as usu	ıal		Option KS18		
				similar impacts to C	oment in East Dorse Christchurch centres to and from town costs on air pollution.	in terms of potential
				Ferndown / West	Parley / Verwood	West Moors
				upon Dorset Heath	ese centres is likely lands SPA / Ramsar expanded retail de emissions.	and Dorset Heaths
				Mitigation measure above.	es for these centres	are as set out
				Wimborne:		
					entre is not in close is not likely to result o this objective.	. , ,
				measures set out	successful implement above there is poter owering of emission	ntial for equal or no
	Cumulative / In-	combination Effe	cts (If relevant) (S	hort, medium long	term)	
	X	X	X	X	X	X
	coming forward in the level of potent	in place the level of retail centres is und tial increases in roa ons and other pollu is uncertain.	certain. Therefore, d traffic and levels	residential develop	pact of anticipated onent across Christ tive habitats needs	church and East

Sustainability Objectives	Business as usual	Option KS18
	There is also a lack of co-ordinated mitigation measures to ensure no net increase in harmful emissions and a reduction where possible which could result in adverse impacts on sensitive habitats in close proximity to town centres.	The Core Strategy will identify suitable alternative natural green space (SANGs) to serve potential new housing developments of strategic scale such as the north Christchurch urban extension and options for new neighbourhoods in Wimborne, Verwood, Ferndown and West Parley. The provision of SANGs will help to reduce increased recreational impact on the Dorset heaths and The New Forest SAC/SPA/Ramsar.  There is an embargo on housing development within 400m of the heathlands and mitigation required between 400m to 5k. The Dorset Heathlands Interim Planning Framework (2010 – 2011) identifies mitigation measures to address cumulative impacts of increased recreational pressure from new residential development. This will be replaced by the Joint Heathlands DPD. The successful implementation of mitigation measures has the potential to minimise any cumulative adverse impact.  The potential cumulative impact of increased vehicle journeys on the highway network and associated increases in levels of emissions can be minimised though improvements to public transport across Christchurch and East Dorset as set out in Core Strategy town centre options and in the Key Strategy.  There is a degree of uncertainty regarding the effectiveness of heathland mitigation measures such as SANGs and there is also uncertainty concerning whether sufficient funding will be available for necessary transport infrastructure improvements.

Sustainability Objectives	Business as usu	ual		Option KS18			
2) Make sustainable use of	Direct Effects (S	hort, me	dium, long term)				
resources.	X	Х	x	++	++	++	
	Without the plan in place there is a lack of a strategic approach to guide the required level of new retail development necessary to meet needs of the local economy over the plan period to 2027. It is uncertain whether this approach will make best use of brownfield land and provide the basis for the site specific location of retail development.			This option identifies the broad location and level of future retail development to be accommodated across Christchurch and East Dorset over the plan period to 2027. Specific locations for future development will be determined through the preparation of Site Specific Allocations DPDs.  In Christchurch and Highcliffe Centres opportunities for future retail development are located on brownfield sites and as such future development will maximise the use of brownfield land. The Core Strategy sets out town centre locations as appropriate areas for higher density development. Therefore, higher density retail development on brownfield sites in existing centres is an efficient use of land.			
	X	Х	X	X	X	X	
	Without the plan in place the level of development coming forward in retail centres is uncertain. Therefore, the level of potential increases in road traffic and levels of emissions contributing to climate change are uncertain.  There is also a lack of co-ordinated mitigation measures to ensure no net increase in harmful emissions and a reduction where possible.		As set out under objective 1, new retail development maincrease the number of car journeys to town centres are increase levels of harmful emissions that contribute to lowering air quality and contributing to climate change, addition there are emissions and energy used in new development that is also a contributing factor to climate				

Sustainability Objectives	Business as us	ual		Option KS18				
					<ul> <li>Improvements to public transport services</li> <li>Sustainable construction techniques for new commercial development and use of renewable energy sources</li> </ul>			
	Cumulative / In	- combinat	tion Effects (If relevant) (S	hort, medium long	term)			
	X	X	X	+	+	+		
	Without the plan in place the level of development coming forward in retail centres is uncertain. Therefore, the level of potential increases in road traffic and levels of emissions contributing to climate change are uncertain.  There is also a lack of co-ordinated mitigation measures to ensure no net increase in harmful emissions and a reduction where possible.			consider in terms of emissions resulting journeys from new across the plan are emissions there is transport and import Transport infrastruarea and the wider congestion and to reduce emissions these issues within the Protecting the	of potential increases of grom increases in grom increases in a commercial and how the analysis of a need for improve the coving access for what the covere improvement of the covere increases of the covere include a part of the covere include a	busing development creases in harmful ements in public alking and cycling. It is across the plan cessary to reduce traffic which can trategy addresses and options within the chapter.		
5) Provide access to meet	Direct Effects (Short, medium, long term)							
people's need	X	X	X	++	++	++		
	approach to guid	e future reta	ere is a lack of a strategic ail development to the most retail centres locations	most accessible co	s most new retail de entres across Chris I by public transpor	tchurch and East		

Sustainability Objectives	Business as usual		Option KS18		
	be uncertain whether suff appropriate type would coand East Dorset retail centheir vitality.	neet local need. It would also ficient retail floorspace of the ome forward in Christchurch atres to maintain and enhance	ensure that the strategy promotes a pattern of development that provides easy access to a range of refoutlets and services.  There is potential that this option will generate addition traffic but it is possible to mitigate this impact and enhan access through improvements to public transport and facilitating access by walking and cycling which are proposed by Core Strategy town centre and Key Strate options. These enhancements also assist generally in reducing the need to travel by car.  Additional retail provision across Christchurch and East Dorset town centres will also help to generate addition employment opportunities in accessible locations.		
	Cumulative / In- combin	nation Effects (If relevant) (S	hort, medium long	term)	
	X X	X	X	X	X
	co-ordinated approach to transport, junction / highw	there is less opportunity for a award improvements in public ways to reduce congestion.  co-ordinated approach toward of town centre facilities in rovision.	set out an approace and a range of essivhich include house and health facilities positive impact in it and services.  The Core Strategy development across impact on the caparalso affected by an South East Dorset adverse impacts of	Key Strategy and Toch to focus higher desential facilities in towards and the sential facilities in towards. This strategy has approving access to proposes new housing the plan area white participated housing grant sub region. In order n increasing congested to reduce the new testing to the plan area white participated housing grant proposes and the plan area white participated housing grant proposes and the plan area white participated housing grant proposes are to reduce the new testing to the plan area white participated housing grant proposes are the plan area white participated housing grant proposes are the plan area white proposes are the plan area white participated housing grant proposes are the plan area white plan area white proposes are the plan area white plan area whi	ensity development on centre locations etail, community a cumulative a range of facilities and commercial of will have an network. This is rowth across the to avoid significant etion a sub regional

Sustainability Objectives	Business as usual		Option KS18			
			and to identify junction and highway improvement required which can be delivered during the plan per 2027. Due to uncertainty in funding for improvement transport infrastructure it is uncertain whether an arrangement approach can be adopted.			
6) Provide a safe and secure environment	Direct Effects (Short, r	medium, long term)				
environment		-	+	+	+	
	strategic approach toward development in areas of Strategic flood risk asserprepared as part of the land without SFRAs in play sufficiently detailed and at the future location of development.	f low flood risk. essments (SFRAs) have been local development framework lace there would be a lack of accurate flood risk data to guide	limit development option sets out the centres across Ch site specific. The site specific allowed by the strategic flow authority area.  Christchurch is more which has implicated development in the and Bargates are significant sites which these locations. In affecting behind the Street, and on part Strategy sets out a boundary and visite site and Stony Lar commercial development in flood zone 3a ar	in areas affected by scale of retail develoristchurch and East specific locations for the determined through the determined the de	opment within retail to Dorset and is not refuture retail to the preparation of the preparation of the prepared for each of the prepared for development of the prepared for development of the prepared for development of the prepared for t	

Sustainability Objectives	Business as usual	Option KS18
		Environment Agency to ensure that 'less vulnerable' uses can come forward in these areas where developments can be made safe and flood risk is not increased overall.
		The Core Strategy sets out a need for a flood risk strategy which will need to inform to the future location of development in the town centre. Highcliffe Centre is in an area of low flood risk. The location of future development will be in accordance with the requirements of PPS25 and informed by the strategic flood risk assessments undertaken for each authority area.  In Wimborne, parts of the town centre are also at risk of flooding. The most significant area where change could take place is around the Allendale Centre and car parks which fall in Flood Zone 3. This could be could be comprehensively redeveloped to include the market, and any such proposals will need to satisfy the requirements of the Environment Agency.
	Cumulative / In- combination Effects (If relevan	nt) (Short, medium long term)
		+ + +
	Without the plan in place there would be a lack of strategic approach toward the location of retail development in areas of low flood risk.  Strategic flood risk assessments (SFRAs) have be prepared as part of the local development framew and without SFRAs in place there would be a lack sufficiently detailed and accurate flood risk data to g the future location of development.	location of housing and commercial development across the plan area in consideration of the requirements of PPS25 and the strategic flood risk assessments undertaken for each authority area. This approach will direct vulnerable uses to areas of low flood risk in accordance with the requirements of the PPS25 sequential

<b>Sustainability Objectives</b>	Business as usu	ual		Option KS18			
	In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.			agreed with the Environment Agency to ensure developments are safe and flood risk is not increased overall.			
10) Protect and enhance	Direct Effects (S	Short, med	dium, long term)				
historic buildings, archaeological sites and other	X	X	x	Х	X	X	
culturally important features.		ning forwa	ne level of future retail and across town centres in		ude varying amoun urban area, some c		
	The impact on inductions made of Across the plan a	dividual ce on individu irea existir	entres is dependant on	retail development and East Dorset so conservation areas Wimborne. This op	es the broad location across retail centre ome of which will be such as Christchur otion only deals with elopment and does	es in Christchurch e located in rch town centre and i the broad location	
	adverse impacts	on the his	toric environment.	Future developme	nts for individual devents in the existing urb impact on conservations	oan areas will need	
				potential for new reconservation area policy approaches development in corthe risk of any adv However, there is cumulative impact	etail development to objectives. The Cor- concerning design nservation areas whi erse impacts on cor- a degree of uncertal of new development eas due to decisions	conflict with e Strategy includes and appropriate ich should minimise nservation areas. inty regarding the nt on the character	
				(2005) in addition	fronts and Advertise to design policies in ng that the qualities nt are maintained.	the Core Strategy	

Sustainability Objectives	Business as usu	ıal		Option KS18				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)							
	Х	Х	x	Х	X	X		
	retail and other conforward across to Dorset is uncertained. The impact on incidecisions made of Across the plan and for national and local formational formational formational formational formation formation for the plant and local formation formation for the plant and local formation for the plant and loca	ommercia wn centre in. dividual ce on individu rea existir cal conser	ne level of future housing, I development coming es in Christchurch and East entres is dependant on hal applications.  Ing design guidance and use vation policies seek to avoid httoric environment.	The Core Strategy sets out broad locations for housing development across the urban areas which in combination with future retail development set out in this option may have a cumulative impact on the historic environment of town centres such as Christchurch and Wimborne. As set out above the Core Strategy includes policy approaches concerning design and appropriate development in conservation areas which should minimise the risk of any adverse impacts on conservation areas from future residential, commercial and retail development. However, there is a degree of uncertainty regarding the cumulative impact of new development on the character of conservation areas due to decisions made on individual applications.				
12) Facilitate a sustainable and	Direct Effects (Short, medium, long term)							
growing economy that creates economic and employment	Х	Х	X	++	++	++		
opportunity, as well as providing for vital and viable town centres.	Without the plan in place there is a lack of strategic approach to identify the necessary scale and appropriate broad locations for future retail development across town centres in Christchurch and East Dorset. This may result in deficiencies in the range of retail provision in our town centres to meet the needs of the local population to 2027.  This could lead to a decline in the vitality and viability of these centres and decline of their market share of local retail expenditure.			This option identifies the level of future retail development that can be accommodated in our existing retail centres to meet projected floorspace requirements identified in the Joint Retail Assessment (2008). This level of floorspace is required to meet anticipated population growth over the plan period to 2027. It is also necessary to provide this level of new retail development to maintain our existing market share of local retail expenditure within our town centres and provide the opportunity to potentially increase market share. Overall, provision of additional retail floorspace (A1) is necessary for the future vitality and viability of retail centres in Christchurch and East Dorset.				

Sustainability Objectives	Business as usu	ess as usual			Option KS18			
				Site Specific Allocations DPDs will determine the precise location of future development within the centres which will be informed by site assessment work undertaken through the Joint Retail Assessment (2008)				
	Cumulative / In-	Cumulative / In- combination Effects (If relevant) (Short, medium long term)						
	X	X	X	++	++	++		
	delivery and emp	hout the plan in place the level of future housing ivery and employment land provision is uncertain ich may not meet the needs of the local economy dispopulation.  There is a combined positive impact with Core St options to provide sufficient housing and employment across Christchurch and East Dorset to address I need to 2027.						
Conclusions	Option KS18 sets out the broad location and level of new retail floorspace that can be sustainably accommodated across town centres and larger district centres in Christchurch and East Dorset over the plan period to 2027. There are potential adverse impacts on sensitive habitats and on factors contributing to climate change through Option KS18 also locates development in the centres which are accessible by a range of transport modes which enables access to a range of retail and community facilities. The Core Strategy sets out options for town centres and the wider area for improvements in public transport and highways improvements which possible increases in car traffic to and from the centres. The assessment above sets out a range of mitigation measures to avoid / minimise any potential adverse impact. In relation to flood risk new retail development will be located to appropriate locations consistent with 'less vulnerable' uses and the guidance set out in PPS25 and strategic flood risk assessments undertaken for each authority area. should enhance access. However, there is a need for a sub regional approach for improvements to transport infrastructure to effectively address issues of congestion.  There is potential for Option KS18 to have an adverse impact on objectives for conservation areas but existing design guidance and Core Strategy design policies should avoid potential adverse impacts associated with specific applications that will come forward over the plan period.  Option KS18also has a very significant positive impact on the vitality and viability of Christchurch and East Dorset centres in providing sufficient retail floorspace to meet the needs of the future population and the local economy over the plan period to 2027. Without this strategic approach to future retail development there may be a decline							

Sustainability Objectives	Business as usual	Option KS18
	in the range of retail facilities and the vitality of these corequired to meet the needs of local communities and the to avoid / minimise any potential adverse impacts.	entres. Overall it can be considered that Option KS18 is economy and there are mitigation measures set out above

Table B.9

Issue: How can accessibility and Safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

Sustainability Objectives	Option KS19			Option KS20			Business as usual		
Performance / Significanc = Equal or no impact, x Un		•		•		•	•		•
1) Protect, enhance and expand habitats and protected species	Direct Effects (Short, Medium, long term) Traffic Light Assessment								
	++	++	++	+	+	+	Х	-	
	This option will reduce the need to travel by car by promoting alternative modes of transport. Congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network and therefore nitrogen deposition will be minimised.			This option will not reduce the need to travel by car as much as KS19. However, congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network and therefore nitrogen deposition will be minimised.			Without a change towards alternative modes to the car which are encouraged by Option KS19, the use of the car will remain. As over time, congestion will rise and nitrogen deposition will increase, thus affecting habitats.		

Sustainability Objectives	Option KS1	9		Option KS2	0		Business as usual			
	Secondary	Effects (If re	levant) (Sho	rt, medium, l	ong term) Tr	affic Light A	ssessment			
	+	+	+	+	+	+	-	-	-	
	reduce CO <sub>2</sub>	f alternative i emissions ar rogen deposi	nd therefore	reduce CO <sub>2</sub>	Promotion of alternative modes will reduce CO <sub>2</sub> emissions and therefore minimise nitrogen deposition.			Promotion of alternative modes will not be sufficient to reduce CO <sub>2</sub> emissions significantly or minimise nitrogen deposition.		
	Cumulative	/ In- combir	nation Effects	s (If relevant)	(Short, med	ium long ter	m) (Traffic Li	ght Assessr	ment )	
	++	++	++	+	+	+	-			
	If all measures to promote a shift to modes other than the car are implemented, then congestion and pollution levels will fall. If the PTC improvements are implemented to support the levels of growth in the Core Strategy, this should mean that the transport network has sufficient capacity and therefore congestion will not occur, thus keeping emission levels low.			modes othe implemented pollution leving improvement support the I Strategy, this transport necapacity and not occur, the low.  However, the Prime Trans	res to promoter than the card, then congerels will fall. If the sare implented are implented to the fall of the fa	estion and the PTC nented to the in the Core in that the fficient ingestion will nission levels ope of the s makes this	measure to emissions. of improvem cycling and transport ne manage with leading to in	the reduction The non implents to publicate walking will network will structure the number acreased congression.	ementation c transport, nean the uggle to of cars,	

Sustainability Objectives	Option KS1	9		Option KS2	20		Business a	is usual		
2) Sustainable use of	Direct Effec	ts (Short, M	edium, long	term) Traffic	Light Asses	sment	,			
resources	++	++	++	+	+	+	х	-		
	public transp transport info centres. It wo developmen	ill promote a t that will allo wn centres b	ensure that erves town pattern of ow easy y a variety of	This policy will improve provision of public transport and will ensure that transport infrastructure serves town centres. It will promote a pattern of development that will allow easy access to town centres by a variety of modes other than the car. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.			Town centres will become more congested, which may in the medium and long term affect the ability of our town centres transport networks to operate safely and efficiently.			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )									
	++	++	++	++	++	++	-	-	-	
	strategy to c developmen	reate sustair t across the encouraging		This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area, encouraging development in town centres.			councils to create a sustainable spa strategy.			
3) Minimise pollution	Direct Effec	ts (Short, m	edium, long	term) Traffic	Light Asses	sment				
	++	++	++	+	+	+	=	-		
	This option will reduce the need to travel by car by promoting alternative modes of transport. Congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network.			This option will reduce the need to travel by car by promoting alternative modes of transport. Congestion levels will fall with a resulting fall in pollution levels. These levels will also fall as fewer vehicles will be on the road network. However, the reduced scope			encouraged by pTR1a, the use of the car will remain. As Over time, congestion will rise and pollution leve increase			

<b>Sustainability Objectives</b>	Option KS	19		Option KS2	0		Business a	s usual		
					of the Prime Transport Corridors makes this option less positive than KS19.					
	Secondary	Effects (If re	elevant) (Sho	rt, medium, l	ong term) Tr	affic Light A	ssessment			
	++	++ + X + X = =								
	could free usubsequent existing res growth in the This would congestion in the long to the networoad to form cycling and	of modes other proad capace move back to idents or as a e borough an result in a retuand higher poerm unless the is mitigated bork. Taking spon corridors for enlarging payuse would pro	ity with the of the car by result of the district.  urn to ollution levels is creation of by alterations pace from the buses and wements for	scope of the	S19.However Prime Transp option less po	ort Corridors				
	Cumulative	e / In- combir	nation Effects	s (If relevant)	(Short, med	ium long ter	m) (Traffic Li	ght Assessn	nent )	
	++	++	++	+	+	+	=	-	-	
mod impl pollu impr supr Stra	modes othe implemente pollution lev improvement support the Strategy, thi	res to promoter than the cared, then congereds will fall. It is are implered levels of grown is should meastwork has sur	r are estion and f the PTC mented to th in the Core an that the	modes other implemented pollution levimprovement support the less strategy, this transport ne	res to promoter than the cared, then congerels will fall. It are implented are should meastwork has sufficient therefore contractions.	are estion and the PTC nented to th in the Core in that the fficient	measure to emissions. of improvem cycling and transport ne manage with leading to in	ernatives to the reduction The non implents to public walking will metwork will structure the number acreased conglinise as a res	of CO <sub>2</sub> ementation c transport, nean the uggle to of cars, gestion.	

Sustainability Objectives	Option KS1	9		Option KS2	20		Business a	is usual			
	not occur, thus keeping pollution levels low.			low. However the Prime T	not occur, thus keeping pollution levels low. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.						
4) Minimise factors	Direct Effects (Short, medium, long term) Traffic Light Assessment										
contributing to climate change	+	++	++	++	++	++	=	-	-		
	travel by car modes of tra will fall with a	nsport. Cong a resulting fal se levels will a	g alternative lestion levels I in emission also fall as	As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			Without significant public transport improvements growth will continue occur but without the associated transport improvements congestion worsen and CO <sub>2</sub> emissions will rist thus contributing to climate change				
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment										
	+	++	Х	+	+	Х	-				
	could free up subsequent existing resid growth in the This would recongestion a contributing long term un space is mitigate form corried and enlargin	o road capac move back to dents or as a e borough an esult in a retu and higher em to climate challess this crea gated by alter king space fr	o the car by result of the d district.  urn to hission levels ange in the ation of road rations to the om the road is and cycling is for	the Prime T	ut, the reduce ransport Corr ess positive.	•	without the improvement and CO <sub>2</sub> em	continue to o associated tra its congestion issions will ris to climate ch	ansport will increase e. Transports		

Sustainability Objectives	Option KS1	9		Option KS2	20		Business a	s usual	
	Cumulative	/ In- combi	nation Effects	s (If relevant)	(Short, med	ium long ter	m) (Traffic L	ight Assessr	ment )
	++	++	++	+	+	+	-		
5) Provide access to meet	If all measures to promote a shift to modes other than the car are implemented, then congestion and pollution levels will fall. If the PTC improvements are implemented to support the levels of growth in the Core Strategy, this should mean that the transport network has sufficient capacity and therefore congestion will not occur, thus keeping emission levels low.			As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			Creating alternatives to the car is a key measure to the reduction of CO <sub>2</sub> emissions. The non implementation of improvements to public transport, cycling and walking will mean the transport network will struggle to manage with the number of cars, leading to increased congestion. CO <sub>2</sub> levels will rise as a result.		
5) Provide access to meet	Direct Effec	cts (Short, m	nedium, long	term) Traffic	Light Asses	sment			
people's need	++	++	++	+	+	+	Х	-	
	This policy will improve provision of public transport and will ensure that transport infrastructure serves local needs. It will promote a pattern of development that will allow easy access to recreation, health, employment and retail facilities by a variety of modes other than the car.		As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			Access to facilities serving local needs will remain dependant on the car and the existing public transport service. Those with a car will find the road network increasingly congested and those without a car will be reliant on the existing bus routes and cycling and walking facilities.			

Sustainability Objectives	Option KS1	9		Option KS2	0		Business a	s usual		
	Secondary	Effects (If re	elevant) (Sho	rt, medium, le	ong term) Tra	affic Light As	ssessment			
	++	++	++	+	+	+	Х	-		
	healthier por of active trav	ess to facilitie	ugh the use d the creation	As KS19, but, the reduced scope of the Prime Transport Corridors makes this option less positive.			It will be harder to promote a healthier population as the facilities for active transport will not be in place.			
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)									
	+	+	+	+ + +						
	This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area.			This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.			There will be no contribution towards a sustainable development pattern.			
7) Create conditions to	Direct Effec	ts (Short, m	edium, long	term) Traffic	Light Asses	sment				
improve health, promoting healthy lifestyles	++	++	++	+	+	+	+	+	+	
	By encouraging the use of other modes which will include walking and cycling, access to leisure, health, green space and countryside will all be improved and exercise promoted, thus healthier lifestyles will be promoted.			which will include walking and cycling, access to leisure, health, green space and countryside will all be improved			cycling but to a lesser extent than the other options.			

Sustainability Objectives	Option KS1	9		Option KS2	20		Business a	s usual		
	Secondary	Effects (If re	elevant) (Sho	rt, medium, I	ong term) Tr	affic Light A	ssessment			
	++	++	++	+	+	+	+	+	+	
	healthier po	ess to facilitie	ugh the use d the creation	This option will help to promote a healthier population through the use of active travel modes and the creation of easy access to facilities which promote good health. However, the reduced scope of the Prime Transport Corridors makes this option less positive than KS19.						
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )									
	++	++	++	++	++	++	+	+	+	
	This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area.			This will form part of a broader spatial strategy to create sustainable development across the South East Dorset Area.			This will form part of a broader spatial strategy to create sustainable development across the South Ea Dorset Area, but the benefits will be less.			
12) Facilitate a	Direct Effects (Short, Medium, long term) Traffic Light Assessment									
sustainable and growing economy that creates	++	++	++	++	++	++	-	-		
economic and employment opportunity, as well as providing for vital and viable town centres	This policy will improve provision of public transport and will ensure that transport infrastructure serves town centres. It will promote a pattern of development that will allow easy access to employment and retail facilities by a variety of modes other than the car.			As KS19.			of public traithat transpotown centres a pattern of ceasy access	development to employme a variety of m	ill not ensure re serves ly to promote that will allow ent and retail	

Sustainability Objectives	Option KS1	19		Option KS2	Option KS20			Business as usual			
	Cumulative	/ In- combir	nation Effects	(If relevant)	(Short, med	lium long te	rm) (Traffic Lig	ght Assessı	ment )		
	++	++	++	++	++	++	-	-			
	strategy to development Dorset Area	create sustair nt across the nt encouraging res and creat					This will impact on the ability of the councils to create a sustainable spatial strategy, and therefore congestion will continue to have a negative impact on the economy.				
Conclusions	The first two options score positively against the objectives. The business as usual option has a much lower impact on the reduction on car use. Whilst overall option KS19 has been shown to be more beneficial against these objectives as it offers the widest scope of sustainable travel options. The business as usual option requires the least funding and is therefore the most deliverable in the short, however, the negative and uncertain impacts of this must be recognised. The impacts of the options will be measured through the Local Transport Plan.										

Table B.10

Issue: How can connectivity be enhanced so that economic prosperity can be improved?

Sustainability Objectives	Option KS21			busine	ess as usual					
						nly minor beneficial impact, Significant adverse impact)				
1) Protect, enhance	Direct Effects (Short, medium, long term) Traffic Light Assessment									
and expand habitats and protected	++	++	х	-						
species.	Whilst these schemes reduce the need to tradition of the region which is redevelopment proposed improvements on A31 traffic queues, thus reduced to the reduce congest whenever improvement are attracted to those streoccur in the long term again, with a subsequent	vel or transport goods in the dat improving the confequired as a result of the date of the short term, junderly reduce congestion lucing emission levels are made to the network are made to the network. Emission levels would be the sections and congestion. Emission levels would be at improved the sections and congestion.	oy car or onnectivity he ction and ease Medium to benefit and a. However, ork, drivers n may	increa	ovements are not made to th se resulting in increasing em s, thus having a negative imp	issions from traffic idling in				
	Secondary Effects (If	relevant) (Short, med	dium, long	term) Tı	raffic Light Assessment					
	+	+	-	-	•	-				
;   1	Reducing congestion was the creation of more using the improved sepollution levels may recontributing to damage	capacity may lead to motions of roads, in the lovert to higher levels ag	ore drivers	will co	elivery of these schemes will ntinue to become worse on the will therefore become higher ative impact on habitats.	•				

Sustainability Objectives	Option KS21				busin	ess as usual				
	Cumulative / In	- combination Ef	fects (If re	levant) (Sh	ort, med	dium long term)	(Traffic Light A	ssessment	:)	
	+	-	+	+	+	+		+		
3) Minimise pollution	and cycling wou would reduce the lead to a lower rewrited the work whilst increasing is likely to attract reduction in use of	iprovements to pull reduce depend e number of local number of journey g capacity as a ret drivers to the impressed by the moderated by the moderated secrease.	ency on the journeys. To son the true sult of improproved sections and the solutions are subjected.	e car and This would nk roads. ovements tions, this counteract	cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower numbe of journeys on the trunk roads. Not implementing improvements to the network would not attract drivers to fill up the improved sections. Thus emission levels may decrease with benefits to					
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment									
	+	++		x		-				
	reduce the need lorry. The option of the region who development proimprovements of traffic queues, the long term improvements of turther reduce consumptions are attracted to the lorry.	emes will reduce of to travel or transplants aimed at improise is aimed at improise. In the short and all reduce has reducing pollution and polyements are made those sections and geterm. Pollution	port goods oving the co a result of toot term, jun congestion tion levels. de greater l lution levels to the netwels d congestio	by car or connectivity the action and ease Medium to benefit and benefit and benefit and cork, drivers an may		rovements are not se resulting in inc s.		_		

Sustainability Objectives	Option K	S21		business as usual				
	Secondar	ry Effects (If relevant)	(Short, medium, long	term) Traffic Light As	ssessment			
	+	+	-	-	-	-		
	as the creating the	congestion will lower po ation of more capacity m improved sections of ro evels may revert to high	nay lead to more drivers pads, in the long term					
	Cumulati	ve / In- combination E	ffects (If relevant) (Sho	ort, medium long ter	m) (Traffic Light Assessi	ment )		
	+	+	+	+	+	+		
	and cyclin would red lead to a l Whilst inc is likely to reduction i	ating improvements to put a would reduce dependence the number of local lower number of journey reasing capacity as a restant attract drivers to the important in use created by the modese. Pollution levels make the province of the important capacity as a restant attract drivers to the important capacity.	dency on the car and I journeys. This would ys on the trunk roads. esult of improvements approved sections, this dal shift may counteract	of journeys on the trunk roads. Not implementing improvement to the network would not attract drivers to fill up the improved sections. Thus pollution levels may decrease.				
4) Minimise factors	Direct Eff	ects (Short, medium,	long term) Traffic Ligh	t Assessment				
contributing to climate change	-	-	-	-				
	includes be schemes and will no transport. they will no transport improving	of the schemes in the measures as do not reduce the need of encourage the use of Whilst these schemes not on the whole, reduce goods by car or lorry. To the connectivity of the reduced to the development produced the schemes where the schemes is the schemes and the schemes in the schemes in the schemes in the schemes in the measure in the schemes in the measure in the schemes in the schemes in the schemes in the measure in the schemes in	s part of it. The other to travel by car or lorry f alternative modes of will reduce congestion to the need to travel or the option is aimed at region which is required	increase resulting in	not made to the network, increasing CO2 emissions ibuting to climate change.	s from traffic idling		

Sustainability Objectives	Option KS	21		business as usual			
	congestion pollution le provide gre pollution le made to the sections ar Factors cor effectively.	on improvements on A and ease traffic queue vels. Medium to long to ater benefit and further vels. However, wheneve network, drivers are and congestion may recontributing to climate characteristics.	es, thus reducing erm improvements will reduce congestion and ver improvements are attracted to those occur in the long term.  Inge will not be reduced				
	Secondary	/ Effects (If relevant) (	(Short, medium, long	term) Traffic Light As	sessment		
	++	+	-	-			
	as the creatusing the ir pollution le	congestion will lower pol tion of more capacity m mproved sections of roa vels may revert to high g to climate change.	ay lead to more drivers ads, in the long term				
	Cumulativ	e / In- combination Ef	fects (If relevant) (Sho	ort, medium long tern	n) (Traffic Light Assessm	ent)	
	++	++	+	+	+	+	
	and cycling would redu lead to a lo Whilst incre is likely to a reduction in this increas	ing improvements to pure would reduce depend to the number of local ower number of journey easing capacity as a restract drivers to the improvement of the modes. Factors contributing ore decrease.	ency on the car and journeys. This would s on the trunk roads. sult of improvements proved sections, this dal shift may counteract	cycling would reduce the number of local jo of journeys on the tru to the network would	ements to public transport, dependency on the car an burneys. This would lead to ink roads. Not implementing not attract drivers to fill uption levels may decrease.	d would reduce a lower number g improvements	

Sustainability Objectives	Option KS	321		business as usual			
5) Provide access to	Direct Effe	ects (Short, medium, l	long term) Traffic Ligh	t Assessment			
meet people's need	+	+	+	x	x	x	
	to A338 Codevelopment of the description of the des	lating to the trunk road conditions for long distributions for long distributions in the conditions of the conditions and employment outs a which are not found was a	nodate future will encourage more g) in a High Occupancy essibility to meet local network are designed ance traffic and will not ents but will enable theatres, high level ide of the south east	routes or use alternative modes or choose to travel at different times of the day to access services, facilities and employment. Therefore congestion could have a detrimental effect on meeting peoples needs or it could have a positive impact on encouraging different forms of transport.  People may alternatively accept they will have reduced accessibility to their needs.			
		,		+	+	+	
		or alternative modes may have of use of those other modes,					
	Cumulativ	e / In- combination E	ffects (If relevant) (Sho	ort, medium long terr	m) (Traffic Light Assessme	nt )	
	+	+	+	-	-		
	Implementing improvements to public transport, walking and cycling would reduce dependency on the car and would reduce the number of local journeys. This would lead to a lower number of journeys on the trunk roads.			due to congestion across the network.			

Sustainability Objectives	Option KS21			business as usual	
	is likely to attract drive reduction in use create this increase.  The implementation of additional capacity on therefore, in tandem, i	acity as a result of impress to the improved sected by the modal shift may footh policies would create road network and war level facilities found of	tions, this counteract eate would local		
7) Create conditions	Direct Effects (Short	, medium, long term)	Traffic Ligh	t Assessment	
to improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	=	=	=		
	therefore improving conhealth facilities in particular elsewhere in South Earth They will have little effect on not encourage activation. The proposal for the Earth A338 Cooper Deann development around the efficient use of the care Vehicle lane thus improved in that area.  Air pollution levels will improvements in the second contents are activated as a second content of the care of the c	to accommodate future the airport will encourage (car sharing) in a High (coving accessibility to make the airport will encourage) the selection of the selecti	e access to he area and ray.  acilities and arley Cross e ge more Occupancy heet local ctions of in the long	health facilities outsice.  Air pollution levels with to facilities becomes	nents to capacity will mean that access to de of the area will not be improved.  Ill rise as congestion increases and access worse.  In may also lead to people giving up cycling

Sustainability Objectives	Option KS21			business as usual						
	Secondary Effects (I	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
				-	-	-				
		Congestion on the main routes will lead to traffic diverting to town centres e.g. Ferndown, Wimborne and Christchurch I to congestion in these areas and thus creating difficulties accessing facilities within these centres								
	Cumulative / In- com	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	+	+	-	+	+	-				
	and cycling would reduce the num lead to a lower number	ments to public transpo uce dependency on the ber of local journeys. T r of journeys on the tru ccess to health facilities	car and This would nk roads.	cycling would reduce dependency on the car and would reduce						
	is likely to attract drive reduction in use created this increase thus deci		ions, this counteract	up would lead to a return to travelling on the trunk roads thus						
		levels will be reduced i increase in the long ter								

Sustainability Objectives	Option KS	521		business as usual						
12) Facilitate a	Direct Effe	Direct Effects (Short, medium, long term) Traffic Light Assessment								
sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	++	++	++	-						
	improving as well as wider area businesses attractiven base of the to attract in The propos of the network capacity with enetwork in the long	ork. However, in the lo	Dorset to the wider area ommunications to the of the area to new ctivity will increase the creasing the economic and giving the potential on, increase the capacity ong term this increased ers to these sections of the in congestion again. Section may begin to have							
	Secondar	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment								
				-	-					
				town centres e.g. Fer to congestion in these would then decline w and viable. The area businesses and would and in attracting investigation.	ain routes will lead to traffic di rndown, Wimborne and Chris e areas. The attractiveness of thich would lead to them become a would become less attractive d lead to difficulties in retention estment. Connectivity across der area would be reduced.	tchurch leading of these centres oming less vital ve generally for n of businesses				

Sustainability Objectives	Option KS21		business as usual							
	Cumulative / In- combination Ef	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)								
	++ ++	++								
	Implementing improvements to pure and cycling would reduce dependence would reduce the number of local lead to a lower number of journeys. Whilst increasing capacity as a resist likely to attract drivers to the impreduction in use created by the most this increase.  The implementation of both policies additional capacity on the road new therefore, in tandem, improve con attractiveness of the area to emploinvestment would be attracted and more vital and viable.	ency on the car and journeys. This would son the trunk roads. Sult of improvements proved sections, this lal shift may counteract es would create twork and would nectivity and thus the pyers. Inward	There is likely to be general economic decline in south east Dors due to poor transport links.  There would be a general decline in the economy of the boroug and district which is likely to be reflected in South East Dorset a whole.							
Conclusions	Implementing these improvements will improve air quality in the short to change. However, in the longer terwill increase with a resulting detrim will do nothing to reduce the need as well as eastwards into Hampshir of measures to improve access by Improvements to the rail system will overall KS21 is more beneficial will be short to the solution.	erm. There will be positerm improving the capace nental effect on habitats to travel or transport ge and beyond is necess modes other than car will need to be promoted.	ive impacts on habitats ity of the network will perfect of the network will perfect on the perfect of the perfe	s, pollution and factors contribut cossibly increase CO <sub>2</sub> levels as contributing to climate change. It connectivity with other parts hable and growing economy. Th	ting to climate s traffic levels Option KS21 of the region ie introduction					

Table B.11

### **Appendix C Christchurch and Highcliffe Centres**

Issue: What should the vision be for Christchurch Town Centre?

Sustainability Objectives	Business as Usual			Option CH1				
I	•	•			rts Objective but only minor benefic adverse impact, Significant adver			
2) Make sustainable	Direct Eff	fects (Short, medium, lo	ong term) Traffic Lig	ht Assessment				
use of	x	x	×	++	++	++		
resources.	likely be developn comprehecentre.	he plan in place the tow the focus for retail, leisu nent although there wou ensive strategy to guide	ure and residential uld be no e the growth of the	The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites will be efficiently redeveloped at higher densities which is in line with the principles of sustainable development. The vision will encourage the regeneration of the town ensuring a better provision of services and high quality design and attract new investment.				
	Cumulat	ive impacts (Short, me	edium, long term) T	raffic Light Assessment	t			
	x	X	x	+	+	+		
				Due to the relatively high density of residential development planned for the centre, the viability of employing sustainable construction techniques will improve. Increased affordability of such technologies will contribute to the uptake of such technologies in new development.				

Sustainability Objectives	Busines	ss as Usual		Option CH1			
3) Minimise Pollution	Direct i	mpacts (Short, med	dium, long term) Traffic L	ight Assessment			
	X	X	Х	+	+	+	
4) Minimise factors contributing to climate change	in place comprel reduce I relation improve	and may not result hensive mitigation p evels of harmful em to a comprehensive	ituation without the plan in the adoption of a package to effectively hissions particularly in a package of transport tigation measures to	change is well establish Increased vitality of the of journeys made to the Retail/leisure expanse. As a direct consequent centre which might resubsequently air pollusimplementation of approfession of sustainable modes transport infrastructure. Residential developmentation of more impact on this objective services and facilities, pollution.  Public transport services of emit The provision of suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services and suital necessary to reduce le capacity of the highward public transport as the services	ice this option may attract more visualt in the increase of traffic/congetion. This however could be mitigatoropriate transport policies promotion of travel and strategic improvement.  ment  housing in the centre will have a precision of travel and strategic improvement.  housing in the centre will have a precision of travel which would minimiting car travel which would minimiting car travel which would minimiting car travel.	itors to the stion and ited by the ing the use in change centre is pact on the ge the use entre which	

Sustainability Objectives	Busines	ss as Usual		Option CH1				
	Cumula	tive / In- combinat	ion Effects (If relevant	In conclusion the option would have a slight positive impact on the objective. However, this is dependent on the successful and comprehensive implantation of a number of Core Strategy polices and mitigation measures. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may mitigate increases in the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.				
	X	X	X	x	x	x		
	co-ordina package result in	ation on a sub region of measures that region net increase in end of strategic sub re	ere is a potential lack of onal level to develop a educe emissions or missions, including the gional transport	on a sub regional level South East Dorset to rethe car. Public transpoto have a significant charmful pollutants. The dependant upon successions from road visitors must be considered with the level of residencement of the come forward in South	d traffic as a result of higher numb lered in combination with increases ential and employment growth anti- h East Dorset over the plan period ed to determine the precise implica	ty across ernative to e are likely levels of e impact is panies and pers of associated cipated to to 2027.		

Sustainability Objectives	Business	as Usual		Option CH1			
				A sub regional approach is required toward developing an effective mitigation package that may result in no net increase in emissions. Suggested mitigation measures are set out above under 'direct impacts'.  For the purposes of this SA the impact is recorded as uncertain due to uncertainties associated with the successful implementation of a sub regional approach.			
5) Provide access to	Direct Eff	ects (Short, medi	um, long term) Traffic Li	ght Assessment			
meet people's need	x	X	X	++	++	++	
	to ensure measures	the implementatio	and obligations policy on of a package of rt infrastructure and	This option has a significant positive impact on this objective by enabling more people to access basic facilities by locating shops, libraries, health, education and leisure facilities locally, in the town centre. Expansion of the retail offer will encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel.  It will promote mixed use development, providing retail, residential, leisure and work space opportunities in an accessible town centre location.			
	Secondar	y Effect (Short, n	nedium, long term) Traff	ic Light Assessment			
	x	X	X	х	х	x	
	formalised		re is a loss in long term ransport planning with	In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitudes to public transport. A sub regional			

Sustainability Objectives	Business as Usual				Option CH1				
					approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.				
6) Provide a	Direct E	Direct Effects (Short, medium, long term) Traffic Light Assessment							
safe and secure	x	х		x	++		++	++	
environment		the plan in place the to guide the quality	•	Design and Crime.					
	town ce		ppment in the	As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the town centre.					
	x x x				+		+	+	
	Flood risk  Without the plan in place development would be controlled in accordance with nationally defined flood zones.				Flood risk  Flood risk is a constration come forward in the to the Level 2 Strategic and 2126 factoring in centre within thigh flood development as a 'high of low flood risk (zone The Gasworks Site, Sthe lanes are affected flood risk (3a) it will be commercial uses subject sequential test and er and does not increase	own centre, Flood Risk climate cha od risk (zon ghly vulnera 1). The Mag tony Lane a by high floor appropriatiect to meet asuring the	both residential and a Assessment projection of the projection of the areas of the area of the area in the project of the area in the project of the area of the the project of the project of the area of the the project of the proje	commercial. on to 2086 of the town e residential ed to zones mall part of), lentified as ted by high rable ncluding the	

Sustainability Objectives	Busines	ss as Usual		Option CH1				
	Cumula	tive Effects (Short	, medium, long term) Tra	affic Light Assessment				
	X	x	x	++	++	++		
	Flood ris	sk		Design				
	controlle flood zor accurate	ed in accordance wi nes which would no e picture of future flo	evelopment would be th nationally defined of provide the most ood risk and its impact	In combination with other Core Strategy policies setting out high quality standards for design, the town centre may become a safer and more attractive place to visit.				
	on devel	lopment.		++	++			
				Flood risk				
				Other Core Strategy policies relating to climate change and flood risk protection will limit new development within areas at risk of flooding and explore implementation of appropriate flood defences to ensure safety of development. However, further modelling work is required to determine the extent to which the level of flood risk can be reduced with appropriate flood defences in place and the level of development this can bring forward over the plan period. The option in conjunction with other policies will provide a safe environment.				
7) Create conditions to	Direct e	ffects (Short, medi	um, long term) Traffic Li	ght Assessment				
improve	x	x	x	++	++	++		
health, promoting healthy lifestyles	Without the plan and a revised obligations framework it is uncertain that a comprehensive approach would be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.			As a direct consequence this option will continue to improve the opportunity to access open space and leisure facilities, located in the town centre. The refurbished Druitt Gardens will provide for high quality recreation area within the heart of the town. This will help to promote exercise and encourage healthy lifestyles.				

Sustainability Objectives	Busines	ss as Usual		Option CH1				
				In the medium and long term the impact on this objective will depend on the successful implementation of other plan policies such as funding to enhance Druitt Gardens and build cycle lanes in the Borough.				
8) Help make	Direct E	Effects (Short, medi	um, long term) Traffic Li	ight Assessment				
suitable housing	X	x	x	++	++	++		
available and affordable for everybody	strategy	•	re is no comprehensive ry of housing (including ds).					

Sustainability Objectives	Busin	ess as Usual		Option CH1					
	Secon	dary effects (St	nort, medium, long term) Tra	ffic Light Assessment					
	x	X	х	+	+	+			
	likely b	ne the focus for re repment although ehensive strateg	te the town centre would etail, leisure and residential there would be no y to guide the growth of the	may be mitigated by uptake of public transport in this sustainable					
	Cumu	lative (Short, me	edium, long term) Traffic Ligh	t Assessment					
	x	x	x	++	++	++			
	strateg	•	e there is no comprehensive elivery of housing (including	and residential design objective and will con- ensuring residential use and that adequate state housing. This combin- density residential develousing accommodate.  However, the success successful implement.	plicies, including the affordable hour standards have a positive impact tribute to meeting identified housing its provide for special accommodal andards of design are implemented with the option, which encourage elopment in the centre, will provide ion.  To of this proposal is dependent on a stion of other policies including the sidential design standards policy.	on this ag needs, ation needs d in new ges high for suitable			

Sustainability Objectives	Busines	s as Usual		Option CH1					
9) Help communities	Direct E	ffects (Short, medi	ium, long term) Traffic Li	ght Assessment					
to support	X	X	x	++	++	++			
social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	strategy	•	re is no comprehensive hesion by ensuring that its are catered for.	<ul> <li>The option has a significant positive impact on this objective by:</li> <li>Continuing to provide basic services and community facilities in the town centre, including the central library and cultural facilities such as the Regent Centre.</li> <li>Improvements to public spaces in the centre will reduce the fear of crime</li> <li>The enhanced Druitt Gardens will provide for attractive and safe open space.</li> <li>The vision encourages the provision of more health and sporting facilities.</li> <li>It champions local distinctiveness of Christchurch which may have a positive impact on the development of local cultural traditions.</li> </ul>					
10) Protect	Direct E	ffects (Short, medi	ium, long term) Traffic Li	ght Assessment					
historic	x	x	x	++	++	++			
buildings, archaeological sites and other culturally important features.		rk aimed at protecti	re is no comprehensive ing the historical assets	and SAM located ther the continued investment integrity of historic builthe historical buildings	the archaeological remains at Druite will be beneficial to the town centent in the town centre might ensurable by securing continuous occas located in the Central Conservating into a state of disrepair.	tre. Also re the cupancy of			

Sustainability Objectives	Busines	ss as Usual		Option CH1		
	Second	ary Effects (Short,	medium, long term) Tra	ffic Light Assessment		
	X	x	x	x	x	x
		ork aimed at protect	ere is no comprehensive ing the historical assets	number of visitors mig cause the deterioratio  This could be mitigated which may result in no Measures reduci	~ .	ich may an policies
11) Maintain and enhance	Direct E	ffects (Short, med	ium, long term) Traffic Li	ight Assessment		
local	X	x	x	++	++	++
distinctiveness and create places, spaces and buildings that work well, wear well and look well	likely be developi compref	the focus for retail, ment although there nensive strategy to	e town centre would leisure and residential e would be no guide the growth of the 's local distinctiveness.	by encouraging high senhance areas of poor traditions into new devenhance the special cenhancements will he are locally distinctive. create a vibrant environmentary and provide for high quality will enforce it's distinctive.  Key sites have been id Court Site, Saxon Square.	nificant beneficial impact upon this standards of design in the centre, a rer design. The incorporation of lockelopment will be encouraged in ocharacter of the built environment. Ip to create places, spaces and built he expansion of evening economonment, recognised for its attractive cafés. The refurbished Druitt Gardy open space in the heart of the centive character.  Identified in the centre including the Nare, The Lanes, The Gasworks Site tifies the requirement for development.	and aims to cal building rder to Specific ildings that by uses will elens will entre, which

Sustainability Objectives	Business as	Usual			Option Ch	<del>-</del> 11				
					to be prepared for these sites which will promote high design quality and landmark architecture which will have a significant positive impact on design quality and local distinctiveness.  In the medium and long term the impact on this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.					
	Secondary I	Effects (If relev	vant) (Short, mediui	m, lo	ng term) Tra	affic Light A	ssessment			
	X	X	x		+	+	++		++	
	likely be the development comprehensi	focus for retail, although there ve strategy to	e town centre would leisure and resider would be no guide the growth of 's local distinctivend	the	to locate in the town centre which will enhance its vitality.					
12) Facilitate a sustainable	Direct Effect	<b>ts</b> (Short, med	ium, long term) Trat	ffic Li	ight Assess	ment				
and growing	x		х	X	++		++	+-	+	
economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	and co-ordinate	lan in place the ated strategy r of the town ce	•	sive	encouragir shopping f economy, centre. Th new empl and contril	ng the expairacilities in to increase speed expansion oyment opposed to a great in bringi	ificant positive impact unsion of comparison retained the centre. This will attributed and contribute the of the retail and leisus cortunities in the service owing economy. Also fing in skilled labour so page in skilled labour	nil to provide act visitors to the prospere offer might and tourismit further reside	for diverse to the local erity of the the create m sector ential	

Sustainability Objectives	Business as Usu	al		Option Cl	<del>-</del> 11			
				the provision live which to the local the Vision Court Site, Lane which centre and sites are a	ents made to the attractiveness of on of community facilities creates will bring in and retain skilled labout economy.  I identifies key development sites so Saxon Square, The Lanes, The Gash are important for the commercial long term sustainable economic offected by flood risk and future devices in these locations will need to tests.	an attractive area to our which is beneficial uch as the Magistrates asworks Site and Stony I development of the growth. Some of these velopment of 'less		
	-	-	-	x	х	x		
	Flood risk			Flood risi	ζ			
	controlled in accor flood zones which picture as the Chri risk guidance from	n place development wordance with nationally distributed will not provide as accustication SFRA Level 2 a national level would not which would have an accustic growth.	efined urate a l. Flood ot enable	determine	and location of development to co d by the outputs of the SFRA Leve estriction on economic developme	el 2 assessment. This		
Conclusions	Option CH1 is the only acceptable approach that is consistent with national guidance. The vision supports SA objectives. The town centre will be a thriving place for community and retail opportunities. However, g contribute to some traffic congestion in the medium and long term. The increased use of public transport key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of p may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissi mitigated further by the installation of renewable energy technologies and sustainable construction technic							

Sustainability Objectives	Business as Usual	Option CH1
	the Level 2 Christchurch Strategic Floor	ent will be located in accordance with PPS25, taking into account the outputs of discount Risk Assessment. Options for flood defences need to be explored to determine duced and the resultant level of development that can come forward.
	economic growth through townscape in	significant positive impact on the vitality and viability of the centre and sustainable approvements, enhancements to the retail offer and through bringing forward key the Magistrates Court Site, The Lanes, The Gasworks Site and Stony Lane.
	vitality and viability of town centres. The	ision will therefore depend on effective delivery of other policies, central to the ese include adoption of a comprehensive transport strategy, climate change otection of historic built environment, design and landscape policies.

Table C.1

### Issue What should be the extent of the Christchurch Town Centre boundary?

Sustainability Objectives	Business as Usual			Option CH2			Option CH3		
	_	•			•	• •	ojective but only mind rse impact, Signific	-	
3) Minimise	Direct Effects (Sh	ort, medium, long t	term	) Traffic Light	Assessment				
pollution 4) Minimise	x	-	-	+	++	++	+	+	+
factors contributing to climate change:	because without the no comprehensive scentre development transport infrastruct. This option may have the medium / long designated bounds of development in this may result in sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility that medium / long designated bounds of development in the sustainable location accessibility designated bounds of development in the sustainable location accessibility designated bounds of development in the sustainable location accessibility designated bounds of development in the sustainable location accessibility designated bounds of development in the sustainable location accessibility designated bounds of development in the sustainable location accessibility designated bounds of development in the sustainable location accessibility development in the sustainable location accessibility development in the sustainable development in the sustainable development in the sustainable development in the	cture improvements.  ave a negative impacterm as not having a lary may affect the level the centre.  development in less and with poorer lay increase car journ ful emissions contributions.	e is own et in a vel	would clarify t development to ensure dev	on of a town ce he focus of con for the town cerelopment is location with goosess.	nmercial ntre and help ated in a	. The designation of a would clarify the focu development for the to ensure development sustainable location of transport access. De accessible locations to travel and the number associated harmful econtribute to the cause However, this option development opportunises in a sustainable Option A.	is of commercial town centre and hent is located in a with good public velopment in more will reduce the nealer of car trips and missions that sees of climate char provides less unities for commer	nelp e ed nd nge.

Sustainability Objectives	Business as Usu	al		Option CH2		Option CH3	Option CH3		
	Cumulative / In-	combination Effe	ects (If re	elevant) (Short, mediu	ım long term) (Traffi	c Light Assessme	ent )		
	х	x	х	Х		х	x		
	Not certain. Withous no comprehens town centre devel transport infrastru	ive strategy addre	essing ciated	the options might incre centre will become a p cumulative impact of I increase levels of emi Mitigation measures The uptake of public t visitors/generated car further by the installati techniques. The direct	ease the number of vipopular destination for Borough wide developsions and factors contained:  ransport may mitigate journeys. The increasion of renewable eners timpact of the option	proving the vitality and viability of the centre, isitors and generate more car journeys, as the present of visitors and tourists. There is also the appendix of the property of the contributing to climate change.  The ethe increase of the number of ased level of emissions could be mitigated regy technologies and sustainable construction on the objectives is therefore dependant on the Strategy options and therefore remains			
5) Provide	Direct Effects (S	nort, medium, lo	ng term)	Traffic Light Assessi	ment				
access to meet	х	x	x	+ +	+	+ +	+		
people's need	Not certain. Withous is no comprehens town centre devel transport infrastru	ive strategy addre	essing ciated	In the medium and long result in the concentratown centre which maimprovements in public transport infrastructure travel by more sustainathe car.	tion of services in the y result in ic transport and e that will promote	may result in the in the town centr improvements in transport infrastr	nd long term this option concentration of service e which may result in public transport and ucture that will promote ustainable modes other		

Sustainability Objectives	Busin	Business as Usual			CH2		Option CH3			
				dependa	tive impact of this option int on the provision of transture and public transport ments.	nsport	The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements.			
6) Provide a	Direct	Effects (Short, medi	um, long term	Traffic L	ight Assessment					
safe and secure	Х	X	X	Х	x	Х	-	-	-	
environment	develor accord Flood  However not the compression of the compression o	ons about the location opment are currently mance with the Christch Risk Assessment (Levver, without the plan in e commitment to developed the commitment to developed the sive flood risk strates future risk affecting the	ade in urch Strategic el 2 2009) place there is op a tegy which will	flood risk with Env impact.	ehensive development stra strategy is required in a ironment Agency to avoid The Core Strategy sets of to undertake this.	greement d adverse	the Town Ce boundary th and not suits of developm particular ar new housing A comprehe flood risk str with Environ impact. The	ncludes an area south entre within the town co at is in a high flood rish able for more vulnerab- ent such as housing. The ea is not suitable for sign development.  Insive development stra- ategy is required in ago ment Agency to avoid Core Strategy sets ou undertake this.	entre k zone ble types This gnificant tegy and reement adverse	

Sustainability Objectives	Business as	s Usual		Opt	ion CH2		Option	Option CH3			
9) Help communities	Cumulative	/ In- combination Ef	fects (If r	eleva	nt) (Short, medium	long term) (Traffic	Light A	ssessment)			
to support	X		-	+	++	++	+	+	+		
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	have a negation long term as	the short term. The operative effect in the medianot having a designary affect the level and y facilities.	lium and	towr reco and cent deve spor	In the short term this option has a beneficial impact upon this objective by designating a town centre boundary in line with the recommendations of PPS4. In the medium and long term the designation of a town centre boundary would focus the development of leisure, recreational and sporting facilities and other town centre uses within the designated town centre.			In the medium and long term the designation of a town centre boundary would result in the concentration of town centre uses within it which could provide new cultural, recreational and sporting facilities and open space and have a positive impact on the objective.  However in the long and medium term, due to the more constrained nature of the designated town centre (incorporating more residential neighbourhoods), less development opportunity for commercial and community uses would come forward (compared to Option A).			
11)	Cumulative	/ In- combination Ef	fects (If r	eleva	nt) (Short, medium	long term) (Traffic	Light A	ssessment)			
Maintain and	х	x	x	+	++	++	+	++	++		
enhance local distinctiveness and create places, spaces and buildings that work	without the p	on this option are uncolan there would be no design strategy relation	0	with desi high the t	e medium and long to other policies include gn policies the option design standards a own centre. It encoupern of development to tion of a successful	ding town centre on will ensure that re implemented for rages a sustainable that may lead to the	town ce ensure for deve a susta	nedium and long term, ation with other policie entre design policies the high design standards elopment in the centre. It inable pattern of develond to the creation of a sentre	s including e option will are required t encourages opment that		

Sustainability Objectives	Business as Usual		Opti	ion CH2		Option	CH3		
well, wear well and look well									
12) Facilitate a	Direct Effects (Short,	medium, long term)	Traff	fic Light Assessme	ent				
sustainable		-	++	++	++	+	+	+	
and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	This option could lead to investment in the town could is no defined boundary. opportunities could go a long term could lead to a centre.	entre because there Investment anywhere and in the	The option will have a significant positive impact by attracting investment to the designated town centre and support economic growth and employment opportunities in the town centre. The inclusion of the industrial parks in Stony Lane and the industrial estate north of the railway line will create more developmed opportunities for commercial uses. This create a vital and viable town centre in Christchurch.						
Conclusions	Overall both Options To sustainability terms, pro 5, 9, 11, 12.  To mitigate the issue of of travel and promote p  The effectiveness of this	viding most developn congestion and increa ublic transport alterna	nent o ased atives	opportunities for cor visitor numbers, the s to the car.	nmercial, cultural an	d leisure itegy poli	facilities, thus support	ing Objective	

Table C.2

Issue: What approach should be adopted to guide the location, scale and type of retail development in Christchurch?

Defining primary and secondary shopping core frontages

Sustainability Objectives	Option CH4				Option CH5							
						bjective but only mine erse impact, Signific						
9) Help	Direct Effects (Short, medium, long term)											
communities to support		x	х	x	+	+	+					
social cohesion through a reduction in the fear of	retail frontage	es of the centre, we the provision of of	nsion of non A1 use hich could potentia ther town centre us	ally lead to a	in the core retail from	ow for a higher percent stages which could pote and leisure facilities in th act on the objective	entially increase the					
crime and the provision of basic services and facilities, learning,	shopping cor	e policy enables t	concluded that the he provision of a su to meet the needs	uitable range								
training, skills knowledge and	Mitigation me	easures:										
culture	secondary from		es will be encourag that communities l									
12) Facilitate a	Direct Effec	ts (Short, mediur	m, long term)									
sustainable and growing	++	++	++		-	-	-					
economy that	floorspace to	meet projected red	the provision of su quirements identifie NLP have determi	d in the 2008	· · · · · · · · · · · · · · · · · · ·							

Sustainability Objectives	Option CH4	Option CH5					
creates economic and employment opportunity, as well as providing for vital and viable town centres.	policy approach is appropriate and robust in meeting future retail requirements to support the vitality and viability of the town centre.						
Conclusions	Option CH4 performs marginally better than Option B in terms of sustainability. Option CH4 is an effective mechanism in enabling the provision of sufficient A1 floorspace to meet projected requirements during the plan period.						

Table C.3

Is there a need to reclassify existing core and secondary retail frontages?

Sustainability Objectives	Option C	Option CH9			Option CH6			Option CH7			Option CH8		
Performance / Si = Equal or no imp													
9) Help	Direct Ef	fects (Sho	rt, medium	n, long t	erm) Traffic Lig	ht Asse	ssment						
communities to support social	x	-	-	+	+	+	+	+	+	=	=	=	
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning,	as a prim- restrict th non-retail and long t a slight ac range of t facilities a	ntion of Chulary frontage expansion uses in the term which deems which deems ervices available in the and café	e may n of e medium could have act on the ces and terms of	recommon assess impact encour town co	tion reflects the mendations of the ment. It has a poor on this objective aging a diverse rentre uses along including access	ositive by ange of Church	impact on t encouragin	has a positiv his objective g a diverse ra itre uses alor eet.	by ange	retail stud where it we the units not add to viability o	on reflects p dy recomme was conside from Town to the vitality f the town of cessary to r	endation ered that Bridge do and centre and	

Sustainability Objectives	Option C	H9		Option	n CH6		Option CH7		Option C	H8		
training, skills knowledge and culture				basic services and facilities and provision of cultural facilities. The de- designation of Town Bridge would have no impact on this objective (small amount of units along the frontage).				use of these units through frontage policies. The option would have no impact on the objective.				
11) Maintain	Direct Eff	fects (Sho	rt, medium	n, long t	term) Tr	affic Light Asse	ssmer	nt				
and enhance local	x	x	x	++	++	++	++	++	++	=	=	=
and create places, spaces and buildings that work well, wear well and look well	Plan frontages may restrict the expansion of non-retail uses such as café's and restaurants (particularly along Church ear well and expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church expansion of non-retail uses such as café's and restaurants (particularly along Church		econd make destir high d	The expansion of evening economy/leisure uses would make Christchurch a distinct destination recognised for its high quality evening economy and leisure facilities.		The option reflects part of the retail study recommendation where it was considered that the units from Town Bridge do not add to the vitality and viability of the town centre and it is unnecessary to restrict the use of these units through frontage policies. The option would have no impact on the objective.						
12) Facilitate a sustainable and	Direct Eff	fects (Sho	rt, medium	n, long t	term) Tr	affic Light Asse	ssmer	nt	,			
growing	-	-	-	+	+	+	+	+	+	=	=	=
economy that creates economic and employment opportunity, as well as	Without the plan in place it is possible that investment opportunities would be missed. The current frontage policies do not reflect the present position of the town centre.			as a re Churcl may er centre	esult of rehistrest, nhance t	units may occur e-designation of but other uses the vitality of the set the potential s.	of as a result of re-designation of Brides Church Street, but other uses impermany enhance the vitality of the vials		Bridge wo	The de-designation of Town Bridge would not have an impact on the vitality and viability of the centre.		

Sustainability Objectives	Option CH9	Option CH6	Option CH7	Option CH8
providing for vital and viable town centres.	Opportunities to enhance the evening economy would be reduced and overall this is likely to have a slight adverse impact on the vitality of the centre.	The de-designation of Town Bridge would not have an impact on the vitality and viability of the centre.  Mitigation options to prevent loss of shopping facilities would include the implementation of a policy preventing the loss of A1 units in the primary shopping frontages and ensure there are sufficient development opportunities to meet the projected requirements for A1 floorspace during the plan period in the rest of the town centre primary shopping core.	Mitigation options to prevent loss of shopping facilities would include the implementation of a policy preventing the loss of A1 units in the primary shopping frontages and ensure there are sufficient development opportunities to meet the projected requirements for A1 floorspace during the plan period.	
Conclusions	evidence contained in the retail café/bars. This will help to crea Mitigation options to prevent los in the primary shopping frontage and growth in tourism numbers Option CH8 is not a preferred, of frontage after Town Bridge, it do	ore the same in term of sustainable assessment. Option CH7 will enter a unique place and will draw in assessment of some soft some soft shopping facilities would include. The effectiveness of this option option because, even though, as possible on the soft some soft shopping facilities would include.	thance local distinctiveness, by en visitors and enhance the vitality ude the implementation of a police will be measured by footfall court over the evidence base, it propose be utilised for non A1 uses include	encouraging the expansion of of the centre.  by preventing the loss of A1 units of the rents, levels of unit vacancies of the designate the secondary

Table C.4

#### Issue: What should the vision be for Highcliffe District Centre?

Sustainability Objectives	Business as Usual			Option CH10						
					jective but only minor benef rse impact, Significant adv					
2) Make	Direct Effects (Short	, medium, long term)	Traffic Light Assessm	ent						
sustainable use of	x	x	x	++	++	++				
resources.	important centre for	place the district centre retail, leisure and resi d be no comprehensiv ntre.	dential development	The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites will be efficiently redeveloped at higher densities which are in line with the principles of sustainable development. The vision will encourage the regeneration of the district centre ensuring a better provision of services and high quality design and attract new investment.						
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment									
	x	x	x	+	++	++				
				Due to the relatively high density of residential development planned for the centre, the viability of employing sustainable construction techniques will improve. Increased affordability of such technologies will contribute to the uptake of such technologies in development schemes.						
	As above			the centre, the viability of emwill improve. Increased affor	ploying sustainable construction relationships and such technologies with the construction of such technologies with the construction of the const	on techniques will contribute				
3)		ort, medium, long term	ո) Traffic Light Assess	the centre, the viability of emwill improve. Increased affort to the uptake of such technology	ploying sustainable construction relationships and such technologies with the construction of such technologies with the construction of the const	on techniques will contribute				
3) Minimise Pollution		ort, medium, long term	n) Traffic Light Assess <b>X</b>	the centre, the viability of emwill improve. Increased affort to the uptake of such technology	ploying sustainable construction relationships and such technologies with the construction of such technologies with the construction of the const	on techniques will contribute				

to climate change	Retail/leisure expansion  As a direct consequence this option may attract more visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.  Residential development  The provision of more housing in the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.  Public transport services  Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving Highcliffe is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. The option will encourage the use of public transport as means of sustainable access into the centre which might reduce car journeys and have a positive effect on air quality and pollution levels.  In conclusion the option would have a slight positive impact on the objective. However, this is dependent on the successful and comprehensive implantation of a number of Core Strategy polices and mitigation measures. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction

Sustainability Objectives	Business as Usual  Cumulative / In combination Effects (If relevant) (Short in			Option CH10		
	Cumulative / In- co	mbination	Effects (If relevant) (Short, me	dium long term) (Traffic Lig	ht Assessment )	
	x	x	х	х	х	х
	on a sub regional lev	el to devel	a potential lack of co-ordination op a package of measures that net increase including transport	sub regional level to ensure Dorset to make public transport improvements on the cumulative impact on reduction of any cumulative positive in commitment from bus compowners.  Emissions from road traffiction must be considered in combilevel of residential and emploin South East Dorset over the required to determine the prechange.  Mitigation Options  A sub regional approach is mitigation package that may Suggested mitigation measures.	sport services need to be appoint that there is connectivity across port a realistic alternative to the is spatial scale are likely to have one in levels of harmful pollutant appact is dependent upon succeanies and the change in attitude and a result of higher number ination with increases associately as a result of higher number ination with increases associately as a result of higher number ination with increases associately as a result of higher number ination with increases associately as a result of higher number in the plan period to 2027. Further ecise implications for air quality required toward developing and result in no net increase in errors are set out above under 'did the impact is recorded as uncontrolled in the successful implementation.	ess South East e car. Public e a significant ets. The extent essful de from car es of visitors ated with the come forward work is ey and climate effective missions. Irect impacts'.

Sustainability Objectives	Business as Usual			Option CH10				
5) Provide	Direct Effects (Shor	rt, medium,	long term) Traffic Light Assessn	nent				
access	x	X	X	++	+	+	++	
need	framework and oblig	ations polic sures inclu	is a lack of a comprehensive by to ensure the implementation ding transport infrastructure and	This option has a significant positive impact on this objective by enabling more people to access basic facilities by providing shops, library, health, education and evening economy facilities locally, in the centre. Expansion of the retail offer will encourage more people to travel locally to the centre which may have a positive impact on reducing car emissions. The option will promote use of public transport as the principal means of getting into the town centre, which will have a positive impact on reducing car travel. It will promote mixed use development, providing retail, residential, leisure and work space opportunities in the town centre.				
	х	x	X	X	2	ĸ	x	
	Long term formalised enhanced through th		tion in transport planning is ategy.	In the medium to long term the implementation of this option will depend on the successful implementation of other transport policies aimed at changing attitudes to public transport. A sub regional approach is required to effectively address requirements for improvement to transport infrastructure and public transport to enhance positive impacts for accessibility which is formalised through the Core Strategy and Local Transport Plan.				
6)	Direct Effects (Shor	t, medium,	long term) Traffic Light Assessn	nent				
Provide a safe	х	x	x	++	++	+	+	
and secure environment	Without the plan in p guide the quality of c		is no comprehensive strategy to nt in the town centre.	As a direct consequence new development will be carefully planned to ensure that the environment does not encourage crime. A comprehensive design strategy aimed at improving the safety of public areas within the town centre will be introduced.				

Sustainability Objectives	Business as Us	sual			Option CH10					
	Cumulative Eff	ects (Short, me	edium, long term) Traffic	Light As	sessment					
	x	x	x		++	++	+	+		
	A above				In combination with other Core Strategy policies setting out high quality standards for design, the town centre may become a safer and more attractive place to visit.					
8) Help make	Direct Effects (	Short, medium,	long term) Traffic Light	Assessn	nent					
suitable	X	x	x		++	+	+	++		
housing available and affordable		•	is no comprehensive str including affordable hou	0,	As a direct consequence this option supports the provision of high density residential units in the centre, which will have a positive effect on meeting housing needs.					
for everybody	Secondary effects (Short, medium, long term) Traffic Light Assessment									
	X	)	K	x	+		+	+		
	important centre	e for retail, leisu vould be no cor	strict centre would likely re and residential devel nprehensive strategy to	lopment	As a secondary consequence, residential redevelopment may increase congestion/parking need in the town centre. This however may be mitigated by uptake of public transport in this sustainable location and by setting appropriate standards for residential parking to limit the number of vehicles in high accessibility zones.					
	Cumulative Eff	ects (Short, me	edium, long term) Traffic	Light As	sessment					
	x	х	x		++	+	+	++		
			is no comprehensive str including affordable hou		Other core strategy policies, residential design standards contribute to meeting identific provide for special accommo	policy supported housing nee	this objective a ds, ensuring re	and will sidential units		

Sustainability Objectives	Business as Usual			Option CH10				
				of design are implemented in new housing. This combined with the option, which encourages high density residential development in the centre, will provide for suitable housing accommodation.  However, the success of this proposal is dependent on the successful implementation of other policies including the affordable housing policy and residential design standards policy.				
9) Help commun <b>i</b> es	Direct Effects (Shor	t, medium,	long term) Traffic Light Assessn	nent				
to	x	x	x	+	+	+		
support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	•	ion by ensı	s no comprehensive strategy to uring that the community's basic	<ul> <li>Continuing to provide be centre, including a libra</li> <li>Improvements to public fear of crime</li> <li>Continuing to be a cham</li> </ul>	positive impact on this objections as a services and community for any community for a spaces in the centre, which we apion of local distinctiveness of the impact on the development	racilities in the vill reduce the Christchurch,		

Sustainability Objectives	Business as Usual  Direct Effects (Short, medium, long term) Traffic Light As			Option CH10			
11) Maintain	Direct Effects (Shor	t, medium,	long term) Traffic Light Assessn	sment			
and	x	X	x	++	++	++	
enhance local dsinderess and create places, spaces and buildings that work well, wear well and	important centre for	retail, leisu I be no con	strict centre would likely be an re and residential development nprehensive strategy to guide	This option has a significant beneficial impact upon this objective by encouraging high standards of design in the centre, and aims to enhance areas of poorer design. The incorporation of local building traditions into new development will be encouraged in order to enhance the special character of the built environment. Specific enhancements will help to create places, spaces and buildings that are locally distinctive. The expansion of evening economy uses will create a vibrant environment, recognised for its attractive restaurants, bars and cafés.  In the medium and long term the support of this objective will depend on the successful implementation of other plan policies and securing funding for the planned townscape improvements.			
look well	Secondary Effects	(If relevant	) (Short, medium, long term) Tra	ffic Light Asses	sment		
Well	X	X	x	++	++	++	
	important centre for	retail, leisu I be no con	strict centre would likely be an re and residential development oprehensive strategy to guide	The centre, recognised for its special character will attract more visitors which will result in other businesses and investors will want to locate in the town centre, increasing vitality.			

Sustainability Objectives	Business as Usual  Direct Effects (Short, medium, long term) Traffic Light Asses			Option CH10				
12) Facilitate	Direct Effects (Shor	t, medium, l	ong term) Traffic Light Assessn	nent				
а	x	Х	x	++	++	++		
sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres			s no comprehensive strategy velopment of the town centre.	The option has a significant positive impact upon this objective by encouraging the expansion of comparison retail to provide for diverse shopping facilities in the centre. This will attract visitors to the local economy, increase spending and contribute to the prosperity of the centre. The expansion of the retail and evening economy offer might create new employment opportunities in the service and tourism sector and contribute to a growing economy. Also further residential development in bringing in skilled labour so people are living and working in the area.  Improvements made to the attractiveness of the town centre and the provision of community facilities creates an attractive area to live which will bring in and retain skilled labour which is beneficial to the local economy.				
Condusions	The single option presented for this issue is the only acceptable approach that is consistent with national guidance. The vision supports many of the SA objectives. The town centre will be a thriving place for community and retail opportunities. However, growth may contribute to some traffic congestion in the medium and long term. The increased use of public transport represents a key factor in reducing levels of emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.							

Table C.5

Sustainability Objectives		Option CH10
	l ·	nd on effective delivery of other policies, central to the vitality and viability asport strategy, climate change mitigation and adaptation policies, effective ng and conserving the historic built environment.

Issue: What approach should be adopted to guide the location, scale and type of retail development in Highcliffe?

Sustainability Objectives	Option CH11										
		nificant Beneficial Impact, + Option Supports Objective but on conflicts with objective and may result in adverse impact,									
9) Help	Direct impacts (Short, medium,	Direct impacts (Short, medium, long term) Traffic Light Assessment									
communities to support social	+	+									
cohesion	The option reflects the recommendations of the retail assessment. It has a positive impact on this objective by encouraging a diverse range of retail uses in Highcliffe Centre including access to basic services and facilities and provision of cultural facilities.										
11) Maintain	Direct impacts (Short, medium, long term) Traffic Light Assessment										
and enhance local	=	=	=								
distinctiveness and create	The option would have no direct impact on this objective.										
places, spaces and buildings	Cumulative impacts (Short, me	Cumulative impacts (Short, medium, long term) Traffic Light Assessment									
that work well,	+	+	+								
	Taken together with other Core Strategy policies, especially pTC9, which promotes the expansion of evening economy uses such as restaurants/cafés/pubs in the secondary core, this option has a positive impact upon this objective making Highcliffe a more vibrant place in the afternoon and evening hours and subsequently a distinct destination recognised for its high quality evening economy facilities.										

Sustainability Objectives	Option CH11								
12) Facilitate a	Direct Effects (Short, medium, long term) Traffic Light Assessment								
sustainable and growing	+	+	+						
economy	The option reflects the retail study recommendation of maintaining current shopping core frontages. This will have a positive impact on the vitality and viability of the centre by enabling an appropriate mix of retail units.								
Conclusions  This option reflects the evidence contained in the retail assessment and is considered to be the only reasonable options considered in promoting the long term vitality and viability of Highcliffe centre.									

Table C.6

#### **Appendix D Christchurch Urban Extension**

Issue: What strategy should be adopted concerning the location, scale and infrastructure requirements of the north Christchurch Urban Extension?

Sustainability Objectives				ion UE1	Non Preferred Option UE2		Non Preferred Option UE3			Non Preferred Option UE4					
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, Significant adverse impact)															
1) Protect,	Direct Effects (Short, medium, long term)														
enhance and expand habitats	=	=	=	X	X	X	X	Х	X	Х	Х	Х	X	X	X
and protected species.	situation in place no additi	on relates to without the so will gene onal impact and species	plan erate t on	Ecol unde iden habi loca	site Impact itats and S ogical survertaken in 2 tified the fotats and sp ted south of ay line.  Some parland are li support correptiles th partially pr the Wildliff Countrysic Hedgerow support a common r birds inclu	reys 2007 have bllowing becies of the  ts of the kely to bommon at are rotected by e and de Act. vs will range of nesting	On site Impact Habitats and State Habitats and State Habitats are in comparison UE1 due to the level of housing associated with option.  Detailed considering associated with option.  Detailed considering associated with option.	y cause for ad specto Operations of this	on ecies tion er	This optiless distusite habit in compaute 1 and lower levassociate option.	Impact on a and Special control consideration and special control consideration and special consideration as set on a seessmile 1.	cies: nuse or on pecies options to the ing s tion of ut	This less site in could be under the country of the country option.	option may caudisturbance for habitats and spomparison to Operand UE2 due to relevel of housing ciated with this point.  Alled considerate acts is as set outer the assessment on UE1.	use r on pecies ptions to the ing s tion o

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		buzzards. Sightings have been reported for Sparrow hawk, little owl and lesser spotted woodpecker.  Skylarks have been noted and are likely to nest on the fields.  Lapwings have been observed in a south east field.  Recent survey work undertaken by Christchurch Borough Council countryside team has discovered a colony of southern damsel fly on			
		the River Mude  at locations including Immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park. This is a fully protected red data book species.  Initial discussions with Natural England have identified the requirement to ensure a green corridor			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		(buffer zone) is provided along Watery Lane in combination with possible habitat enhancements which could involve tree shelter. The Mude Valley SNCI is located to the south of the urban extension site and follows the River Mude. This area provides ideal habitat to accommodate southern damselfly and could form part of a mitigation package to also support the species in this location. Further specialist survey work is required on the proposed urban extension site and the Mude Valley SNCI to confirm the extent of species and potential measures for habitat creation / enhancement.  None of the options here propose built development along Watery Lane which enables the creation of			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		green corridor to avoid any adverse impact on the damselfly population.  Land within the area of search is relatively poor with reference to protected, notable Biodiversity Action Plan habitats. However, there is a characteristic range.			
		is a characteristic range of species that use this type of landscape that includes some vulnerable species (bats and field and hedgerow birds for example.)			
		The likely species to be affected by development within the area of search and appropriate mitigation measures are set out below:			
		Bats – Are likely to be affected by loss of feeding territory which could be replaced by gardens, hedges and other planting of native species			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4	
		Skylark – The impact of development is likely to be high with a loss of 3 – 4 breeding pairs. Impacts cannot be compensated for but local populations can be aided by changes in farming techniques such as leaving Skylark Plots, and providing 'beetle banks' and wide hedgerow verges  Linnet – The impact of development is likely to be high with loss of feeding area. Mitigation will require the provision of marginal land for seed plants.  Greenfinch – Impacts of development is likely to be high through loss of feeding area. Mitigation measures are as for Linnet.				

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<ul> <li>Robin – Impact of development is likely to be high through loss of feeding and breeding sites. This could be replaced by gardens, hedges and other planting.</li> <li>Dunnock – Impact of development is likely to be high with loss of feeding and breeding sites. Mitigation measures are as for Robin.</li> <li>Common         Whitethroat – Impact of development is likely to be high through loss of feeding and breeding sites. Mitigation requires provision of dense of managed scrub</li> <li>Starling – Impact of development is likely to be moderate through loss of feeding area. Mitigation measures</li> </ul>			

Objectives plan in place)	the Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4	
	are as for Common Whitethroat.  Buzzards, game birds, Lapwing are likely to suffer but the provision of buffer strips can reduce the impact on these species.  The ecological survey identifies further mitigation / compensation measures which include gardens and well designed networks of wilder land including tall sward grassland, native woodland, hedges and ponds, and the retention and enhancement of some of the better features will greatly enhance this area and will improve wildlife potential of the land for common species (including bats) above its current state. There could be considerably more benefits to wildlife from well designed housing schemes and new				

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		species could be attracted to the area. The only exception is the Skylark that cannot survive in a developed landscape.			
		The above ecological survey was undertaken during the winter and further survey work is required to provide a complete picture of species present within the area of search during the year which include:			
		<ul> <li>Survey for bat flight paths and bat use of trees and plantations (summer)</li> <li>A common bird census of nesting birds to build up biodiversity information (May)</li> </ul>			
		<ul> <li>A more detailed floral survey of the semi – improved grassland areas, especially the area at Roeshot, and the</li> </ul>			

Sustainability Objectives		tion without place)	out the	Pref	ferred Opt	ion UE1	Non Preferred UE2	Option	Non Pre UE3	ferred Op	tion	Non Prefer UE4	rred Option
				impa iden spec mitig mea iden work of th to co appi com requ the i	woodland nificant adv acts have to tified in rel cies to whice gation / con asures have tified abov to is require the HRA assonfirm the propriate mi pensation	for wood the eastern (summer).  Werse peen ation to the possible pensation to the possible pensation to the sesment the sessment tigation / measures will reflect							
	Secon	dary Effe	cts (If rel	evan	t) (Short, r	medium, lo	ng term)		1				
	=	=	=	X	Х	X	Х	X X	X	Х	X	-	
	situation in place no add	otion relate on without e so will go itional imp s and spe	the plan enerate pact on	have follo natu	option is I e an impac wing habit ire conserv ortance:	et upon the ats of vation	This option is li have an impac habitats as set the secondary assessment for UE1. This option	t on out under impact r Option	have an habitats the seco assessm	on is likely impact on as set out ndary implent for Opsoption in	under act otion	UE2 which	of housing ns UE1 and is likely to lesser impact

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		<ul> <li>Burton Common SSSI</li> <li>Avon Valley SPA,</li> <li>River Avon SAC,</li> <li>New Forest SPA, SAC, Ramsar,</li> <li>Dorset Heaths SAC</li> <li>Christchurch Harbour SSSI</li> <li>Development within the urban extension will increase visitor / recreational pressure upon the Dorset Heaths and the New Forest and Burton Common SSSI in particular. In order to avoid / minimise any adverse impacts there is a requirement for the implementation of a package of mitigation measures which are consistent with advice from Natural England and work undertaken by local ecologists. This option identifies the provision of a SANG to be located north of the railway line to the east of Burton.</li> </ul>	a lower level of housing than Option UE1 which is likely to generate a lesser impact on these habitats. However, the requirements for SANG provision is likely to be the same for all urban extension options.	a lower level of housing than Options UE1 and UE2 which is likely to generate a lesser impact on these habitats. However, the requirements for SANG provision is likely to be the same for all urban extension options.	However, Natural England has advised that it is unlikely that a SANG of suitable size and attractiveness can be provided south of the railway line. Therefore, this option provides a less effective form of mitigation to reduce recreational impacts on the heaths in comparison to options UE1, UE2 and UE3. It is also not clear whether this option would satisfy the habitats regulations assessment.

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		The provision of a SANG within walking distance of the urban extension and high quality open space within the site is likely to relieve some of the recreational pressure on the Dorset Heaths and New Forest National Park and Burton Common SSSI. The concept of SANGs as a form of heathland mitigation is supported by Natural England and through research undertaken by local ecologists.			
		The recreational behaviour of new residents to the Borough will be easier to influence as they are unlikely to have established recreational patterns.  There is some uncertainty concerning the			
		implementation of a SANG north of the railway line due to Hampshire Country Council and Dorset County Council's			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		plans for minerals extraction in this location. However, there is potential to implement a SANG located north of the railway line and to the east of Burton in an area unaffected by potential plans for minerals working.			
		In isolation the provision of a SANG may not draw significant recreational pressure away from the Dorset Heaths and National Park to avoid degradation of the heaths. In combination with other heathland mitigation measures such as the provision of SANGs elsewhere there is greater potential to lessen any adverse impacts on the heaths.			

Sustainability Objectives	(Situat plan in	ion without place)	out the	Pref	erred Opt	ion UE1	Non Preferred UE2	d Opti	on	Non Pref UE3	ferred Op	tion	Non Pro UE4	eferred	Option
	Cumula	ative / In-	combin	ation	Effects (If	relevant)	⊔ (Short, medium	long	term	)					
	=	=	=	X	X	X	X	X	X	X	X	X	X	X	X
	situation in place no addi	tion relate n without so will go tional imp and spe	the plan enerate act on	under Fore within has on the Nation Dorse recreigned between this cum impartment on the Nation The Office consumes the property of the Nation	ne New Foonal Park. Set Heaths eational imed to have veen 400m instance the ulative recipion that and the est from defin Dorset an pshire musidered witles opriate miters.	the New that potential to the New that potential to the pact is an effect and 5k. In the reational to the Porset en an igation athland are package of the include of SANGs	This option is I have a lesser impact than O as it involves a of housing. As option the avominimisation or cumulative implementation strategic packates measures acrorregion.	cumula ption U lower with the idance of pacts v effect of a age of	ative JE1 level his e / will tive	have a le impact th and UE2 lower leve with this cavoidance of cumula depend complement	as it involued of housi option the e / minimi ative imparon the effect of the package of the contaction of the effect of the contaction of the package of the contaction of th	ulative is UE1 lves a ing. As sation cts will ective a of	involves housing and UE2 has a le the heat set out a that loca south of provide heathlar. The cun will deport effective of a stra	a lowe than op 2 which sser im ths. How above it ating a \$1 the rail a suitable and mitigend on the implementagic parties.	pact on wever, as is unlikely SANG way will ble form of ation.

Sustainability Objectives		tion withou place)	ut the	Prefe	erred Opt	ion UE1	Non F UE2	referred	Opti	on	Non Pre UE3	ferred O	otion	Non Pref UE4	ferred	Option
				mana educa / min adve incre press upon imple	•	and visitor avoidance of any et from eational pendant tive n of this										
2) Make sustainable use	Direct	Effects (SI	hort, me	dium,	, long ter	m)								1		
of resources.	-	-		++	++	++		+	+	+	+	+	+	+	+	+
	future of concential field lar urban of the	otion involved development dev	ot of the rell an area essing	consistrative americal stratilization order the F Proper for C there exces	SHLAA pu determin to accom irst Detail osals hou hristchurc is a need ss of 600 n the urba	the Core of the olve o the Belt results of blished in e that in modate ed sing figure ch of 3,200 I for in dwellings	a lower than or land so for hor effection. The reasses	ption brin er level of ption B a outh of th using les vely. emaining sment is n UE1.	f hous ind uti ne rail s	sing ilises way	a lower I than opt UE2 and south of housing	nent is as	ousing and and ay for tively.	This optic a lower le than optic UE2 and south of thousing I The rema assessm Option U	evel of lons UE utilises the raily ess efforting entils a	housing 1 and s land way for ectively.

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		The SHLAA process ensures that development opportunities on brown field sites in the existing urban area will be maximised in accommodating Christchurch's locally established housing target.			
		Development of the urban extension will involve the loss of Grade 2 versatile agricultural land. Any soils that are removed should be utilised elsewhere.			
		Development in the urban extension will increase water usage. Measures such as enhanced water efficiency, water harvesting and reuse, should be encouraged in working toward water neutrality.			
		This option maximises development potential south of the railway line. Locating development			

Sustainability Objectives		tion without n place)	the Pr	referred Opt	tion UE1	Non Prefe UE2	erred Opti	on	Non Pre UE3	ferred O <sub>l</sub>	otion	Non Pref UE4	erred	Option
			wi is ar ex fa	outh of the raithin the area the least correa in close pasting commicilities.	a of search nstrained proximity to nunity									
	-	lative / In- co	mbinatio	on Enects (i	X	(Short, med	num long	x	•			Х		
	a positi impact deliver plan ar sub reg make b	otion does not ive in-combinative in-combinative with housing y options in the ear and the wingion as it does to be structured to ably located structure.	ation ar be to ider fo wi	ince the revon adopted Copen reassess be delivered if the Christo ill contribute	ore Strategy sing local ho d across the hurch urbar	in place incousing targe sub region actension	luding Books to be de is currentl	urnem elivere y unc	nouth, East ed over the ertain and	Dorset a plan peri it is not cl	nd Purb od. The ear the	eck and Cherefore, the extent to w	ristchu level of hich the	rch have f housing e options
3) Minimise	Direct	Effects (Sho	rt, mediu	um, long ter	m)									
pollution	=	= =	x	х	x	х	х	x	X	х	x	x	x	X
4) Minimise factors contributing to climate change	situation in place no add	otion relates to on without the e so will gene litional impact contributing t	plan 95 rate so on ha	ption UE1 pu 50 -1250 dwe buth of the rai as significant aplications fo waste gene	ellings ilway which i or the level	Option UE level of de approxima dwellings to have a impact tha	velopmen tely 650 - which is lil	t of 850 kely erse	level of control approximate dwellings to have a	IE3 prese developmenately 500 s which is a lesser an	ent of ) - 650 likely dverse	Option Ull level of de approxim dwellings to have a impact the	evelopi ately 5 which lesser	ment of 00 - 650 is likely adverse

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		opportunities to reduce adverse impacts through the promotion of recycling.	required to minimise adverse impacts as set out under Option UE1.	required to minimise adverse impacts as set out under Option UE1.	required to minimise adverse impacts as set out under Option UE1.
		This level of development will also increase levels of C02 emissions and NOx which contribute to the causes of climate change. In order to minimise / avoid any adverse impacts mitigation measures are required which will include:			
		Measures reducing the need to travel			
		The proposal for development will increase the amount of water abstraction but within acceptable limits.			
		The impact assessment for this objective for all options assumes effective implementation of mitigation measures. Mitigation measures provide the opportunity to			

Sustainability Objectives	(Situat plan in		vithout the e)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
			in emissions however population growth verification increase the level of waste to landfill and amount of water abstraction.				
	Cumula	ative	/ In- combin	ation Effects (If relevant)	(Short, medium long term	1)	
	=	=	=	x	x		х
	situation in place no addi	n with so w tional contr	elates to the nout the plan vill generate impact on ibuting to limate	of wider development acr	oss the plan area and outsi	ide the plan area. Effective	combination with the impact mitigation measures will vels and no net increase in
5) Provide access to meet	Direct I	Effec	ts (Short, me	edium, long term)			
people's need	=	11	=	+	+		+
7) Create conditions to improve health, promoting healthy lifestyles	situation	า with	eflects the nout the plan no urban	30 minutes) or can be acc 3K from Christchurch rail Development in this locat	cessed by minor amendme station.  ion will generate additional outputs of the South East D	nts to existing bus services	c transport (Services every s. The site is approximately e an impact on the capacity ill determine the precise

Sustainability Objectives	(Situatio plan in pl	n without the ace)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
	extension objective impact to	there is no	the road network. If developus services will be required Land south of the railway reasonable proximity to control of the site is within the catch somerford Primary and set Land south of the railway and the airport. Master pladevelopment as part of the Master planning for the urprovided. Improvements to identified as part of the master planning for the master planning for the urprovided. Improvements to identified as part of the master planning for the master planning for the master planning for the urprovided in the provided distance of the urban externity to recreate locations.	line is well served by convergence on retail in Christche of a range of precondary schools including is in close proximity to the tranning work for the urban even curban extension.	re railway improvements to abbligations policy in the Continence retail with Sainsburgarch town centre, Somerfordinary schools including Stathe Grange and Highcliffe.  The Grange and Employment and Emp	transport infrastructure and re Strategy.  ys adjoining the site and in d and Highcliffe.  Josephs, Highcliffe and nt sites in the urban area otential for employment  community facilities to be ion will also need to be  n space within walking ic as people have the omotes healthy lifestyles.
	Cumulati	ve / In- combina	ation Effects (If relevant) (	(Short, medium long term	)	
	= :	= =	х	Х		Х
	situation v	n reflects the vithout the plan rith no urban	East Dorset will increase i	ban extension in combinati road traffic and impact upor will identify infrastructure in	the capacity of the road no	

Sustainability Objectives	(Situation without the plan in place)	Preferred Opt	tion UE1	Non Preferred UE2	Option	Non Preferred ( UE3	Option	Non Preferred Option UE4
	extension. For this objective there is no impact to consider.	improvements developer con A sub regional and quality of Borough.  Anticipated de essential compand provision a cross border  The extent of a identification of	In order to tributions we approach in the property of new facility approach any positive of need for recognitive or recognitive of need for recognitive or recognitive or need for recognitive or recognitive or recognitive or need for recognitive or recognitive or recognitive or need for recognitive or reco	o deliver the neces which operate at a s required toward nities across Sou in the Borough a ities such as edu ities will be requir to need identificate or adverse impa	ssary import Borough the provise the East Do and the wide cation, head according to and detect will depose the East Do and Do an	and sub regional le ion of employment orset to meet the n er sub region will p alth, sports and rec ing to need general elivery of new serv end upon success	er approacevel.  land to e eeds of relace greation a ted by ne rices.  ful cross	ntial infrastructure ach is required in relation to  nsure an appropriate range new development in the  ater demand on a range of nd retail. Enhancements to w development and require  border working toward the sary resources to secure
8) Help make	Direct Effects (Short, me	implementatio						
suitable housing		++ ++	++	+	+ +	+	+	+
available and affordable for everybody	Without the urban extension the level of housing that can come forward sustainably in Christchurch will be much lower as this will rely on existing potential in the Christchurch urban area. This will make it very difficult to affectively address local housing need	This option had potential to de region of 950 dwellings which the greatest contour to meeting locured. Delivery dwellings sout railway line will possible to de	liver in the - 1250 ch makes contribution al housing of 950 h of the ll make it	This option has potential to del region of 650 – dwellings which significant contlocal housing report of existing developmential in the Christchurch upon as identified in SHLAA this op	ver in the 850 n makes a ribution to eed. asideration elopment ban area the	of 500 – 650 dwe in addressing loc UE3 and UE4 de contributes least	ellings wheal housing the to meeting provise his asse	tial to deliver in the region nich has a positive impact ng need. However, Options least housing which ng local housing need. sion is as per the Borough ssed under the affordable

Sustainability Objectives	(Situation w		Prefe	erred Opti	on UE1	Non Preferred UE2	Option	Non Pref UE3	ferred Opt	tion	Non Prefe UE4	erred (	Option
			housi dwelli Afford provis Borou which	dable hous sion is as p ugh wide p n is assess ffordable h	sing per the policy sed under	not enable the I Detailed Propos of 3,200 to be no Affordable hous provision is as p Borough wide p which is assess the affordable hoptions.	sals figure met. sing per the policy sed under						
	Cumulative /	In- combina	ation E	Effects (If	relevant)	Short, medium	long term	)					
		Х				X					X		
	in place included over the plan	ocation of the ding Bournen period. Ther ch the option	nouth, l refore, t s for th	East Dorse the level o	et and Purb f housing t	X I Spatial Strategy beck and Christch to be delivered ac n extension in cor	nurch have cross the s	been reass ub region i	sessing loo s currently	cal hou: / uncer	an adopted sing targets tain and it i	to be o	delivered lear the
9) Help	in place include over the plan extent to which will contribute Direct Effect	ocation of the ding Bournen period. Ther ch the option e to housing i	nouth, I refore, t s for th need.	East Dorse the level o e Christch	et and Purb f housing t urch urbar	I Spatial Strategy beck and Christch to be delivered ac	nurch have cross the s	been reass ub region i	sessing loo s currently	cal hou: / uncer	an adopted sing targets tain and it i	to be o	delivered lear the
9) Help communities to support social cohesion	in place include over the plan extent to which will contribute Direct Effect	ocation of the ding Bournen period. Ther ch the option e to housing i	nouth, I refore, t s for th need.	East Dorse the level o ne Christch	et and Purb f housing t urch urbar	I Spatial Strategy beck and Christch to be delivered ac	nurch have cross the s	been reass ub region i	sessing loo s currently	cal hou: / uncer	an adopted sing targets tain and it i	to be o	delivered lear the

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
training, skills knowledge and culture		is not considered necessary to provide a school within the urban extension to meet educational needs.  For a development of up to 950 dwellings it will be possible to meet open space standards identified in the PPG17 study. The additional need generated by a development of 1250 dwellings would need to utilise existing open spaces close to the development. This option involves provision of a SANG north of the railway which if implemented effectively will help to meet recreation needs.  Master planning work for the urban extension is exploring the potential for employment development within the urban extension. However, if any potential exists it is			This option locates SANG provision south of the railway line which is unlikely to provide a recreational area of suitable size and attractiveness.
		exploring the potential for employment development within the urban			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		is in close proximity to the town centre and employment sites in the urban area and the airport which will provide employment and training opportunities.			
		There will be a requirement for a small number of retail units within the urban extension to meet day to day needs. The Sainsbury's store provides good access to convenience shopping and the urban extension is in close proximity to a range of comparison retail outlets in Christchurch Town Centre and Somerford.			
		Stage 1 master planning for the urban extension has identified the requirement for a health centre within the urban extension which will assist in meeting local			

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferr UE3	ed Option Non Preferred Option UE4	
		health requirements. This can be accommodated within this option.				
		Master planning work has also identified the requirement to provide a community hall which could be accommodated within this option and have a positive impact on social cohesion.				
	Cumulative / In- combi	nation Effects (If relevant) (	Short, medium long tern	n)		
	= = =	+	+		+	
	This option does not include an urban extension so there is not a cumulative impact to consider.	provision of open space, e combination with options f	educational and training op for the urban extension this	portunities reta has the poten	rovision of essential community facilities, all provision and health services. In tial to have a significant positive impact. ndant upon other agencies and	
10) Protect and	Direct Effects (Short, n	nedium, long term)				
enhance historic buildings,	=  =  =	х	>	(	X	
archaeological sites and other culturally important features.	This option does not include an urban extension so will not have	de an urban areas. Future development will need to have a positive impact upon these conservation areas and their				

Sustainability Objectives	(Situation plan in plan	without the ce)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred UE3	Option	Non Preferred Option UE4		
	an effect on and Verno L conservatio	Lane	that this scheduled ancier at Staple Cross facilitating At this stage the Core Str issues will be addressed Further SA work at this st		ly affected. Any position will need to one location and levelementary planning of the proposed	otential cha ensure no vel of devel ng docume d urban exte	lopment. Detailed design nt for the urban extension.		
	Cumulative	e / In- combin	ation Effects (If relevant)	(Short, medium long tern	1)				
	= =	=	Х	<b>)</b>	X X				
	1	urban so there is not ination effect	dwellings to be accommo of which will be accommo need to have a positive in	ccommodate a significant I dated in the existing urban odated in conservation area upact on conservation area includes policy approache should minimise the risk of	area and Burton on s. Future develop is inclusive of the sconcerning design.	during the poment in the Burton and ign and app	plan period to 2027 some e existing urban areas will d Verno Lane conservation propriate development in		
			there is a degree of unce	rtainty regarding the cumulatecisions made on individua	ative impact of ne				
11) Maintain	Direct Effe	cts (Short, me	there is a degree of unce	rtainty regarding the cumul	ative impact of ne				
11) Maintain and enhance local distinctiveness	Direct Effect	ects (Short, me	there is a degree of unce conservation areas due d	rtainty regarding the cumule ecisions made on individua	ative impact of ne				

Sustainability Objectives		tion without the place)	Preferred	l Option UE	1 Non Pr UE2	eferred Optio	on	Non Preferre UE3	ed Option	Non Pref UE4	ferred Option
			The Core upon the master pla	Strategy inc design quali	cludes a boro ty of new dev ess will inform	ugh wide polic elopment com	cy app ning fo	oroach to desi orward within	ign which s the urban e	hould have a extension. St	urban extension. I positive impact age 2 of the which addresses
	Cumul	ative / In- combin	ation Effec	ts (If releva	nt) (Short, n	nedium long t	term)	1			
	=	= =		+			+			+	
12) Facilitate a	in place extensi objectiv cumula conside	n without the plan e with no urban on. For this re there is no tive impact to er. Effects (Short, me	new deve	lopment con	•	he urban exter		•	e in combina	ition effect wi	th well designed
sustainable and	Direct	Effects (Short, Inc	alum, long	g term)							
growing			++	++ ++	+	+	+	+	+	+ +	+ +
economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	include extensi in a sig level of	otion does not an urban on and will result nificantly lower housing delivered Borough over the	provision number of the potent employme developm create job	n involves the of a small fretail units a tial for some ent related ent which wo s and contributed local econor	impact and provide housing option of puld providir oute local en	tion has a sim to Option UE1 is a lower leve if. Therefore the contributes lessing for imployees and cositive impact nomy.	but el of nis ss to has	This option himpact to Opprovides a lo housing to O and UE2. Thoption contril providing hor local employ a less positive the economy	tion UE1 but wer level or ptions UE1 erefore this butes less tusing for ees and have impact or	it impact to provides housing t and UE2 option co providing s local emp	on has a similar Option UE1 but a lower level of o Options UE1. Therefore this ntributes less to housing for bloyees and has sitive impact on omy.

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferre UE3	ed Option	Non Preferred Option UE4
	plan period. This will have an adverse impact upon homes available for people seeking to work in the local area and will adversely affect the local economy.  Cumulative / In- combined	This option involves the provision of approximately 950 – 1250 new dwellings. This will provide a range of housing size and type to offer homes to employees including young people who wish to live and work in the area. This will have a positive impact on the local economy and help to reduce the number of young people leaving the area due to a lack of suitable and affordable housing.	Short, medium long tern	1)		
		++	+	+		++
	Without an urban extension and a shortage in the availability of housing land as identified in the SHLAA there is an overall adverse impact on housing delivery and the ability to provide suitable and affordable housing for local employees.	(including affordable hous	ing), growth of retail development	opment in Chris	tchurch and	ployment land, new housing Highcliffe centres and eact upon the local economy

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4		
Conclusions	The survey has identified in 2007 the Council has o	the potential for an adverse	e impact on bats which are a ern Damselfly on the River		red here is upon species. urvey work was undertaken ne which would be affected		
	1	•		minimise adverse impacts s ssment of the impact of dev	•		
	required to mitigate the in / habitat management and explored with the New Fo line will depend upon the provision to serve the urb opportunity to establish a the New Forest National F	npact of all the developmend visitor education. As head rest and the National Park effective implementation or an extension. Options UE1 narea of suitable size and	nt options considered here in thland mitigation is a cross Authority. The sustainability of mitigation measures. The to UE3 involve the provision attractiveness to effectively a SANG south of the railway	border issue appropriate mi y of development coming fo Core Strategy will identify the n of SANGs north of the rail r reduce recreational impact	ANGs, access management tigation measures could be rward south of the railway		
	Options UE1 to UE4 prov	ide the opportunity to meet	t PPG17 open space standa	ards and provide suitable op	oportunity for recreation.		
	Development south of the railway line immediately adjoining the existing urban area is the least constrained area from an access perspective and is in closest proximity to essential services. Transport infrastructure improvements required to support the development options UE1 to UE4 will be identified through the South East Dorset Multi Modal Study. Development options UE1 to UE4 are the least constrained options in terms of site access requirements in comparison to alternative locations north of the railway line and immediate south of Burton village.						
	adverse impact will deper response to all new development	nd upon the successful impopment. Option UE1 will ge	plementation of mitigation manageriate the highest level of d	easures set out above acro levelopment and may have t	and Nox). The extent of any ass the plan area and in the most significant adverse less to pollution and climate		

Sustainability Objectives	(Situation without the plan in place)	Preferred Option UE1	Non Preferred Option UE2	Non Preferred Option UE3	Non Preferred Option UE4
		•	ing and may contribute the l pt within acceptable limits th	•	
	railway provide clear defe  In consideration of the opt of the railway line. Overall proximity to community fac yield more development of UE1 followed by Option U	nsible boundaries to avoid in its present of the control of the co	north of the Christchurch unban sprawl and significant is the most efficient use of lain sustainability terms in manaport services. A higher let the provision of transport in impact on meeting housing and employees.	t adverse landscape impact and which maximises the de aximising development pote vel of development south of afrastructure and essential of	evelopment potential south ential and in relation to the railway line would also community facilities. Option

Table D.1

### **Appendix E Bournemouth Airport**

Issue What should the vision and strategy be for the Bournemouth Airport and its northern business parks?

Sustainability Objectives	(Business as usual )		Option BA1			Option BA2			
Performance / Signif = Equal or no impact		•	•		•	• • •	•		
	Direct Effec	ts (Short, med	dium, long terr	n)					
1) Protect, enhance and expand habitats	Х	x	X	X	X	x	Х	х	x
and protected species.	and protecte	of this option u d species is u nds upon the t	ncertain as it	constrained t	h Airport is he to the north an west by natio	d the east and		upon SA objed ne assessmer	ctives 1, 3 and at of option
3) Minimise pollution	development forward over	t proposals that the plan perion eneration of re	at come od and the	international designations	nature conse . To the north,				
4) Minimise factors contributing to climate change	This option r	epresents the	situation	within Hurn ( and St Leona	Common, Toward's and St Iv	n Common,			
climate change	result in the a	idoption of a co ickage to effec	omprehensive ctively reduce	of this area of included with	of heathland S nin two Europe	SSI is also ean wildlife			
	to have an ac	nful emissions dverse impact d species and	upon habitats	Conservation	rset Heaths S n (SAC) and t Special Protec				
	to the causes	s of climate ch	nange.	(SPA). Signit within St Lec	icant parts of onard's and St	the heath t Ives SSSI			
	for sustainab	le construction	n which would	or SAC as th		e are not SPA d not meet the its for land to			
				be SSSI at the submissions	ne time of the some parts	SPA and SAC of the			
					SSIs are also nlands Ramsa				

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		Moors river valley dissects the heathland areas on the east side and is part of the Moors River System SSSI.	
		Growth of the northern business park and operational airport will result in increasing road and air traffic. These increases have implications for air quality which has potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site. Fulfilling the potential of the site will depend on the level of impact on habitats and whether a sustainable pattern of development can be ensured. There are also potential implications for increasing levels of traffic on National Park roads which affect environmental capacity.	
		southern sectors) will include the following infrastructure and facilities in line with the 2007 Bournemouth Airport Masterplan:	
		<ul> <li>New passenger departure and arrivals terminal facilities, including enhanced retail and catering.</li> <li>Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.</li> </ul>	
		Public and staff car parking.	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		<ul> <li>Public transport facilities and enhanced services.</li> <li>Other facilities for general aviation.</li> <li>Cargo facilities, including bonded warehousing and associated infrastructure.</li> <li>Operational infrastructure including runways, taxiways and enhanced apron facilities.</li> <li>Emergency services facilities.</li> <li>Aircraft fuelling and storage.</li> <li>Navigation safety and aircraft control facilities and aids.</li> <li>The impacts of this range of infrastructure has been considered by the Bournemouth Airport Ecological Study which has determined the following impacts:</li> </ul>	
		Special Protection Areas, Special Areas of Conservation and Ramsar Sites:	
		<ul> <li>Terminal expansion is likely to have a significant adverse impact on the River Avon SAC but it is possible to mitigate these impacts</li> <li>Cumulative impacts from airport expansion plans are likely to have low level impacts on the New Forest National Park SAC, SPA and Ramsar site which are mitigable.</li> </ul>	

Sustainability Objectives	(Business as usual )	Option BA1	Option BA2
		There are cumulative impacts of a medium / moderate level on the following habitats:; Hurn Common SSSI, Parley Common SSSI, St Leonard's and St Ives Heaths SSSI, Town Common SSSI. It is possible to mitigate the impacts on theses habitats.  Sites of Nature Conservation Importance:	
		<ul> <li>There are low and minor impacts from airport expansion plans on the Avon Common Plantation and its possible to mitigate these impacts.</li> <li>There are moderate impacts on from airport expansion plans on the Fillybrook Plantation, Fillybrook Crabbesfield and its possible to mitigate these impacts.</li> <li>Further air quality work is required to determine precise impacts on Sopley Common Plantation.</li> </ul>	
		Impacts on protected species are assessed in detail for SA undertaken for issue: Which transport improvements should the Core Strategy consider as a	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		transport package to serve the future needs of the airport and local communities around it?	
		Impact of Growth of the Airport Business Park:	
		The impact of this option is dependant upon the level of development which can come forward at the business park. In view of current infrastructure constraints and uncertainty concerning the implementation of the link road to the A338 development is likely to be focused in the north west business park. A package of infrastructure improvements to the B3073 and A338 has been identified which would bring forward in the region of 15 - 30ha in accordance with the strategy set out above.	
		A more detailed assessment will be undertaken as part of the Core Strategy habitats regulations assessment to determine more precise impacts on habitats and species in line with the assessment above for the operational airport. The Core Strategy HRA is required to assess the precise impact of the latest transport infrastructure schemes considered for the airport. Outputs of the HRA assessment should identify potential 'tipping points' beyond	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		would have a significant impact on ecology and internationally designated sites in particular. Critical levels and loads of habitat receptors are already exceeded which suggests that further decline in air quality may worsen an already unfavourable situation. The following ecological impacts have been identified in the airport ecology study in relation to future development of the business park:  Direct habitat loss of semi – natural habitats, particularly in the eastern sector and of the North East sector SNCI (associated with link road option from the north east business park to the A338.  Abstraction and impacts of water flow on the Moors River SSSI and Avon Valley SAC  Air pollution particularly in relation to Dorset Heaths SPA / SAC and Ramsar as well as other heathland habitats;  Contamination including dust and run off  Disturbance, from human presence, noise and lighting	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
		The development option put forward here relates to development within the existing airport boundary and does not involve land take from adjacent sites and habitats.	
		The sustainability of option B will depend on the successful implementation of appropriate mitigation measures which relate to both the proposed strategy for the business park and operational airport:	
		<ul> <li>Best construction practice and appropriate design including buffer areas and landscaping proposals, provision of high quality open space within the proposals to reduce potential recreation impacts off site, improved boundary security and development of a lighting strategy sensitive to nature conservation</li> <li>Ecological surveys to minimise impacts on areas of highest ecological value and the SNCI and implementation of species mitigation measures such as the provision of replacement habitat and where necessary translocation.</li> <li>Any further development should be 'water neutral' and not require abstraction above existing levels. This can be achieved through measures including enhanced water</li> </ul>	

Sustainability Objectives	(Business a	s usual)		Option BA1			Option BA2		
				reuse, nuse. Implement plan cap numbers Improve transport busines Measure requirer including building Use of resources Screenifications dispersa network areas for key junctions design apropose reducing	entation of a goable of restricts ments to the tent network to the park to reduce the thermal senewable or I and strategy to all of pollutants. (identification recreening processes)	udits of water lireen travel cting vehicle public he airport / he energy lopments, efficiency of ow energy reduce the from the road n of strategic lanting e.g. hot adversely ites). ugh the pply of I facilities and			
	Cumulative	/ In- combina	tion Effects (	If relevant) (S	hort, mediun	n long term)			
	x	х	x	x	x	x	х	x	x
	whether an e	plan in place it effective packa easures would	ge of	upon habitats	f this developr s, protected sp and climate c	pecies, levels	Assessment	is as per Opti	on BA1.

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
	place at a sub regional level to enable development at the operational airport and associated business park to come forward sustainably.	to be considered in combination with the impact of other commercial and residential development anticipated to come forward over the plan period within the South East Dorset sub region.  Further air quality work is required to determine more precisely the impact of sub regional development which will be undertaken as part of the HRA assessment. A sub regional approach is required toward implementing an effective package of mitigation measures which may include  The development of a sub regional planting strategy to filter out pollutants at key transport locations such as transport hubs.  Measures reducing the need to travel  Improvements in public transport services  Provision of renewable forms of energy  Sustainable construction  The impact of Option BA1 is dependent on the effective implementation of mitigation measures as set out above which is reflected in the uncertain impact.	

Sustainability Objectives	(Business a	(Business as usual)					Option BA2				
2) Make sustainable use of resources.	Direct Effec	ts (Short, me	dium, long te	rm)							
use of resources.	-	-	-	+	+	+	+	+	+		
	the necessar sources and be obtained infrastructure 15 - 30 ha of	ry funding fror	sport oring forward land required	forward with improvement this should be 15 - 30ha of north west be ensure further land for empedevelopment from the north A338 is requisignificantly. Further work flood risk to development flood mitigation. The Core Stripolicy in compources of further development flood mitigation of knowledge for the north with the nort	pment scenarion the necessary to transport in the provider of the provision of the provisio	infrastructure the region of and in the which will brown field d of a link road as park to the brward ment.  relation to level of e forward with in place.  er obligations regional ble the re to facilitate  ought forward park this will Field and e in the sub	Assessment	is as per Opti	ion BA1.		

Sustainability Objectives	(Business a	s usual )		Option BA1			Option BA2			
9) Help communities	Direct Effec	ts (Short, me	dium, long te	rm)						
to support social cohesion through a	-	-	-	++	++	++	++	++	++	
reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	infrastructure significant fur forward at the	olan in place are plan it is unlited ther developmed Airport and bother the level of trans.	kely that ent can come usiness park.	developmen BA1 and ass improvemen of employme come forwar will create en opportunities The creation training oppo implementin	elementation of t scenario set of sociated infrast ts in the region ent developmed over the plan employment bases.  of employment bases.  of employment pritunities as a goption BA1 of skills and train	out in Option tructure of 15 - 30 ha nt is likely to period which sed training ont based result of will assist the	Assessment is as per Option BA1.			
12) Facilitate a	Direct Effec	ts (Short, me	dium, long te	rm)						
sustainable and growing economy	-	-	-	++	++	++	++	++	++	
that creates economic and employment opportunity, as well as providing for vital and viable town centres.	development locates B1, E includes som do not complement of the business modern official older industrial which only in	approach to er t at the busine 32 and B8 use he business ac lement each o s park contair e/ industrial pr ial buildings ar part meet the seeking to loca	ss park co s which ctivities which ther. as a mix of emises and and hangers e needs of	of the operations of the sub regionalso includes amendment to serve the Airport which	supports sustaitional airport in of the airport's which will have to creation at the onal economy. It is reference to the Green Ecoperational near will help to fagrowth of the a	a line with the 2007 a a positive se airport and The vision the proposed Belt boundary seds of the cilitate	Assessment	is as per Opti	on BA1.	

Sustainability Objectives	(Business as usual)	Option BA1	Option BA2
	airport. Provision of new business premises is ad hoc and not consistent with a comprehensive development strategy for the site.  The current approach to the image and marketing of the site mainly attracts industrial uses which does not maximise the potential of the site.	The vision also sets out an intent to work with the airport to explore opportunities for extend the existing range of routes operated from the airport to include more business and leisure destinations. In particular increasing the number of business destinations will help to improve European trade links to enhance the local and sub regional economy.  Option BA1 reflects an aspirational but market facing approach to employment development in the Airport business park which reflects current economic requirements. It is essential that the approach to employment development at the airport is guided by the most up to date and robust economic assessments to reflect changes to the economy over the plan period.  The airport business park serves as a strategic employment site for the sub region and successful implementation of an employment vision that meets the needs of local business and businesses that can be attracted to the plan area will make a significant contribution to the sub regional economy.	

Sustainability Objectives	(Business as usual )	Option BA1	Option BA2								
Conclusions	Business as usual option										
	It is unlikely that the business as usual option will achieve a comprehensive package of mitigation measures to ensure that any adverse impact upon habitats, protected species, are avoided / minimised. It is also uncertain whether appropriate measures will be put in place to limit harmful emissions and reduce factors contributing to the causes of climate change. This option does not present a clear employment vision for the business park with associated infrastructure requirements and as such it is uncertain										
	how much development will come forward and the level of economic development achieved as a result. The lack of a cle vision for the site also does not assist the marketing of the site for the range of uses that could be attracted. Therefore, ir environmental and economic terms the business as usual is not a sustainable option.										
	Option BA1										
	at a local and sub regional level. Compreneutrality which will ensure no net increaneds of the economy as the employmedate and robust economic assessments improvements (supported by developer minimum requirements of business over terminal consent (2007). Additionally the diverse range of employment based trainsensitive to business requirements but reaffect the level of development that can	The impact of Option BA1 on environmental objectives is dependant upon the successful implementation of mitigation measures at a local and sub regional level. Comprehensive implementation of mitigation measures should result in nitrogen and water neutrality which will ensure no net increase in emissions or water abstraction. Option BA1 is flexible to meet the changing needs of the economy as the employment vision will be updated during the plan period in accordance with the most up to date and robust economic assessments. The strategy put forward in this option with accompanying transport infrastructure improvements (supported by developer contributions) will bring forward the level of employment development to meet the minimum requirements of business over the plan period and operational development at the airport in line with the existing terminal consent (2007). Additionally the range of employment uses identified in the vision will encourage the provision of a diverse range of employment based training opportunities to meet local need. From an economic perspective the strategy is sensitive to business requirements but restrictions in transport infrastructure that can be delivered during the plan period will affect the level of development that can come forward and resulting opportunities for economic development.  Further HRA work will be undertaken for this option to determine more precise impacts and mitigation measures required.									
	Option BA2										

Sustainability Objectives	(Business as usual )	Option BA1	Option BA2
	different forms of business activity remov	ost sustainable option as the use of desig ving the need to overly prescribe which buides flexibility to changing market circums	siness uses should locate in individual

Table E.1

Issue: Which part of the Airport do you think should be released from the Green Belt?

Sustainability Objectives	No change to the existing Airport boundaries.  Option BA3							Option BA4					
Performance / Significance Asses = Equal or no impact, x Uncertain I													
	Direct	Direct Effects (Short, medium, long term)											
1) Protect, enhance and expand	=	=	=	=		=		=	=		=		=
habitats and protected species.  3) Minimise pollution  4) Minimise factors contributing to climate change	no cha bound impac specie chang	usiness as usu ange to the Gre ary does not ha t upon habitats es, pollution and e.	een Belt ave any direct and protected d climate	designation in itself does not have any direct impacts upon habitats and protected species, pollution and climate change.  designation in itself does not have any direct impacts upon habitats and protected species, pollution and climate change.							have tats		
		x x	x		(	x	x		x		X	X	
	With n bound constr	Removal of the Green Belt designation from the areas within				The assessment of secondary impacts is as Option BA3 with the exception that Option BA4 maintains the runway within the Green Belt.							

Sustainability Objectives	No change to boundaries.	the ex	isting Airport	Option BA3			Option BA4		
	road and air to implications for protected spe climate change However, asid	o demo reumsta t future and rela raffic who reies, po ge.  le from t priority l od risk, c / road highway	nstrate nces remains. airport ated growth in nich have ats and ollution and the Green Belt limits to airport emissions traffic, ansport	proposals will impact on the Removal of la Belt removes further operat development development road and air t implications for protected spe	s for de nin this a need to adjoinir and from one corional re New or is likely raffic whor habitacies. Thould depende of	velopment area. However o assess the ng Green Belt. In the Green instraint to lated perational to increase nich has ats and the precise pend upon the int proposed			
12) Facilitate a sustainable and	Direct Effects	s (Shor	t, medium, lo	ng term)					
growing economy that creates economic and employment	=	=	=	=	=	=	=	=	=
opportunity, as well as providing for vital and viable town centres.	There is no direct impact upon the economy from maintaining existing Green Belt boundaries.			There is no direct impact upon the economy from removing the Green Belt designation within the existing airport boundary.			There is no direct impact on the economy from changes to the Green Belt designation for the southern sector.		

Sustainability Objectives	No change to boundaries		isting Airport	Option BA3			Option BA4				
	Secondary	Effects (	If relevant) (S	hort, medium	, long te	erm)	1				
	-	-	-	+	+	+	+	+	+		
	With no char Green Belt of constraint re operational of combination constraints to of operational subsequently economic de	designation  mains for  developm  with other  his may lead develor  y opportu	on this r future nent. In er priority imit the level pment and unities for	airport will be priority consti risk, emission	vithin the lary rem further of which not upon with of the determination of public highway	e existing noves a operational nay have a economic ne operational ined by other uch as flood air traffic / road ublic transport ys	This option may have some positive impact for economic growth but to a lesser extent than Option BA3 with only the 'southern sector' removed from the Green Belt.				
Conclusions	The business as usual option maintains the Green Belt constraint whereby future operational development of operational airport and associated growth in road and air traffic. However, in terms of economic grow option performs poorly.  Options BA3 and BA4 remove a Green Belt constraint for further operational development. However, the and type of potential new development will be constrained by other priority limits such as the impact habitats and protected species, pollution levels and climate change as opposed to purely a change extent of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development come forward in view of the above content of the Green Belt. Should future operational development of the Green Belt designation of the Green Belt development o							er, the extent pact upon age in the econstraints, 4 (in terms of			

Sustainability Objectives	No change to the existing Airport boundaries.	Option BA3 Option BA4						
	development options would be requ	be more sustainable than the busines ired to identify mitigation packages the ture development would support eco	nat result in a reduction in harmful					

Table E.2

Issue: What are the priority issues which should determine the limits to growth of the operational airport and associated business park?

Sustainability Objectives	Business as Usual			Option BA5		
_		•				nly minor beneficial impact, Significant adverse impact)
Direct Effects (Sho	ort, medium, lon	g term) Traffic Lig	ght Asse	essment		
1) Protect,	X	X	X	++	++	++
enhance and expand habitats and protected species.  3) Minimise Pollution  4) Minimise factors contributing to climate change	issues determing for the operation business park. Strategy and as provides a detail precise level of come forward in	aised are currently ning the extent of conal airport and associated evidence ailed assessment of development that n view of the above a comprehensive potions.	growth sociated e e base of the can	quality as a result of plans employment development nature conservation have be proposals have the potential flights, but perhaps more s in the area through increas associated with the airport development zone. This is	rtaken by LUC identifies the for the expansion of Bour and infrastructure enhance en highlighted as a particular to result in declining air significantly as a result of its sed passenger numbers (a) and increased employmentation and increased emp	rements) and implications for ular concern. Airport expansion quality as a result of increased ncreased levels of road traffic and other vehicle activity ent provision in the northern ler increases in traffic volumes nticipated over the plan period.

Sustainability Objectives	Business as Usual	Option BA5
		Further work is required as part of the HRA assessment to determine the extent of the impact upon air quality and habitats and the more precise limit this places on the growth of the airport, this will also require further examination of aircraft emissions.
		The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. The mitigation package set out below includes measures to reduce the impact on climate change, habitats and species and levels of pollutants.
		Mitigation Options
		The airport ecological study undertaken by LUC sets out the following mitigation package in relation to emissions:
		<ul> <li>Measures reducing the need to travel</li> <li>Improvements in public transport services</li> <li>Provision of renewable forms of energy</li> <li>Sustainable construction</li> <li>Strategic tree planting</li> </ul>
		In conclusion the inclusion of emissions from road and air traffic as a priority limit in the scale of future development at the airport has a strong positive impact on these 3 SA objectives.

Sustainability Objectives	Business as Usual	Option BA5	Option BA5					
		++	++	++				
		Flood risk	·					
		at the northern business factoring in climate chan park within the functiona (1 in 100 year risk). A flo the lives of protected spe	Flood risk is a priority constraint upon the level of development that can come forward at the northern business park. The Level 2 SFRA flood risk projection to 2086 factoring in climate change identifies significant areas of the north west business park within the functional flood plain (1 in 20 year very high flood risk) and zone 3 (1 in 100 year risk). A flood event in these areas would damage habitats and place the lives of protected species at risk. The HRA assessment will provide further clarity on the extent of the impact on habitats and species.					
		of the impact of flood was of any impact relates to	Should a flood event occur there are also significant issues for pollution as a result of the impact of flood waters on commercial activities at the airport. The significance of any impact relates to the severity of a flood event and the type of commercial uses located on the airport site at the time.					
		risk can be reduced with	s required to determine the ex appropriate flood defences in ing forward over the plan peri	•				
		of the operational airport	The level 2 SFRA does not present any significant issues for the future development of the operational airport and the North East business park (some areas are within zone 2 (1 in 1000 year medium risk).					
		Mitigation Options						
				explored by the airport owners and at the north west business				

Sustainability Objectives	Business as Usual	Option BA5	<ul> <li>Option BA5</li> <li>park to meet projected requirements for employment land and premises. Unt this work is complete there is no certainty of development potential.</li> <li>Mitigation measures set out above in relation to emissions are also relevant to reduce the factors contributing to climate change that affect increases in flood risk.</li> <li>In conclusion the identification of flood risk as a priority limit to development mainl relates to the safety of the development.</li> </ul>					
		<ul> <li>this work is complete the Mitigation measures set to reduce the factors of flood risk.</li> <li>In conclusion the identification</li> </ul>						
		++	Impact of development upon sensitive habitats / species  The airport northern development zone adjoins and abuts a number of priority habitats. The integrity of these sites should be protected from the impact of development.					
		Impact of development up						
		habitats. The integrity of the						
		The impacts of specific developments in proximity to the Which transport improveme package to serve the future	e airport are assessed in rela ents should the Core Strateg	ation to the SA of Issue: y consider as a transport				
		contribution this makes to a in favourable or recovering of protected by law within or ad National policy dictates that habitats and species of princ	In conclusion the Council has a duty to conserve and enhance SSSIs and the contribution this makes to achieving national targets for maintaining 95% of S in favourable or recovering condition by 2010. There is a duty to conserve sp protected by law within or adjoining statutory sites in the vicinity of the airport National policy dictates that LAs should take steps to further the conservation habitats and species of principal importance (e.g. priority BAP habitats and species is a principal transport on habitats and protected species is a principal importance.					

Sustainability Objectives	Business as Usual	Option BA5							
		++	++	++					
		Traffic generation beyo	Traffic generation beyond existing highway capacity						
		emissions which contributed sensitive habitats and special raises a need for transposition for the declinations of specific in are assessed under issue consider as a transport procession communities around it?	In conclusion the link between traffic levels and critical loads on habitats is clearly established in the Airport ecological study and future development should not						
		++	++	++					
		Provision of public tran	nsport services						
		and associated business associated levels of harm habitats and species in p	The provision of appropriate public transport services serving the operational airport and associated business park is necessary to reduce reliance on the car and associated levels of harmful emissions which adversely impact upon sensitive habitats and species in proximity to the airport. Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change.  The operational airport is currently served by an hourly bus service but there are currently no bus services to the business park. The provision of suitable bus services is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. The implementation of necessary public transport services is reliant on the airport and private bus companies.						
		currently no bus services is necessary to reduce lethe highway network. The							

Sustainability Objectives	Business as	S Usual		Option BA5			
				In conclusion the provision of public transport services represents a priority limit as it is a key factor in reducing levels of emissions and congestion that adversely affect habitats, protected species and contribute to climate change.			
	Cumulative	/ In- combinatio	on Effects (If	relevant) (Short, medium	ı long term) (Traffic Light As	sessment)	
	x	x	х	++	++	++	
	Emissions f	rom road traffic	/ air traffic	Emissions from road tra	affic / air traffic		
	potential lack regional leve	olan in place ther of co-ordination I to develop a pa at reduce emission rease.	on a sub ckage of	must be considered in corresidential and employme over the plan period to 20 implications for air quality species and climate change.  Mitigation Options  A sub regional approach in the constant of the cons	is required toward developing n no net increase in emissions	ciated with the level of forward in the sub region o determine the precise upon habitats, protected an effective mitigation	
	x	x	x	++	++	++	
	Without the potential lack	plan in place ther of co-ordination I to develop a pa at reduce emission	re is a on a sub ockage of	The airport northern deve habitats. The integrity of t development. The cumulation from airport development improvements should the	lopment zone adjoins and abuthese sites should be protected tive impacts upon levels of polluoptions is considered under issue Core Strategy consider as a temport and the communities around	ats a number of sensitive d from the impact of utants, habitats and species sue Issue: Which transport ransport package to serve	

Sustainability Objectives	Business as Usual		Option BA5				
	A co-ordinated approach in relation to identifying s transport infrastructure im an effective implementati	ub regional provements and	for this issue.  The importance of protectir impacts' and there is poten	ats and protected species and protected species and species has atially a very significant issue velopment options are cons	s been set out under 'direct e of a cumulative adverse		
	x x	Х	++	++	++		
	Traffic generation beyonighway capacity  Without the plan in place an unco-ordinated approxidentification and securin implementation of public improvements and transpimprovements required to development forward at the securing of the securing improvements.	there is a risk of ach toward the g the transport ort infrastructure or bring further	Traffic generation as a result business park must be assumed and employment growth and The potential cumulative lonature of transport infrastrut of new development. Growth impact upon climate change.	d existing highway capaci- ult of growth of the operation essed in combination with the nticipated to come forward of ess or harm to habitats and secture improvements required hin sub regional levels of roate through associated increa- evels of pollutants from airp essment which will be unde	nal airport and associated raffic growth from residential over the plan period to 2027 species will depend on the d to accommodate the needs ad traffic will have an adverse ases in emissions.		
			to minimise the impact of inf Which transport improvement	ice levels of harmful emission frastructure provision is asse ents should the Core Strate e needs of the airport and th	essed under the SA for Issue gy consider as a transport		

Sustainability Objectives	Bus	iness as Usual		Option BA5		
				The importance of ensuring that has been set out under 'direction issue of a cumulative advers sub regional development ar	ct impacts and there is pot se impact when the airport of	entially a very significant development options and
	x	x	x	++	++	++
	pote towa	nout the plan in place there ential lack of a co-ordinated ard the implementation of property improvements	approach	Improvements to public transple level to ensure that there is a make public transport a realis on this spatial scale are likely in levels of harmful pollutants. The extent of any cumulative bus companies and the airport.	port services needs to be apsuitable connectivity from a stic alternative to the car. Puly to have a significant cumus resulting in positive impact positive impact is positive impact is depend	cross South East Dorset to blic transport improvements lative impact on reductions upon habitats and species.
5) Provide access	xx	xx	xx	++	++	++
to meet people's need	With a co oblig impl inclu	fic generation beyond eximuse capacity  nout the plan in place there is comprehensive framework as gations policy to ensure the ementation of a package of adding transport infrastructuratic transport improvements.	s a lack of nd measures	Traffic generation beyond  The emphasis of sustainable travel by more sustainable makes there is also a requirement for accessibility. Therefore, a sustainable makes which reduce the need to tracombined with transport infrance development.	e development is upon redu nodes. However, in accommor improvements in transpo stainable approach involves avel and promote travel by re	ncing the need to travel and modating new development ort infrastructure to improve a combination of measures more sustainable modes

Sustainability Objectives	Busi	ness as Usual		Option BA5			
				cause congestion. To minin improvements in transport in Strategy and Local Transport	ant highways capacity issue nise congestion and improve nfrastructure and public trans ort Plan must provide the fra infrastructure and public tra	e access to the airport sport are required. The Core amework for a package of	
	x	X	x	++	++	++	
	Prov	ision of public transport serv	ices	Provision of public transp	port services		
	impro acco the 2 Howe servi Without oppo contr	c transport services have been oved to the operational airport in rdance with conditions imposed 007 terminal consent.  ever, there are currently no busices to the business park.  out the plan in place there is less intunity to assemble developer ributions to support improvement c transport services.	n I with	business park serving a sul sustainable access. In this accompanied by suitable p	blic transport services to the regional catchment area is respect sustainable growth ublic transport improvement is the opportunity to obtain of public transport services.	s a requirement to enable of the airport must be	
	x	х	x	++	++	++	
		ic generation beyond existing way capacity	9	Traffic generation beyond existing highway capacity / Provision of public transport services			
	The Local Transport Plan and interim transport contributions provide a level of co-ordination for transport planning on a			improvement to transport ir	required to effectively addre frastructure and public tran ich is formalised through the	sport to enhance positive	

Sustainability Objectives	Business as U	Isual			Option BA5		
	sub regional level. Long term formalised co-ordination in transport planning is enhanced through the Core Strategy.						
12) Facilitate a sustainable and	Direct Impacts	3					
growing economy	х	x		x	+	+	+
that creates economic and employment opportunity, as well as providing for vital and viable town centres	Traffic generation beyond existing highway capacity / Provision of public transport services  Without the plan in place there is a lack of a comprehensive package of transport infrastructure and  Public transport improvements to enable significant development to come forward that will facilitate sustainable economic development.				transport services  The provision of appropriat improvements facilitates de business park which assist provision is timely during the of infrastructure that can be be obtained through development.	d existing highway capacit be transport infrastructure and evelopment coming forward at a economic growth. It is essent the plan period to meet the new e put in place is limited by find oper contributions and region oment that can come forward	d public transport t the operational airport and ential that infrastructure eeds of business. The level hancial resources that can hal sources which places a
	x	x	х		х	х	x
	Flood risk				Flood risk		
	Without the plan in place there would not be a comprehensive strategy to determine a flood defence strategy and the level of development that could come forward at the airport. Development would be controlled in accordance with nationally defined flood zones.			mine el of d at	associated business park is assessment. This places a Options for flood defence m	levelopment to come forwards determined by the outputs restriction on economic developments at the airport need to sk can be reduced and the size forward.	of the SFRA Level 2 elopment and GVA output. to be explored to determine

Sustainability Objectives	Business as U	Jsual		Option BA5			
	x	x	x	x	x	x	
	Emissions fro	m road / ai	r traffic	Emissions from road / air	traffic		
	This is currently a priority constraint but the Core Strategy will provide further guidance on the level of development that can come forward.			Emissions from road and air traffic are a priority constraint upon the level of development that can come forward at the airport which places a limit on econom growth potential. Further air quality work to be undertaken as part of the HRA assessment will assist in determining the level of development that can come forwar at the airport.			
	-	-	-	x	x	x	
	This is currently the situation with not determine to development the	y a priority of thout the plathe precise	n in place does level of	will limit the level of development. The conomic development. The impacts upon habitats of development the level of development the final development of the levels of economic development.	pment coming forward at the ele outcomes of the HRA work evelopment options being contact an come forward. This verselopment that can be achout in relation to the assessipment to come forward and	rk will determine the precise onsidered for the airport and vill assist in the assessment ieved at the airport.  ment of objectives 1, 3 and opportunities for economic	
	-	-	-	Х	X	X	
	Provision of p	ublic trans	port services	Provision of public transp	port services		
	This is currently a constraint to the level of development that can come forward and subsequently levels of economic development that can be achieved.			As a priority constraint to the level of development that can come forward there is potential for an adverse impact upon economic development.  The Core Strategy will set out an implementation plan for improvements in public			
	development tr	nat can be a	icnievea.			ributions to support delivery.	

Sustainability Objectives	Business as	s Usual		Option BA5			
	place does r implementat	e situation without provide a det ion framework for ts to services wherevelopment.	tailed or	Due to the degree of uncertainty in securing the necessary improvements the economic impact of this priority limit on the economy is uncertain.			
	Cumulative	Impacts		I			
	x	x	x	x	х	x	
	Levels of em traffic are cu to proposals  Growth acros plan period venissions from the mitigation developmentairport.  Some mitigation been put in precise imparemissions upprecise imparementations upprecise imparementation upprecise imparementation upprecise imparementation upprecise impare	from road / air to hissions from road rently considered for new developments South East Dowill increase levelopments for road traffic which is likely to restrict that can come for the come forward plan in place the ent evidence to do act of increasing pon habitats and a result it is uncertaints.	ad and air ed in relation oment.  Drset over the els of which subject ct the level of orward at the nave recently further rd.  Pere is unlikely letermine the levels of d climate and	to levels of emissions what the Airport and opporte evidence base in place the increased levels of emissions the level of development.  The HRA work undertaked impacts of changes in air conclusion of this work were at the increase of the impacts.	ociated with anticipated sub renich affect the level of developmenties for economic growth. Whis provides more certainty cosions upon habitats and climate that can come forward within en for the Core Strategy will do requality and the mitigation mewill provide greater certainty rene forward and the opportunitie	ment that can come forward with the plan and associated incerning the impact of the change and subsequently acceptable limits.  The etermine more precisely the easures available. The garding the level of	

Sustainability Objectives	Business as Usual	Option BA5			
	necessary mitigation measures would be put in place to avoid / minimise adverse impacts.				
	In this instance the precautionary principle would be adopted which would limit opportunity for economic development.				
	Cumulative Impacts				
		+	+	+	
	Traffic generation beyond existing highway capacity / Provision of public transport services  Improvements to the B3073 and its associated junctions are currently required to bring forward further development at the operational airport and associated business park.  Anticipated development across the sub region will increase road traffic levels affecting highway capacity in the vicinity of the airport.  Without the plan in place and a revised developer contributions policy it is uncertain whether the necessary funding can be secured to deliver transport infrastructure requirements to meet the needs of business over the plan period.	Traffic generation beyond existing highway capacity / Provision of public transport services  With the plan in place and implementation of revised developer contributions policy there is greater scope to deliver the necessary improvements in transport infrastructure to enable sufficient development to come forward to meet the needs of business over the plan period. However, the likely level of resources which can be assembled may only bring forward the minimum projected requirements for employment land over the plan period to meet the needs of South East Dorset. This restricts a step change in the economy and places a real limit on the level of economic development that can be achieved.  Should a sub regional developer contributions policy be adopted this will assist in the implementation of strategic transport infrastructure required to facilitate development coming forward at the business park which will assist economic growth. However, contributions cannot be assembled purely to support growth of the operational airport.			

Business as Usual	Option BA5		
The single option presented for this issue is the only acceptable approach that is consistent with national guidance and meets the requirements of the Habitats Regulations. Limiting the level of development that can come forward in accordance with these issues is essential to ensure that development is brought forward within environmental limits.			
The HRA work for the Core Strategy will provide further evidence in relation to air quality and the direct impact of development options upon habitats and protected species. The HRA assessment will also provide details of mitigation measures and the level of development that can be brought forward as a result.			
In relation to flood risk future development will be located in accordance with the outputs of the Level 2 Christchurch Strategic Flood Risk Assessment. Options for flood defences need to be explored to determine the extent to which flood risk can be reduced and the resultant level of development that can come forward.			
The level of funding that can be assembled during the plan period through developer contributions and regional funding sources is likely to deliver the minimum level of development required to meet the needs of business over the plan period which places a limit on the level of economic development that can be achieved.			
	The single option presented for this the requirements of the Habitats Regissues is essential to ensure that de The HRA work for the Core Strategy options upon habitats and protected level of development that can be broken in relation to flood risk future development. Options for reduced and the resultant level of do The level of funding that can be asset is likely to deliver the minimum level.		

Table E.3

Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?

Sustainability Objectives	Business as Usual	Option BA7	(Option not included in Core Strategy)  Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.  Hurn Roundabout	Option BA6	Option BA8
			improvements / southern bypass.  Additional high occupancy lane on the B3073.  Improvements to the B3073 with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.  Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.		

Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, -- Significant adverse impact)

- 1) Protect, enhance and expand habitats and protected species.
- 3) Minimise pollution
- 4) Minimise factors contributing to climate change

Direct Effects (Short, medium, long term) Traffic Light Assessment

Critical levels and loads are currently exceeded for a number of habitats. It is not clear that existing development plans that have planning consent (as of June 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites.

Mitigation measures will need to demonstrate 'nitrogen neutrality' resulting in no net increase in NOx and N levels and loads, thereby preventing further impacts on internationally designated sites.

Further air quality work is required to determine the precise impact on habitats and implications for climate change.

The impact of these specific junction improvements will be tested in detail as part of the Core Strategy Habitats Regulations Assessment.

The Airport Ecological Study has assessed the likely impacts of these schemes but further work is required to assess the impact of final design options.

The most likely impact upon habitats is from declining air quality. Mitigation measures should seek to offset any additional nitrogen loading by reducing the emissions from other activities resulting in no net increase in loading on Natura 2000 sites.

Mitigation measures to reduce emissions levels which have an adverse

The impacts of infrastructure options common to Option BA7 are set out in the adjacent column.

=

=

=

The Core Strategy HRA assessment will determine the precise impact of the design options associated with the above. infrastructure options

The most likely impact of these options is associated with increased levels of traffic and impact upon air quality and associated impact of increased loads on habitats. Further air quality work as part of the HRA assessment will determine precise impacts.

Mitigation measures to address air quality and achieve nitrogen neutrality are set out in the adjacent column. The The Core Strategy HRA assessment will determine the precise impact of the design options associated with the above. infrastructure options

=

The most likely impact of these options is associated with increased levels of traffic and impact upon air quality and associated impact of increased loads on habitats. Further air quality work as part of the HRA assessment will determine precise impacts.

Mitigation measures to address air quality and achieve nitrogen neutrality are set out in the adjacent column. The achievement of nitrogen neutrality is dependant on the successful implementation of the package of measures.

The impacts of junction improvements to the B3073 and the A338 are set out in adjacent columns.

=

The safeguarding in itself of an ecologically acceptable route for an A338 link road has no direct impacts. The impacts associated with implementing a link road are set out below:

The implementation of a link road from the north east sector to the A338 is likely to result in the following impacts:

- Direct habitat loss of semi natural habitats, including the Moors River System SSSI;
- Impacts on protected,
   UKBAP and notable
   species including habitat
   fragmentation (physical
   barriers as a result of

impact on habitats and contribute to climate change include:

- Implementation of a Green Travel Plan to reduce private car usage and transport emissions.
- Measures to minimise energy requirements of new development, through appropriate design to improve thermal efficiency, use of renewable and / or low carbon technologies.
- Other mitigation options may include the development of a sub regional planting strategy to filter out pollutants at key transport locations such as transport hubs.
- Best construction practice and use of SuDS would avoid potential construction impacts, including contamination and disturbance.

achievement of nitrogen neutrality is dependant on the successful implementation of the package of measures. The mitigation package to address air quality impacts is set out in adjacent columns.

human / vehicle presence and lighting), risk of injury / killing during construction as a result of traffic collision;

- Contamination including dust and runoff during construction and operation, including Avon Valley SPA / Ramsar Site, Moors River SSSI, and adjacent and nearby SNCIs;

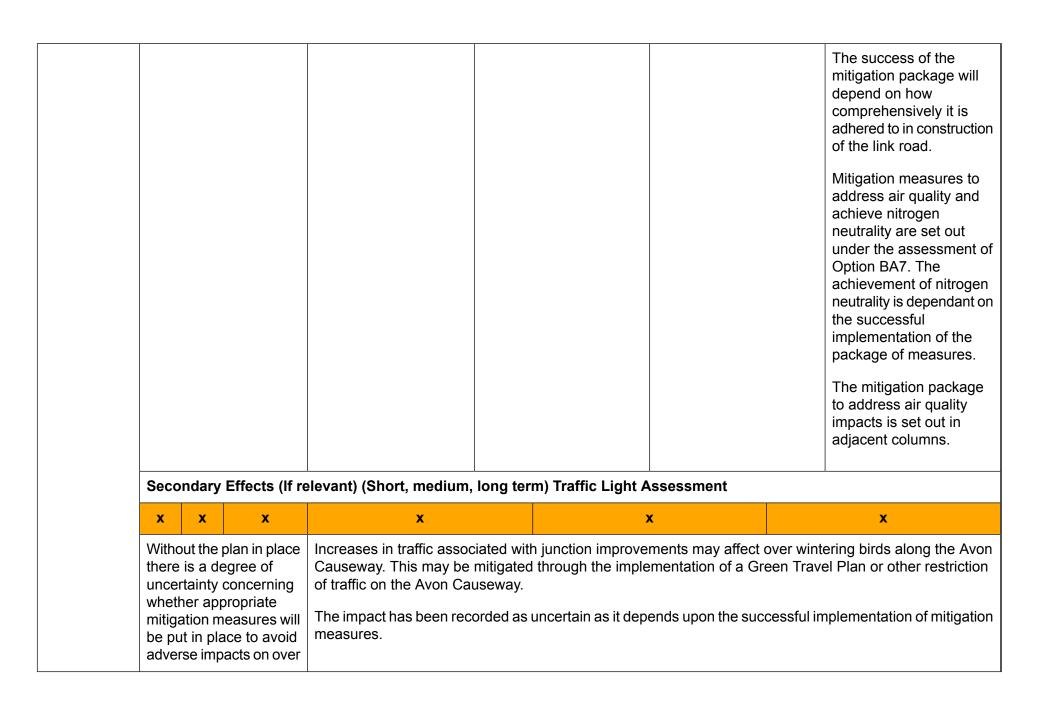
Increased air pollution particularly in relation to Dorset Heaths SPA/SAC and Ramsar.

(Specific impacts on individual habitats are set out in the LUC ecological study.)

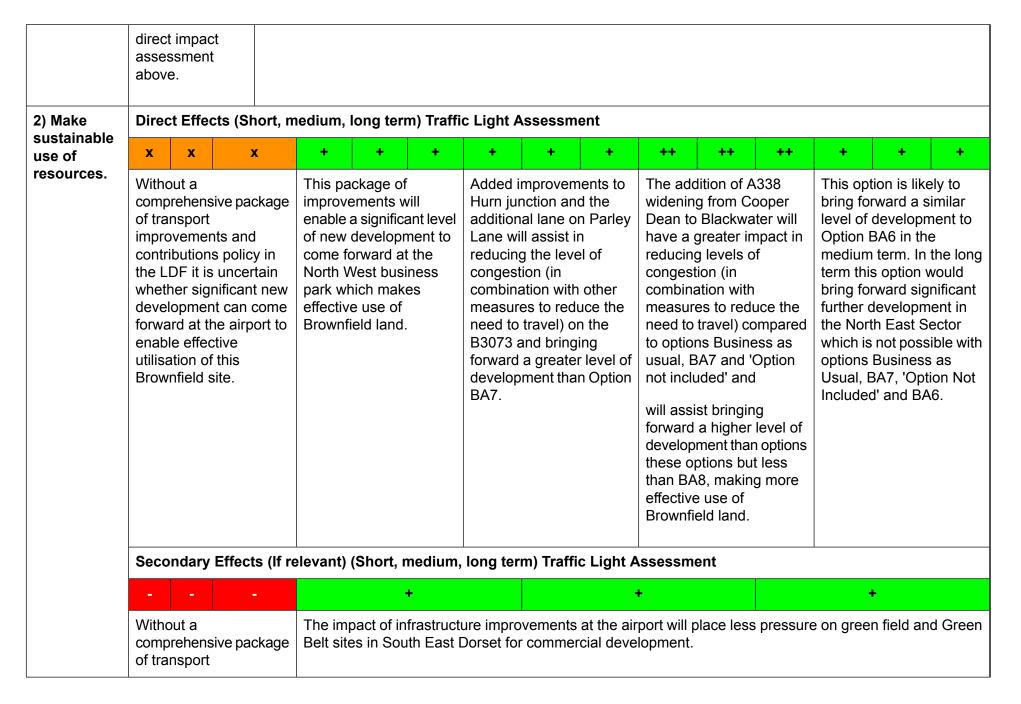
A following mitigation package has been identified in the ecological study:

- New crossing associated with link road designed to minimise habitat loss and disturbance during construction and ecological survey to

- Improved boundary security would protect adjacent habitats, whilst development proposals should include high quality green space to reduce recreational pressure outside the development boundary.	inform location. The northern corridor option would require a viaduct design to reduce impacts on wetland habitats associated with the river.  - Maintain a buffer between the site and road corridor, including management and / or planting of a native screening belt to filter pollutants.  - All development must be informed by a full ecological survey and impact assessment to inform detailed design and minimise impacts. This would include micro siting to minimise impact of direct habitat loss.  - Construction impacts to be minimised through best construction practice and use of SuDS, and lighting strategy to avoid increased illumination of semi –natural habitats.  - Habitat creation along road verges.
--	---



wintering birds located along the Avon Causeway. Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment) X X X X X Airport junction improvements and associated traffic increases in combination with sub regional development Critical levels and proposals raises significant issues for declining air quality and the associated impact upon habitats and climate loads are currently change. exceeded for a A co-ordinated sub regional approach is required to achieve nitrogen neutrality and reduce levels of other harmful number of pollutants that contribute to climate change. Appropriate mitigation measures are set out under the direct impact habitats. It is not assessment above. clear that existing development A cumulative assessment of implications for direct habitat loss is not possible here without the final infrastructure plans (as of June designs. 2009) in combination with wider proposals, will have an adverse impact on Natura 2000 sites and Ramsar Sites. A sub regional approach is required toward mitigation to achieve nitrogen neutrality. **Appropriate** mitigation measures are set out under the



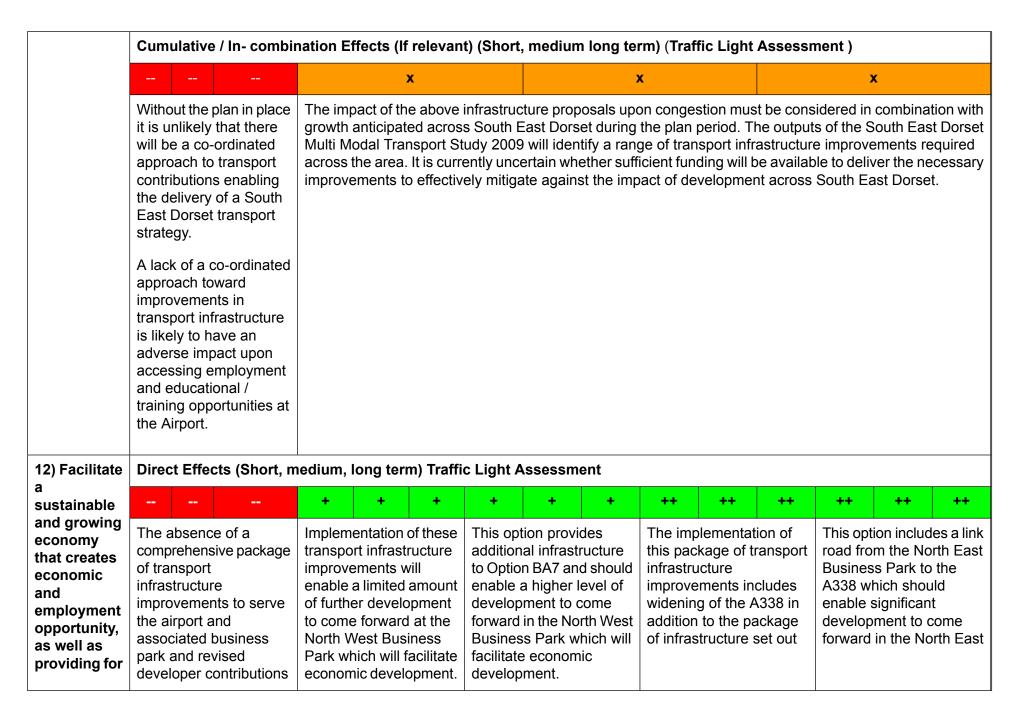
infrastructure improvements and a revised contributions policy it is likely that the level of development that can come forward at the Airport Business Park will be significantly limited. This will place additional pressure on Green field and Green Belt sites in South East Dorset. 5) Provide Direct Effects (Short, medium, long term) Traffic Light Assessment access to = = meet people's Without a Improvements to junctions are likely to increase the levels of road and air traffic which have the potential need comprehensive package to increase levels of congestion on the road network in the long term as junctions reach capacity. However, of transport this may be avoided / alleviated through measures to reduce the need to travel and improvements in public transport services. Implementation of a Green Travel Plan, improvements in public transport and restrictions infrastructure improvements supported on the levels of parking at the airport will help to mitigate against increases in road and air traffic. by a revised developer Improvements in transport infrastructure serving the Airport will enable further employment development contributions policy this to come forward meeting local need. Improvements to public transport, walking and cycling access are is likely to significantly required to improve sustainable access to the airport. limit the level of development that can come forward at the airport and associated increases in road and air traffic. As part of the recent terminal expansion the airport are implementing a Green Travel Plan

which will encourage more efficient use of the car.

Public transport improvements have been made to the Airport but there is currently no service operating to the Business Park.

Improvements have been made to walking and cycling facilities to access the airport site. A revised developer obligations policy is required to ensure that sufficient contributions are made to improving transport infrastructure.

The lack of a comprehensive approach to improving transport infrastructure supported by a revised obligations policy will limit access to employment.



vital and viable town centres.	policy will p significant li level of dev that can cor at the Airpo associated on economidevelopmer	imit on the elopment me forward ort and restrictions ic	develope by these determing Brett Tr which ender approxing 42,000s The Boy Dorset of Worksp requires approxing employing come for airport to demand Dorset of	urnemou and Pool ace Stra s a minim mately 1 ment lan orward at o meet pi d for Sou to 2027.	cilitated s is ne Peter Study o o o o o o o o o o o o o o o o o o o	long ter	m) Traffi	ic Light A	Included enable a develop forward Options Usual, E not Inclu	Busines BA7 and uded'.	hould level of come arison to s as	only op the opp in exces required deliver projecti the Bou	ole Work	orovides o deliver 15ha hirport to ent land ained in n, Dorset
			+	+	+	+	+	+	++	++	++	++	++	++
	significantly the lack of a comprehens of transport improvemen	nt to come he Airport is r limited by a sive package nts across Dorset this upon the outh East	transpo enabling comme develop forward contribu employi in South The Air a strate	ements to rt infrasting further roial oment to at the Aute to the ment land neast Doport consigic emplithe sub r	come irport d supply orset. stitutes oyment	Improvements to transport infrastructure enabling further commercial development to come forward at the Airport contribute to the employment land supply in South East Dorset. The Airport constitutes a strategic employment site for the sub region.		The level of development facilitated by this option will make a significant contribution to sub regional employment land requirements.			facilitate will make contribut regionat requires provide to have headroe employ	el of deve ed by this ke a signi ution to si I employn ments an s the opp sufficien om above ment land ons ident	ficant ub nent land d oortunity t	

the Bournemoutl and Poole Work Strategy (2008)				nd supply ments GVA	ent la equir 2008 Vork	demonstra employment to meet receset out in 2 Grimley Wo Strategy.
Assessment)	rm) (Traffic Light A	, medium long	ects (If relevant) (Short	n- combination I	ive /	Cumulativ
x	•		x		-	
ply of employment land to options put forward in Soument land for the area in the the Airport it is uncertain value to a greater that the greater is uncertain to be a sound is unlikely.	ipon development of ersupply of employn ements in place at the ne inclusion of the li	eriod will depend currently an un rastructure impro Option BA8 with	s needs during the plan p authorities LDF's. There is im term and even with inf	ast busine Dorse to med opected opportunity 2027 as Dorset	outh here wanted heet pents hent in the houth he Wo	Without pla across Sou Dorset the insufficient land to me requiremer identified in Bournemon and Poole Strategy 20

#### Conclusions

The business as usual option would limit further development at the airport and therefore the amount of traffic generated directly from the airport. However, it would not deal effectively with congestion (slow moving traffic emits a higher levels of emissions than free flowing traffic). The business as usual option is not likely to result in a co-ordinated approach to a sub regional mitigation package that achieves nitrogen neutrality. This option also performs very poorly in supporting economic growth as it will only allow a very limited amount of new employment development.

Option BA7 would improve highway capacity with the risk of raising levels of harmful emissions. A mitigation package is set out above that if implemented effectively could result in no net increase in emissions. This infrastructure option should enable a level off employment development to come forward to meet projected requirements for employment land to 2027.

Option BA6 sets out transport infrastructure improvements over and above Option BA7 which raises issues for the potential increases in emissions which may be over and above Option BA7. Further air quality work is required to determine the precise implications of these improvements and the impact upon habitats and climate change and this will be undertaken as part of the Core Strategy HRA assessment. Option BA6 would deliver a greater level of employment development than Option BA7 but less than Option BA8.

Option BA8 includes the provision of a link road which has more direct impact upon habitats (as set out in the LUC airport ecological study). A mitigation package has been set out to minimise the impact upon habitats and species. Implementation of the link road is likely to require widening of the A338 north of Blackwater junction which may involve direct habitat loss from a European habitat. On this basis compensatory habitat would need to be established elsewhere and it is uncertain whether this option could be pursued on habitats grounds. In comparison to alternative options presented here this option increases highway capacity by the greatest amount which has implications for levels of emissions. A mitigation package is set out in the ecological study which is implemented effectively could result in no net increase in emissions. This option would bring forward the highest level of employment land which would have significant positive implications for the local and sub regional economy.

Over the plan period the impact of the preferred option BA6 on air quality will be monitored by diffusion tubes located at appropriate locations in the vicinity of the airport. Ecological surveys would inform the implementation of infrastructure to minimise adverse impacts on habitats and species. Dorset Country Council and Natural England monitor the condition of priority habitats and this would assess the impact of the preferred option over the plan period.

Table E.4

#### Issue Which development options should be pursued in consideration of the current infrastructure constraints?

Sustainability Objectives	Situat place	tion without the pl	lan in	Optio	on BA10		Optio	on BA9		Optio	on BA11	
					nt Beneficial Impa officts with objecti							
1) Protect,	Direct Effects (Short, medium, long term)											
enhance and expand habitats and protected	X	X	X	Х	X	X	Х	X	X	Х	X	Х
species.  3) Minimise pollution  4) Minimise factors contributing to climate change	species chang option as usu Which should consider packate needs comm	npact upon habitates, pollution and clipes, pollution and clipe associated with a is as per the busing all option for issued transport improved the Core Strategy der as a transporting to serve the fut a funities around it?  The air quality work a cassessment is requermine precise important.	imate this ness : ments y ure local	habit clima appromeas asserwhich juncti forware optio  Transunde Cour Peter that the bring 12 - devermeas impared deverments approximately app	mpact of this option ats, species, pollution ats, species, pollution ate change and opriate mitigation sures is as per the assment of Option Bon sets out the requision improvements to ard this development.  Sport assessments or taken by Dorset Concil, Buro Happold or Brett Associates in the above option were forward approximated to a forward approximated	on and  A7 red bring nt  ounty and dicate ould ately al	per C Whice should consider packs need comments. This forward 30 has the deternance of the considerance of	mpact of this option Deption BA6 for issue the transport improved the Core Strategider as a transport age to serve the fulse of the airport and munities around it?  Option is likely to be and in the region of a.  HRA assessment was mine more precised impacts on ats, and species. Fullity work is also relation to the impact sions levels associtatis option.	e: ements By ture d local ring 15 - vill ely the further equired of	per O impact required development option the as habitatellimate.	mpact of this option ption BA8 in respect of transport infrastred to bring forward opment option.  er work is required mine the scale of oyment development would bring forward sociated impacts eats, species, pollutite change.  er air quality work assessment is required mine precise impacts.	ct of the tructure d this to ent this ard and on ion and and uired to

Sustainability Objectives	Situation place	n without th	ne plan in	Option BA10	Option BA9	Option BA11					
				Further air quality work and HRA assessment is required to determine precise impacts.  The sustainability of this option is dependant upon the effective implementation of mitigation measures.							
	Seconda	ary Effects	(If relevan	it) (Short, medium, long term)							
	X	X	X	X	X	X					
	issues fo	raffic levels r over winte e Avon Cau	ering birds seway.	the Avon Causeway. This could or other restriction of traffic on	d be mitigated through the imple the Avon Causeway.	affect over wintering birds along mentation of a Green Travel Plan					
	Cumulat	tive / In- co	mbination	n Effects (If relevant) (Short, medium long term)							
	X	X	X	X	X	X					
	currently number of clear that plans (as combinat proposal adverse 2000 site A sub req required	evels and lo exceeded to of habitats. existing develois of June 20 tion with wides, will have impact on Nes and Ram gional approtoward mitigation	for a It is not velopment 09) in der an latura sar Sites. each is gation to	these options will bring forward in combination with sub regional development prop significant issues for declining air quality, levels of emissions and the associated in habitats, species, pollution and climate change.  A co-ordinated sub regional approach is required to achieve nitrogen neutrality and reof other harmful pollutants that contribute to climate change. Mitigation measures to these issues are set out under the SA assessment for BA7.  A cumulative assessment of implications for direct habitat loss is not possible here final design options for transport infrastructure improvements.							

Sustainability Objectives	Situation place	without the plan i	n Option BA	10		Option BA	<b>\9</b>		Option BA	11		
	measures	ate mitigation s are set out under impact assessmen	ıt									
2) Make sustainable use	Direct Ef	fects (Short, medi	um, long term	1)								
of resources.	-	-	+	+	+	++	++	++	++	++	++	
	package of improvem contribution it is uncer significan can come airport to utilisation site.	ons policy in the LD rtain whether t new development forward at the enable effective of this Brownfield	will enable of new dev forward at the business pareffective us land.	a signi elopme he nor ark wh se of Br	ent to come th west ich makes rownfield	'business a	ore brownt land		Should sufficient contributions be a deliver the link ro bring forward sign employment land options and bette available brown finorth east busine		assembled to ad this will nificantly more than the other r utilise eld land in the	
	Seconda	ry Effects (If relev	ant) (Short, m	edium	, long term)							
	-	-		+			+			+		
	package of infrastruction and revise policy it is of develop forward a	of transport ture improvements ed contributions is likely that the leve pment that can com t the airport will be tly limited. This will	and green	The impact of infrastructure improvements at the airport will place less pressure on and green belt sites in South East Dorset for commercial development.							n green field	

Sustainability Objectives	Situation place	n withou	it the plan in	Option BA	10		Option BA	9		Option BA	11	
	Green fie	eld and C	oressure on Green Belt st Dorset.									
5) Provide	Direct Effects (Short, medium, long term)											
access to meet people's need	=	=	=		+			+			+	
0) Halm	the busin for Issue: improven Strategy transport future ne	ess as u Which nents sh conside packago eds of th	ould the Core	should the	Direct impacts are as per those set out under the SA for Issue: Which transport impacts should the Core Strategy consider as a transport package to serve the future needs and local communities around it? For Options BA7, BA6 and BA8.							
9) Help	Direct Effects (Short, medium, long term)											
communities to support social	-	-	-	+	+	+	+	+	+	++	++	++
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Without the identification of a comprehensive package of transport infrastructure and revised obligations policy the amount of new development that can come forward at the airport is significantly limited. A lack of new development will limit the level of employment based training.			This option may enable in the region of 12 – 15ha of employment development to come forward at the north west business park which should create more employment based training.			This option is likely to bring forward in the region of 15 – 30 ha of employment land at the north west business park with potential to provide more training opportunities than options than the business as usual option and BA10.			This option provides the opportunity to bring forward the highest level of development which is likely to significantly increase the availability of work based employment opportunities and deliver more training opportunities than the business as usual option, BA9 and BA10.		

Sustainability Objectives	Situation without the plan in place	Option BA1	0		Option BA	9		Option BA	11	
	Secondary Effects (If relevan	t) (Short, me	dium	, long term)						
		+					+			
	A lack of development coming forward and limits to employment training opportunities has adverse implications for the sub regional economy.	Options BA9, 10 and 11 enable further development to come forward at the airport business park providing more employment training opportunities that positively contribute to the sub regional economy.								
12) Facilitate a	Direct Effects (Short, mediun	n, long term)								
growing		+	+	+	++	++	++	++	++	++
economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	The direct impacts of this option are as per the business as usual option for Issue: Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local		e enal develord con	ransport pling further ppment to tributes to and supply rset.	This option higher level developmed business as BA10 contri the local ec	of em nt than s usual buting	ployment the option and to growth of	This option highest levelopme greatest po sustainable	el of em nt and h sitive in	ployment nas the npact on

Sustainability Objectives	Situation place	n without	the plan in	Option BA10			Option BA	9		Option BA	11		
	Seconda	ary Effec	ts (If relevan	t) (Short, m	edium	, long term)	1			J.			
				+	+	+	++	++	++	++	++	++	
	If the level of development to come forward at the airport is significantly limited by the lack of a comprehensive package of transport improvements this will impact upon the ability of South East Dorset authorities to demonstrate an employment land supply to meet requirements set out in 2008 GVA Grimley Workspace Strategy.			Improvements in transport infrastructure enabling further commercial development to come forward contributes to the employment land supply and economic growth of South East Dorset.			This option enables a higher level of development than the business as usual option and BA10.			This option provides the opportunity for the highest level of commercial development to come forward contributing to employment land supply and economic development in the sub region.			
	Cumulat	ive / In-	combination	ation Effects (If relevant) (Short, medium long term)									
				+			++			++			
	As noted in secondary impacts a lack of development coming forward has a potential cumulative impact on employment land supply for South East Dorset if key sites elsewhere in the sub region do not come forward.  In combination with other proposals for employment development options will bring forward further employment development development options will bring forward further employment development development options will bring forward further employment development contributes to a see the sub region.  It is difficult to assess the cumulative benefit over time due to und employment in the sub region.  It is difficult to assess the cumulative benefit over time due to und employment in the sub region.						ntributing to overall economic uncertainty in the timing for when orset. In view of the infrastructure						
Conclusions	infrastruc	cture strat	tegy places a	has uncertain implications for habitats, species and climate change. A lack of a comprehensive a limit on the level of development that can come forward at the airport and associated road / ommodated on the network. The impact of development growth elsewhere increases road traff							d road / air		

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11						
	· ·	ncertain whether a suita	ble package of mitigation meas	s, species and climate change. Additionally ures could be implemented to achieve no						
	The airport are implementing some measures to provide / promote more sustainable modes of transport to reduce the net travel. However, Without the plan in place there is a lack of a comprehensive package of transport infrastructure improve and a revised developer contributions policy to ensure sufficient improvement in access to the airport site. This option do contribute significantly to economic development with only possibilities for limited further development. In conclusion Options not represent a sustainable approach in relation to the assessed SA objectives.									
	Option BA10									
	habitats, species and climate of determine precise impacts. Eco could achieve either a reduction park would utilise brown field la	change. Further air quali ology work undertaken t n in emissions or no net nd and contribute to ecc	ity work and HRA assessment of to date has identified a mitigatio increase. Further development b	d and air traffic which has implications for of infrastructure options is required to in package that if implemented effectively brought forward at the north west business h East Dorset economy. The sustainability igation package.						
	Option BA9									
		e sustainability of this op		es on the A338. As with preceding options outputs of air quality work and HRA work						
	Option BA11									
	Blackwater Junction may involve preceding options clear conclu	ve direct habitat loss of sions regarding the sus	Conclusions drawn for Option BA11 are as for Option BA8. The implementation of a link road and widening of the A338 north of Blackwater Junction may involve direct habitat loss of a European habitat which would need to be compensated for. As with preceding options clear conclusions regarding the sustainability of this option can be drawn following the outputs of air quality work and HRA work on final transport infrastructure designs.							

Sustainability Objectives	Situation without the plan in place	Option BA10	Option BA9	Option BA11						
	Overall Options BA9 and BA10 have the potential to be sustainable options dependent on the comprehensive identification and implementation of mitigation measures that have been determined through the Airport ecology study (2008) supplemented by additional HRA assessment and air quality work.									

Table E.5

#### **Appendix F Wimborne and Colehill Housing and Town Centre Options**

Where should new neighbourhoods be provided in Wimborne and Colehill?

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
Performance / = Equal or no	_				_		-				•	_			
) Protect,	Direct E	Effects (	Short, m	edium, le	ong tern	1)									
enhance and expand	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
nabitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	more re develop conside protecte  If reside develop permitte impact of sites wo through Suitable	ed heathl ential	be n 5km of and. ere to be e site, its otected nitigated rision of tive	more redevelop consider protected freside develop permitted impact of sites worthrough Suitable	ed heathl	be n 5km of and. ere to be e site, its otected nitigated rision of tive	more redevelop consider protected freside develop permitted impact sites we through Suitable	tion will a esidential oment to ered within ed heathl ential oment we ed on the on the prove the prove e Alternate Green S	be n 5km of and. ere to be site, its otected nitigated rision of tive	more redevelop conside protected freside develop permitted impact of sites worthrough Suitable	sidential oment to a red within the death of the properties on the propulation of the propulation of the propulation the propulation the propulation of the propulati	be in 5km of land.  ere to be e site, its rotected nitigated vision of tive	more redevelop consider protect  If resided develop permitted impacted sites we through Suitable	esidential period with the ential coment we ed on the provide the prove Alternal Green S	be n 5km of and.  ere to be site, its otected nitigated vision of tive

Sustainability Objectives	Option	Secondary Effects (If re  = = = = = = = = = = = = = = = = = = =			WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
	Second	lary Effe	cts (If re	levant) (	Short, m	edium, I	ong term	1)							
	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
	develop permitte impact o	ment we ed on the on the pr	site, its otected	permitte impact	ential oment we ed on the on the pr ould be n	site, its otected	permitte impact o	ment we d on the on the p	ere to be e site, its rotected nitigated	permitte impact	ential oment we ed on the on the pro ould be m	site, its otected	permitte impact	ential oment we ed on the on the pro ould be m	site, its otected
	Cumula	ative / In	- combin	ation Ef	fects (If	relevant)									
	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
	policies Strategy of housi facilities provisio spaces, addition accomn resident will resu of additi open sp Suitable Natural which w mitigatic addition develop 400m a	in the Co y on the I ing, comi s and the in of ope the release al land to nodate ac tial devel alt in the p	ore ocation munity en ase of odditional opment orovision as of own as tive eace, in orm of ential tween of	policies Strategy of hous facilities provision spaces, addition accomm residen will resu of addit open sp Suitable Natural which w mitigation develop 400m a	ination we in the Coy on the ing, comes and the ing and are ing and are ing and	ore location munity en ase of odditional lopment orovision as of own as tive oace, in arm of ential tween of	policies Strategy of housi facilities provisio spaces, addition accomn resident will resu of additi open sp Suitable Natural which w mitigatio addition develop 400m a	in the Coy on the ng, come and the land are lace, known and all reside ment be lace, and 5km	location munity en ase of o dditional lopment crovision eas of own as tive bace, in arm of ential	policies Strategy of hous facilities provision spaces, addition accomm residen will resu of addit open sp Suitable Natural which w mitigation addition develop 400m a	ination we in the Coy on the I ing, common the ing, common the ing and the ing in all land to include a land to include a land the ing in a land area in a land to include a land the ing in the half reside ind 5km of ind	ore ocation munity  n ase of odditional opment orovision as of own as cive cace, in orm of ntial tween of	policies Strategy of hous facilities provision spaces, addition accomm residen will resu of addit open sp Suitable Natural which w mitigation addition develop 400m a	ination we in the Copy on the I ing, common the ing, common the ing in of operation and the ing in the prior and the prior and the ing in the prior and in the ing in	ore ocation munity en ase of odditional opment orovision as of own as tive oace, in irm of ential tween

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
2) Make sustainable	Direct	Effects (	Short, m	edium, l	ong tern	1)									
use of	-	-	-	=	=	=	++	++	++	-	-	-	-	-	-
resources.	in addit develor	tion wou ional oment on eld sites.	ı	in addit develop	tion wou ional oment on eld part bi	a part	in deve	tion would lopment of eld site and the effic	on a nd will	in addit	tion woul ional oment on eld sites.		in addit	tion woul ional oment on eld sites.	
3) Minimise	Direct	•		edium, l	ong tern	1)									
pollution (including air,	=	= = = = This option should have a minimal impact on		=	=	=	+	+	+	=	=	=	=	=	=
water, soil, noise, vibration and light).  4) Minimise factors contributing to climate change.	a minim traffic g the loca adjacer urban a alternat transpo service Any de site sho	nal impacted eneration of the fit to the earea when tive mean ort to local sare achievelopment ould encorater use	et on n due to ne site existing re ns of al nievable. nt of the	a minim traffic g the loca within a area wh means local se achieva develop should	nere alter of transpervices and able. Any oment of encouraç use of p	et on on the due to the site on the site of the site o	a minim traffic g the loca within t area wh means local se achieva develop should greater transpo  The red this site develop result in	tion shound impact eneration of the existing of transportices are able. Any oment of the encourage use of purt.  Il evelopment of the encourage of transport is lightly and eneration of the energy	t on due to e site gurban native ort to e the site ge the ublic ent of ential ikely to ase in	a minim traffic g the local adjacer urban a alternation transposervice. Any desite should the greatransposervice transposervice adverse adjoining traffic great with the greatransposervice.	tion shound impact eneration of the to the eares where to local sare achievelopment ould encounter use of that there impact in g water tion bore	et on an due to he site existing re his of late of the burage of public en when site to he is no on the	a minim traffic g the local adjacer urban a alternation transposervice. Any desite should the greatransposervice transposervice transposervic		et on an due to he site existing re his of lanievable. In the burage of public labeled by the see adjacent

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5
	The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.  Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.	The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.  Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.	the site's existing use for commercial purposes, especially by HGV's.  The residential development of the site is likely to result in a positive impact on energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.  Overall there is a positive impact on sustainability objectives 3 and 4 as the impact of residential	The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.  Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.	The residential and sporting development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential and non-residential developments, and energy-generation technologies, as well as water efficiency issues in all newdevelopments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.  Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts.

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
							be less	ment is I than the rcial uses	existing						
5) Provide	Direct I	Effects (	Short, m	edium, lo	ong term	1)	1								
access to meet people's	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
needs.	for addi develop which w	tion could itional resonant in a orill allow of to a rangons.	sidential an area easy	for addit develop which w	tion could tional resonment in a vill allow of to a rang	sidential an area easy	for addi develop which w	tion could tional resonment in a vill allow of to a rang	idential an area easy	for additional development of small facilities to existing as well at the reby need to	tion could tional resonant in a will allow to a range.  The ale of the part of the need to a reducing travel to a reducing travel to a elsewhere.	sidential an area easy ge of likely to for an School cre which provision These available esidents esidents, g the these	for addi develop which w	tion could tional resonment in a vill allow of to a rang	sidential an area easy

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
	Second	dary Effe	cts (If re	levant) (	Short, m	nedium, l	ong tern	1)		'			1		
	+	+	+	+	+	+									
	the initifootball replace pre-req residen re-deve site) will standar	tion will ral loss of club, but ment (when the club with the club will be of a facilities	the tits nich is a he of the higher e	the initial rugby control replace pre-requestiden re-devensite) will standar	tion will ral loss of lub, but i ment (who wisite of tial lobe of a than the facilities	f the ts nich is a the of the higher ne									
6) Provide a safe and	Direct	Effects (	Short, m	edium, l	ong tern	n)									
secure	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	residen	tion will a tial devel s suscept g.	opment	residen	tion will a tial deve s suscep J.	lopment	residen	s suscep	lopment	residen	tion will a tial deve s suscep	lopment	residen	tion will a tial devel s suscept	lopment

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
7) Create conditions to	Direct E	ffects (	Short, m	edium, l	ong tern	n)	-			1					
improve	+	+	+	++	++	++	+	+	+	+	+	+	++	++	++
health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	This opt access f into the s of open which w concert develop	for its resolved for its resolved for its resolved for its substant space (\$\frac{1}{2}\$ ill be prowith the ment.	sidents ial areas SANGS) ovided in housing	access into the of open which w concert develop. This op an imprenviron this related the provision open splay equand exists.	space (i vill be pro with the oment. tion will a rovement mental q atively de rough the on of an a pace with uipment sting res	sidents tial areas SANGS) ovided in housing allow for t to the quality of eprived area of n formal for new idents.	access into the of open which w concert develop		sidents al areas SANGS) vided in	access into the of open which we concert develop contain space a	space ( will be pro with the oment. The oment will areas of and open	sidents ial areas SANGS) ovided in housing ne Il also	access into the of open which we concert develop.  The material association option with sports at uses, a for the ficture of the ficture option. The material association was allot the ficture of the ficture of the ficture option. The material association option was allot the ficture of the ficture option.	for its rest substant a space (\$ will be protent.  ajority of the aid with will be used as well as sents. It will a new Cohich will be to new gresident	sidents ial areas SANGS) ovided in housing the land this ed for eational cement nd rugby s for new I also ountry oe y and
	Second	Secondary Effects (If re					ong tern								
	This option will result in the initial loss of the existing Cuthbury Allotments, but replacement allotments			=	=	=	Suitable Natural provide	ovision of a Alternat Greenspa additiona nities for	ive aces will al	Suitable Natural provide	ovision of e Alterna Greensp addition unities for	tive aces will al	Suitable Natural provide	tovision of e Alterna Greenspe addition unities for	tive aces will al

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
	provided pre-required develop a likelihor replacer will be p those low variety of will incress.		d the is more tments than n a ns which ess to				and Col	ts of Win lehill to u onal faci	se this	and Col	ts of Wimehill to u	se this	and Col	ts of Wim lehill to us onal facil	se this
8) Help make suitable	Direct E	effects (S	Short, m	edium, lo	ong term	1)									
housing	++	his option will make			++	++	++	++	++	++	++	++	++	++	++
available and affordable for everybody.	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.		land avaresident which which which operations affordated	tion will railable fo tial devel vill provid en marke ble housi able loca	r lopment le for et and ng in	land avaresiden which which op affordate	tion will railable fo tial deve vill provid en mark ole housi able loca	or lopment le for et and ng in	land avaresident which which which operations affordated	tion will nailable fo tial devel vill provid en marke ble housinable loca	r opment e for et and ng in	land avaresiden which which op affordate	tion will nailable fo tial devel- vill provid- en marke ble housinable locat	r opment e for et and ng in	
10) Protect and enhance	Direct E	Effects (S	Short, m	edium, lo	ong term	1)									
historic	+	+	+							+	+	+			
buildings, archaeological sites and other	and adjo	e lies part pins the ne Conse ne propos	ervation							site will setting	velopmer respect to of the Wi vation Ar	the mborne			

Sustainability Objectives	Option WMC 1	Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
culturally important features.	combination with other options within the Core Strategy relating to matters such as design, will ensure that the quality of the residential development respects the setting of the Conservation Area and enhances the approach to the Town when viewed from Julian's Road.							will prot the Win when a	ts Hill vation Arect the valorne Moroachi	iews of linster ng the			
11) Maintain and enhance	Direct Effects (Short, m	edium, lo	ong term	1)									
local	= = =	+	+	+	+	+	+	=	=	=	=	=	=
distinctiveness and create places, spaces and buildings that work well, wear well and look well.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.	combination policies quality of within a settlement the remunattraction the site possibility.	tion will,ing ation with ation with the continuous of a citive build with the lidings of quality.	n other high a hent g result in n ing from	combination policies quality of the edg settlem a series utilitaria building	tion will,ir ation with the development of an execution of an execution industrips which a g the endiffe.	n other high a nent on xisting replace ng ial	the loss from the countrys lead to any sett combina policies quality of	side, but the merg tlements ation witl , will deli developn e of an e	e land it will not ing of and in n other ver high nent on	the loss from th country lead to any set combin policies quality	rside, but the merg tlements ation with s, will deli- developrige of an e	it will not ging of and in h other iver high ment on

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3	3	Option	WMC 4		Option	WMC 5	
	Second	ondary Effects (If relevant to the state of the built form of the built form of the state of the built form of the state of the built form		levant) (	Short, m	nedium, l	ong tern	n)							
	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	nable		the pote addition develop is the p improve built for creating and built for the potential in the potential i	otential to the quant of the grant of the grant of the grant places,	ential ere there to lity of the area by spaces nich work	the pote addition develop of an expension where to potential quality of the area places, building	ential formal residence in the important to import the burner spaces which	dential In the edge Settlement Ithe Prove the Lilt form of Seating Land	the pote addition develop of an ear where to potential quality the are places, building	otion will rential for nal reside oment on xisting set there is the late of the built a by creating spaces ags which ear well a	ential the edge ettlement ne ove the lt form of ting and work	the pot addition develop of an e where to potential quality the are places, building	xisting se there is th al to impr	ential the edge ettlement ne rove the lt form of ating and work	
12) Facilitate	Direct I	ell.		edium, I	ong tern	n)									
a sustainable and growing										+	+	+			
economy for the District that creates economic and employment opportunity, as well as	prowing pomy for istrict creates pomic and poyment crtunity, ell as					the dire	ct loss	result in of land ployment	provision develop Centre	otion will ron for the pment of which wiemploymunities.	a Local Il give				
providing for vital and viable town centres.															

Sustainability Objectives	Option	WMC 1		Option	WMC 2		Option	WMC 3		Option	WMC 4		Option	WMC 5	
	Second	dary Effe	ects (If re	levant) (	Short, n	nedium,	long tern	n)		1			-1		
							=	=	=						
							building substar replace none of on site a this local succession business from the to other sites be part of the and to obuilding sustain	derstood to gs on site ntially in no ment and f the curre are depen- ation for the sof their ss. There on for the sess open- e site to re r employne ing propo- he Core Soperate from gs built to a able standose curre	are eed of that ent uses ident on he will be current ating e-locate nent osed as strategy, om a higher dard						
Conclusions	addition may be of an ar Option existing	nal afford mitigated rea. WMC3 w urban a m in the	able hou d by provi vill result rea with	sing. The ding suitation the lose existing definition defined the second suits and the second suits are suits ar	impact of able alter sof exist wellings	of any su rnative na ting empl in close	ch develo atural gree loyment la proximity	ment to ment or enspace wand, but the results in e-located or entry to me the results in e-located or entry to me the results in e-located or entry to me the results in e-located or entry the results in entry	n sites of hich will ne reside a more e	ecologic be of ber ential re-c efficient u	al import nefit to th developm se of lan	tance, su e existing nent of th ad and wil	ch as the g as well a is site on Il improve	Dorset Has future returned the edge the qual	leaths, esidents of the ity of the

Sustainability Objectives	Option WMC 1	Option WMC 2	Option WMC 3	Option WMC 4	Option WMC 5
		•	•	ntry Park to replace the tow opportunity to expand and o	

Table F.1

Issue: What should be the extent of the Wimborne Town Centre boundary?

Sustainability objectives	Option WMC6			WMC7			
	_	•			_	only minor beneficial impact, Significant adverse impact)	
3) Minimise	Direct Effects (Short, medium, long term) Traffic Light Assessment						
pollution	+	++	++	х	-	-	
4) Minimise factors contributing to climate change:	The designation of a new town centre boundary would clarify the focus of commercial development for the town centre and help to ensure development is located in a sustainable location with good public transport access.  In the medium to long term, the concentration of development in more accessible locations will reduce the need to travel and the number of car trips and associated harmful emissions that contribute to the causes of climate change.			In the short term the impacts are uncertain because an existing boundary is in place.  This option may have a negative impact in the medium / long term as an updated boundary may affect the level of development in the centre.  This may result in development in less sustainable locations with poorer accessibility that may increase car journeys and levels of harmful emissions contributing to climate change.			

Sustainability objectives	Option WMC6			WMC7				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )							
	=	x	х	x	x	x		
	viability of the consistors and geresthe centre will reference the control of the centre of the cent	entre, the options nerate more car journal of the more car journal of the car journal of the cumulant/sub regional of the cumulant sub regional of the cumulant s	med at improving the vitality and a may increase the number of burneys to Wimborne Minster, as estination for visitors and tourists. Tience more shoppers and car alative impact of further district development that will increase contributing to climate change.	Not certain. Without an updated boundary in place, there is no up to date comprehensive strategy addressing town centre development and associated transport issues infrastructure improvements.				
	Mitigation measures:  The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.							
5) Provide	Direct Effects (Short, medium, long term) Traffic Light Assessment							
access to meet	+	+	+	x	x	x		
people's needs	concentration o improvements i	of services in the t n public transport	s option may result in the cown centre which may result in the and transport infrastructure that inable modes other than the car.	Not certain. Without an updated boundary in place, there is no up to date comprehensive strategy addressing town centre development and associated transport infrastructure improvements.				

Sustainability objectives	Option WMC6			WMC7					
	The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements.								
9) Help communities to support social cohesion through a reduction in	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	+	+	+	+	X	-	-		
	•			Not certain in the short term.					
	objective by designating a town centre boundary in line with the recommendations of PPS4.				This option may have a negative effect in the medium and long term as not having an updated designated boundary may affect the level and location of community facilities.				
the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	In the medium and long term the designation of a town centre boundary for Wimborne Minster would focus the development of leisure and recreational facilities, and other town centre uses within the designated boundary, providing vital and viable communities.								
12) Facilitate a	Direct Effects (Short, medium, long term) Traffic Light Assessment								
sustainable and growing economy that creates economic and	++	+	+	++	+	+	+		
	The option will have a significant positive impact by attracting investment into Wimborne Minster town centre and support economic growth and employment opportunities This will create a vital and viable town centre in Wimborne.			This option would focus economic development appropriately, but would not reflect new opportunities identified within the preferred boundary as recognised through the Core Strategy.					

Sustainability objectives	Option WMC6	WMC7		
employment opportunity, as well as providing for vital and viable town centres.				
Conclusions	WMC6 scores very well against the sustainability objectives.  To mitigate the issue of congestion and increased visitor numbers, the emerging Core Strategy policies will support sustainable modes of travel and promote public transport alternatives to the car.  The effectiveness of this option will be measured by the evidence of footfall counts, rents, levels of unit vacancies and growth in tourism numbers.			

Table F.2

#### Issue: What should the vision be for Wimborne Minster Town Centre?

Sustainability Objectives	Option WMC	8		Business as Usual							
					s Objective but only minor beneficial im dverse impact, Significant adverse in						
2) Make sustainable use of resources.	Direct Effect	Direct Effects (Short, medium, long term) Traffic Light Assessment									
use of resources.	++	++	++	x	х	x					
	concentrating in the town coredeveloped	courages mixed use develo residential, retail and leisure entre, brownfield sites will be at higher densities, which is i sustainable development.	development e efficiently	would be no comprehensive strategy to guide the growth and							
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment										
	x	+	+	x	х	х					
	development employing su improve. Incr	latively high density of reside planned for the centre, the v stainable construction techn eased affordability of these to to the uptake of them in new	viability of hiques will dechnologies	As above							
3) Minimise Pollution	Direct impac	ts (Short, medium, long te	erm) Traffic Li	ght Assessment							
4) Minimise factors	+	+	+	x	x	x					
contributing to climate change	climate chang of evidence. I	een emissions from road and ge is well established by an ea ncreased vitality of the centr a number of journeys made t a expansion	xtensive body e will have an	not result in the adoption of a comprehensive mitigation package to							

Sustainability Objectives	Option WMC8	Business as Usual
	As a direct consequence this option may attract more shoppers and visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.	
	Residential development	
	The provision of more housing in the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.	
	Public transport services	
	Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving the town centre is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. This option will encourage the use of public transport as the main means of getting into the town centre which might reduce car journeys and have a positive effect on air quality and pollution levels.	
	In conclusion the increased use of public transport represents a key factor in reducing emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies	

Sustainability Objectives	Option WMC	8		Business as Usual				
	impact of the dependant on	ole construction techniques. option on the objectives is the the successful implementate options and therefore remains	nerefore tion of other					
	Cumulative /	In- combination Effects (If	f relevant) (Sł	nort, medium long to	erm)			
	x	х	x	-				
	Cumulative / In- combination Effects (If relevant) (St  x		a sub regional level	place there is a potential lack of co-ordination on to develop a package of measures that reduce in no net increase including transport				

Sustainability Objectives	Option WMC	8		Business as Usual	I			
	an effective mincrease in e	ptions al approach is required towa nitigation package that may re missions. Suggested mitigat bove under 'direct impacts'.	esult in no net					
5) Provide access	Direct Effect	s (Short, medium, long ter	m) Traffic Lig	ht Assessment				
to meet people's need	++	++	++	x	x	x		
	objective by a facilities by peducation and Expansion of to travel local impact on recognomete use of getting into impact on recognomete. It will promote	enabling more people to according shops, the library, he library had leisure facilities locally, in the the retail offer will encourage ly to the centre which may had lucing car emissions. The opof public transport as the printhe town centre, which will had lucing car travel.	ess basic nealth, e town centre. e more people ave a positive ption will ncipal means ave a positive					
	Cumulative	Effects (Short, medium, lo	ng term) Traff	ic Light Assessmen	nt .			
	x	x	x	x	x	x		
	option will de	n to long term the implemen pend on the successful implent ort policies aimed at changing	ementation of	9,				

Sustainability Objectives	Option WMC8		Business as Usual					
	to effectively action transport infrast positive impact	t. A sub regional approach ddress requirements for im tructure and public transpo is for accessibility which is re Strategy and Local Tran	nprovement to ort to enhance formalised					
6) Provide a safe	Direct Effects	(Short, medium, long ter	rm) Traffic Lig	ht Assessmer	nt			
and secure environment	++	++	++	х		х		x
	carefully plannous not encourage aimed at impro	sequence new developme ed to ensure that the envir crime. A comprehensive do ving the safety of public ar I be developed in the plan	conment does esign strategy eas within the					
	Cumulative Ef	fects (Short, medium, lo	ng term) Traff	ic Light Asses	ssment			
	++	++	++	х		x		X
	Design In combination out high quality will become a s	As above						

Sustainability Objectives	Option WM0	8		Business as Usual				
7) Create conditions to	Direct Effects (Short, medium, long term) Traffic Light Assessment							
improve health,	+	+	+	x	X	x		
	improve the of the town cen The Square a facilities local enhancement space to sit, safe pedestri routes provid across the tout the medium will depend of plan policies enhancements.	onsequence this option will opportunity for pedestrians to tre, access areas of open spand Minster Green and other ted in the town centre. The pats to The Square will offer a within the heart of the town, relax, park bicycles and encount and an movement around the town will be promoted.  In and long term the support of on the successful implementation as funding to deliver the test of the Square, and the opeycle routes around the town	o walk around bace, such as relisure proposed high quality providing purage more on. New cycle accessibility  If this objective ation of other recoportunity to	Without the plan and a revised obligations framework it is uncertain that a comprehensive approach would be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.				
8) Help make suitable housing	Direct Effec	ts (Short, medium, long ter	rm) Traffic Lig	ht Assessme	nt			
available and	+	++	++	x	x	x		
affordable for everybody	provision of h	onsequence this option supp nigher density residential unit n will have a positive effect or ds.	ts in the town	Without the plan in place there is no comprehensive strategy to inform the delivery of housing - including meeting the need for affordable housing.				

Sustainability Objectives	Option WMC8			Business as Usual					
	Secondary Effects (Short, medium, long term) Traffic Light Assessment								
	+	+	+	х	x	x			
	may increase centre. This huptake of publicand by setting	consequence, residential recongestion and parking need owever, may be mitigated by the transport in this sustainal appropriate standards for rectangles in the number of vehicles in the seas.	ed in the town by the greater ble location residential	for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre.					
	Cumulative / Ir	n- combination Effects (If re	elevant) (Short,						
	+	+	+	х	x	x			
	housing policy support this obtained housing provide for speadequate stan housing. This encourages hit he centre, will accommodation.  However, the stan housing housing him housing him housing him housing him housing has been been been been been been been bee	success of this proposal is of implementation of other polition housing policy and residen	ndards policy to meeting ntial units is and that nented in new which welopment in ng	•	olan in place there is no comprehensi of housing (including affordable hou				

Sustainability Objectives	Option WMC8			Business as Usual				
9) Help	Direct Effects (Short, medium, long term) Traffic Light Assessment							
communities to support social	+	+	+	х	x	X		
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Direct Effects (Short, medium, long term) Traffic Light		suppo		no comprehensive strategy to g that the community's basic needs			

Sustainability Objectives	Option WMC	8			Business as Usual					
10) Protect and	Direct Effect	Direct Effects (Short, medium, long term) Traffic Light Assessment								
enhance historic buildings,	++	++	+-	+	x		х	x		
archaeological sites and other culturally important features.	The enhancements to the setting of The Square in the heart of Wimborne Town Centre will be hugely beneficial to the town centre. This investment in the town centre will support the town and will help to encourage further investment by stakeholders and landowners. This will help to ensure the integrity and continued use of the historic buildings, particularly in the High Street and around Wimborne Minster, as well as the secondary streets, by encouraging their occupancy and prevent them from falling into a state of disrepair and vacancy.				at protecting the all the historical assets in the town centre.					
	Secondary Effects (Short, medium, long term) Traffic Light Assessment									
	x	,	•	X	x		x	x		
	In the medium and longer term the increased number of visitors might increase harmful emissions which may cause the deterioration of the fabric of historic buildings.  This could be mitigated by the implementation of other plan policies which may result in no net increase in emissions such as  Measures reducing the need to travel Improvements in public transport services Renewable energy Sustainable construction				Without the plan in place there is no comprehensive framework aime at protecting the historical assets in the town centre.					

Sustainability Objectives	Option WMC	8		Business as Usual				
11) Maintain and	Direct Effect	s						
distinctiveness and	++	++	++	x	х	х		
enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	objective by enthe centre, and such as Crown The incorporate development the character enhancement buildings that evening economic recognised for environment.	as a significant beneficial impencouraging high standards of aims to enhance areas of pen Mead and areas around the ation of local building tradition will be encouraged in order of the built environment. Spets will help to create places, are locally distinctive. The comy uses will create a vibrant or its attractive restaurants are and long term the support of an the successful implementation secure funding for improves.	of design in poorer design, e River Allen. Ins into new to enhance pecific spaces and expansion of environment, and safe					
	Secondary E	ffects (If relevant) (Short,	medium, long	term) Traffic	Light Assessment			
	+	++	++	x	x	x		
	will attract mo businesses a	ecognised for its special histopre visitors which will result in and investors who will want to This will enhance its vitality.	n other	Without the plan in place the town centre would likely be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth of the centre, ensuring it retains its local distinctiveness.				

Sustainability Objectives	Option WMC8		Business as Usual					
12) Facilitate a sustainable and	Direct Effects							
growing economy	++ ++	++	X	x	x			
that creates economic and employment opportunity, as well as providing for vital and viable town centres	The option has a significant positive impact upon this objective by encouraging the expansion of comparison retail to provide for diverse shopping facilities in the centre. This will attract more shoppers to the local economy, increase spending and contribute to the prosperity of the town. The expansion of the retail and leisure offer might create new employment opportunities in the service sector and contribute to a growing economy.  Improvements made to the attractiveness of the town centre and the provision of community facilities creates an attractive area to live which will bring in and retain skilled labour which is beneficial to the local economy.			Without the plan in place there is no comprehensive and co-ordinated strategy relating to the development of the town centre.				
Conclusions	The vision supports many of opportunities. However, group of public transport represers the uptake of public transpolevel of emissions could be techniques.  The successful implementation and viability of town centres.	of the SA objectives. Wimborn by the may contribute to some onts a key factor in reducing lest ort may help mitigate against mitigated further by the instantion of the vision will therefore.	ne Mins traffic evels of the ind llation re depe	ster town centre will be a thricongestion in the medium and emissions and congestion to crease of the number of general frenewable energy technological and on effective delivery of contractions.	onsistent with national guidance. ving place for community and retail and long term. The increased use that contributes to climate change. erated car journeys. The increased ogies and sustainable construction other policies, central to the vitality gy, climate change mitigation and			

Table F.3

Issue: How can land at Allenview best be used to serve the needs of the local community?

Sustainability Objectives	Option WMC9			Option WMC10					
		nt (++ Significant Be ct, - Option conflicts							
2 Make	Direct Effects (Sho	rt, medium, long ter	m)						
sustainable use of resources.	++	++	++	++	++	++			
	The option will ensure that development takes place on a brownfield site, and will allow the re-use of another brownfield site (the existing Council Offices), thereby safeguarding greenfield sites from development.  The option will ensure that development takes place on a brownfield site, and will allow the re-use of another brownfield site (the existing Market) for residential purposes, thereby safeguarding greenfield sites from development.								
	Secondary Effects (Short, medium, long term)								
	+	+	+	+	+	+			
	· -	ad to some additional t in such a way as to r	•	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources					
3 Minimise	Direct Effects (Short, medium, long term)								
pollution (including air,	++	++	++	+	+	+			
water, soil, noise, vibration and light)	significantly reduce	e Council offices into the the need to travel to the t served by public tran	ne existing, rural	This option should have a minimal impact on traffic generation due to the location of the site within the existing urban area where alternative means of transport to local services are					
4) Minimise factors contributing to climate change	due to the location of where alternative me	ave a minimal impact of the site within the exeans of transport to lo elopment of the site stansport.	kisting urban area cal services are	achievable. Any development of the site should encourage the greater use of public transport.  The re-development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy					

Sustainability Objectives	Option WMC9			Option WMC10	randards for non-residential developments and nergy-generation technologies, as well as water efficiency sues in all new developments. Policies elsewhere in the Core trategy also deal with the requirement for new development o provide Sustainable Urban Drainage systems.  Everall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome					
	in energy consump the site as it curren elsewhere in the Co standards for non-outechnologies, as we developments. Poli deal with the requir Sustainable Urban Overall there is a po	ositive impact on susta measures outlined ab	nption compared to policy options th renewable energy ergy-generation ssues in all new Core Strategy also pment to provide	energy-generation to issues in all new dev Strategy also deal w to provide Sustainat Overall there is a po	echnologies, as well a relopments. Policies e rith the requirement for ole Urban Drainage sy sitive impact on susta measures outlined ab	as water efficiency elsewhere in the Core or new development ystems.				
5 Provide access	Direct Effects (She	ort, medium, long ter	rm)	l						
to meet people's needs	+	+	+	+	+	+				
	<u> </u>	low for additional com Il allow easy access to	•	This option could allow for additional community development in an area which will allow easy access to a range of facilities						
				This option could give rise to additional employment opportunities within the town centre.						
	Secondary Effects	(Short, medium, lon	ng term)							
	=	=	=							
		ad to additional develonitigated by the applications Strategy.								

Sustainability Objectives	Option WMC9			Option WMC10					
6 provide a safe	Direct Effects (Sho	ort, medium, long ter	·m)						
and secure environment	=	=	=	=	=	=			
(including coastal protection, major hazards e.g. blast zones, crime/fear of crime and flooding)	area of flood risk, th	ve rise to additional de e impacts of which we her options and polici	ould be mitigated by	area of flood risk, th	ve rise to additional deve e impacts of which wo her options and policie	uld be mitigated by			
9 Help	Direct Effects (Sho	ort, medium, long ter	·m)						
communities to support social	++	++	++	++	++	++			
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training,	an accessible location with the services the bethe opportunity for other services such	rise to an improved con, as well as locating by provide, in the town or the new civic building as the Police. The problic amenity space in	g the Council offices, n centre. There will ng to be shared by oposal will improve		rise to an improved co centre location adjoinir	•			
skills, knowledge and culture.	Secondary Effects	(Short, medium, lor	ng term)						
				=	=	=			
				purposes will include	t of the existing market e areas of open space t dents in an area of lim	that will be available			
10 Protect and	Direct Effects (Sho	ort, medium, long ter	rm)						
enhance historic buildings,	+	+	+	+	+	+			
archaeological sites and other	The new civic buildir House, a Grade II L	ngs would improve the isted Building.	e setting of Allendale	The new civic building House, a Grade II L	ngs would improve the isted Building.	setting of Allendale			

Sustainability Objectives	Option WMC9			Option WMC10									
culturally important features.													
11 Maintain and	Direct Effects (Sho	ort, medium, long ter	m)	,									
enhance local distinctiveness	+	+	+	+	+	+							
and create places, spaces and buildings that work well, wear well and look well	within the town cent the quality of the bu	his option will result in the potential for additional development rithin the town centre where there is the potential to improve the quality of the built form of the area by creating places, paces and buildings which work well, wear well and look well.											
12 Facilitate a	Direct Effects (Sho	ort, medium, long ter	m)										
sustainable and growing economy	+	+	+	++	++	++							
for the District that creates economic and employment	1 -	crease the amount of ch could help to suppo		· _ · _ · _ · _ · _ · _ · _ · _ ·									
opportunity, as well as providing for vital and viable town centres.				· ·	improve the shopping re accessible location								
Conclusion		nave a positive impact e employment opport Council Offices in an	unities on a site acces										

Table F.4

#### **Appendix G Corfe Mullen Housing and Centre Options**

Issue: Where should new neighbourhoods be provided in Corfe Mullen?

Sustainability Objectives	Option CM	3		Option CM	2		Option CM	1	
Performance / Significance / no impact, x Uncertain Impa									t, = Equal or
1) Protect, enhance and	Direct Effec	ts (Short, m	edium, long	term)					
expand habitats and protected species (taking	=	=	=	=	=	=	=	=	=
account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	residential d considered wheathland.  If residential permitted on protected sit through the	will allow for nevelopment to within 5km of development the site, its in es would be provision of Statural Green	o be protected t were to be mpact on the mitigated Suitable	residential de considered heathland.  If residential permitted or protected significant through the	will allow for newelopment to within 5km of a development in the site its intested would be novision of Statural Green	o be protected twere to be mpact on the mitigated suitable	residential of considered heathland.  If residential permitted or protected sithrough the	will allow for relevelopment to within 5km of a development the site, its intest would be provision of Statural Greer	o be protected t were to be mpact on the mitigated Suitable
	Secondary	Effects (If re	levant) (Shoi	rt, medium, l	ong term)				
	=	=	=	=	=	=	=	=	=
	permitted on	development the site, its ir es would be i	mpact on the	permitted or	l development in the site, its in tes would be i	npact on the	•		

Sustainability Objectives	Option CM	3		Option CM	2		Option CM 1			
	In Combina	tion Effects	(If relevant) (	Short, medi	um, long tern	n)				
	=	=	=	=	=	=	=	=	=	
	of additional additional re result in the areas of ope Suitable Alte Greenspace mitigation the	ategy on the nmunity faciliopen spaces land to accosidential development between the matter of adevelopment between the matter of a development between the matter of the	location of ities and the s, the release mmodate elopment will additional own as ral ssist in ditional etween 400m	the Core Str housing, cor provision of of additional additional re- result in the areas of ope Suitable Alte Greenspace mitigation the residential de	ion with other rategy on the mmunity facili open spaces I land to according to provision of a provision of a provision will at the harm of adequate the protected Dorotected Dor	location of ities and the s, the release mmodate elopment will additional own as ral ssist in ditional etween 400m	the Core Str housing, cor provision of of additional additional re- result in the areas of ope Suitable Alte Greenspace mitigation the residential de	ion with other rategy on the mmunity facili open spaces I land to accossidential development be harm of adevelopment be protected Donatte.	location of ities and the s, the release mmodate elopment will additional own as ral ssist in ditional etween 400m	
2) Make sustainable use of resources.	Direct Effec	ts (Short, m	edium, long	term)						
resources.	-	-	-	-	-	-	+	+	+	
	This option videvelopmen			· •	would result in t on Greenfie		This option would result in additional development partly on a brownfield sand partly on a Greenfield site.			
	Secondary	Effects (If re	elevant) (Sho	rt, medium, l	ong term)					
	=	=	=	=	=	=	=	=	=	
	This option vadditional debe carried ou make a sust	evelopment w ut in such a v	which would way as to	additional de be carried o	would lead to evelopment w ut in such a w tainable use c	hich would vay as to	This option would lead to some additional development which would be carried out in such a way as to make a sustainable use of resources.			

<b>Sustainability Objectives</b>	Option CM	3		Option CM	2		Option CM	1	
3) Minimise pollution	Direct Effec	ts (Short, m	edium, long	term)					
ncluding air, water, soil, oise, vibration and light).  ) Minimise factors	=	=	=	=	=	=	=	=	=
4) Minimise factors contributing to climate change	impact on tra- location of the existing urbar means of tra- are achievals the site should use of publicance The resident is likely to releasely consumption it currently site options elsew dealing with standards for and energy- as well as wanew develop in the Core Site requirement provide Sust systems.  Overall there sustainability mitigation means	ne site adjace an area where insport to localle. Any development of transport. It is a development of the compared to the comp	ent to the ent to the ent to the ent services elopment of the site rease in water of the site as are policy core Strategy nergy evelopments chnologies, vissues in all es elsewhere deal with the elopment to in Drainage	impact on tra location of the existing urbate means of tra are achieval the site should use of public. The resident is likely to re- energy consideration of the currently solutions elsewing with standards for and energy- as well as well a	should have a affic generation he site adjace an area where ansport to locate the sole. Any developments of the compared to the sult in an increase where in the Compared to the sult in an increase where in the Compared to the sult in an increase where in the Compared to the sult in an increase where in the Compared to the sumption and the sumption and the sumption tendents. Policies of the sumption tendents are efficiency of the sumption and the sumption and the sumption in the sum in t	en due to the ent to the elevaternative al services dopment of the greater ent of the site rease in water of the site as are policy fore Strategy evelopments chnologies, rissues in all es elsewhere deal with the dopment to an Drainage impact on and 4 as ned above	impact on trail location of the resident of public trail. The resident possible consumption compared to stands. The optionselsest dealing with standards for and non-resident as water new developing the Core requirement provide Sussystems.  Overall them sustainability mitigation mitigation mitigation of the consumption of the core of the cor	should have a affic generation where alternation to local service and water control	ent and of the site is ase in energy evelopments of the successin all es elsewhere deal with the elopment to in Drainage impact on and 4 as ned above

<b>Sustainability Objectives</b>	Option CM	3		Option CM	2		Option CM	1			
5) Provide access to meet	Direct Effec	cts (Short, m	edium, long	term)							
people's needs.	+	+	+	+	+	+	+	+	+		
	residential d	could allow fo levelopment i	n an area	residential o	could allow fo levelopment i low easy acce	n an area	residential, developmer	could allow for retail and con nts in an area access to a ra	nmunity which will		
	Secondary	Effects (If re	levant) (Sho	rt, medium, I	ong term)						
	=	=	=	=	=	=	= = =				
	developmer would be mi	could lead to a nt, the impacts itigated by the ions and polic gy.	of which application	developmer would be m	could lead to a nt, the impacts itigated by the ons and polic gy.	s of which e application	developmer would be m	could lead to ant, the impacts itigated by the ions and policed.	s of which e application		
6) Provide a safe and secure environment	Direct Effec	cts (Short, m	edium, long	term)							
(including coastal	=	=	=	=	=	=	=	=	=		
protection, major hazards e.g. blast zones, crime / fear of crime and flooding).		will avoid resi nt in areas sus			will avoid resi nt in areas sus			will avoid resi nt in areas su			
7) Create conditions to	Direct Effec	cts (Short, m	edium, long	term)							
improve health, promoting healthy lifestyles, especially	+	+	+	+	+	+	+	+	+		
outine daily exercise and educing health inequalities.	residents into	will allow acce to the substar (SANGS) wh concert with the	ntial areas of ich will be	This option will allow access for its residents into the substantial areas of open space (SANGS) which will be provided in concert with the housing development			This option will allow access for its residents into the substantial areas copen space (SANGS) which will be provided in concert with the housing development				

Sustainability Objectives	Option CM	3		Option CM	2		Option CM	1	
	Secondary	Effects (If re	elevant) (Sho	rt, medium, l	ong term)				
	+	+	+	+	+	+	+	+	+
	Alternative N provide addi existing resid	on of the Suita Natural Greer itional opport dents of Corf reational facil	nspaces will unities for e Mullen to	Alternative No provide additional existing residents	n of the Suita Natural Green tional opportu dents of Corfe eational facili	spaces will unities for Mullen to	The provision Alternative I provide add existing residuse this rec	nspaces will unities for e Mullen to	
8) Help make suitable housing available and	Direct Effec	cts (Short, m	edium, long	term)					
affordable for everybody.	++	++	++	++	++	++	++	++	++
•	residential d	will make land levelopment vooth open ma ousing in sus	which will Irket and	residential d	vill make land evelopment v ooth open mai ousing in sust	vhich will rket and	residential of provide for I	will make land development v both open ma lousing in sus	which will rket and
11) Maintain and enhance local distinctiveness and	Direct Effec	cts (Short, m	edium, long	term)					
create places, spaces and	=	=	=	=	=	=	+	+	+
buildings that work well, wear well and look well.	land from the will not lead settlements other policie	vill lead to the e open count to the mergir and in combies, will deliver ton the edge	ryside, but it ng of any nation with high quality	land from the will not lead settlements other policie	vill lead to the e open countr to the mergin and in combir s, will deliver t on the edge o	ryside, but it g of any nation with high quality	land from the will result in greenfield so other policies deliver high the existing in the retent	will not lead to be open count the loss of pa ite. In combin es, its develop quality develop settlement, a tion of an exis uilding (the old	ryside, but it art of a ation with oment will opment within nd will result sting local

Sustainability Objectives	Option CM	3		Option CM	2		Option CM	1	
	In Combina	tion Effects	(If relevant)	Short, medi	um, long term	າ)	,		
	+	+	+	+	+	+	+	+	
	for additional on the edge where there the quality of by creating parts.	will result in that residential of existing set is the potention of the built for places, space inch work wells.	development ettlements al to improve m of the area es and	for additional on the edge where there the quality of by creating	will result in that residential do of existing se is the potential of the built form places, space nich work well, ell.	levelopment ettlements al to improve n of the area s and	for additional retail and color a location who improve the area than and building	here there is he quality of by creating pl is which work k well, and to	as well as velopments in the potential the built form aces, spaces
Conclusions	provide addithe Dorset Featisting as v	itional afforda leaths, may b well as future	ble housing. be mitigated by residents of a	The impact of y providing su an area. Optic	development any such dev uitable alternat on CM1 (Locky d help to give	velopment on ive natural gr vers School) v	sites of ecolor eenspace who will allow for t	gical importa ich will be of	nce, such as benefit to the

Table G.1

#### **Appendix H Ferndown and West Parley Housing and Town Centre Options**

Issue: Where should new neighbourhoods be provided in Ferndown and West Parley?

Sustainability Objectives	Option	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option
Performance in Equal or no	_			•	_		-				•	•			
1) Protect,	Direct E	Effects (S	Short, m	edium, lo	ong term	)									
enhance and expand	=	=	=	= = =			= = =			=	=	=			
habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	more re develop conside protecte  If reside develop permitte impact of sites wo through Suitable	tion will a sidential oment to be red within the definition the provide Alternat Green Spinition will be many the provide Alternat Green Alte	ne 5km of and.  re to be site, its otected itigated ision of ive	more redevelop conside protecte of the service of t	tion will a esidential ement to le ered within ed heathle ential ement we ed on the on the prove the prove Alternat Green S	re to be site, its otected hitigated ision of cive	more redevelop consider protected freside develop permitted impact is sites we through Suitable	tion will a esidential ement to le ered within ed heathle ential ement we ed on the on the prove the prove Alternat Green S	re to be site, its otected hitigated ision of cive	more re develop conside protecte If reside develop permitte impact of sites wo through Suitable	ed heathlential we do not he control the c	be n 5km of land.  ere to be e site, its rotected nitigated vision of tive	more redevelop consider protected freside develop propose permitte impact sites we satisfact through Suitable	esidential oment to lead heathle ential oment of the ded were the conting on the properties on the properties of the proves Alternate of Seen Seesidential of the proves and the proves an	be n 5km of and.  he scale o be site, its otected ely to be igated ision of tive

Sustainability Objectives	Option	Option FWP 1 Secondary Effects (If re			FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option	
	Second	lary Effe	cts (If re	levant) (	Short, n	nedium, I	ong term	1)								
	=	=	=	=	=	=	=	=	=							
	permitte impact o	ential oment we ed on the on the pro ould be m	site, its otected	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.			develop permitte impact	If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.			If residential development were to be permitted on the site, its impact on the protected sites would be mitigated.			proposed were to be permitted on the site		
	Cumula	ative / In-	combin	pination Effects (If relevant												
	= = =			= = =			= = =			= = =			=	=	=	
				policies Strategy of housi facilities provisio spaces, addition accomn resident	in the Coy on the ing, come and the relevant and the individual development on all are exacts. Alternatial development on the highest contracts and the highest contracts and the highest contracts and the highest contracts and the contracts are contracts and the co	location imunity e en ease of diditional lopment provision eas of own as tive bace, in	policies Strateg of hous facilities provisio spaces additior accommaccommaccommodill residen will resu of addit open sp Suitable Natural which w mitigation	in the Coy on the ing, comes and the on of open the relemble and tand the modate attal deve	location munity en ase of o dditional lopment orovision as of own as tive bace, in	policies Strategy of hous facilities provision spaces, addition accomm residen will resu of addit open sp Suitable Natural which w mitigation	ination we in the Copy on the ling, coming and the sent of open and land to modate a lial development are considered and land are so and the hadren and reside and re	ore location munity en ase of o dditional lopment orovision as of own as tive bace, in arm of	policies Strateg of hous facilities provision spaces addition accommander residen will resulution of addition open spantiable Natural which was mitigation	pination was in the Copy on the ling, coming and the control of operal land to modate actial develoult in the price Alternation of the hand are sold assist on the hand are side	ore location munity en ase of odditional opment orovision as of own as tive bace, in	

Sustainability Objectives	Option	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option	
	400m ai	ment bet nd 5km o ed Dorset	of	400m a	oment bet nd 5km o ed Dorset	of	400m a	oment bet nd 5km o ed Dorset	of	400m ai	ment betw nd 5km of ed Dorset		400m a	oment be and 5km o ed Dorse	of	
2) Make sustainable	Direct E	Effects (	Short, m	edium, lo	ong term	)										
use of	-	-	-	-	-	-							-	-	-	
resources.	in additio	tion woul onal deve nfield site	lopment	in additi	tion woul onal deve nfield site	lopment	in additi	tion woul onal deve nfield site	lopment	in addition	tion would onal develonfield site	opment	in additi	tion woul onal deve enfield site	elopment	
	Second	lary Effe	cts (If re	levant) (	Short, m	edium, l	ong term	1)								
	=	=	=	=	=	=	=	=	=	= = =			=	=	=	
	some ad develop would b such a v sustaina	some additional some additional development which would be carried out in such a way as to make a sustainable use of some additional some additional development which would be carried out in such a way as to make a sustainable use of some additional development which would be carried out in such a way as to make a sustainable use of some additional development which would be carried out in such a way as to make a sustainable use of					some ad develop would b such a v	ment which e carried way as to a sable use o	ch out in make a	some a develor would b such a	tion would ditional oment who e carried way as to able use	nich d out in o make a				
3) Minimise	Direct E	Effects (	Short, m	edium, lo	ong term	1)										
pollution (including air,	=	=	=	=	=	=	=	=	=	+	+	+	+	+	+	
water, soil, noise, vibration and light).	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing			This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing			a minim traffic g the loca	This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing			This option should have a minimal impact on traffic generation due to the location of the site adjacent to the existing			a minimal impact on traffic generation due to the location of the site		

Sustainability Objectives	Option FWP 1	Option FWP 2	Option FWP 3	Option FWP 4	Non Preferred Option FWP 5
4) Minimise factors contributing to climate change.	urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.	urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.	urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.	urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.	urban area where alternative means of transport to local services are achievable. Any development of the site should encourage the greater use of public transport.
	The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.	The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.	The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.	This option will address the existing poor quality environment surrounding the Parley Crossroads and result in a improvement to the retail experience in this location.  The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and non-residential development, and energy-generation	This option will address the existing poor quality environment surrounding the Parley Crossroads and result in a improvement to the retail experience in this location.  The residential development of the site is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for residential developments and non-residential development, and energy-generation

Sustainability Objectives	Option I	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option
	Overall to impact of objective mitigation outlined overcom impacts.	on sustailes 3 and on measuabove contractions and the sustain suut suutuu suutus suutuu suutus suutuu suutus suutuu suutus suutus suutus suutus suutuu	nability 4 as ures an	impact objectiv mitigatio outlined	there is a on sustai res 3 and on measi d above o me any no s.	nability 4 as ures an	impact objective mitigation outlined	there is a on sustai res 3 and on meas I above o me any n	inability I 4 as ures can	water ef all new of Policies Core Structure with the new deve provide Urban Doverall to impact of objective mitigation outlined	ogies, as ficiency i developri elsewher rategy al requiren velopmer Sustainage sthere is a con sustai es 3 and con measuabove cone any notal	ssues in ments. The in the so deal ment for able systems.  positive nability 4 as ures an	water eall new Policies Core S with the new de provide Urban I Overall impact objectiv mitigati outlined	ogies, as fficiency i developres elsewher velopmer elsewhere is a consustain es 3 and on measid above one any nes.	issues in ments. ere in the lso deal ment for nt to able systems. It positive inability 4 as ures can
5) Provide	Direct E	effects (S	Short, me	edium, l	ong term	1)									
access to meet people's	+	+	+	+	+	+	+	+	+	++	++	++	++	++	++
needs.	This opti for addit develops which wi access t facilities	ional res ment in a ill allow o o a rang	sidential an area easy	for addi develop which w	tion could itional resonment in a will allow of to a ranges.	sidential an area easy	for addi develop which w	tion could tional resonment in will allow to a ranges.	sidential an area easy	for addit develop which w	tion could tional res ment in a rill allow o to a rang	sidential an area easy	for add develop which vaccess facilities. It will a use develop retail at facilities.	otion could itional resonment in a vill allow of to a ranges. Iso provide velopment and comments within the vill reduce	sidential an area easy ge of de mixed at with unity ne site

Sustainability Objectives	Option	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option
														travel fo d existing ts	
	Second	dary Effe	cts (If re	levant) (	Short, m	edium, l	ong term	1)							
	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
	addition the imp would b applicat options	tion could nal develo acts of w e mitigate tion of oth and polic e Strateg	opment, hich ed by the ner cies of	addition the impa would be applicat options	ion could all develon acts of we e mitigate tion of oth and police e Strateg	opment, hich ed by the her cies of	addition the imp would b applicat options	ion could all develon acts of we e mitigate tion of oth and police e Strateg	ppment, hich ed by the ner cies of	addition the imp would b applica options	tion could nal develon acts of we e mitigate tion of othe and police e Strateg	opment, hich ed by the her cies of	addition the imp would b applicat options	tion could nal develonacts of we we mitigate tion of othe and police we Strateg	opment, hich ed by the ner cies of
6) Provide a	Direct I	Effects (	Short, m	edium, lo	ong term	1)									
safe and secure	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	residen	tion will a tial devel s suscept g.	opment	resident	tion will a tial devel s suscept	lopment	residen	tion will a tial devel s suscept J.	opment	residen	tion will a tial devel s suscept	opment	residen	tion will a tial devel s suscept J.	opment

Sustainability Objectives	Option	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option
7) Create conditions to	Direct E	Effects (	Short, m	edium, lo	ong term	)									
improve	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
health, promoting healthy lifestyles, especially routine daily exercise and reducing	access into the of open which w	tion will a for its res substanti space (S rill be pro with the ment.	sidents al areas SANGS) vided in	access into the of open which w	tion will a for its res substanti space (S vill be pro with the oment.	sidents al areas SANGS) vided in	access into the of open which w	tion will a for its res substant space (S vill be pro with the oment.	sidents ial areas SANGS) ovided in	access into the of open which w	tion will al for its res substantia space (S vill be prov with the h	idents al areas ANGS) vided in	access into the of open which w	tion will a for its res substant space (S vill be pro with the oment.	sidents ial areas SANGS) ovided in
health inequalities.	Second	lary Effe	cts (If re	levant) (	Short, m	edium, l	ong term	1)					•		
	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	Suitable Natural provide opportu resident and We	vision of Alternat Greenspa additiona nities for as of Ferr st Parley reational	ive aces will al existing idown to use	Suitable Natural provide opportu residen and We	e Alternate Alternate Greensparenspa	ive aces will al existing adown to use	Suitable Natural provide opportu residen and We	e Alternate Alternate Greenspadditional additional addi	tive aces will al existing ndown to use	Suitable Natural provide opportu resident and We	vision of the Alternation of the Alternational additional mities for the street of the Alternational formal	ve aces will Il existing down to use	Suitable Natural provide opportu residen and We	e Alternate Alternate Greenspaddition additionaties for ts of Ferrest Parley reational	tive aces will al existing ndown to use
8) Help make	Direct E	Effects (	Short, m	edium, lo	ong term	1)							•		
suitable housing	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
available and affordable for everybody.	land ava	ion will n ailable fo ial devel ill provid	r opment	land ava	tion will n ailable fo tial devel vill provid	r opment	land ava	tion will r ailable fo tial devel vill provid	r opment	land ava	tion will mailable for tial develorill provide	ppment	land av	tion will r ailable fo tial devel vill provid	r opment

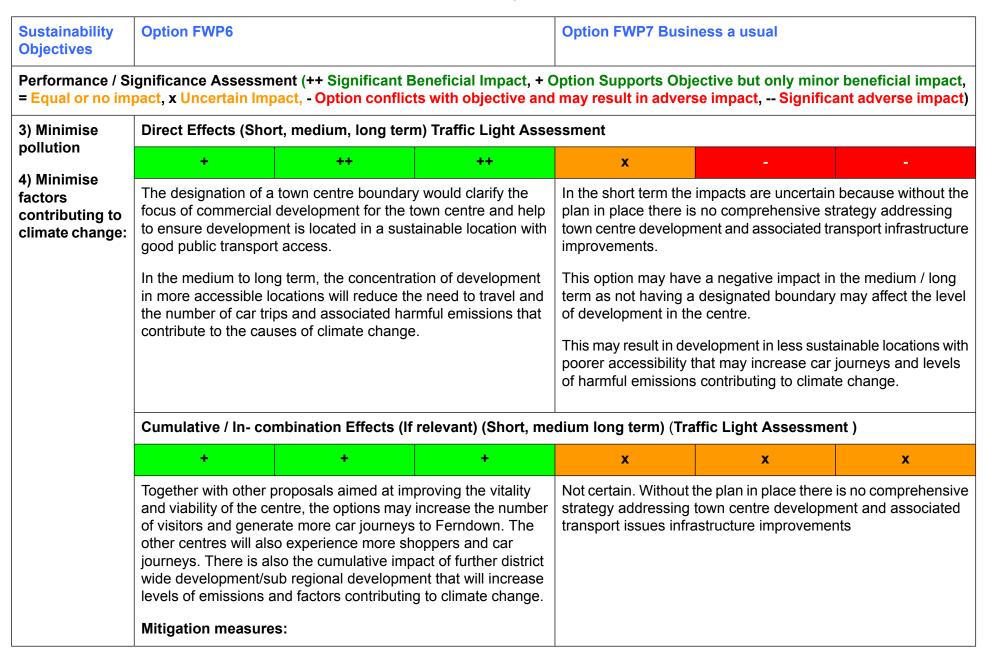
Sustainability Objectives	Option	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option
	afforda	oen marke ble housi able loca	ng in	affordal	en marke ble housi able loca	ng in	affordal	en marke ole housi able loca	ng in	affordal	en marko ole housi able loca	ng in	affordal	en marke ble housi able loca	ng in
10) Protect and enhance	Direct	Effects (	Short, m	edium, le	ong term	1)									
historic	=	=	=	=	=	=	+	+	+	=	=	=	=	=	=
buildings, archaeological sites and other culturally important features.	neutral	otion will h effect on environn	the	neutral	tion will h effect on environn	the	the sett	tion will p ing of the t Dudsbu led Ancie ent.	e ry Camp	neutral	tion will t effect on environr	the	neutral	tion will h effect on environn	the
11) Maintain	Direct	Effects (	Short, m	edium, le	ong term	1)				-					
and enhance local	=	=	=	=	=	=	=	=	=	=	=	=	-	-	-
distinctiveness and create places, spaces and buildings that work well, wear well and look well.	the loss from the country lead to any set combin policies quality	vside, but the merg ttlements action with s, will deli developn ge of an e	it will not ing of and in other ver high	the loss from the country lead to any set combin- policies quality	side, but the merg tlements ation with , will deli developn e of an e	it will not ing of and in other ver high nent on	the loss from the country lead to any set combin- policies quality	side, but the merg tlements ation with , will deli developn e of an e	it will not ing of and in other ver high nent on	the loss from the country lead to any set combina policies quality of	side, but the merg tlements ation with , will deli developn e of an e	it will not ing of and in other ver high nent on	the loss from the country lead to any set combin policies quality the edg settlem  However the traff	side, but the merg tlements ation with s, will deli developn je of an e	e land it will not ging of and in other ever high ment on existing

Sustainability Objectives	Option	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred (	Option
													a negati residen scheme movem	tive impa	oss the
	Second	dary Effe	cts (If re	levant) (	Short, m	nedium, l	ong tern	1)							
	+	+	+	+	+	+	+	+	+	+	+	+	=	=	=
	the pote addition develop of existi where t potentia quality of the area places, building	tion will rential for hal reside ment on ing settle here is the last to improf the built a by creating which ar well at	ential the edge ments ne ove the It form of iting and work	the pote addition develop of exist where t potentia quality of the area places, building	ing settle here is tl al to impr	ential the edge ements ne rove the It form of ating and work	the pote addition develop of exist where to potential quality of the area places, building	ing settle here is to al to impi	ential the edge ements he rove the ilt form of ating and work	the pote addition develop of existi where t potentia quality of the area places, building	ng settle here is that to impr	ential the edge ements ne ove the It form of ating and work	the pote addition develop of exist where to potential quality the are places, building well, we well, all issues impact improve scheme	ing settle there is the al to improf the buica a by crea spaces a gs which ear well a though do surround of the hige ements o	ential the edge ements ne Tove the alt form of ating and work nd look ue to the ing the ghway on the bact may

Sustainability Objectives	Option	FWP 1		Option	FWP 2		Option	FWP 3		Option	FWP 4		Non Pr FWP 5	eferred	Option
12) Facilitate	Direct E	Effects (	lf relevan	t) (Shor	t, mediu	m, long t	term)								
a sustainable and growing	=	=	=	=	=	=	=	=	=	+	+	+	+	+	+
economy for the District that creates economic and employment opportunity, as well as providing for vital and viable town centres.	This option will have a neutral impact on the local economy and town centres.  Options FWP 1. FWP 2 a		This option will have a neutral impact on the local economy and town centres.			neutral local ec	This option will have a neutral impact on the local economy and town centres.		This option proposes a mixed use development which has as its vision the creation of a local centre for West Parley with the inclusion of additional local convenience shopping and an opportunity to improve the existing unsatisfactory situation at the Parley Crossroads which are currently not pedestrian-friendly.			This option proposes a mixed use development which has as its vision the creation of a local centre for West Parley with the inclusion of additional local convenience shopping and an opportunity to improve the existing unsatisfactory situation at the Parley Crossroad which are currently not pedestrian-friendly.			
Conclusions	Options FWP 1, FWP 2 a and will provide additional Dorset Heaths, may be mas future residents of an a Option FWP 4 would, in an and provide additional retain Non-Preferred Option FW at Parley Common, the enthe protected heaths and		I affordated the area.  Iddition to ail and confered the area.	ole housi by provid the abov ommunit d result in which cou	ng. The ing suitable, provide y uses.  I significate and not be	mpact of a ole alternate e an oppo	any such ative nat ortunity to nal resid	n develop cural greer o improve ential deve	ment on a nspace w the qualities	sites of e hich will ty of Wes	ecological be of ber st Parley 0 proximity	importar nefit to the Crossroad to the pro	nce, suc e existin ds for pe	h as the g as well destrians	

Table H.1

Issue: What should be the extent of the Ferndown Town Centre boundary?



Sustainability Objectives	Option FWP6			Option FWP7 Busin	ness a usual	
	The uptake of public transmer of visitors/general of emissions could be renewable energy tech techniques. The direct therefore dependant or Core Strategy options a	erated car journeys. The standard car journeys. The standard car in the successful implements of the option of the successful implements.	The increased level he installation of able construction on the objectives is ementation of other			
5) Provide	Direct Effects (Short,	medium, long term	) Traffic Light Asse	ssment		
access to meet people's need	+	+	+	х	x	x
	In the medium and long concentration of service improvements in public that will promote travel the car.  The positive impact of the conservation of transport infrastructure.	es in the town centre transport and transport by more sustainable this option is depende	which may result in port infrastructure modes other than ant on the provision		the plan in place there town centre developn ure improvements.	
9) Help	Cumulative Effects (S	Short, medium, long	term) Traffic Light	Assessment		
communities to support social	+	+	++	x	-	-
cohesion through a reduction in the fear of crime and the provision of basic services and facilities,	In the short term this of objective by designating recommendations of P  In the medium and long boundary for Ferndown and recreational facilities.	g a town centre boun PS4. g term the designation n would focus the dev	ndary in line with the on of a town centre velopment of leisure		e a negative effect in designated boundary	

Sustainability Objectives	Option FWP6			Option FWP7 Busin	ness a usual	
training, skills knowledge and culture						
11) Maintain	Cumulative / In- cor	mbination Effects (If	relevant) (Short, me	dium long term) (Tra	affic Light Assessme	nt)
and enhance local	++	++	++	x	x	x
distinctiveness and create places, spaces and buildings that work well, wear well and look well	including town centre the highest design st centre. It encourages	andards are impleme	option will ensure that ented for the town n of development that		option are uncertain, a o-ordinated design stra	
12) Facilitate a sustainable and	Direct Effects (Shor	rt, medium, long teri	m) Traffic Light Asse	ssment		
growing	++	++	++	-	-	-
economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	investment into Fern	a significant positive in down town centre and ment opportunities the centre in Ferndown.	d support economic	centre because there	ad to less economic in e is no defined bounda go anywhere and in the the town centre.	ary. Investment
Conclusions	Overall Option FWP6	6 scores very well aga	ainst the sustainability	objectives.		
			creased visitor numbe port alternatives to the		e Strategy policies will	support sustainable

Sustainability Objectives	Option FWP6	Option FWP7 Business a usual
	The effectiveness of this option will be measured by the evidence tourism numbers.	ce of footfall counts, rents, levels of unit vacancies and growth in

Issue: What should the vision be for Ferndown Town Centre?

Table H.2

Sustainability Objectives	Option FWP	8		Business	as Usual	
Performance / Significance Asse = Equal or no impact, x Uncertain	-			-	_	
	Direct Effec	ts (Short, medium	, long term) Traffic Ligh	nt Assessm	ent	
2) Make sustainable use of	++	++	++	=	=	=
resources.	concentrating in the town c redeveloped principles of	g residential, retail a entre, brownfield si at higher densities sustainable develo	se development. By and leisure development tes could be efficiently, which is in line with the pment.  edium, long term) Traffic	potentially residential compreher enhancem	be the focus for r development alth nsive strategy to g ent of the centre.	e town centre would etail, leisure and ough there would be no guide the growth and
	x	+	+	=	=	=
	be high, but of development	over time, these co takes place. Increa will contribute to th	truction techniques will sts will reduce as used affordability of these e uptake of them in new	As above		

Sustainability Objectives	Option FWP	8		Business	s as Usual	
3) Minimise Pollution	Direct impac	ts (Short, medium,	long term) Traffic Light	Assessme	nt	
4) Minimise factors contributing	+	+	+	Х	x	x
4) Minimise factors contributing to climate change	The link betwood climate change of evidence. I impact on the retail/leisure. As a direct consistors to the of traffic/cong however coul appropriate transportation of the transportation of the transportation. The provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel which we retail the provision have a positive development travel the provision have a positive development travel the provision have a positive development travel t	reen emissions from ge is well established Increased vitality of the number of journeys are expansion  onsequence this optical expansion and subsequence this optical be mitigated by the ransport policies promodes of travel and so ort infrastructure.  development  of more housing are ve impact on this objection of the services and would minimise air per port services.  It is in public transport educing levels of emisers.	road and air traffic and d by an extensive body the centre will have an amade to the centre.  on may attract more result in the increase ently air pollution. This e implementation of moting the use of trategic improvements  ound the centre will ective by concentrating and facilities, limiting car ollution.	This optic comprehe reduce le relation to	on may not result in the ensive mitigation pack vels of harmful emissing transport.	e adoption of a age to effectively
	necessary to	own centre and Tesc reduce levels of har e capacity of the high				
		. ,	oublic transport as the			

Sustainability Objectives	Option FWP8			Business	s as Usual			
		neys and have a	own centre which might positive effect on air					
	represents a ke congestion that of public transp number of visite level of emissic installation of resustainable cor of the option on the successful options and the	ey factor in reduct contributes to clin cort may mitigate ors/generated car ons could be mitigenewable energy enstruction technical the objectives is implementation corefore remains upon the core of the core remains upon the core of t		ptake e eased e npact ant on				
	X	x	x	X	x	x		
	Ferndown with Despite efforts transport, this was Road.  Improvements approached on is suitable control to make public Public transport have a signification.	new development to encourage altowed to further to public transposition a sub regional lead to further transport a realise to the transport a realise to the transport and the transport and transport	traffic movements in nt which takes place. ernative modes of congestion in Ringwood art services need to be evel to ensure that there cas South East Dorset stic alternative to the car. On this scale are likely to apact on reductions in extent of any cumulative	co-ordina package in no net i	he plan in place there ition on a sub regiona of measures that reduc increase including trar	I level to develop a ce emissions or result		

Sustainability Objectives	Option FWP8		Busines	s as Usual				
		is dependant upon successful m bus companies and the change in r owners.						
	Emissions from road traffic as a result of higher numbers of shoppers and visitors must be considered in combination with increases associated with the level of residential and employment growth. Further work is required to determine the precise implications for air quality and the extent of the impact upon habitats, protected species and climate change.  Mitigation Options							
	an effective miti increase in emis	approach is required toward developing gation package that may result in no net ssions. Suggested mitigation measures we under 'direct impacts'						
5) Provide access to meet	Direct Effects	(Short, medium, long term) Traffic Light A	ssessmer	nt				
people's need	++	++ ++	х	x	x			
	objective by ena facilities by pro offices, health, of the town centre encourage more which may have emissions. The of as the principal	a significant positive impact on this abling more people to access basic viding shops, the library, Town Council education and leisure facilities locally, in . Expansion of the retail offer will e people to travel locally to the centre e a positive impact on reducing car option will promote use of public transport means of getting into the town centre, a positive impact on reducing car travel.	compreh ensure th	he plan in place there ensive framework and le implementation of a transport.	obligations policy to			

Sustainability Objectives	Option FWP8			Business	as Usual				
	residential, leisutown centre.	nixed use development, providing ure and work space opportunities	in the						
		fects (Short, medium, long term)				<b>Y</b>			
	X	X	X	X	X	X			
	option will depe other transport public transport effectively addre transport infrast positive impacts	o long term the implementation of an on the successful implementation of the successful implementation of the successful implementation. A sub regional approach is request requirements for improvementation and public transport to east for accessibility which is formaling Strategy and Local Transport F	ition of de to uired to nt to nhance sed	to whether long term sport planning would					
6) Provide a safe and secure	Direct Effects (	(Short, medium, long term) Traffic	Light A	Assessmen	t				
environment	++	++	++	-	-	-			
	As a direct conscarefully planner not encourage caimed at improvement town centre will	is no comprehensive development in the							

Sustainability Objectives	Option FWP8			Business	s as Usual							
	Cumulative Effects (S	hort, medium, long term)	Traffic L	ight Asses	sment							
	++	++	++	-	-	-						
	Design	esign As above										
	out high quality standar	er Core Strategy policies de for design, the town on the more attractive place to	entre									
7) Create conditions to improve	Direct Effects (Short, r	Effects (Short, medium, long term) Traffic Light Assessment										
health, promoting healthy lifestyles	+ + +				x	x						
	improve the opportunity facilities, located in the be considered for enhanchigh quality recreations centre, provide bicycle pedestrian movement at In the medium and long will depend on the succeptan policies such as fu	te this option will continue to access open space and town centre. Penny's Wancement to create an attapace within the heart of tracks, and encourage maround the town.  Iterm the support of this objects of the central implementation of anding to enhance Penny the lanes around the town.	it is uncer be adopte pollution	ne plan and a revised of tain that a comprehenced to reduce noise, air and ensure sufficient p and walking facilities.	nsive approach would r, water and ground							
8) Help make suitable housing available and affordable for	Direct Effects (Short, r	nedium, long term) Traffi	c Light A	ssessmen	t							
everybody	+	++	++	-	-	-						
	provision of higher dens	e this option supports the ity residential units in and will have a positive effect.	strategy t	ne plan in place there o inform the delivery on the need for affordable	of housing - including							

Sustainability Objectives	Option FWP8	· <u> </u>											
	Secondary Effects (Sh	nort, medium, long term)	Traffic Li	ight Assess	sment								
	+	+	+	=	=	=							
	As a secondary consequition would reduce congestion	uence, residential redevelon in the town centre.	opment										
	Cumulative Effects (Short, medium, long term) Traffic Light Assessment												
	+	+	+	=	=	=							
	housing policy and reside support this objective and identified housing needs provide for special accommodation. This combined encourages higher dense the centre, will provide the accommodation.  However, the success of the successful implement the affordable housing part and ards policy.	sity residential developme for suitable housing of this proposal is depend ntation of other policies in policy and residential des	policy ing its at n new ent in ent on cluding ign										
9) Help communities to support social cohesion through a	Direct Effects (Short, n	medium, long term) Traffic	Light A	ssessment	t								
reduction in the fear of crime and	++	++	++										
the provision of basic services and facilities, learning, training, skills knowledge and culture	objective by:  Continuing to provide	cant positive impact on the debasic services and come n centre, including the ce	strategy to	ne plan in place there is no support social cohesion nunity's basic needs are c	n by ensuring that								

Sustainability Objectives	Option FWP8			Business	as Usual		
	Theatre. Continued improve centre will reduce The vision encouralifestyles through coentre. It champions the lowhich may have a development of niccultural traditions.	ages the provision of he cycle lanes and open spansoral distinctiveness of Formattive impact on the che shops, local business					
11) Maintain and enhance local distinctiveness and create places,	Direct Effects (Short, r	nedium, long term) Traf	ssessment	:	_	_	
spaces and buildings that work well, wear well and look well	This option has a signif objective by encouraging centre, and aims to enhal incorporation of local by development will be encouracter of the built encountered will help buildings that are locally evening economy uses recognised for its attractent of the medium and long will depend on the succession.	icant beneficial impact ι g high standards of desi ance areas of poorer des uilding traditions into ne couraged in order to enh	gn in the sign. The w ance the es and ort of ronment, fe objective of other				

Sustainability Objectives	Option FWP8			Business	as Usual					
	Secondary Effects (If	relevant) (Short, mediu	m, long	term) Traff	fic Light As	ssessment				
	+	+	+	= = =						
12) Facilitate a sustainable and	more visitors which will	for its special character wil result in other businesse to locate in the town cent	s and							
12) Facilitate a sustainable and	Direct Effects (Short, r	medium, long term) Traffi	c Light A	ssessment						
growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres	++	++	++	-	-					
	objective by encouraging retail to provide for diverse centre. This will attract reconomy, increase spending prosperity of the town. It is service sector and economy.  Improvements made to centre and the provision an attractive area to live	cant positive impact upor ig the expansion of comparse shopping facilities in more shoppers to the loc inding and contribute to the The expansion of the retar e new employment oppore d contribute to a growing the attractiveness of the in of community facilities, e which will bring in and rependicial to the local eco	town creates etain		dinated stra	ace there is no com tegy relating to the d	•			
Conclusions	many of the Sustainabil and retail opportunities. term. The increased us	ity Appraisal objectives. I However, growth may co se of alternative means o	Ferndow ontribute f transpo	onsistent with national guidance. The vision supports wn town centre will be a thriving place for community e to some traffic congestion in the medium and long ort and public transport represents a key factor in outes to climate change. The uptake of public transport						

Sustainability Objectives	Option FWP8	Business as Usual						
	may help mitigate against the increase of the number of generated car journeys. The increased le could be mitigated further by the installation of renewable energy technologies and sustainable techniques.							
	The successful implementation of the vision will therefore to the vitality and viability of town centres. These include climate change mitigation and adaptation measures, and	e adoption of a comprehensive transport strategy,						

Table H.3

#### **Appendix I Verwood and West Moors Housing and Centre Options**

Issue: Where should new neighbourhoods be provided in Verwood?

Sustainability Objectives	Option V	Option VWM 1			WM 2		Option V	WM 3		Option V	WM 4	
Performance / Signification = Equal or no impact												
and expand habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	Direct Effects (Short, medium, long term)											
	=	=	=	=	=	=	=	=	=	=	=	=
	residentia considere protected If residen were to b site, its in	on will allow al developn ed within 51 I heathland tial develop e permitted npact on th I sites woul	nent to be km of l. pment d on the e	residentia considere protected If residen were to b site its in	on will allow al developred within 5 I heathland tial develo be permitte npact on the	ment to be km of d. pment d on the	residentia considere protected If residen were to b site, its in	on will allow al developred within 5 I heathland tial develo be permitte npact on the	nent to be km of d. pment d on the	residentia considere protected If residen were to b site, its ir	on will allow al developred within 5 I heathland tial develo be permitted npact on the	nent to be km of I. pment d on the
	Seconda	ry Effects	(If releva	nt) (Short,	medium,	long term						
	=	=	=	=	=	=	=	=	=	=	=	=
	were to b	tial develone permitted npact on the sites would be the sites with the sites with the sites with the sites would be the sites with	d on the e	were to b	tial develone permitte on the permitte on the sites would be the sites	d on the ne	were to b	itial develo be permitte npact on the sites wou	d on the ne	were to b	itial develo be permitte npact on the I sites wou	d on the le

Sustainability Objectives	Option V	WM 1		Option V	WM 2		Option V	WM 3		Option V	WM 4		
	Cumulati	ive / In- co	mbination	Effects (	f relevant	)	ı						
	=	=	=	=	=	=	=	=	=	=	=	=	
	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset		policies ir on the loc communi provision release o accommo residentia result in tradditiona space, kn Alternativ Greenspain mitigati additiona developm	nation with in the Core cation of ho ty facilities of open sp f additional odate addit al developm he provision I areas of control iown as Su e Natural ace, which ion the har I residential nent between of protecte	Strategy busing, and the baces, the I land to ional ment will on of open uitable will assist m of all en 400m	In combination with other policies in the Core Strategy on the location of housing, community facilities and the provision of open spaces, the release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural Greenspace, which will assist in mitigation the harm of additional residential development between 400m and 5km of protected Dorset Heaths			release of additional land to accommodate additional residential development will result in the provision of additional areas of open space, known as Suitable Alternative Natural				
2) Make sustainable	Direct Ef	fects (Sho	ort, mediu	m, long te	rm)								
use of resources.				-	-	-	-	-	-	-	-	-	
		on would re I developn I sites.		additiona	This option would result in additional development on greenfield sites.			n would re developm sites.			on would re I developn d sites.		

Sustainability Objectives	Option V	/WM 1		Option V	/WM 2		Option V	WM 3		Option V	/WM 4	
	Seconda	ry Effects	(If releva	nt) (Short,	medium,	long term	)					
	=	=	=	=	=	=	=	=	=	=	=	=
	some additional development which would be carried out in such a way as to make a some additional development which would be carried out in such a way as to make a some additional development which would be carried out in such a way as to make a some additional development which would be carried out in such a way as to make a									on would led ditional devould be carr ay as to made of r	velopment ried out in ake a	
3) Minimise pollution	Direct Ef	Direct Effects (Short, medium, long term)										
soil, noise, vibration					=	=	=	=	=	=	=	=
and light).  4) Minimise factors contributing to climate change	minimal ingeneration of the site existing unalternative to local such in a chievab of the site the greate transport.  The residual forms of the site an incread consumply site as it is a consumply site	dential deve e is likely to use in ener tion and w tion compa currently s	raffic to the where of transport to the where of transport to the velopment of the courage outlic to result in the courage outlines are of the transport to the transport transport to the transport transp	minimal i generation of the site existing ualternative to local such in a chievab of the site the greate transport.  The reside of the site an increase consumply site as it	e adjacent urban area e means of ervices are le. Any de e should e er use of p.  dential deve is likely the se in enerution and wation compocurrently services are enerution compocurrently services enerution enerution services enerution enerution compocurrently services enerution enerut	traffic ne location to the where of transport e velopment ncourage oublic elopment o result in gy vater ared to the stands.	minimal in generation of the site existing to alternative to local searchievable of the site the greate transport.  The reside of the site an incread consumply consumply the site of the site an incread consumply consumply the site of	ervices are le. Any develer use of per lential devele is likely to se in ener tion and w	traffic ne location to the where f transport e velopment ncourage public elopment o result in gy vater ared to the	minimal i generation of the site existing to alternative to local such in a chievab of the site the great transport.  The residual forms of the site an increase consumply site as it	dential deve e is likely to se in energation and we tion compa currently s	raffic to the where f transport e velopment occurage bublic elopment or esult in gy ater ared to the tands.
	elsewher	e policy op e in the Co dealing wit	ore	elsewher	e policy op e in the Co dealing wi	ore	There are policy options elsewhere in the Core Strategy dealing with			There are policy options elsewhere in the Core Strategy dealing with		

Sustainability Objectives	Option V	WM 1		Option V	/WM 2		Option V	WM 3		Option \	/WM 4		
	for reside and energy technology efficiency developmed elsewhere Strategy requiremed developmed Sustainal systems.  Overall the impact or objectives mitigation above care	e energy sential devel gy-generat gies, as we rissues in nents. Police in the Coalso deal vent for new nent to proble Urban lance is a pont sustainate an measures novercom	opments ion Il as water all new cies ore with the / vide Drainage ositive oility as s outlined	for resider and energy technology efficiency developmelsewher Strategy requirement developmelsewher Sustainal systems.  Overall the impact or objective mitigation above care	ential devergy-generaring gies, as we resues in ments. Politie in the Coalso deal vent for new ment to proble Urban mere is a pen sustainal s 3 and 4 and measure in overcom	tion III as water all new cies ore with the v vide Drainage ositive oility as s outlined	for reside and energy technology efficiency developmed elsewhere Strategy arequiremed developm Sustainate systems.  Overall the impact or objectives mitigation above care	renewable energy standards for residential developments and energy-generation technologies, as well as water efficiency issues in all new developments. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.  Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts  renewable energy for residential development technologies, as welficiency issues in developments. Policies elsewhere in the C Strategy also deal requirement for new development to provide Sustainable Urban systems.  Overall there is a positive impact on sustainability objectives 3 and 4 as mitigation measures outlined above can overcome any negative impacts				opments cion Il as water all new cies ore with the vide Drainage  Drainage  Ditty as soutlined	
	negative	ппрасіз.		negative	impacts		negative	ппрасіз		negative	impacts		
5) Provide access to	Direct Ef	fects (Sho	ort, mediu	m, long te	rm)								
meet people's needs.	+	+	+	+	+	+	+	+	+	+	+	+	
	additiona developm	on could al I residentia nent in an a easy acce facilities.	al rea which	This option could allow for additional residential development in an area which will allow easy access to a range of facilities.			additional developm	on could all residential lent in an all easy accessacilities.	al area which	This option could allow additional residential development in an area will allow easy access trange of facilities			

Sustainability Objectives	Option V	WM 1		Option V	WM 2		Option V	WM 3		Option VWM 4		
	Seconda	Secondary Effects (If relevant) (Short, medium, long term)								1		
	=	=	=	=	= = = = =			=	=	=	=	
	additional development, the impacts of which would be mitigated by the application of other options and policies of		The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.		The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.			The option could lead to additional development, the impacts of which would be mitigated by the application of other options and policies of the Core Strategy.				
6) Provide a safe and secure environment	Direct Ef	fects (Sho	rt, mediu	m, long tei	rm)							
(including coastal	=	=	=	=	Ш	=	=	=	=	=	=	=
protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	residentia	on will avoion al developn sceptible to	nent in	This option will avoid residential development in areas susceptible to flooding.			This option will avoid residential development in areas susceptible to flooding.			This option will avoid residential development in areas susceptible to flooding		nent in
7) Create conditions to improve health,	Direct Ef	fects (Sho	rt, mediu	m, long tei	rm)							
promoting healthy	+	+	+	+	+	+	+	+	+	+	+	+
lifestyles, especially routine daily exercise and reducing health inequalities.	for its resisubstantia space (SA provided	on will allowidents into al areas of ANGs) which concert levelopme	the open ch will be with the	for its res substantia space (SA provided	on will allowidents into al areas of ANGs) which concert developme	the open ch will be with the	for its res substanti space (S, provided	on will allowidents into al areas of ANGs) whi in concert developme	the open ch will be with the	for its res substanti space (S. provided	on will allow idents into al areas of ANGs) whi in concert developme	the open ch will be with the

Sustainability Objectives	Option V	WM 1		Option VWM 2			Option V	WM 3		Option VWM 4		
	Seconda	ry Effects	(If releva	nt) (Short,	medium,	long term	)					
	+	+	+	+	+	+	+	+	+	+	+	+
	Alternativ Greenspa additiona existing re	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Verwood to use this recreational facility.			The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Verwood to use this recreational facility.			ision of the re Natural aces will po I opportun esidents of s recreation	rovide ities for f Verwood	The provision of the Suitable Alternative Natural Greenspaces will provide additional opportunities for existing residents of Verwood to use this recreational facility.		
8) Help make	Direct Ef	fects (Sho	ort, mediu	m, long te	rm)							
suitable housing available and	++	++	++	++	++	++	++	++	++	++	++	++
affordable for everybody.	This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.			This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.		This option will make land available for residential development which will provide for both open market and affordable housing in sustainable locations.			This option will make land available for residential development which will provide for both open mai and affordable housing in sustainable locations.		ntial will en market sing in	
11) Maintain and	Direct Ef	fects (Sho	ort, mediu	m, long te	rm)							
enhance local distinctiveness and	=	=	=	=	=	=	=	=	=	=	=	=
create places, spaces and buildings that work well, wear well and look well.	of some I countrysic to the me settlemen combinat policies, v quality de	on will lead and from the de, but it wisting of an and in the will deliver evelopments and sexisting sexis	he open ill not lead by her high t on the	of some I countrysi to the me settlemer combinat policies, quality de	on will lead land from t de, but it w erging of ar nts and in tion with ot will deliver evelopmen n existing s	he open ill not lead ny her high t on the	of some I countrysic to the me settlemer combinat policies, v quality de	on will lead and from t de, but it w erging of ar nts and in ion with ot will deliver evelopmen n existing s	he open ill not lead ny her high t on the	of some countrysi to the me settleme combinar policies, quality de	on will lead land from t de, but it w erging of ar nts and in tion with ot will deliver evelopmen n existing s	he open ill not lead ny her high t on the

Sustainability Objectives	Option V	/WM 1		Option V	/WM 2		Option VWM 3 Optio			Option V	ption VWM 4	
	Seconda	Secondary Effects (If relevant) (Short, medium, long term)										
	+	+	+	+	+	+	+	+	+	+	+	+
	potential residential the edge settlemer potential of the buildings	to improve	nal ment on d here is the the quality he area by aces and rk	potential residential the edge settlemer potential of the bui creating buildings	to improve	nal ment on here is the the quality ne area by aces and rk	potential residential the edge settlemer potential of the bui creating puildings	for additional developments where the improve laces, spansor which work well and laces.	nal ment on here is the the quality he area by aces and	This option will result in the potential for additional residential development on the edge of existing settlements where there is the potential to improve the quality of the built form of the area by creating places, spaces and buildings which work well, wear well and look well.		
Conclusions	additiona Heaths, r	ıl affordabl may be mi	ld allow for e housing. tigated by p of an area.	The impac	ct of any su	ıch develop	oment on s	ites of eco	logical imp	ortance, s	uch as the	

Table I.1

Issue: Should a Town Centre boundary be designated for Verwood?

Sustainability Objectives	Option VWM	5		Business as	usual		
		•	ant Beneficial Impact, + Opti onflicts with objective and ma	• • •	•	• •	
3) Minimise pollution	Direct Effects	(Short, mediu	ım, long term) Traffic Light A	ssessment			
4) Minimise factors	+	+	+	x	-	-	
contributing to climate change:	focus of comme help to ensure location with go In the medium in more access and the number that contribute.	nercial development is development is ood public trans to long term, the sible locations were of car trips and to the causes of the total transfer to the total transfer to oted however, the	ntre boundary would clarify the ment for the town centre and is located in a sustainable sport access.  e concentration of development will reduce the need to travel diassociated harmful emissions of climate change.  that the location of the main is in the town centre, but located	In the short term the impacts are uncertain because without the plan in place there is no comprehensive strategy addressing town centre development and associated transport infrastructure improvements.  This option may have a negative impact in the medium / long term as not having a designated boundary may affect the level of development in the centre.  This may result in development in less sustainable locations with poorer accessibility that may increase car journeys and levels of harmful emissions contributing to climate change.			
	Cumulative /	In- combinatio	n Effects (If relevant) (Short,	medium long	term) (Traffic I	Light Assessment )	
	+	+	+	x	x	х	
	and viability of number of visi Verwood. The	the centre, the tors and genera other centres v	aimed at improving the vitality options may increase the ate more car journeys to vill also experience more here is also the cumulative	comprehensive	e strategy addre	in place there is no essing town centre development es infrastructure improvements	

Sustainability Objectives	Option VWM5	3		Business as	usual	
	development th		development/sub regional levels of emissions and factors			
	Mitigation me	asures:				
5) Provide access to	the number of value of emission installation of reconstruction te the objectives implementation remains uncertains	visitors/generate ons could be mi enewable energy echniques. The is therefore dep n of other Core S tain.	t may mitigate the increase of ed car journeys. The increased itigated further by the y technologies and sustainable direct impact of the option on bendant on the successful Strategy options and therefore			
meet people's need	+	+	+	x	x	x
	concentration of in improvement infrastructure to modes other the The positive in	of services in the off services in public transhat will promote nan the car.  In the car.  In pact of this opte an ansport infrastru	this option may result in the e town centre which may result asport and transport e travel by more sustainable tion is dependant on the acture and public transport	comprehensive	e strategy addre	in place there is no ssing town centre development astructure improvements.

Sustainability Objectives	Option VWM	5			Business as	usual					
9) Help communities to	Cumulative E	Effects (Short,	medium, long	term) Traffic Li	ght Assessme	ent					
support social cohesion through a	+	+		++	x	-		-			
reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	this objective with the recon In the medium boundary for Viersure and reconstruction.	nmendations of and long term tl Verwood would	a town centre to PPS4.  The designation focus the develos, and other to	ooundary in line of a town centre clopment of own centre uses	This option may have a negative effect in the medium and long term as not having a designated boundary may affect the level and location of community facilities.						
11) Maintain and	Cumulative /	In- combinatio	on Effects (If re	elevant) (Short,	, medium long term) (Traffic Light Assessment)						
enhance local distinctiveness and	++	+	+	++	x	х		x			
create places, spaces and buildings that work well, wear well and look well	policies includ ensure that th for the town co	n and long term, ing town centre e highest desig entre. It encoura that may lead to	design policies n standards ar ages a sustaina	s, this option will e implemented able pattern of		e no co-ordinate		without the plan egy relating to			
	and successfu	•	the creation c	n a distinctive							
12) Facilitate a	and successfu	ul town centre.		Traffic Light A	ssessment						
12) Facilitate a sustainable and growing economy that creates economic and	and successfu	ul town centre.			ssessment -			-			

Sustainability Objectives	Option VWM5	Business as usual
Conclusions	Overall Option VWM5 scores very well against the sustainal To mitigate the issue of congestion and increased visitor nur sustainable modes of travel and promote public transport all The effectiveness of this option will be measured by the evic growth in tourism numbers.	mbers, the emerging Core Strategy policies will support ternatives to the car.

Table I.2

Issue: What should the vision be for Verwood Town Centre?

Sustainability Objectives	Option VW	/M6		Business as Usual		
Performance / Significance Ass = Equal or no impact, x Uncerta						
	Direct Effe	ects (Short, medium, long ter	rm) Traffic Light A	Assessment		
2) Make sustainable use of	++	++	++	=	=	=
resources.	The vision concentrati in the town redevelope principles of	cus for reta nent althou	own centre would il, leisure and gh there would be no de the growth and			

Sustainability Objectives	Option VWM6			Business	s as Usual			
	Cumulative im	pacts (Short, m	edium, long term) Traffic	Light Asse	ssment			
	X	+	+	=	=	=		
	be high, but over development ta	er time, these co kes place. Increa	truction techniques will ests will reduce as ased affordability of these ne uptake of them in new	As above				
3) Minimise Pollution	Direct impacts	(Short, medium	n, long term) Traffic Light	Assessme	nt			
4) Minimise factors contributing to climate change	+	+	+	х	x	x		
	of evidence. Indimpact on the rimpact on the rimpact on the rimpact convisitors to the convisitors to the conformal	expansion sequence this operation and subsequence be mitigated by the insport policies produced infrastructure.  Evelopment of more housing a impact on this observance in the impact on this observance.	ed by an extensive body of the centre will have an ys made to the centre.  Detion may attract more not result in the increase quently air pollution. This the implementation of romoting the use of a strategic improvements around the centre will be piective by concentrating and facilities, limiting car pollution.	comprehe reduce le	on may not result in the ensive mitigation pack vels of harmful emiss of transport.	age to effectively		

Sustainability Objectives	Option VWM6			Business	s as Usual	
	measure in redute to climate changes serving the tow reduce levels of capacity of the encourage the conferment of getting into the pollution levels.  In conclusion the represents a keet congestion that of public transpollution for evel of emission installation of resustainable corror of the option on the successful in the successful in the successful in the serving the serving the town of the serving the servin	in public transpo- ucing levels of em- ge. The provision n centre and Mo f harmful emission highway network use of public trans ne town centre we ave a positive eff the increased use ey factor in reduce contributes to clir ort may mitigat rs/generated car ans could be mitigenewable energy estruction technic the objectives is	rt services are a key hissions which contribute of suitable bus services rrisons is necessary to ons and impact on the or. This option will sport as the main means which might reduce car fect on air quality and e of public transport sing emissions and mate change. The uptake the increase of the journeys. The increased gated further by the or technologies and ques. The direct impact therefore dependant on of other Core Strategy uncertain.			
	Cumulative / I	n- combination	Effects (If relevant) (Sh	ort, mediu	ım long term)	
	x	x	x	x	x	x
	Verwood with n Despite efforts	ew development to encourage alt	traffic movements in t which takes place. ernative modes of congestion in Ringwood	co-ordina package	he plan in place there tion on a sub regional of measures that reduc ncrease including tran	level to develop a ce emissions or result

Sustainability Objectives	Option VWM6		Busines	s as Usual	
	approached on is suitable conn to make public to make public to make public to make a significal levels of harmful positive impact commitment from attitude from cattitude	m road traffic as a result of higher ppers and visitors must be considered in the increases associated with the level of employment growth. Further work is ermine the precise implications for air extent of the impact upon habitats, es and climate change.			
5.5		· 			
5) Provide access to meet people's need		(Short, medium, long term) Traffic Light /			
	++	++ ++	X	X	X
	objective by ena facilities by pro offices, health,	a significant positive impact on this abling more people to access basic widing shops, the library, Town Council education and leisure facilities locally, in Expansion of the retail offer will	comprehe ensure th	he plan in place there ensive framework and e implementation of a transport.	l obligations policy to

Sustainability Objectives	Option VWM6			Business	as Usual		
	which may have emissions. The as the principal which will have	e people to travel locally to the ce e a positive impact on reducing coption will promote use of public transaction of getting into the town can a positive impact on reducing cannixed use development, providing ure and work space opportunities	ar ansport entre, r travel. g retail,				
	Cumulative Ef	fects (Short, medium, long term)	Traffic I	_ight Assess	sment		
	x	х	x	x	x	x	
	option will depe other transport public transport effectively addr transport infrasi positive impacts	to long term the implementation of end on the successful implemental policies aimed at changing attitudes. A sub regional approach is requess requirements for improvement tructure and public transport to ender the second public transport of the second public transport of the Strategy and Local Transport of the second public transport of th	ation of de to uired to nt to nhance sed	formalised co-ordination of transport planning voccur.			
6) Provide a safe and secure environment	Direct Effects	(Short, medium, long term) Traffic	c Light A	Assessment			
environment	++	++	++	-	-	-	
	carefully planned not encourage aimed at improve	sequence new development will be to ensure that the environment crime. A comprehensive design so wing the safety of public areas with the developed in the plan.	t does trategy		guide the quality of	is no comprehensive development in the	

Sustainability Objectives	Option VWM6		Business as Usual			
	Cumulative Effects (S	hort, medium, long term) 1	Traffic L	ight Asses	ssment	
	++	++	++	-	-	-
	Design			As above	:	
	out high quality standar	er Core Strategy policies s ds for design, the town ce d more attractive place to	ntre			
7) Create conditions to improve	Direct Effects (Short, r	nedium, long term) Traffic	Light A	ssessmen	t	
health, promoting healthy lifestyles	+	+	+	x	x	x
	As a direct consequence this option will continue to improve the opportunity to access open space and leisure facilities, located in the town centre. The attractive setting of Ferret Green will continue to provide a high quality recreation space within the heart of the town centre, provide bicycle racks, and encourage more pedestrian movement around the town.  In the medium and long term the support of this objective will depend on the successful implementation of other plan policies such as funding to create more cycle lanes around the town.			be adopted to reduce noise, air, water and ground pollution and ensure sufficient provision of leisure, cycling and walking facilities.		
8) Help make suitable housing available and affordable for	Direct Effects (Short, n	medium, long term) Traffic	Light A	ssessmen	t	
everybody	+	++	++	-	-	-
	As a direct consequence this option supports the provision of higher density residential units in and around the town centre, which will have a positive effect on meeting housing needs.		Without the plan in place there is no comprehensive strategy to inform the delivery of housing - including meeting the need for affordable housing.			

Sustainability Objectives	Option VWM6	Option VWM6 Business as Usual						
	Secondary Effects (Short, medium, long term) Traffic Light Assessment							
	+	+	+	=	=	=		
	As a secondary consequence would reduce congestion	uence, residential redevelon in the town centre.	opment					
	Cumulative Effects (S	hort, medium, long term)	Traffic L	ight Asses	sment			
	+	+	+	=	=	=		
	housing policy and reside support this objective and identified housing needs provide for special accompany and accompany accompany and accompany	sity residential developme for suitable housing of this proposal is depend ntation of other policies in policy and residential des	policy ing its at n new ent in ent on cluding ign					
9) Help communities to support social cohesion through a	Direct Effects (Short, n	nedium, long term) Traffic	Light A	ssessmen	t			
reduction in the fear of crime and	++	++	++					
the provision of basic services and facilities, learning, training, skills knowledge and culture	The option has a significant positive impact on this objective by:  Continuing to provide basic services and community facilities in the town centre, including the central		Without the plan in place there is no comprehensive strategy to support social cohesion by ensuring that the community's basic needs are catered for.					

Sustainability Objectives	Option VWM6				s as Usual		
	<ul> <li>library and cultural facilities such as The Hub and Memorial Hall.</li> <li>Continued improvements to public spaces in the centre will reduce the fear of crime.</li> <li>The vision encourages the provision of healthier lifestyles through cycle lanes and open space in centre.</li> <li>It champions the local distinctiveness of Verwood which may have a positive impact on the development of niche shops, local businesses and cultural traditions.</li> </ul>						
11) Maintain and enhance local distinctiveness and create places,	Direct Effects (Short, medium, long term) Traffic Light A			ssessmen	t		
spaces and buildings that work	++	++	++	=		=	=
well, wear well and look well	objective by encouraging centre, and aims to enhincorporation of local by development will be encoharacter of the built erenhancements will help buildings that are locally evening economy uses recognised for its attraction environment.  In the medium and long will depend on the succession of the succession.	This option has a significant beneficial impact upon this bjective by encouraging high standards of design in the entre, and aims to enhance areas of poorer design. The accorporation of local building traditions into new evelopment will be encouraged in order to enhance the haracter of the built environment. Specific inhancements will help to create places, spaces and uildings that are locally distinctive. The expansion of vening economy uses will create a vibrant environment, ecognised for its attractive restaurants and safe invironment.  In the medium and long term the support of this objective will depend on the successful implementation of other lan policies to secure funding for improvements and					

Sustainability Objectives	Option VWM6	ess as Usual						
	Secondary Effects (If relevant) (Short, medium, long term)							
	+	+	+	=		=	=	
	The centre, recognised for its special character will attract more visitors which will result in other businesses and investors who will want to locate in the town centre. This will enhance its vitality.							
12) Facilitate a sustainable and	Direct Effects (Short, n	nedium, long term) Traffic	Light A	Assessment	t			
growing economy that creates economic and employment	++	++	++	-	-			
economic and employment opportunity, as well as providing for vital and viable town centres	The option has a signific objective by encouraging retail to provide for divestentre. This will attract reconomy, increase spen prosperity of the town. The leisure offer might created in the service sector and economy.  Improvements made to centre and the provision an attractive area to live skilled labour which is be		dinated stra	lace there is no com tegy relating to the d				
Conclusions	many of the Sustainabil and retail opportunities. term. The increased us	ost acceptable approach to ity Appraisal objectives. Nowever, growth may co se of alternative means of sions and congestion that	/erwood ontribute transpo	d Town Cen to some troort and public	tre will be a affic conge lic transpor	a thriving place for c stion in the medium t represents a key fa	community and long actor in	

Sustainability Objectives	Option VWM6	Business as Usual			
	may help mitigate against the increase of the number of generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques.				
	The successful implementation of the vision will therefore depend on effective delivery of ot to the vitality and viability of town centres. These include adoption of a comprehensive traclimate change mitigation and adaptation measures, and design and landscape policies.				

Table I.3

Issue: Is there the need for an Upper School in Verwood?

Sustainability Objectives	Option VWM 7						
_	e Assessment (++ Significant Benefic certain Impact, - Option conflicts with		- · · · · · · · · · · · · · · · · · · ·				
2) Make sustainable use of	Direct Effects (Short, medium, long	term)					
resources.	-	-	-				
	This option would result in additional development on a Greenfield site.						
	Secondary Effects (If relevant) (Short, medium, long term)						
	=	=	=				
	This option would lead to development which would be carried out in such a way as to make a sustainable use of resources.						
3) Minimise pollution	Direct Effects (Short, medium, long term)						
(including air, water, soil, noise, vibration and light).	+	+	+				
		act on traffic generation due to the locatinave to travel to either Wimborne or Ferr					

Sustainability Objectives	Option VWM 7						
4) Minimise factors contributing to climate change.	The development of the site adjacent to the existing urban area means that alternative means of transport to the site are achievable. Any development of the site should encourage the greater use of public transport.  The development of the site for educational uses is likely to result in an increase in energy consumption and water consumption compared to the site as it currently stands. There are policy options elsewhere in the Core Strategy dealing with renewable energy standards for all developments and energy-generation technologies, as well as water efficiency issues. Policies elsewhere in the Core Strategy also deal with the requirement for new development to provide Sustainable Urban Drainage systems.						
5) Provide access to meet	Direct Effects (Short, medium, long	term)					
people's needs.	++	++	++				
	This option will give rise to the provision of an upper school in Verwood to meet the needs of the growing population of the town, if the additional residential development set out elsewhere in the Core Strategy takes place. The development will reduce the need for pupils to travel to nearby towns for their upper school education. Verwood is currently the largest town in Dorset without an upper school.						
6) Provide a safe and	Direct Effects (Short, medium, long term)						
secure environment (including coastal	+	+	+				
protection, major hazards e.g. blast zones, crime / fear of crime and flooding).	This option will result in a development in a location not at risk from flooding.						
7) Create conditions to	Direct Effects (Short, medium, long term)						
improve health, promoting healthy lifestyles, especially	+	+	+				
routine daily exercise and reducing health inequalities.	This option will allow for more pupils to walk and cycle to school as their upper school will be within their home town, as opposed to some distance away in locations beyond safe cycling distance for school children.						

Sustainability Objectives	Option VWM 7						
9) Help communities to	Direct Effects (Short, medium, long term)						
support social cohesion through a reduction in the	++	++	++				
fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture.	This option will provide for the educational needs of the growing population of Verwood, if the additional residential development set out elsewhere in the Core Strategy takes place.						
11) Maintain and enhance	Direct Effects (Short, medium, long term)						
local distinctiveness and create places, spaces and	= =		=				
buildings that work well, wear well and look well.	This option will lead to the loss of some land from the open countryside, but it will not lead to the merging of any settlements and in combination with other policies, will deliver high quality development on the edge of an existing settlement.						
Conclusions	The provision of an upper school in Verwood to meet the needs of the growing population if the additional housing developments set out elsewhere in the Core Strategy are developed meets many of the key sustainability objectives, especially those relating to the provision of local services, reducing the need to travel, and increasing the opportunities for walking and cycling.						

Table I.4

#### Issue: Should a District Centre boundary be designated for West Moors?

Sustainability Objectives	Option VWM8			Business as usual				
			Significant Beneficial Impact, + Option conflicts with objective a					
3) Minimise pollution	Direct Effects	(Short, medium,	, long term) Traffic Light Assess	sment				
	+	+	+	x	-	-		
4) Minimise factors contributing to climate change:	focus of comme	cus of commercial development for the centre and help to ensure evelopment is located in a sustainable location with good public ansport access.  the medium to long term, the concentration of development in ore accessible locations will reduce the need to travel and the amber of car trips and associated harmful emissions that ontribute to the causes of climate change.			c centre development and associated transport infrastructure improvements.  This option may have a negative impact in the medium / long tel			
	more accessible number of car t							
	Cumulative / In	n- combination I	Effects (If relevant) (Short, medi	um long term) (	Traffic Light Asse	essment )		
	+	+	+	х	х	x		
	viability of the ovisitors and gencentres will also There is also the development/su	entre, the options herate more car job o experience more he cumulative imp hub regional develond factors contribution	med at improving the vitality and is may increase the number of ourneys to West Moors. The other is shoppers and car journeys. Doact of further district wide opment that will increase levels uting to climate change.	strategy addressing district centre development and associated transport issues infrastructure improvements				

Sustainability Objectives	Option VWM8			Business as us	sual	
	number of visitors emissions could b energy technolog direct impact of th	s/generated car jobe mitigated further ies and sustainable option on the old implementation	y mitigate the increase of the ourneys. The increased level of it by the installation of renewable ole construction techniques. The ojectives is therefore dependant of other Core Strategy options			
5) Provide	Direct Effects (S	Short, medium, I	ong term) Traffic Light Assess	sment		
access to meet	+	+	+	x	x	x
people's need	In the medium and long term this option may result in the concentration of services in the centre which may result in improvements in public transport and transport infrastructure that will promote travel by more sustainable modes other than the car.  The positive impact of this option is dependant on the provision of transport infrastructure and public transport improvements		strategy addres		place there is no comprehensive re development and associated ments.	
9) Help	Cumulative Effe	cts (Short, med	ium, long term) Traffic Light A	ssessment		
communities to support	+	+	++	х	-	-
social cohesion through a reduction in the fear of crime and the provision of basic	objective by designecommendations  In the medium and boundary for Wesland recreational for the second secon	gnating a district is of PPS4.  Ind long term the const Moors would for facilities, and other	beneficial impact upon this centre boundary in line with the designation of a district centre ocus the development of leisure er district centre uses within the tal and viable communities.	This option may have a negative effect in the medium and lo term as not having a designated boundary may affect the lev and location of community facilities.		

Sustainability Objectives	Option VWM8			Business as usual			
services and facilities, learning, training, skills knowledge and culture							
11) Maintain and	Cumulative / In	- combination Effects (If releva	nt) (Short, medi	um long term) (	Traffic Light Ass	sessment)	
enhance local	++	++	++	x	x	х	
distinctiveness and create places, spaces and buildings that work well, wear well and look well	including district the highest desi centre. It encou	n the medium and long term, in combination with other policies including district centre design policies, this option will ensure that the highest design standards are implemented for the district entre. It encourages a sustainable pattern of development that hay lead to the creation of a distinctive and successful district entre.		The impacts on this option are uncertain, as without the plan the would be no co-ordinated design strategy relating to the district centre			
12) Facilitate a	Direct Effects (	Short, medium, long term) Traf	fic Light Assess	ment			
sustainable	++	++	++	-		-	
and growing economy that creates economic and employment opportunity,	This option will have a significant positive impact by continuing to attract investment into West Moors district centre and support economic growth and possible employment opportunities there. This will create a vital and viable district centre in West Moors.		centre because	there is no definual ould go anywhere	onomic investment in the district ed boundary. Investment and in the long term could lead		

Sustainability Objectives	Option VWM8	Business as usual			
as well as providing for vital and viable town centres.					
Conclusions	Overall Option VWM8 scores very well against the sustainability objectives.  To mitigate the issue of congestion and increased visitor numbers, the emerging Core Strategy policies will support sustainable modes of travel and promote public transport alternatives to the car.  The effectiveness of this option will be measured by the evidence of footfall counts, rents and levels of unit vacancies.				

Issue: What should the vision be for West Moors District Centre?

Table I.5

Sustainability objectives	Option V	WM9	Business as Usual					
		++ Significant Beneficial Impact, + ( Option conflicts with objective and						
	Direct Effects (Short, medium, long term) Traffic Light Assessment							
2) Make sustainable use of	++	++	++	=	=	=		
resources.	residentia brownfield	The vision encourages mixed use development. By concentrating residential, retail and leisure development in the town centre, brownfield sites could be efficiently redeveloped at higher densities, which is in line with the principles of sustainable development.			Without the plan in place the town centre would potentially be the focus for retail, leisure and residential development although there would be no comprehensive strategy to guide the growth and enhancement of the centre.			

Sustainability objectives	Option VWM9			Business as Usual				
	Cumulative impacts (Short, medium, long term) Traffic Light Assessment							
	х	+	+	=	=	=		
	Initial costs of sustainable construction techniques will be high, but over time, these costs will reduce as development takes place.  Increased affordability of these technologies will contribute to the uptake of them in new development.							
3) Minimise Pollution	Direct impacts (Short, medium, long term) Traffic Light Assessment							
4) Minimise factors contributing to climate change	+	+	+	x	x	x		
	The link between emissions from road and air traffic and climate change is well established by an extensive body of evidence. Increased vitality of the centre will have an impact on the number of journeys made to the centre.  Retail/leisure expansion  As a direct consequence this option may attract more visitors to the centre which might result in the increase of traffic/congestion and subsequently air pollution. This however could be mitigated by the implementation of appropriate transport policies promoting the use of sustainable modes of travel and strategic improvements to the transport infrastructure.  Residential development  The provision of more housing around the centre will have a positive impact on this objective by concentrating development close to services and facilities, limiting car travel which would minimise air pollution.  Public transport services			a compr	ion may not result rehensive mitigation ely reduce levels on ns particularly in re	on package to f harmful		

Sustainability objectives	Option VWM9	Option VWM9			Business as Usual			
	reducing levels of The provision of s necessary to reduce capacity of the high the use of public tr area which might on air quality and In conclusion the interest of the number of the	Improvements in public transport services are a key measure in reducing levels of emissions which contribute to climate change. The provision of suitable bus services serving the settlement is necessary to reduce levels of harmful emissions and impact on the capacity of the highway network. This option will help encourage the use of public transport as the main means of getting around the area which might reduce car journeys and have a positive effect on air quality and pollution levels.  In conclusion the increased use of public transport represents a key factor in reducing emissions and congestion that contributes to climate change. The uptake of public transport may mitigate the increase of the number of visitors/generated car journeys. The increased level of emissions could be mitigated further by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives is therefore dependant on the successful implementation of other Core Strategy options and therefore remains uncertain.						
	Cumulative / In-	combination Effect	ts (If relevant) (Short, mediu	ım long t	term) (Traffic Ligh	nt Assessment )		
	x	х	x	x	x	x		
	with new developmencourage alternation congestion in State Improvements to pon a sub regional from across Southalternative to the control of	There are likely to be increased traffic movements in West Moors with new development which takes place. Despite efforts to encourage alternative modes of transport, this will lead to further congestion in Station Road.  Improvements to public transport services need to be approache on a sub regional level to ensure that there is suitable connectivit from across South East Dorset to make public transport a realistical alternative to the car. Public transport improvements on this scale are likely to have a significant cumulative impact on reductions in			lack of co-ordination on a sub regional level to develop a package of measures that reduce emissions or result in no net increase including transport improvements.			

Sustainability objectives	Option VWM9			Busine	ss as Usual	
	impact is dependan	ollutants. The extent of any cumulative t upon successful commitment from be change in attitude from car owners.	•			
	the precise implicat	ad traffic. Further work is required to colors for air quality and the extent of the ected species and climate change.				
	Mitigation Options	<b>3</b>				
	mitigation package	oach is required toward developing an that may result in no net increase in ei on measures are set out above under	missions.			
5) Provide access to meet	Direct Effects (Sho	ort, medium, long term) Traffic Light A	ssessmen	it		
people's need	++	++	++	х	x	x
	enabling more peop the library, doctors a facilities locally, in the encourage more peop have a positive imp promote use of publinto the town centre car travel.	gnificant positive impact on this object of the access basic facilities by providing surgeries, Parish Council, schools and the centre. Improvements to the retail cople to travel locally to the centre white act on reducing car emissions. The op- lic transport as the principal means of the, which will have a positive impact on the duse development, providing retail, re- ace opportunities in the town centre.	ng shops, d leisure offer will ch may otion will f getting reducing	a compr	the plan in place the plan in place the plan in place the imple the imple the of measures incl	rk and obligations mentation of a

Sustainability objectives	Option VWM9					Busine	ss as Usual	
	Cumulative Effec	ts (Short,	medium, long term) Traf	ffic Light	Asses	sment		
	х		х		x	x	x	x
	depend on the suc- aimed at changing approach is requir improvement to tra enhance positive i	cessful im attitude t ed to effe ansport in mpacts fo	the implementation of this plementation of other transport. A substitutely address requirement frastructure and public transport plan.	nsport pol o regional ents for ansport to ormalised	licies I	long ter	ould be uncertaint m formalised co-ou rt planning would o	rdination of
6) Provide a safe and secure environment	Direct Effects (Sh	nort, medi	um, long term) Traffic Lig	ht Asses	smen	t		
environment	++		++		++	-	-	
	to ensure that the comprehensive de	environme esign strat	w development will be care ent does not encourage o egy aimed at improving t re will be developed in the	crime. A the safety		compre	the plan in place the place the strategy to lopment in the cen	guide the quality
	Cumulative Effect	ts (Short,	medium, long term) Traf	ffic Light /	Asses	sment		
	++		++	4	++	-	-	-
	Design				As abov	/e		
		for design	ore Strategy policies setti , the settlement may bec visit.					

Sustainability objectives	Option VWM9			Busine	ss as Usual	
7) Create conditions to improve	Direct Effects (Short, media	um, long term) Traffic Light As	ssessmen	t		
health, promoting healthy lifestyles	+	+	+	x	x	x
	opportunity to access open since the centre, provide bicycle ramovement around the settle.  In the medium and long term on the successful implement	s option will continue to improspace and leisure facilities, lo acks, and encourage more perment.  the support of this objective will tation of other plan policies suppace and to create more cycle	cated in edestrian Il depend uch as	framework compres to reduce pollution	the plan and a revork it is uncertain the hensive approach the noise, air, watern and ensure suffice cycling and walking	hat a would be adopted and ground cient provision of
8) Help make suitable housing	Direct Effects (Short, media	um, long term) Traffic Light As	ssessmen	t		
available and affordable for everybody	+	++	++	-	-	-
	allow, the provision of higher	s option supports, where opported the support of th	d around	compre delivery	the plan in place the plan in place the hensive strategy to form of housing - include affordable housing the housing the hence	inform the ding meeting the
	Secondary Effects (Short,	medium, long term) Traffic Lig	ght Assess	sment		
	+	+	+	=	=	=
	As a secondary consequence reduce congestion in the cer	ce, residential redevelopment ntre.	would			

Sustainability objectives	Option VWM9			Busine	ss as Usual	
	Cumulative Effects (Short,	medium, long term) Traffic L	ight Asses	sment		
	+	+	+	=	=	=
	and residential design stand will contribute to meeting ide residential units provide for sadequate standards of design This combined with the option residential development in the housing accommodation.  However, the success of this successful implementation of housing policy and residential		ctive and ring s and that ousing. density cable			
9) Help communities to support social cohesion through a reduction in the fear of crime	++	um, long term) Traffic Light A	++			
and the provision of basic services and facilities, learning, training, skills knowledge and culture	<ul> <li>Continuing to provide by of community facilities if a continued improvement reduce the fear of crime.</li> <li>The vision encourages through cycle lanes.</li> <li>It champions the local of the continued of</li></ul>	the provision of healthier life: distinctiveness of West Moors act on the development of nich	provision ary ntre will styles	compre cohesio	the plan in place there is no hensive strategy to support soon by ensuring that the communeeds are catered for.	

Sustainability objectives	Option VWM9			Busines	s as Usual		
11) Maintain and enhance local	Direct Effects (Short, media	um, long term) Traffic Light As	sessmen	t			
distinctiveness and create places, spaces and buildings	++	++	++	=	=		=
that work well, wear well and look well	by encouraging high standa to enhance areas of poorer building traditions into new do to enhance the character of enhancements will help to crare locally distinctive.  In the medium and long term	beneficial impact upon this ords of design in the centre, andesign. The incorporation of levelopment will be encouraged the built environment. Specificate places, spaces and build the support of this objective will tation of other plan policies to and design policies.	ad aims ocal d in order c ings that				
12) Facilitate a sustainable and	Direct Effects (Short, media	um, long term) Traffic Light As	sessmen	t			
growing economy that creates economic and employment	++	++	++				
opportunity, as well as providing for vital and viable town centres	supporting retailing in the ce the local economy, increase prosperity of the settlement. offer might create new empl sector and contribute to a gr Improvements made to the a provision of community facil	positive impact upon this objective. This will attract more shown spending and contribute to the three expansion of the retail and comment opportunities in the second economy.  Attractiveness of the centre are ities creates an attractive area skilled labour which is beneficed.	oppers to ne d leisure ervice and the a to live	compreh	the plan in plac ensive and co- to the developm	ordinated st	rategy

Sustainability objectives	Option VWM9	Business as Usual
Conclusions	Option VWM9 is the most acceptable approach that is consistent many of the Sustainability Appraisal objectives. West Moors District and retail opportunities. However, growth may contribute to some truther increased use of alternative means of transport and public tracelese of emissions and congestion that contributes to climate chamitigate against the increase of the number of generated car journ be mitigated further by the installation of renewable energy technology. The successful implementation of the vision will therefore depend to the vitality and viability of town centres. These include adoption change mitigation and adaptation measures, and design and lands	t Centre will be a thriving place for community affic congestion in the medium and long term. nsport represents a key factor in reducing nge. The uptake of public transport may help eys. The increased level of emissions could gies and sustainable construction techniques. on effective delivery of other policies, central of a comprehensive transport strategy, climate

Table I.6

#### **Appendix J Managing the Natural Environment**

Issue: How can we continue to protect sensitive habitats and species from the pressures of development?

Sustainability Objectives	Option	n ME 1		Optio	n ME 2		Optio	n ME 3		Optio	n ME 4		Optio	n ME	5	Optio	n ME 6	
Performance / = Equal or no in																		
1) Protect,	Direct	Effects	(Short	t, medi	um, Ion	g term)												
enhance and expand	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
habitats and protected species (taking account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	protectinternal nation design will record of harmany design any design any design and de	ption wi t and er ationally ally and aated sit quire mit n arising evelopm might a ites.	lhance locally es. It igation g from ents	protectinternation sites. for the SANC the had addition development of the sanction of the san		nhance y and ignated ovide on of tigate	proted enhar	option wet and nee local nated s	ally	protect current un-dest import biolog	option w it and er ntly signate tant site ical or gical va	nhance d, but es of	protection environments sensitive which adverted	option (ction to onment tive site in may be really after the character)	ally es e fected	provided between and bit a way resilied with be important threats.	ption lo e conne en land odivers of build nce of s iodivers ance a s such a e chanç	ections Iscape sity as ling the sites sity gainst as
2) Make	Secondary Effects (If relevant) (Short, medium, long term)																	
sustainable use of	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
resources.	to con	ption wi centrate pment a	)	to con	ption w centrate	е	to con	ption w centrat opment	e	to con	ption w centrat opment	е	tend t	option vocation opmen	entrate	to con	ption w centrat opment	е

Sustainability Objectives	Option	n ME 1		Optio	n ME 2		Optio	n ME 3		Opti	on ME 4		Optio	n ME	5	Optio	n ME 6	
		ensitive Is brow			sensitive ds brow	e areas Infield		ensitive ds brow			sensitive ards brow		from sensitive areas towards brownfield sites		ds	I	sensitive ds brow	
3) Minimise	Direct	Effects	s (Short	t, medi	um, lor	ng term)				•			•					
pollution (including air,	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
water, soil, noise, vibration and light).	ensure sites a from th develo as run-	re prote ne effec pment,	ensitive ected ets of such	ensur sites a from t develo as rur	option we that sare prot he effect opment n-off to	ensitive ected cts of , such	ensure sensit protect effects develor as rur	ive site	s are m the	ensu sites from deve as ru	option ware that see are protection the effection of the	ensitive ected cts of , such	ensur sensi protec impac chang chang	option very that tive sited from the control of the	es are om the limate th as	provide between and be a way resilied with be important threat	option lo de conne een land iodivers of build ence of s biodivers tance ag ts such a	ections Iscape sity as ing the sites sity gainst as
5) Provide	Secon	dary E	ffects (	(If relevant) (Short, me			dium, l	long te	rm)				,					
access to meet people's	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
needs.	This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.		in the additional areas for recast away envirous such a Heath	provisional signal signal signal signal of operation from onmental as the E is, but sible to	nificant n space al use ally sites Dorset	result provis addition signification open signification away environments.	ion of onal cant ar space f ational (	eas of or use	resul provi addit area for re away envir sites Dors acce	option walt in the ision of tional signs of oper ecreation by from ronmental such as set Heathersible to lents.	nificant space all use ally the is, but	encou provis corrid have benef open contro	a seco fit as ai space	he green ich will endary reas of for	encou provis corrid have benef open contro	option warage the sion of gone which a secondition as are space folled ational united.	e green ch will dary eas of or	

Sustainability Objectives	Option N	ME 1		Optio	n ME 2		Optio	n ME 3		Optio	n ME 4		Optio	n ME 5		Optio	n ME 6	
	Secondary Effects (If relevant) (Short, n						1	et Heath ssible to ents.	•									
7) Create	Seconda	ary E	ffects (I	f releva	ant) (S	hort, me	dium,	long te	rm)				l			l		
conditions to improve	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities.	in the pro additional areas of for recrea away from environm such as the Heaths, I accessib	This option will result in the provision of additional significant areas of open space or recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.  This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset Heaths, but accessible to urban residents.				result provis additional signification open recrease away envirous sites	icant are space f ational u from onmenta such as et Heath ssible to	eas of or use ally the is, but	result provis additional areas for recommendation away envirous sites a Dorse	ion of onal sign of open creation from onmenta such as the ath sible to	nificant space al use ally the s, but	encou provis corrid have benef open contro	option wil urage the sion of gr ors which a second it as area space fo olled ational us	een h will dary as of	corridors which will have a secondary			
9) Help communities to	Seconda	ary E	ffects (I	f releva	ant) (S	hort, me	dium,	long te	rm)									
support social	+	+	+	+	+	+	+	+	+	+ + +			+ + +			+	+	+
cohesion through a reduction in the fear of crime and the provision of basic services	This option will result in the provision of additional significant areas of open space for recreational use away from  This option will result in the provision of additional significant areas of open space for recreational use away from environmentally sites such as the Dorset				result provis additi- signifi open recrea away	icant ard space f ational u	eas of or use	result provis additional areas for recard away environal areas	ion of onal sign of open creation	nificant space al use	encou provisi corrid have benef open contro	option will urage the sion of grors which a second it as area space foolled ational us	een h will dary as of	encou provis corrido have a benefi open s contro	ption w rage the ion of g ors whice a secon t as are space fo illed ational u	e reen ch will dary eas of or		

Sustainability Objectives	Option ME 1	Option ME 2	Option ME 3	Option ME 4	Option ME 5	Option ME 6
and facilities, learning, training, skills, knowledge and culture.	environmentally sites such as the Dorset Heaths, but accessible to urban residents.	Heaths, but accessible to urban residents.	sites such as the Dorset Heaths, but accessible to urban residents.	Dorset Heaths, but accessible to urban residents.		
Conclusions	which this area is reno	p to protect and enhan owned. As a conseque pen space will be provi	nce of the need to pro	tect these sites from t	he impact of develop	ment, significant new

Table J.1

Issue: How should our sustainable construction and energy efficiency policies apply to new development?

Sustainability Objectives	Busines	s as Usua	al	Option ME	<b>=7</b>		Option I	/IE8		Opti	on ME9	
Performance / Sig = Equal or no impa			•	_		-	• •	•		_		•
	Direct E	<b>ffects</b> (If r	elevant) (	Short, mediu	m, long term)							
1) Protect,				+	+	++	+	+	++			
enhance and expand habitats and protected species.	to the na	on would f itional polic See cumu low.	су	option will abstraction	efficiency element ensure that water n rates do not incre tive rivers in the lo	ease	of this op water ab not incre	er efficiency ele tion will ensure straction rates ase from sensi the long term.	that do	the r See	option would fall bational policy pos comments for the ness as usual opti	sition.

Sustainability Objectives	Busines	s as Usu	al	Option ME	7		Option N	/IE8		Option MES	9	
	Cumulat	tive / In- c	combination	on Effects (I	f relevant) (Shor	t, med	ium long	term) (Traffi	c Light	Assessment	:)	
	x	+	+	+	++	++	х	+	+			
				programme compliance energy eler Sustainable will reduce emissions developme secondary	will support the nate for mandatory with the carbon aments of the Code Homes (CFSH) overall carbon from residential ent. This will lead to benefit as habitate I be at reduced the ce change.	and e for which o a s and	yet exist, judge the national However that nation non-residually be accorded to the medical (post-20). This locationally provious ter/en standard. The interto reduce consumply carbon exproviding	nal standards it is not pose benefits the policy will pro- c, it is anticipal onal policy for dential develor dopted by nent in 2010/ I provide ber um to long to 11). Il policy option vide benefits ergy efficiency s are set nation of the per e water and event of the per e wate	sible to at ovide. ated ropment 11 nefits in erm on will if cy ionally. olicy is energy uce ereby			

Sustainability Objectives	Business	s as Usu	al	Option M	<b>E7</b>		Option N	ME8		Opti	on ME9		
2) Make	Direct Ef	fects (If r	elevant) (S	Short, medi	um, long term	1)							
sustainable use of resources.	=	=	=	+	++	++	х	Х	X				
	In isolation neither rethe use o	educe nor	increase	by this opt water. The evident in (perhaps a building) v rates migh	r efficiency station will make benefits will the medium the fiter 5 years when river about otherwise hand the absence the second state of the seco	best use of be most to long term of house straction have to	As this o propose measure it will imp resource	any local s, it is und act on th	policy ertain how				
	Cumulat	ive / In- c	ombinatio	on Effects	(If relevant) (	Short, med	ium long	term) (Tr	affic Light	Asses	ssment	)	
	+	+	++	+	++	++	х	х	x				
	for Susta proposed sustainab buildings of water a will reduc No negat result from	inable Holl national ole non-do, it is likely and other be in the lotive impact of this option this option this option in the lotive impact on the lotive impact of the lotive im	policy for omestic y that use resources ong term.	programm compliand Sustainab sustainab be achieve	ation with the ne for increas the with the Colle Homes, make the use of rescent through his on standards	ing ode for ore ources will gher	impacts of generate There is programs sustainal	any local as, there wother that of by nation nation me for the bility of neertain hill impact	policy vill be no n those onal policy. eal e struction now this				

Sustainability Objectives	Busines	s as Usua	al	Optio	on ME7			Option N	ME8		Opti	on ME9	
3) Minimise	Direct E	<b>ffects</b> (If r	elevant) (S	Short, r	medium, lon	g term)							
pollution	=	=	=	+	F	++	++	х	Х	Х			
	neither re	on this opt educe nor of resource	increase	optio mino minir	water efficie n could pote r positive be nising water fore contan	entially ha enefit in te runoff ar	ave a erms of	propose a	otion does any local p s, it is unce act on the s.	oolicy rtain how			
	Cumulat	tive / In- c	ombinatio	n Effe	ects (If rele	vant) (Sh	ort, medi	ium long t	erm) (Tra	ffic Light	Asses	ssment )	
	+	+	+	+	++		++	х	x	x			
	construct through t materials	-	ed both for ouilding	requi for m proce cause Grou polici of wa	er standards ired through laterials and less, will redu led through of lind water so lies will prevoluter later supplies lurrently a m	the CFS the build uce pollut developm urce prot ent conta	H, both ding tion nent. ection mination this is	programr sustainat non-dom so it is ur	estic cons ncertain ho Il impact o	truction ow this			
4) Minimise factors	Cumulat	tive / In- c	ombinatio	on Effe	ects (If rele	vant) (Sh	ort, medi	ium long t	erm) (Tra	ffic Light	Asses	ssment )	
contributing to	+	+	++	+	++		++	+	+	++			
climate change:	the Code Homes a national	a combina e for Susta and emerg policy on cial constr	inable ing	progr comp energ	option will suramme for no liance with gy elements ainable Hom	nandatory the carbo of the Co	y on and ode for	yet exist, judge the national p However	al standar it is not po benefits to policy will it is antice anal policy	ossible to hat orovide.			

Sustainability Objectives	Business	s as Usua	I	Option	ME7		Option I	ME8		Opti	on ME9	
	Strategy no local p would stil	g without (policy in policy requal achieve (policy requal) achieve (policy particula).	lace with irements carbon		ce overall cart ns from resider ment			carbon emi ium to lonç 11).				
	Seconda	ry Effects	(If releva	ant) (Sho	rt, medium, lo	ong term) Tra	affic Light	t Assessn	nent	•		
	-	-	=	-	-	=						
	national t increasing the Code Homes m increase Prices wo long term construct norm. Ad developm commonl	nent costs y factored prices and	or nce with inable o an orices. se in the nable nes the are more into land	to highe potentia the shor stabilise sustaina the norr costs ar	itional costs of r standards co lly increase hout term. Prices with the long term ble construction. Additional demore common purchase prices.	uld use prices in would m as on becomes evelopment only factored						
	Cumulat	ive / In- c	ombinatio	on Effect	s (If relevant)	(Short, med	ium long	term) (Tra	ffic Light	Asses	ssment )	
	+	+	++	+	++	++						
	for Sustai	ation with inable Hor g without a	nes	Sustaina	ination with the able Homes thi eliver houses w	s option						

Sustainability Objectives	Busines	s as Usua	ıl	Option ME	7				Option N	/IE8		Optio	on ME9	)	
	deliver he well cons water eff sustainal Benefits	in place wouses which tructed, er icient and ble in the lower would be lower bn B.	ch are nergy and ong term. ess for	constructed efficient an term.											
10) Protect and enhance historic	Direct E	ffects (If re	elevant) (S	Short, mediu	m, lon	g term)									
buildings,				+		+		+							
archaeological sits and other culturally important features				This option energy carl are only ap not harm th historic bui	bon eff oproved ne cha	iciency d where racter o	meas they	do							
11) Maintain and	Direct E	ffects (If re	elevant) (S	Short, mediu	m, lon	g term)									
enhance local distinctiveness	+	+	++	++			++			++	•				
and create places, spaces and buildings that work well, wear well and look well.	policy in Sustaina deliver m buildings	h no Core place, the ble Homes nore efficies which are ble in the lo	Code for s would nt	Options Mi buildings w sustainable well. Benef	hich a in the	re energe long te	gy, wa erm so	ater a	nd carbon would wo	efficient	and nd wea				

Sustainability Objectives	Busines	s as Usua	al	Option	ME7			Option N	ME8	Opt	ion ME9		
12) Facilitate a sustainable and	Direct Ef	<b>ffects</b> (If r	elevant) (	Short, me	edium, lon	g term)							
growing economy								-		-			
that creates economic opportunity, as well as providing for vital and viable town centres								this optio commerc costs. Co the long	sures required by n could increase cial development ests will stabilise it term as these s become the nor	n			
	Seconda	ary Effect	s (If relev	ant) (Sho	ort, mediu	ım, long tei	m) Tra	affic Light	Assessment				
					+	4	+		+				
				sustain	able deve		ndards	s, this could	nent is built to d stimulate local				
	Cumulat	ive / In- c	ombinati	on Effect	s (If relev	vant) (Short	, med	ium long t	erm) (Traffic Lig	ht Asse	ssment)		
								-	- =				
								policy for sustainat be introd potentiall developn	ipated that nation commercial ble construction wuced soon, y increasing nent costs until s become the nor	ill			
Conclusions	implication efficiency	ons are ad standard	dressed v s to meet l	ia a highe ocal targe	er standar ets by 2016	d for water e 6. Option C r	fficien equire:	cy. It promos s non-resid	ensures that the aptes sustainable of ential development ent standard as i	onstruct	tion method orporate ca	ds and ei rbon redu	nergy uction

Sustainability Objectives	Business as Usual	Option ME7	Option ME8	Option ME9
	benefits from Option ME8 wil	onal policy for non-residential develor I not realised in the short term. Both or or any additional local policy requireme	options are more sustainable t	han the business as usual

Table J.2

Issue: How should our renewable, decentralised and low carbon energy policies apply to new development?

Sustainability Objectives	Busine	ess as U	sual	Option ME 10	ME 11		ME 12		ME	13	
	_			t (++ Significant Be t, - Option conflicts		•	_	_			
	Direct	Effects	(If releva	nt) (Short, medium, l	ong term)						
1) Protect,	X	х	х						=	=	=
enhance and expand habitats and protected species.	Core St relying guidand result in impact protecte larger s energy put forw will be a nature of protecti develop	on nation ce should any ad on habited specificale rendevelop ward in the assessed on policies.	olicy and nal d not ditional ats and es. Any ewable ments ne future d against ation ies — ntrol and						affor prohitech habit wou throu cont Tech be p	option does not rd preference to hibit any particular inclogy. Impacts itats and species and be managed ugh the development of process. Inclogies would be managed would be managed would be mitted if they sed harm.	nor ar s on s ment

Sustainability Objectives	Busine	ess as L	Jsual	Optio	n ME 10		ME 11			ME	12		ME	13	
	Second	dary Eff	fects (If r	elevant	) (Short, m	edium,	long ter	m) Traffic	Light A	Asses	sment		•		
				++	++	++	++	++	++	++	++	++			
				local to increase of energy source reduced emissing would of climing sensity.  Beneficially, and the significant climate increase of energy source reduced emissing would of climing sensity.	ption would arget that vise the propergy provide able or low less and there carbon ions. This is reduce the nate changive habitats its would be cant in the post 2020) e change is pated to take	would portion ed by carbon reby in turn e impact e on s. e more long once s	the ben option I less via developmay officential contribution option vin some negate emission new dereducin climate habitats  Benefits significaterm (per climate clim	oments who nerwise no ute to rene generation would particle cases full the carborons from the velopment g the impachange up	ied for mall or ich t wable n. The ally (or ly) n ese s, acts of bon more ong	the k option less devented there	option would benefits ider on ME10 to viable elopments. I efore provide tive benefits on ME10.	tified for small or t would e equally			

Sustainability Objectives	Busine	ess as U	sual	Optio	n ME 10		ME 11			ME	12		ME	13	
	Cumula	ative / Ir	n- combir	nation E	Effects (If I	relevant	) (Short,	medium lo	ng te	erm) (	Traffic Light A	sses	smen	t )	
							++	++	++	+	++	++	=	=	=
							operate with opinincreas of deve provide (either if financia renewa assessi	tion would in combination ME10, ing the num lopments with a contribution kind or ally) towards ble energy. The ment under dary effects	ber hich tion	for of How small school the external ex	effects of this of ld be the same option ME10. wever, by exem all or less viable emes, the bene option would no end to all elopment.	e as pting tits of	alor con hab Tec be p	s option would engside developr trol and national itats policy. hnologies would permitted if they sed harm.	ment II d not
2) Make	Direct	Effects	(If relevar	it) (Sho	rt, medium	, long te	rm)								
sustainable use of	-	-	х	++	++	++	++	++	++	++	++	++	+	+	+
resources.	continue on natic local sta there is develop contribu carbon renewa measur negativ sustaina In the lo	onal police andards a risk the oments we ute towa saving couble ener res hence e impac	a reliance by and no set, nat would not or rgy be a t on ojectives.	standa energy reduce energy fossil to be read	tting a high ard for rene y, this optic e the amou y provided t fuels. Bene alised as so opment sta the higher ard.	ewable on will ont on chrough efits will oon as	other cameasur through fund wo reduce resource the ben measur realised to long plus) or	able energy arbon saving es funded a carbon ould be likely use of limite es. It is likely efits from the would or in the med term (5 years ad been por	ffset / to ed / that ese ly be ium	deve exis be of this deve conf carb rene mea	majority of elopments with ting urban area on small sites. Us option, these elopments wou tribute towards on saving and ewable energy asures through tribution to off s	s will Jnder Id	wor extent the other rend unc the will a m	il master-plannik at the urban ensions demonst feasibility or erwise of area-vewable energy, ertain how signifus of this obe. It can only hinor positive be ess an actual pour energement can be de.	vide it is ficant option nave nefit blicy

Sustainability Objectives	Busine	ess as U	sual	Option	n ME 10		ME 11			ME	12		ME	13	
	renewa be real	on to swith able ener ised, her ain impaced.	gy may nce an												
3) Minimise pollution	Direct	Effects (	(If relevar	nt) (Sho	rt, medium,	long te	rm)								
polition	-	-	-	++	++	++	++	++	#	++	++	++	x	x	x
				standa energy reduce energy fossil t be rea develo	ting a higher and for rene by, this option the amount of the amount of the start of the higher and.	wable n will nt on hrough fits will on as	measur carbon form of Benefits positive once R	offsetting res would reduce missions as pollution. Is would be more in the long to E measures and (10+ years)	a ore erm are	mini deve sma optic and there posi	option would mise pollution for the pollution for the property which all to be affected ons ME10, ME1 ME13 and wou defore provide the tive benefits the pon ME14 would be more than the provide that the provide the provide th	n are by 1 Id e at	affor problem technology term polluspiri rene	his option does and preference to nibit any particul inclogy, it is ertain what the efits would be in as of minimising ution. The general of promoting ewable energy ald provide a miterit.	, nor lar n
	Secon	dary Eff	ects (If re	elevant)	(Short, m	edium,	long ter	m) Traffic Liç	ght A	sses	ssment				
				+	+	++	+	+	++						
				emissi reduci fossil t lead to quality	eduction of cions througing depende fuel power to improved which would ficial health	h ence of would air ld have	emissic pollution improve which w benefic	luction of carbons as a form would lead ed air quality would have a lial health impastive impact	of to						

Sustainability Objectives	Busine	ess as L	Jsual	Optio	n ME 10		ME 11			ME	12		ME	13	
				increa	t. This wou se over the as the polic	longer		ncrease overm as the particular files.							
4) Minimise factors	Direct	Effects	(If relevan	it) (Sho	rt, medium	, long te	rm)								
contributing to	-	-	-	++	++	++	+	+	++	++	++	++	+	+	+
climate change:	core str set loca would h impact depend fuel por contribut factors climate	al standa nave a n on redu dence or wer. It w ute to or contribu change on of CC	n place to ards negative cing n fossil rould not ne of the uting to e – the	aimed depen fuel po conse	ption is spe at reducing dence on fower and we quently reconsissions	g ossil ould luce	the ber ME11 t develor saving be delive	tion would pefits of Operation of Small	arbon would e long	wou carb thro deve antie	wing exemption Id fail to deliver on saving meas ugh the many s elopments cipated across t ricts.	ures mall	aimedep fuel conscarts policy prop	s option is specified at reducing endence on fost power and wou sequently reduction emissions. Act measures are posed however, efits are likely to or.	sil ıld ce As no e yet
8) Help make suitable	Direct	Effects	(If relevan	it) (Sho	rt, medium	, long te	rm)						•		
housing					+		+	++							
available and affordable for everybody	These options would have a positive impact as they will give future home owners energy alternatives														

Sustainability Objectives	Busine	ess as U	sual	Option ME 10		ME 11		ME	12				ME	13	
				possibly higher secondary impaless affordable.	act below										
	Second	dary Effe	ects (If re	elevant) (Short, ı	medium,	long term)	Traffic Light A	Asses	smei	nt			,		
				-		=	=	+		+		+			
				The additional of saving measure prices in the she the long term as norm. Additional commonly factor not final sale pr	es could port term. I s renewal al develop pred into I	ootentially in Prices would ble energy to oment costs	d stabilise in becomes the are more	chea deve	optio apest elopm ncrea: s.	for ent a	s it w	ould			
	Cumula	ative / In	n- combii	nation Effects (If	frelevan	t) (Short, m	edium long te	rm) (	Traffi	c Lig	ht As	ssess	men	t )	
				х		x	x								
				Increased costs energy measure provision could infrastructure pl with other devel transport, afforcemunity facil Homes. Decision contributions had increased contributions will be need to be more	es or con have an lanning. T loper cost dable hou lities and ons about ave yet to assumed to ibutions to	tributions to impact on was constant the relative that the effecto wider infrance impact,	off-site vider will compete ontributions to space, ustainable priorities of the Councils. ect of the astructure								

Sustainability Objectives	Busine	ss as U	Isual	Opt	ion ME	<b>E</b> 10		ME 11			ME	12		ME	13	
11) Maintain	Direct I	Effects	(If relevar	nt) (Sh	nort, m	edium, l	ong te	erm)								
and enhance local	=	=	=	+	+	+		+	+	+	=	=	=	x	x	х
distinctiveness and create places, spaces and buildings that work well, wear well and look well.	would n	I policy i either re e the im	in place educe not pact on	delix pow long sust sour there	ver buil vered in vered in verem tainable rces ar efore of dings the	n part by e energy nd	bu loi sc cr we	uildings p ng term s ources ar eate bui	n would doowered i sustainabled would to ldings that vear well	n part by e energy herefore	deve unat as th a fin Larg wou	design of sma elopments wou fected by the p ney would only ancial contribu le developmen ld be captured ons ME10 and 1.	ld be colicy make tion.	unlik impa distii not parti rene inco deve App will the irene deve	option would be cely to have any acts on local nctiveness as it coromote any cular type of ewable technology porate into elopments. The ropriate measure taken to minimpact of the ewable energy elopment on the ronment and locality.	does gy to res mise
12) Facilitate a	Direct I	Effects	(If relevar	nt) (Sh	nort, m	edium, l	ong te	erm)						,		
and growing					-			-		-	+	+	+			
economy that creates economic opportunity, as well as providing for	policy is have ac	policy is not likely to have additional impacts is anticip				evelopm ed to be	ent co	osts alth I. Develo	se options ough the opment w ously affec	increase ill be	the o	exemption wou cheapest optio Il development Id not increase elopment costs	n for s and			
vital and viable town centres																

Sustainability Objectives	Business as Usual	Option ME 10	ME 11	ME	12	ME 13		
	Secondary Effects (If	relevant) (Short, mediu	um, long term) Traff	ic Light Asses	ssment			
		+		+	+			
		to renewable energy contributions are er Options ME11 and technologies.						
Conclusions	All options score positively under the environmental objectives but negatively under the affordability and viabil the potential effect on development costs. The greatest environmental benefits result from options ME10 and also the most costly. Further evidence gathering through the urban extension master planning will demonstra ME11 is a feasible option. Option ME12 only provides costs benefits which the negative environmental impact outweigh. In terms of environmental benefits the assessment indicates that Options ME10 and ME11 are the options, while Option ME13 has very few impacts. Option ME12 would have the least impact on development							

Table J.3

Issue: How should our policies direct development away from flood risk areas while also making best use of limited development land?

Sustainability Objectives	Busi	ness a	s usual	Option	ME14		Option ME	15	Option	ME16	<b>;</b>	Optio	on ME	17
Performance / Sign = Equal or no impac														
	Direc	ct Effe	cts (If relev	ant) (Sho	ort, medium,	long terr	n) Traffic Lig	ht Assess	ment					
1) Protect, enhance and expand									x	x	x			
habitats and protected species.									possible for area attenuat for very scheme of the pr flood de biodiver uncertai known v	e requivide tion malarge s. The ovision fence sity is in as invhere	flood leasures e impact on of new s on t is not			
2) Make	Cum	ulative	/ In- comb	oination	Effects (If re	elevant)	(Short, med	lium long	term) (Tra	ffic Li	ght Asse	essmei	nt )	
sustainable use of resources.	x	x	x	x	x	x								
	natio would unce	nal poli d have	pact on	combina Uncerta	only exists in ation with PF ain impact ow sitive and ne	PS25. Ving to								

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17
	PPS 25 directs development away from areas of highest risk. This will avoid development on land not suitable for housing or other uses thereby delivering sustainable development.  However this approach will exacerbate the shortage of land for development, particularly within Christchurch where there are more sites within the urban area which are subject to flood risk and may place greater pressures on greenfield sites.  Without the plan in place there would be a lack of a strategic approach toward the location of development in areas of low flood risk.	Positive: the policy will avoid development on land not suitable for housing or other uses, thereby delivering sustainable development.  Negative: the policy will exacerbate the shortage of land for development, particularly in Christchurch where there are more sites within the urban area which are subject to flood risk and may place greater pressures on greenfield sites.			

Sustainability Objectives	Business as usual	Option ME14		Option ME15	Option ME16	Option ME17
	Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.  In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough					
3) Minimise	Secondary Effects (I	relevant) (Sho	ort, medium,	long term) Traffic Li	ight Assessment	
pollution	+ + +	+	+ +	+ +	+ + +	+
	National policy in PPS25 is concerned with reducing risk of flooding from various sources including surface water runoff. This will help prevent an increase in	By avoiding in development flood plain, the help prevent a contamination through surfarunoff.	within the is option will an increase ir a of water	contamination of w	es will help to prevent vater through surface wat od.	er

Sustainability Objectives	Busine	ess as usual	Option ME	14		Option	ME15		Optio	on ME16		Optio	on ME17	
		ination of water n surface water												
4) Minimise factors contributing to climate change		options are conc ore there is no as			_		•			•				-
6) Provide a safe	Direct I	Effects (If relev	ant) (Short,	medium lo	ng te	rm) (Tra	ffic Light A	sse	ssme	nt )				
and secure environment	-		++	++	++	++	++	++	++	++	++	+	+	+
	is taken at all sta planning. Without Strategy would be strategy of low flow flow flow flow part develop framework SFRAs would be	that flood risk in into account rages in the rages in the rages in the rage process.  It the Core ray in place there are a lack of a ray in a lack of a la	it can be ma of flood risk provide clar options and contribute t benefits in t	elopment what ade safe in teal of the SPD were true on the other would there their position of reduction their sof reductions of reductions of the other ability to	rms ould her fore ve cing	increase resistar	tion would e the resilien nce and safe ings to flood	ety	acqu delive impro maki envir	option would ire funds to er flood defe ovements, the ng a more sonment with zones.	ence ereby afe	unlike signif flood impro	option would ely to provid ficant benefi defence ovement but nciple suppo ctive.	le a it to t does

Sustainability Objectives	Busi	ness	as usual	Option ME	14		Option	n ME15		Opti	on ME16		Optio	on ME17	
	data future	to gui	te flood risk de the tion of ent.												
	would flood would	d mea risk s	urch this n that a trategy se prepared ough.												
8) Help make suitable housing	Direc	t Effe	ects (If relev	/ant) (Short,	medium lor	ng te	erm) (Tr	affic Light A	sses	ssme	nt )				
available and	x	X	x				x	x	x	x	x	X	X	x	x
affordable for everybody	devel a flood meas these have cost of Howe impac provis	lopers od risk ssmen risk m sures. e meas an im of hou ever a ct wou sion h ithstar	at identifying anagement The cost of sures could pact on the				will incodevelopment house margir  However balance positive provision that will risk, element of the control of	pment costs, t a significant e. This has the fial to increase prices hally.  I were this has to be with the e impact of on of housing late standards	be	flood impro incre which affect Howe of how withs a post ensuresid acco Hence	ributions tow defence ovements wi ase building h may in turn t house price ever the prov busing that w stand flood ri sitive impact ring adequated dards of ential mmodation. ce an uncerta ct overall.	II costs n ess. vision iII sk is te	optio deve will n	ith Option D n will increa lopment cos ot affect as lopments.	sts but

Sustainability Objectives	Busin	ess a	as usual	Option	ME14		Option ME	<b>E15</b>		Option	ME16	•	Opti	on ME	<b>17</b>	
	standa reside accom Hence impac	ntial nmod e an u	ation incertain				accommod Hence an u impact ove	uncertaiı	n							
	Secor	ndary	Effects (If	relevant	t) (Short, me	edium, l	ong term) Tı	raffic Li	ght	Assessm	nent					
	-	-	-	-	-	-										
	from a floodir	opme reas ng. Th ne su	ects nt away at risk from nis may pply of new	some d	tion will prohevelopment trisk of flood by slow the si using	within ding.										
	Cumu	lativ	e / In- comb	oination	Effects (If re	elevant)	(Short, med	dium lor	ng te	erm) (Tra	ffic Li	ght Ass	essme	nt )		
	x	X	x	х	x	x	x	х	x	x	x	х	X	x	х	
	the sa impac infrast	al ponce were under the contraction of the contract	licy ould have ncertain	improve compet commu contribu	ements / prove e with other on the facilities of the facilities of the facilities of the facilities of the facilities of the facilities of the facilities	vision co develope and Co vet to be med that	with mitigation with mitigation with mitigation with the costs such do not be the costs and the costs are costs and the costs are costs	impact of as contributed in able Helping Council	on wributiome ils.	vider infra ions to tra es. Decision ed contrib	structonspor	ure planr t, afforda bout the r	ning. The ble hou elative	nese o Ising, o priori	osts will open spac ties of	

Sustainability Objectives	Busi	iness	as usual	Op	tion ME	14			Optio	on ME15		Opti	on N	ИЕ16		Opti	on ME	17	
10) Protect and enhance historic	Dire	ct Effe	ects (If rele	/ant)	(Short,	me	dium lor	ng ter	rm) (T	raffic Lig	ıht Asse	ssme	nt )			- !			
ouildings, archaeological sits and other culturally important features  11) Maintain and enhance local							exembuildi when would or ind long- to fak This prote and e	option allo aption of h angs and s e the mea d harm ch crease the term deter oric or fitting should as cting, main enhancing angs and t	sites asures aracter e risk of rioration ngs. sist in ntaining										
11) Maintain and	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )																		
enhance local distinctiveness	X	х	x						++	++	++	++		++	++	++	++	+	++
and create places, spaces and buildings that work well, wear well and look well.	required whice recover quickly with place	ired from the create had resisted the create	om floods e plan in e would be						delive optio buildi and r	ation mea ered throu n would c ngs which ecover fro s quickly.	igh this reate n resist	impr	over curre	nents t	o be fu	nded,	ood defe thereby s at risk	prote	
			strategic toward the																

Sustainability Objectives	Business as usual	Option ME14		Option ME	15	Op	otion	ME16		Option	n ME17	
	location of development in areas of low flood risk.											
	Strategic flood risk assessments (SFRA) have been prepared as part of the local development framework and without SFRAs in place there would be a lack of sufficiently detailed and accurate flood risk data to guide the future location of development.  In Christchurch this would mean that a flood risk strategy would not be prepared for the Borough.											
12) Facilitate a sustainable and	Direct Effects (If relev	ant) (Short, med	dium long te	rm) (Traffic	Light Asse	essm	nent )					
growing economy		-	-			++	-	++	++			
that creates economic opportunity, as well as providing for vital and viable town centres	Without the plan in place there is a lack of strategic approach to	This option has to restrict econo development by	omic .			ongoing defence of the area, these options will protect land from costs which		negati result costs t which	otion wou ve as it w in additio o develo would ad the econd	ould nal pment versely		

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17
	identify the necessary scale and appropriate broad locations for future retail development across town centres in Christchurch and East Dorset and commercial uses across the area. This may result in deficiencies in the range of retail provision in our town centres and employment development to meet the needs of the local population to 2027.  This could lead to a decline in the vitality and viability of these centres and decline of their market share of local retail expenditure.	location or range of commercial uses within the flood plain.  However, this option has less of an adverse effect than the business as usual option as there will be a SFRA in place to guide the future location of development, thus offering more certainty of the appropriate locations for commercial development.		flooding which can be developed for commercial uses.	

Sustainability Objectives	Business as usual	Option ME14	Option ME15	Option ME16	Option ME17
Conclusions	objectives but partly neg of requiring flood mitigate holistically assessed or	rce the national policy position patively or uncertainly under the stion measures and contributed ace all infrastructure requirem as preferable to adopt Option N	e cost and affordability ob ons towards defence imp ents are known. The ass	ejectives due to the addition provements. Cost and via sessment indicates that a	onal cost to development ability impacts will be

Issue: How should we consider development in areas at risk from coastal erosion?

Table J.4

Sustainability Objectives	Business as usual			Option ME18			
Performance / Significance As = Equal or no impact, x Uncerta	•		•			-	
2) Make sustainable use of resources.	Direct Effects (If relevant) (Short, medium, long term) Traffic Light Assessment						
	X	x	x	+	+	+	
	The PPS25 supplement: 'Development and Coastal Change' seeks to prevent new development from being put at risk from coastal change by avoiding inappropriate development in these areas and also directing development away from these areas. This has a positive impact on the sustainable use of resources. However the situation without the Core Strategy in place would have a less positive impact than Option A because the evidence underpinning the Core Strategy would not be in place, therefore there would be an uncertain affect on this objective.						

Sustainability Objectives	Business as u	sual		Option ME18				
4) Minimise factors contributing to climate change:	This option is concerned with accommodating one of the impacts of climate change – rising sea levels leading to increased risks of coastal erosion and flooding. Therefore there is no assessment on the impact on sustainability objectives to minimise factors contributing to climate change.							
6) Provide a safe and secure environment	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )							
	-	-	-	++	++	++		
	Coastal Chang development from these areas away from these areas away from these a lack of a solocation of development from the solocation of development and would be a lack accurate flood location of development from the solocation of development from the solo	ut the plan in pla trategic approace elopment in areas risk assessments as part of the loc without SFRAs it of sufficiently de- risk data to guide elopment.	ent new risk from coastal te development g development ce there would h toward the stof low flood risk.  Is (SFRA) have cal development n place there etailed and	This option would only made safe in terms of In accordance with the Coastal Change' it is not Change Management and Christchurch Bayeris, overall, adopting a pan approach of management and christchurch Bayeris, overall, adopting a pan approach of management to the shoreline during In this instance the PF sufficient to inform decreased zone. Additional Strategic Flood Risk Adecisions concerning of the Borough affects impact of tidal and flux climate change.  This option is appropring policy approach in the in the future resulting in the future resulting in the sassociated policies.	e PPS25 supplement of not necessary to identify and recessary to identify and results in no sign the 100 year period of the 100 year period of 2S25 supplement and results in no sign the 100 year period of 2S25 supplement and resisions on development and results in formed by the suitability of development and results in the suitability of development and results in sufficient the suitability of development and results in the suitability of development and results in the suitability of development in the suitabil	Development and atify a Coastal as the draft Poole ment Plan (2009) are which includes Mudeford Spit and ignificant change covered by SMP2. In the Poythe Christchurch ent to inform elopment in areas considering the and the impact of tuation, but if the nent Plan changes line defences, this lanagement Area		

Sustainability Objectives	Business as usual	Option ME18
Conclusions	development but permit it when safe and suitable impact than Option A as the evidence from the S inform the Core Strategy would be available to in appropriate for the current situation, but allows for	ider the few relevant objectives as it would prohibit unsuitable. No negative impacts were identified. This has a more positive strategic Flood Risk Assessment which has been prepared to aform the future approach towards this issue. Option ME18 is or changes of direction in future Core Strategy policy to identify ed policies if the policy approaches in the Shoreline Management defences.

Table J.5

#### **Appendix K Creating High Quality and Distinctive Environments**

Issue: How can we protect historically and/or architecturally locally important unlisted buildings, sites, parks and gardens from demolition or inappropriate development?

Sustainability Objectives	Option HE1			Business as Usual							
		ment (++Significant Enpact, - Option conflic									
	Direct Effects (Short, medium, long term) Traffic Light Assessment										
0) Protect and enhance sistoric buildings, archaeological sites and other culturally mportant eatures.	++	++	++								
	affording protection historical importance In Christchurch the vulnerable buildings protection. The optibuildings.  In East Dorset a rev	trong positive impact o to buildings of local are. list would be reviewed s, currently not on the l on would control demo	to ensure that list, are afforded polition of such	This option will have a significantly negative effect in that it gives no level of protection to features of importance without statutory protection. There are significant measures protecting Ancient Monuments, listed buildings and conservation areas. However, there is scope for further control for these buildings and areas which could support their protection and enhancement. Additionally, there are other features of historic and archaeological importance that are not protected, such as gardens and landscapes. If there is no protection through policy these features could be damaged.							
	Secondary Effects	(If relevant) (Short, r	medium, long term)	Traffic Light Assessr	nent						
	-	-	-	-	-	-					
		itional costs to househ litional controls over de	•	This option would have a negative impact on this objective, as i would not support tourism. However, it would not incur additiona costs.							

Sustainability Objectives	Option HE1			Business as Usual							
					ective but only minor se impact, Signific						
11) Maintain	Direct Effects (Short, medium, long term) Traffic Light Assessment										
and enhance local	++	++	++								
distinctiveness and create places, spaces and buildings that work well, wear well and		sitive impact on this of tare of 'local' importa	, ,	This option would have a negative impact on this objective as it would not support the enhancement of local distinctiveness. Currently in East Dorset there is no Local List and in Christchurch there are limitations as to the effectiveness of the existing Local List.							
look well	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment										
	+	+	+	-	-	-					
	local distinctiveness area, the option may	sitive impact on this ob and improving the att result in an increase ch will benefit the loc	tractiveness of the d number of tourists	incur additional costs.							
12) Facilitate a	Direct Effects (Sho	rt, medium, long ter	m) Traffic Light Asse	essment							
sustainable and growing	+	+	+	x	x	x					
economy	· -	ally distinctive feature area, and may attrac		The impact of this option on the economic vitality and viability o the town centre is uncertain.							

Sustainability Objectives	Option HE1			Business as Usual							
	_	•			jective but only minor b rse impact, Significan						
	Secondary Effects	(If relevant) (Short, m	nedium, long term)	Traffic Light Assess	ment						
	+	+	+	-	-	-					
	Taken together with the protection afforded to Statutorily protected buildings, this option will improve the attractiveness of the area to tourists.  Sensitive redevelopment or continued use of historic building would not be positively encouraged.										
Conclusion	Option HE1: The option supports Sustainability Appraisal objectives 10, 11 and 12 by recognising the importance of the historic built environment in maintaining local distinctiveness and creating attractive places which will provide for viable town centres.										
	Business as Usual Option. The option would largely have a negative impact on sustainability objectives 10 and 11 by not affording protection to locally important buildings that contribute to the local distinctiveness on the area.										
	The most sustainal	ble option is Option I	HE1.								

Table K.1

#### Issue: How can we further prevent harmful change to conservation areas and listed buildings?

Sustainability Objectives	Option HE 2			Option HE 3			Business as Usual						
Performance / S = Equal or no im													
	Direct Effects (Short, medium, long term) Traffic Light Assessment												
10) Protect and	++	++	++	++	++	++							
historic buildings, archaeological sites and other culturally important features.	areas that might character and a In Christchurch, erosion of histor buildings locate  A recent English Risk – Conservatinghlights the in been caused to uncontrolled smas unsympather windows and str	tive by taking to buildings otherwise alto ppearance.  the evidence rical features d in conservation Areas' (a cremental da Conservation all scale deve tic replaceme rongly support	control over s in conservation er their historical e indicates of unlisted ation areas.  cort 'Heritage at July 2009) mage that has a Areas by elopments such	affording proteconservation a importance, aga harmful efferand appearan In Christchurcerosion of hist buildings local A recent Engli Risk – Conservighlights the been caused funcontrolled sas unsympath windows and si	ectly supports the ection to building areas, or other a gainst alterations et on their historice.  The evidence to the evidence to conservation areas' (Jaincremental dares of the conservation and scale devertion are etic replacements ections in Conservation areas' (Jaincremental dares of the evidence etic replacements are etic replacements ections in Conservations in Conservati	gs in reas of historic that may have rical character indicates of unlisted ion areas.  ort 'Heritage at July 2009) mage that has Areas by lopments such at doors and is the imposition	protecting a listed build areas. How further con and areas a protection and Additionally of historic a importance such as gallf there is	significant m Ancient Mon ings and cor wever, there itrol for these which could s and enhance y, there are of and archaeo e that are not ardens and la no protection e features co	uments, aservation is scope for buildings support their ement. Their features logical protected, andscapes.				

Sustainability Objectives	Option HE 2			Option HE 3			Business	Business as Usual					
	Secondary Ef	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment											
	x	x	x	x	x	x	-	-	-				
	wish to seek concerning to seek concerning we wish to seek concerning with the would nor wish to seek concerning to seek concerning with the world seek concerning to	ompensation if are to be refused mally be permit This could have	for operations	wish to seek of permission we that would not	rners of affected compensation if ere to be refused mally be permit This could have locuncils.	This option would not support tourism. However, it would not incur additional costs.							
11) Maintain	Direct Effects (Short, medium, long term) Traffic Light Assessment												
and enhance local	++	++	++	++	+	+							
distinctiveness and create places, spaces and buildings that work well, wear well and look well	This option had on this objective historically and features of built	s a significant p ve by preventing d architecturally Idings in conser ance and prese ditions.	g the loss of important rvation areas,	on this objecti historically an features of bu or other areas	is a significant p ve by preventing d architecturally ildings in conse of historic impo and preserve loc	This option would not positively support this objective as no control may lead to the gradual erosion of features.							

Sustainability Objectives	Option HE 2			Option HE 3			Business	Business as Usual			
	Secondary Ef	fects (If releva	nt) (Short, med	ium, long term	) Traffic Light	Assessment					
	x	x	x	-	-	-	-	-	-		
	might result in seeking compermission is renormally requi	tation of art 4(2) owners of affect ensation where efused for operare consent, and ative financial in ong term).	ted properties planning tions that would therefore have	might result in seeking comp	tation of art 4(1 owners of affect ensation and th cial impact (sho	This option would not support tourism. However, it would not incur additional costs.					
12) Facilitate a sustainable and	Direct Effects (Short, medium, long term) Traffic Light Assessment										
growing	+	+	+	+	+	+	-	-	-		
economy that creates economic and employment		of locally distin attractiveness o ore tourists.			of locally distination attractiveness or ore tourists.		This option would not enhance the town centres, so would not encourage tourists.				
opportunity, as well as	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment										
providing for vital and viable	+	+	+	+	+	+	-	-	-		
town centres.	to Statutorily p	r with the protection or the content of the content	gs, this option	to Statutorily p	r with the protectorotected building attractiveness	Sensitive redevelopment or continued use of historic buildings would not be positively encouraged.					
Conclusions		•	orts Sustainabili nservation areas	• • •			•	pact on the <sub>l</sub>	oreservation		

Sustainability Objectives	Option HE 2	Option HE 3	Business as Usual
	Option HE 3: The option supports Sustainabilit of the special character of conservation areas	• • • •	·

Table K.2

Issue: How can we ensure that development is of a high design standard which complements local character, environmental qualities and makes a positive contribution to local distinctiveness and cultural vitality?

Sustainability Objectives	Option	n HE 4		Op	tion HE 5		Optio	n HE (	6	Opti	on HI	Ε 7	de-des Chara distric charac asses		Special eas. A vould	guida not be	n desig nce sh e introd ast Dor	ould duced
Performance / S = Equal or no im  8. Help make	pact, x	Unce	rtain Im	рас	•	conflicts	with o	bjectiv	e and	may		•	-		•			
suitable h o u s i n g	х	+	+	-	x	<b>x</b>	=	=	=	-	-	-	x	X	+	х	х	x
available and affordable for everybody	In the the im option object uncertadifficulth o wimplen	npact on tive ain as t to qu	of this this is it is uantify the	opt slig as sta der cos sch	the short to tion may the negative higher ndards nsities) may to of deve nemes, whect viability.	have a e impact design (lower increase elopment ich may	have the ob Bord C h a Asses	option no impojective ough- arac ssment nue to	e. The wide terminates to the recording terminates the recordi	med long option have impa	ium term on e a neg	short, and the may gative the by	and lor option minor benefic impact	short, mong term to would he cial/unce to the ve. The	the ave a	and le impaction tremail	ong ter t of this he ot ns und is no ev	nedium m, the coption ojective certain. vidence ow the

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
	this option may affect housing delivery.  In the medium and long term however an extensive review of the appropriateness of current Special Character Area designation account their function) may have a positive impact on this objective, by lifting some of the development restrictions.	In the medium and long term the impacts are uncertain, as there is no evidence to quantify how the implementation of this option may affect housing delivery over a longer period of time.	the design of new s c h e m e s , ensuring that new d e v e l o p m e n t respects the characteristics of the surrounding built environment.  NB There is no evidence to suggest that the document had had an impact on the delivery of affordable housing.	restricting development opportunities in such areas.	de-designation of Special Character Areas would allow for less restrictive approach towards location/type of development which may result in more development opportunities in parts of the district.	lack of design guidance may influence delivery of dwellings that meet adequate standards of accommodation, and also on the number of dwellings built.

Sustainability Objectives	•			Option HE 5			Optio	Option HE 6		Option HE 7		In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.			Urban design guidance should not be introduced for East Dorset.	
11. Maintain and	Direct	Effec	<b>ts</b> (Sho	rt, medi	um, long	term) Tr	affic Li	ight Ass	essme	ent						
enhance local distinctiveness	+	++	++	++	++	++	++	++	++	+	++	++	-	X	x	
and create place and spaces and buildings that work well, wear well and look well.	have a impact object continuensure which recogning the character of the ch	ive by uing to e that a are nised for tive eted agul pment in dicase police in g well ly supped to to a to a police police police peal by etorate	ficial e areas or their e ainst The ppeal East ates y is and is ported the so s that	a sign impac objective high defin new enhance building instance	nificant to on ve, by e esign st dwelling cing the g sto es ns/ alter rties	ensuring andards s and by existing	impa object contil guide of dev schel asses be up plant into chanchave This deve ensu schel the chara the	nuing the d n elopn mes. ssment odated i period to accoun ges that occu will lopment ure mes re	eficial the by to esign e when the will in the take the t	sigr position the by fi distill lochara and by pro a g inap	d had nificative in eobjective conguistics and ortective affortective conguistics.	option we a cant npact ective of all ching I I y areas ondly rding tion n s t riate ent.	de-des Specia Areas r slight n on the removing protect inapproduce develop by the determ it whether of a char Supple Planning East De prove to effective the special	designated dium and is uncertaint the additional aracters of the additional	of eter e a effect e by, ional enst efforded tion. In d long tain option estudy ement in buld estecting eures of	This option will have a negative effect on the objective. A locally specific urban design guide would complement national design guidance, and ensure high quality development schemes.

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
	the character of the area are not allowed. It will contribute to maintaining the area's recognised design quality.		form, density and design to the existing built environment.			
	Cumulative effects	S (Short, medium, long ter	· m) Traffic Light Asse	essment		
	++ ++ ++	+ + +	+ + +	++ ++ ++	- x x	
	Taken together with other policy options, aimed at securing a high quality built environment, this option will have a significant positive impact on this objective by ensuring that development proposals are sympathetic in character to the surrounding area.	other policy options, aimed at securing a high quality built	Taken with other Core Strategy policies, especially the specific enhancements proposed in the town centre vision, this option will help to create places, spaces and buildings that are locally distinctive. The refurbished DruittGardens will provide for high	Taken together with other policy options, aimed at securing high design standards of development, this option will have a significant positive impact on this objective.	Taken together with other Core Strategy policy options the option might have a slight negative impact on the objective. The medium and long term effect is uncertain, as there is no evidence to suggest whether the introduction of a District wide character assessment may affect the quality and design of new schemes.	Taken together with other policy options, the option may have a slightly negative impact.

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
			quality open space in the heart of the centre, which will enforce its distinctive character.			
			In the medium and long term the support of this objective will depend on the successful implementation of other plan policies to secure funding for improvements and design policies.			
Conclusions	Dorset may contr	ibute to a higher develo		aintaining high re	 . The review of Special Ch sidential standards in area	

Table K.3

Sustainability Objectives	Option HE 4	Option HE 5	Option HE 6	Option HE 7	In East Dorset to de-designate Special Character Areas. A district wide character assessment would need to be carried out.	Urban design guidance should not be introduced for East Dorset.
		nt the Christchurch Boroug Dlement the exiting built e	•	ssessment has be	en successfully guiding d	evelopment to ensure

Issue: What open space and leisure provision should we provide to best meet identified local needs?

Sustainability Objectives	Option HE 8			Do not designate or protect open space sites.					
	Significance Assessment ncertain Impact, - Option c					impact, = Equal or			
1) Protect,	Direct Effects (If releva	nt) (Short, medium long	term) (Traffic Light Ass	essment )					
enhance and expand	+	++	++						
habitats and protected species.	By providing designated of Areas, residents will have recreation, and will be leanned protected species will be and protected species will be a species will	ve more opportunity to uses likely to use the protect	continue to use the for recreation. In the however in the low there will be greated on the sensitive here.	ne heathland as a he short term, the in nger term, as more ter pressure for res	mpact is unknown, e houses are built, sidents to recreate ng to the likelihood				

Sustainability Objectives	Option HE 8			Do not designate	or protect open	space sites.				
	Cumulative / In-combin	ation Effects (If relevan	t)							
	++	+	+		-					
	areas for recreation, redu who live very close to he	pace areas will become of acing the impact on the heat aths, it may still be desirated enient. It may take time	aths. For those residents able to use the heaths as	open space, the pressure for householders to visit the heaths will increase greatly. This is because there will						
3) Minimise	Direct Effects (If relevant) (Short, medium long term) (Traffic Light Assessment)									
pollution	++	++	++							
		this option will encourage will have a positive impac		· ·		will tend to drive to creased levels of				
	Cumulative / In- combin	nation Effects (If relevar	nt) (Short, medium long	term) (Traffic Ligh	t Assessment )					
	++	++	++							
		m the support of these spation and raise harmful emality								

Sustainability Objectives	Option HE 8			Do not designate	e or protect open	space sites.					
4) Minimise	Direct Effects (If releva	nt) (Short, medium long	term) (Traffic Light Ass	essment )							
factors contributing	++	++	++								
to climate change:	recreate locally which wi	As a direct consequence this option will encourage more people to visit and recreate locally which will have a positive impact on reducing car travel to other localities. The bus network could help in accessing open space.  This option would have a negative effect of change. The potential loss of open space alternative provision some distance from how would lead to an increase in the use of the car open space.									
	Cumulative / In- combination Effects (If relevant) (Short, medium long term) (Traffic Light Assessment )										
	х	х	х	-							
	In the medium to long term the protection and provision of enhanced or new areas of open space close to residents will minimise road traffic. The cumulative impact upon changes in levels of harmful emissions will depend upon the successful implementation of other plan policies which may result in no net increase in emissions such as:  Measures reducing the need to travel Improvements in public transport services Renewable energy										
5) Provide access to	Direct Effects (If releva	nt) (Short, medium long	term) (Traffic Light Ass	essment )							
m e e t	++	++	++	-	-	-					
people's need	areas of open space clos	rts this objective by enabling to their homes. This we and may encourage	ill have a positive impact	t and the potential loss of open space sites, this will lead							

Sustainability Objectives	Option HE 8			Do not designate	e or protect open	space sites.	
	Cumulative / In- comb	ination Effects (If relevar	nt) (Short, medium long	term) (Traffic Ligh	t Assessment )		
	+	+	+				
	space to local community healthier lifestyles. In the space could become a travel if they need to trainpact upon changes in successful implementate increase in emissions successful measures reducing	lium to long term the provinces should reduce the need to le longer term, an attractive tractive to more people, well a distance to reach it. In levels of harmful emission of other plan policies which as:  If the need to travel ublic transport services	lead to higher levels of traffic congestion, increased levels of obesity and health related disorders including mental health, and risk of heart attack or stroke.				
7) Create conditions to	Direct Effects (If relev						
improve	++	++	+				
h e a l t h , promoting h e a l t h y lifestyles		e this option will give people onal facilities, located in the lealthy lifestyles.		and the potential		e close to homes, e sites, this would car to access open	
9) Help	Direct Effects (If relev	ant) (Short, medium long	term) (Traffic Light Ass	essment)			
communities to support	+	+	+	-	-	-	
s o c i a l cohesion		s objective by the provision to promote social cohesion	Without the provision of attractive accessible open space close to homes, many residents will not use the open space, as it may feel unsafe, or they may require transport to reach it.				

Sustainability Objectives	Option HE 8			Do not designate	e or protect open	space sites.			
	Cumulative / In- combi	nation Effects (If relevar	nt) (Short, medium long	term) (Traffic Ligh	nt Assessment )				
	+	+	+	-	-	-			
	areas for youths to hang young children. To mitig	of open space and woodlag out in which may intimic gate this impact, the open to all ages of users throug	date older residents and space needs to be well	In the medium and longer term, greater use of the car to access alternative open space may lead to increased levels of congestion; a less active community; and some local areas of open space underused as they feel unsafe.					
10) Protect	Direct Effects (If releva	nt) (Short, medium long	term) (Traffic Light Ass	essment )					
and enhance historic	+	+	+	х	х	x			
buildings, archaeological sites and other culturally important features.	at Wimborne Minster, Chi	ce are located in historic se ristchurch Priory and Druitt be directly supported in th	These sites will not be lost or de-designated under this option, but the opportunity to manage, allow continued access and enhance these areas over time is uncertain.						
11) Maintain	Direct Effects (If releva	ant) (Short, medium long	g term) (Traffic Light As:	sessment)					
and enhance I o c a I	++	++	++						
distinctiveness and create places, spaces and buildings that work well, wear well and look well	of design of open space places and spaces that a ln the longer term the su of funding to manage the and will encourage more	ports this objective by ences, and supports specific are attractive and locally deport of this objective will esites. Attractive areas of users – this will encourage outside the Local Needs	This option does attractive and dis	not provide the opptinctive spaces.	portunity to create				

Sustainability Objectives	Option HE 8		Do not designate or protect open space sites.					
	Cumulative / In- combin	ation Effects (If releva	nt) (Short, medium long	term) (Traffic Ligh	t Assessment )			
	=	=	=					
			In the medium and longer term, greater use of the car to access alternative open space will be necessary; a less active community; and some local areas of open space will be underused or lost to development.					
Conclusions	The provision of locally acrecreation destination for accessible environment for 4). It will also help to dive	all sections of the comporthe community (object	cial cohesion (object or reduce the impact	tive 9), provide a	safe, healthy and			

Table K.4

Issue: How should a developer contributions policy apply to new development?

Sustainability Objectives	Option HE	9	Optio	n HE 10		Optio	n HE 11		Optio	on HE 12		forwar standa thresh c o m	on not rd - l ard floo nold fo m e r opments	Jse a rspace or all cial	taken	forward N o butions
Performance / no impact, x U  5) Provide	•	act, - Optio	n conflic	cts with o	objective	e and m	ay resu	lt in adv	erse in	npact, (	Significa	•			pact, =	Equal or
access to m e e t	++ +-	++	++	++	++	++	++	++	++	++	++	++	++	++		
people's need	This optio supports thi by providing	•	supp	•	directly this oviding	t o	ption w pro tional fa	vide	t o	option wi p r o ational fa	vide	to mee	ption wet the ob	jective	would	option restrict nance to

Sustainability Objectives	y Option HE 9 Option HE 10				Option	Option HE 11 Op			n HE 1	2	forwar standa thresh c o m	d - l ard floo old f	taken Use a rspace or all c i a l s.	Option taken for contributed require	orward N o outions		
	the prospace for o develor ln the sites wor upgothe ne common conjunt policie	e longer vill be prograded to eds of the nunity action with sin the programmer.	term, covided in hother blan.	toward of operecrear develor in the sites wor upg the need common conjunt policies	ction wit s in the	term, covided or meet local in hother plan.	comm mean schem Distric provid	that the nes in ts wo ed first.	uld be	the Areas develo taking would facilitie is a shortfa facilitie improv	Local s ppment place help to es wher an id all, or es need ved.	This provide there entified where do to be	new deveregard of the l This v directly	com I o p m less of t ousines vould h meeti	nelp in ing the need to	provered facilities meet needs.	tional
7) Create	Direct	Effects	(If relev	ant) (S	hort, m	edium l	ong ter	m) (Tra	affic Lig	ht Asse	essmer	nt)					
conditions to i m p r o v e	++	++	++	++	++	++	++	+	++	+	+	+	++	++	++		
h e a l t h, promoting h e a l t h y lifestyles, especially routine daily exercise and	This option strongly supports this objective by supporting the provision of and access to open space for the community.		This option may help to meet this objective, but relies on the provision of large scale employers to provide funding.		This option will help to provide recreational facilities for the whole		This option would help to provide recreational facility for the community, in the Local Needs Areas where development is taking place. This would help to provide facilities where there is an identified		This option will help to meet the objective by imposing a contribution on all new commercial development, regardless of the size of the business.  This would help in directly meeting the community's need to		The heather common relation access recreation facilities be supporthis option pursued	nmunity on to to onal will not ported if on is					

Sustainability Objectives	Option HE 9	Option HE 10	Option HE 11	Option HE 12	Option not taken forward - Use a standard floorspace threshold for all c o m m e r c i a l developments.	Option not taken forward - N o contributions required.
reducing health inequalities	This will enable all sections of the community to enjoy a healthier lifestyle and to take part in regular exercise within their neighbourhood.	Therefore in the short term, the effects are uncertain. but in the medium and longer term they are likely to be poor at delivering funding towards recreational facilities, and promoting healthy lifestyles, as the majority of companies in East Dorset employ fewer than 50 employees.	community and to access healthy lifestyles. It would mean that the priority schemes would be provided first. This directly supports this option.	shortfall, or where facilities need to be improved. This would help the community to lead healthier lifestyles and provide opportunities for exercise.	lead healthier lifestyles and so reduce inequalities.	
9) Help	Direct Effects (If relev	vant) (Short, medium I	ong term) (Traffic Lig	ht Assessment )		
to support	++ ++ ++	++ ++ ++	++ ++ ++	++ ++ ++	++ ++ ++	
s o c i a l c o h e s i o n through a reduction in the fear of crime and the provision of basic services and facilities,	This option supports this objective by providing areas of open space close to local communities.  This will encourage better social cohesion and support	This option may help to meet this objective, but relies on the provision of large scale employers to provide funding.	This option will help to provide recreational facilities for the whole community and to support social cohesion. It would mean that the priority	This option would help to provide recreational facility for the community, in the Local Needs Areas where development is taking place. This	This option will help to meet the objective by imposing a contribution on all new commercial development, regardless of the size of the business.	This option will reduces the opportunity to provide well planned open space to support the social cohesion of communities.

Sustainability Objectives	Option HE 9	Option HE 10	Option HE 11	Option HE 12	Option not taken forward - Use a standard floorspace threshold for all c o m m e r c i a l developments.	taken forward - N o
learning, skills, knowledge and culture.	integration through well planned areas of safe open space for all sections of the community to use.		schemes would be provided first. This directly supports this option.	would help to provide facilities where there is an identified shortfall, or where facilities need to be improved. This would support social cohesion by helping the community to lead healthier lifestyles and access to recreational facilities.	This would help provide area of open space in communities, supporting social cohesion and reducing the fear of crime amongst residents.	
Conclusions	Developer contribution sustainable impact.	ns will significantly help	to deliver recreationa	I facilities over the life	of the Plan which will	have a positive

Table K.5

#### Issue: How should policy deliver a network of green infrastructure?

Sustainability Objectives	Business	as usual		Option H	E 13		Option HE	14			
Performance / Significand no impact, x Uncertain In		` `	•	•			•	•		•	Equal or
1) Protect, enhance and expand habitats and	Direct Eff	ects (If rele	evant) (Sho	rt, medium	long term	) (Traffic Li	ght Assess	ment )			
protected species.	=	=	=	++	++	++	+	++		+	+
	does not	offer the	frastructure chance for s to wildlife	and alternative space near the residual opportunities areas for green infruiess likely heaths, protected	By providing green infrastructure and alternative areas of open space near to local communities, the residents will have more opportunity to use designated areas for recreation through green infrastructure, and will be less likely to use the protected heaths. The heaths and protected species will have an enhanced environment.			of contributions will take much longer to achieve viable alternative areas of green space to the heathlands. They may not be well linked to other areas of open space derived through the heathland policies.			
5) Provide access to	Direct Eff	ects (If rele	evant) (Sho	ort, medium	long term	) (Traffic Li	ight Assessment )				
meet people's needs	=	=	=	++	++	++	х		+	+	+
	Not providing green infrastructure will forgo the opportunity to improve provision within easy access of residents.			objective people to open sp homes. T impact or reducing a activities of encourage	This option directly supports this objective by enabling more people to access a network of open space close to their homes. This will have a positive impact on reducing car travel, reducing access for recreational activities on the heaths, and may encourage greater participation in other recreational activities.			making the best and sustainable use of resources new Suitable Alternative Natural Greenspaces we need to be created in 'green field' locations to me the mitigation requirements of the heathland policy all			

S u s t a i n a b i l i t y Objectives	Business	as usual		Option H	≣ 13		Option HE 14				
	Secondar	y Effects (	If relevant)	(Short, me	dium long	term) (Traf	fic Light Assessmer	nt )			
				+	+	+	+	+	+		
				provision space to should red and er lifestyles. attractive a space cours more people car travel distance to this impact successful other plan result in emissions reducing to space to the space cours of the space successful other plan result in emissions reducing to should be spaced to the space	In the medium to long term the popular communities reduce the need to travel, encourage healthier is. In the longer term, and we and popular recreation could become attractive to each it. However, each it is to reach it. However, each will depend upon the solution policies which may increase in the solution policies which may in no net increase in the solution policies which may in no net increase in the solution and improvements in public transport.				es should reduce the healthier lifestyles. In d popular recreation of more people, which bey need to travel a ne cumulative impact all implementation of sult in no net increase reducing the need to		
7) Create conditions to	Direct Effe	ects (If rele	evant) (Sho	rt, medium	long tern	n) (Traffic Li	ght Assessment)				
improve health, promoting healthy	=	II	=	++	++	++	++	++	++		
lifestyles	will forgo	the oppo	frastructure ortunity to elp healthy	option w opportunity and recreatin their co	ill give <sub> </sub> y to access itional facili mmunities	quence this people the open space ties, located to improve ote healthy	the opportunity to ac facilities, located in	uence this option will g cess open space and ro their communities to te healthy lifestyles.	ecreational		

S u s t a i n a b i l i t y Objectives	Business	as usual					Option HE 14				
9) Help communities to	Direct Eff	ects (If rele	vant) (Sho	rt, medium	long term	(Traffic Li	ght Assessment )				
support social cohesion through a reduction in	=	=	=	++	++	++	++	++	++		
the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	accessible homes, m use the o	e provision of open space any resider pen space, e, or they more reach it.	te close to the state of the close to the cl	space clo	tion supp by the provis se to people to promo through its u	ion of open e's homes, te social		s this objective by the e to people's homes, sion through its use.			
Conclusions	to the hea accessibili	thlands. It ty requirem	is particular ents. By re	rly strong o taining a se	n protecting	habitats ar em of heath	green infrastructure, op nd making sustainable nland mitigation contri reach.	e use of resources an	d meeting		

Table K.6

Issue: How far should landscape quality and character be protected in the rural areas?

Sustainability Objectives	Option H	E15		Option HE16 Option HE17							Business as usual			
								upports Objective boult in adverse impac						
1. Protect,	Direct Eff	ects (Sho	rt, mediur	n, long to	erm) Traf	fic Light	Assessment							
enhance and expand	+	+	++	=	=	=	+	+	х	=	=	=		
habitats and protected species	a positiv	rt term, the e impact ty of the la	on the		tion will on the obj	have no jective.	In the short to impact on landscape.	erm, there will be a p the biodiversity o			tion will lon the obj			

Sustainability Objectives	Option H	E15		Option	HE16		Option HE17		Busines	ss as us	ual	
	established breed, the sustained	protected and expanded.					the option environment,	s will be sustained, al is not localised t and opportunities for nay be missed.	to our			
8. Help make suitable	Direct Effects (Short, medic			m, long to	erm) Traf	fic Light	Assessment					
housing	X	X	X	=	=	=	x	x	x	-	-	-
available and affordable for everybody	of this optis uncertainty and if implement may affect.  In the methe impact there is not implement may affect.	tion on this ain as it is y how tation of t thousing dium and l tts are unc o evidence	chis option delivery. long term, certain, as e to nis option delivery	direct delivery housing help to g scale suitable that ma	impact of a . Howev guide the and r		the impact of is uncertain, a	erm, medium and lon this option on this ob as it is difficult to quant ntation of this optio g delivery.	ojective ify how	long terminate a non the restriction opportulareas.  The negligible mitig	negative object ng deve nities in pative imp ated by b	tion may e impact ive, by elopment n such pact may puilding

Sustainability Objectives	Option H	Option HE15			HE16		Optio	n HE17			Busine	ss as us	ual	
10. Protect	Direct Ef	fects (Sho	rt, mediur	n, long t	erm) Traf	fic Light	Asses	sment						
historic					++	++	+	+		+	+	х	X	
buildings, archaeological sites and other culturally important features	be positive landscape significant and prote In the long	ce will be sected by the ger term, the standard significar deed are	areas of historical supported is policy. ose areas nee will be	This policy will strongly support the objective in the short and longer term, by encouraging the design of sensitive development in areas of high heritage value			object which and lo	se of general po tive. In the lo are locally spe ocality would mo character and t	onger to to to ore acc	erm, policies the landscape urately reflect	s positive impact on t e objective in the sh			
11. Maintain	Direct Eff	fects (Sho	rt, mediur	n, long t	erm) Traf	fic Light	Asses	sment						
and enhance local	Direct Effects (Short, mediu			+ ++ ++			+	+	+	х	X			
distinctiveness and create place and spaces and buildings that work well, wear well and look well.	significant the object policy pro are recog distinctive ensuring t	n will have beneficial ive by stre- tecting are nised for the character they are pr armful dev	impact on ngthening eas which neir , and otected	benefici objectiv design of develop sensitiv ensure respect characte surroun sympath density	ment sche location that schein the specieristics of ding area and designand and and and and and and and and and	on the ing the emes in is to mes al the and are rm, gn to the	on thi	option would ha s objective, by ards of general	support	ting good	option option option of the long special the rural have be local poof deve	lopment of	ve a on the over, in the eness of vould not gnised in he impact on their	

Sustainability Objectives	Option HE15	Option HE16	Option HE17	Business as usual
Conclusions	policy review of areas of high la 1, 10 and 11. This will help to	indscape value and the pote protect sensitive landscape	ainst the relevant Sustainability Appraisal ob ntial of new designations in East Dorset perfo and recognises areas of local significance in naterials, and this performs well against obje	orms well against objective in the landscape. Option

Table K.7

#### **Appendix L Meeting Local Needs**

Should we have a policy which specifies which mix of dwelling sizes and types should be built?

Sustainability Objectives	Busine	ess as Us	sual	Option	LN1		Option	LN2		Option	LN3		Option	LN4	
Performance / S = Equal or no im															
3) Help make	Direct	Effects (	Short, m	edium, l	ong ter	m) Traffi	c Light A	Assessm	ent						
itable ousing ailable and	-	-	-	++	++	++	+	+	+	++	++	++	+	+	+
fordable for verybody	policy i and typ would it the ma approathe hou continuity greater mix of provide housing best made and there is between housing area ar require situation.	at a Core S in place the pe of house be determined. This is calculated as influence to have a trial to and demand housing stock in the exigustion is likely ue if there	ne size sing nined by enable ket to e a e on the o be y deliver es not ecal ands. sthat atch sting the ig his	Market identified betwee housing and high needs of children Needs a Surveys that moshortfal housing propertito be base evidence.	of familie  and Dem  s have ic  st signifi  I for mar  g is for 2  ies but the  alanced v  ce elsewle	ment match isting nd ments he unmet is with ousing hands dentified cant ket bed his has with here on	Market identified between housing and high needs children Needs Survey that moshortfa housing propert to be be evidence.	rategic H Assessn es a misr n the exi g stock a g require hlights th of familie n. The Ho and Den s have ic est signifi Il for mar g is for 2 ies but th alanced for famil for famil	nent natch sting nd ments e unmet s with ousing nands lentified cant ket bed nis has with here on	Market identified betwee housing and high needs of children Needs Surveys that moshortfall housing propert to be be evidence a need housing This opmore definition of the surveys that moshortfall housing propert to be be evidence and thousing the surveys that moshortfall housing the surveys the surveys that moshortfall housing the surveys the surveys the surveys that moshortfall housing the surveys the surveys the surveys the surveys that moshortfall housing the surveys th	rategic H Assessr es a misr n the exi g stock a g require hlights th of familie n. The Ho and Den s have ic est signifi ll for mar g is for 2 ies but th alanced for famil g. etion cont etailed w evidence	ment match isting ind ments is unmet is with ousing nands dentified cant iket bed nis has with here on y tains vording	The Stra Market A identified between housing housing and high needs of children Needs a Surveys that most shortfall housing properties to be basevidence a need of housing. This opt more defon the event identified to the second should be supposed in the second shou	Assessment a mismonth the eximple stock and required and Dem and Dem and Dem are stock and Dem are sto	nent natch sting nd ments e unme s with busing nands lentified cant ket bed his has with here on y

Sustainability Objectives	Busin	ess as U	sual	Option	LN1		Option	LN2		Option	LN3		Option	LN4	
	1 -	to influen nd type of ng.								Market be cons plannin appropi housing conside would r positive housing the othe have th objectiv in refere Strateg	ic Housir Assessn sidered w g for an riate mix g. It is no ered that esult in a e impact o g objective er options e same p ves, it is j ve is more ence to t ic Housir Assessn	of t this a more on ves than s as they policy ust this e explicit he	Market be considered planning appropriate the considered would repositive the other have the objective objective in references.	er options le same /es, it is j	ment to when of ot this a more on wes than as they policy just this e explicit the ng
	Cumu	lative / In	- combir	nation E	ffects (If	relevan	t) (Short,	mediur	n long to	erm) (Tra	iffic Ligh	nt Asses	sment)		
	-	-	-	++	++	++	++	++	++	++	++	++	++	++	++
	policy negativer wider I Area a deliver local re therefore pressure	uing withous would have impact Housing Notes the house the may note there were on the souring autain sizes	on the Market sing ot meet and will be thorities	other por Core St location employ commu provision appropri housing location	pination volicies in trategy of n of hous ment and nity facil on of an riate mix g in susta and proj	the n ing, d ities the of ainable ect	other por Core St location employs commu provision appropri housing location	pination volicies in rategy of house ment and in of an riate mix in sustant and proj	the n ing, d ities the of ainable ect	other per Core Si location employ commu provision appropri housing location	pination volicies in trategy of n of hous ment and nity facility on of an riate mix g in sustans to refle and proj	the n ing, d ities the of ainable ect	other percentage of the control of t	oination of olicies in trategy of north and on of an originate mixing in sustant and projection of an and projection of an architecture of a archite	the on sing, d ities the cof ainable ect

Sustainability Objectives	Business as Usual	Option	LN1		Option L	N2		Option	LN3		Option	n LN4	
	tenures of housing that are not adequately provided for within Christchurch and East Dorset				housing n a positive reducing mitigating climate cl reducing travelled	impac emission againa nange distanc	et on ons and st by ces	a positi reducin mitigati climate reducin	g needs c ve impac ig emissi ng again change ig distand d by car.	et on ons and st by ces	a posit reducir mitigat climate reducir	g needs of the control of the contro	ct on ions and nst by ces
12) Facilitate a sustainable and	Direct Effects (Short, m	nedium, l	long ter	m) Traffic	c Light As	sessm	ent						
growing		+	++	++	+	++	++	+	++	++	+	++	++
economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Continuing without a policy could result in the delivery of housing which does not meet local requirements. This could have a negative impact on ensuring a sufficient supply of housing to meet local employment needs if the local economically active population have to move away to areas with more suitable housing. This could reduce the availability of a mixed local workforce able to live close to their place of work and lead to recruitment problems.	housing housing labour focal per living in than more sure that the sufficient housing employ positive increas medium new houseffective	riate mixing will progress of a distribution of	vide verse d enable remain a rather vay for ousing. positive ring a y of t local eds. The should he ng term if uilt more	Delivering appropriate housing of labour for local peopliving in the than movemore suit. This will be impact or sufficient housing the employment of the medium and demand appropriate appropriate and demand appropriate approp	te mix will provor a diverse and aware and ensure supply o meet ent needs and longing build futur	vide verse d enable emain a rather ay for ousing. positive ring a of d local eds. The should le g term if ilt more s the	housing housing labour local per living in than more sing impact sufficient housing employ positive increas medium new housing effective laboration in the living laboration in the living lab	riate mix g will property of a diverse and eople to receive the area oving away and supply g to meet ment need eeffects are over the and longuising burst and futur	vide verse d enable emain a rather ay for ousing. positive ring a of t local eds. The should le g term if ilt more s the	housin housin labour local p living in than more so that the more so that	priate mixing will proper a difference and eople to a the area oving away and taken to meet and lore over the and lore over the and future of the and future of the and future over the an	vide verse d enable remain a rather vay for ousing. positive ring a y of t local eds. The should he ng term if uilt more

Objectives	Business as Usual	Option LN1	Option LN2	Option LN3	Option LN4
C	Cumulative / In- combin	nation Effects (If relevan	t) (Short, medium long t	erm) (Traffic Light Asses	ssment)
		= = =	= = =	= = =	= = =
ii t r v a p r t t s a v E ii f t ii t a s r ii t a s r ii t ii t ii t ii t ii t ii t ii t	This option could result in the delivery of housing which does not meet local requirements. This would have a negative effect on the wider Housing Market area as this would place pressure on neighbouring authorities to provide housing of sizes or tenures which are not provided for within Christchurch and East Dorset. This increased competition for certain types of housing could negatively in accessing particular sectors of the housing market.				

Sustainability Objectives	Business as Usual	Option LN1	Option LN2	Option LN3	Option LN4
	balanced housing mark	ave the objective of ensuring tet. They all aim to ensure the ent types of households.	• • •		•
	1	nd types based on the Stra Narket Assessment is up to	0	essment would be most lik	ely to meet need where

Table L.1

Issue: If we are to have policies seeking to control the size of housing, what issues are important?

Sustainability Objectives	Business as Usual	Option LN5		
	e Assessment (++ Significant Benefic certain Impact, - Option conflicts with			
	Direct Effects (Short, medium, long ter	m) Traffic Light Assessmen	t	
7) Create conditions to		++	++	++
improve health, promoting healthy lifestyles, especially routine daily exercise and reducing health inequalities	Research has shown that space standards for new housing in the UK are below the European average and near the bottom of the range. The study also revealed that the difference in size between homes built in the public and private sector is greater in the UK than elsewhere in Europe (Housing Space Standards, HATC for the GLA 2006.)  To continue to produce cramped homes will have a negative impact on health. Research ("Crowded House",	the health of the occupant enables children to play in an area of open space. The increase over time as more will be positive impacts on as the public sector, rathet sizes of housing in the print	space standards his will hats. If there is a decent size their own gardens and adne positive effects on the hee housing is built which meet the health of households in than continuing with the positive and social sectors.  The me as for Option A – busing the health of households in the positive and social sectors.	of external space this lult occupants to relax in ealth of households will ets these standards. There in the private sector as well present disparity between

Sustainability Objectives	Business as Usual			Option LN5						
	Shelter 2004) gives evidence on the serious long-term effects of overcrowding on families – an increased risk of infection for children, and a lack of space and privacy that can affect how they perform at school. For parents it is a cause of anxiety and stress.									
8) Help make suitable	Direct Effects (Short, medium, long term) Traffic Light Assessment									
housing available and affordable for everybody	-	-	-	+ +		++				
	To continue to produce over-cramped homes will result in homes that cannot meet the changing needs of individuals and families. This will have a negative impact on the objective of meeting identified housing needs. Special accommodation needs will not be met as the living space will be unable to be flexible or adaptable enough to meet the needs of elderly or disabled people. Adequate standards of residential accommodation may not be delivered.			a wider range of housing needs and be able to adapt to changing lifestyles and patterns of occupancy. Rooms will be large enough to take on varying uses. Special accommodation needs are more likely to be met as there will be sufficient space for circulation and for adaptations for equipment or aids required for elderly or disabled people. A decent size of external space within new housing						
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment									
				+	+	+				
				The provision of homes with sufficient space to accommodate flexible living and working arrangements would provide opportunities to work from home. This would provide positive secondary benefits to residents in meeting their employment needs and enabling flexible working arrangements for those with caring responsibilities.						

Sustainability Objectives	Business as Usual	Option LN5					
		Increased costs to developers of meeting higher standards could have an impact on wider infrastructure planning. The additional costs will compete with other developer costs such as contributions to affordable housing, transport, open space or community facilities. Decisions about relative priorities of contributions have yet to be made by the Councils.					
Conclusions	The business as usual option could mean that it would be more difficult to achieve a quality living environment designed for the long term and matters of inadequate dwelling sizes and lack of amenity space in the future housing stock would not be addressed. The Preferred Option has positive impacts on health and housing objectives and would result in a better standard of housing across the area.  Risks and Mitigation Measures						
	The higher standards required by a future Living Space Supplementary Planning Document could impose additional costs on developers. This needs to be considered in the context of other contributions required from developers such as affordable housing, transport, heathland and open space. This could have negative impacts on viability and result in delay of delivery of new housing or a rise in its price. This in turn could impact on the availability and affordability of new housing. This raises similar issues to those considered in the Viability Study of Affordable Housing Provision and Developer Contributions. A future Living Space Standards Supplementary Planning Document will need to address this issue and develop mechanisms to take into account possible site specific viability concerns.						

Table L.2

#### What factors should be taken into account when setting targets for the density of housing development?

Sustainability objectives	Business as Usual	Option LN6			Option LN7						
	nificance Assessment (++ Si ct, x Uncertain Impact, - Opt										
	Direct Effects (Short, medium, long term) Traffic Light Assessment										
2) Make sustainable use of		++	++ ++ ++			++	++				
resources	This option may have a negative impact on the use of land efficiently if opportunities are not taken to maximise the densities of development in appropriate locations. If there is pressure for greenfield development as a result of not maximising sites within urban areas, it could have a negative impact on the proportion of development taking place on brownfield sites.	the sustainable ensure that do efficiently to port of new homes local characters seeking to make developed lawould promot of redundants development.	ill have a positive use of resorment and provide the high swithin the context. The positive aximise use of and for housing the efficient and sites and reduct of green field. Redevelopme	urces as it will ad will use land hest number ntext of the effects of previously are that it beneficial use be pressure for sites and the	areas apply to are identified in both option ranges of deresidential areferred to in minimum deresidential and Option (30 dph as the suburban and differences be LN7 justify a assessment analysis of the LN7.  Density has density is to heat island efflooding. Polystrategy on the strategy of the strategy	to Options LN6 I as being appoins. The difference rea and suburn Option LN7. Insities of 30 of the common option LN7. Insities of 30 of the common option common option LN7. Insities of 30 of the common option common option common option options of the important link of high, this capilicy options elicity elic	se density in appropriate and LN7. The same areas ropriate for higher densities ence is that suggested at out for each type of aban areas and villages are Both policies refer to apph – Option B in the text in its tables which indicate a the range for villages and considered that the rording of Options LN6 and estainability Appraisal fer to Option LN6 for Option LN6 and Option  as with climate change. If an exacerbate the urban ease the likelihood of urban sewhere in the Core on measures advise that all is at risk of flooding will be				

Sustainability objectives	Business as Usual			Option LN6			Option LN7  required to incorporate appropriate flood resistance and resilience measures and refer to the need for Sustainable Urban Drainage systems.		
3) Minimise pollution	Direct Effects (Short, medium, long term) Traffic Light Assessment								
including air,	=	=	=	+	+	+	+	+	+
water, soil, noise, vibration and light  4) Minimise factors contributing to climate change:	An option which does not guide where it is appropriate to have higher densities of housing would have a negative impact on minimising pollution and factors contributing to climate change. If opportunities to maximise densities in accessible locations are not taken up, this would not reduce the need to travel and encourage greater use of public transport.			to travel and opublic transporterm significate to improve air greenhouse of the totransport on the totransport on the totransport on the totransport on the totransport of period air quality.  Density has inchange. If defenders exacerbate the transport of the tr	hould help reducencourage the cort. This should int positive effer quality and regas emissions.  Insifying develorations could cople living in a mportant links in the likelihood cy options else on flood mitigated in a measures and tainable Urban	greater use of a have a long ct for helping duce opment close increase the reas of poor with climate n, this can sland effect of urban where in the tion measures is within areas uired to d resistance d refer to the			

Sustainability objectives	Business as Usual	Option LN6	Option LN7								
5) Provide access	Direct Effects (Short, medium, long term) Traffic Light Assessment										
to meet people's need		++ ++	++	++	++	++					
	This option may result in lost opportunities for higher density development in areas where there is the best access to public transport and essential community facilities and services. However recent residential developments in town centre locations have tended to be of higher density without a policy already being in place, so the impact is assessed as uncertain	Higher densities in town centre the prime transport corridors a proximity to employment area essential community facilities a has significant positive impact aspects of the objective. It pror use development in town centra areas close to other facilities of maximises opportunities for preasily access facilities. It providevelopment pattern that reduct to travel by car, lorry or air as dis located close to public transcorridors. Easy accessibility of to community / employment facencourage more walking.  Locating developments close centres and public transport routhen eed to travel, encourages to the car and makes the best existing transport infrastructure. Developments are close to total public transport so access services, recreational opportule employment would be increased.	and close is and services is on several notes mixed e areas and which eople to ides a ses the need evelopment is port if residents acilities will to town attest reduces alternatives use of the e.  In centres sibility to inities and	As adjoining	g column.						

Sustainability objectives	Business	s as Usua	al	Option LN6			Option LN7					
	Seconda	ry Effect	s (If relev	ant) (Short, m	edium, long te	erm) Traffic Li	ght Assessm	ent				
	=	=	=	+	+	+	+	+		+		
7) Improve health				The vitality of town or district centres would be increased if developments close by result in increased usage. Also local businesses would benefit, encouraging the local economy.  An increase in population density in town or district centre areas will help to maintain vitality into the evening			As adjoining column.					
7) Improve health	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	х	x	x	=	=	=	=	:	=	=		
	This option would have an uncertain effect as densities would be determined on a site basis, which could result in cramped development. Which could have health implications.			There is a risk of higher density development conflicting with the objective to ensure adequate standards of residential accommodation, if it results in smaller room sizes and garden areas. Accommodation with decent sized rooms and provision of sufficient external living space would meet a wider range of housing needs and be able to adapt to changing lifestyles and patterns of occupancy. This is an issue which is addressed elsewhere in the Core Strategy. There is a preferred option for new housing to be built to Living Space Standards defined in a future Supplementary Planning Document.			As adjoining	column				

Sustainability objectives	Busines	s as Usua	al	Option LN6			Option LN7		
	Higher density housing close to transport corridors could increase the number of people living in areas of poor air quality.								
8) Help make suitable housing	Direct Ef	ffects (Sh	ort, medi	um, long term) Traffic Light Assessment					
available and affordable for	=	=	=	+	+	+	+	+	+
everybody	uncertain objective be lost fo housing t appropria needs for more like is less en	· · ·		areas will enaconstructed anumbers. High smaller units have a signification meeting their The greater to the more afformation provided.  Higher densith high level of nor on land alreasociations objectives of available and there are a high housing need.  However, in preverybody it is family housing for smaller unlower densities.	able more dwe and increase he her densities to accommodate cant positive eneeds of smalle he number of undable housing ties in areas wheed for afford eady owned be will assist in making suitable affordable in a figher number of the coviding suitable in a fight number of the coviding suitable in a figher number of the coviding su	ousing end to provide ation. This will effect on er households. units on a site, g will be here there is a able housing y housing eeting le housing areas where of people in ole housing for t the needs for ell as the need y allows for areas and	As adjoining	column.	

Sustainability objectives	Busines	s as Usua	al	Option LN6			Option LN7	,			
				development of larger family units where appropriate and help to achieve a good mix of housing throughout the area.							
11) Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Direct Effects (Short, medium, long term) Traffic Light Assessment										
	=	=	=	+	+	+	+	+	+		
		on would r		The option wording recognises the importance of local character and is flexible to allow for situations where a lower density of development is more appropriate. Any potential negative impacts of higher density development on an area's recognised design quality can be mitigated by design policy in the Core Strategy to maintain character and local distinctiveness.							
Conclusions								impacts identified in the of services will be improved			

Table L.3

Issue: What criteria should be used to assess proposals for gypsy and traveller and travelling showpeople sites?

Sustainability objectives	Situation Without C	ore Strategy in place	ce.	Option LN8									
	nificance Assessmer act, x Uncertain Impac												
1) Protect, enhance and expand habitats and protected	Direct Effects (Short,	Direct Effects (Short, medium, long term) Traffic Light Assessment											
	=	=	=	++	++	++							
species taking account of climate change, avoiding damage to designated wildlife and geological sites and protected species which depend on them	Although the current any reference to the species there is suffice the Local Plans which Internationally imports protected by Europea which prohibits them  The East Dorset Local sites not to adjoin sites of particular relevance gypsy sites on the Dolacross Christchurch and Heathland Planning From Natural England development — and the should normally be an heaths and those bey provide adequate mit.  There have been appheathland. Inspectors objections to pitches permission has been 400m due to personal	need to protect habit cient protection from h protect designated ant nature conservation and National legislated being adversely affect of ecological or large to this issue are thouset Heaths, of which and East Dorset. The ramework was adold is that no convention is includes gypsy at llowed within 400 method within 400 method within 400 method in these areas, althougranted in Christchur	tats and protected other policies within sites and habitats. tion sites are already lation or conventions ected.  The fers to the need for indecape importance, we potential impact of the large parts exist in Early Ea		has a reference that s								

Sustainability objectives	Situation Without (	Core Strategy in plac	ce.	Option LN8			
	would not themselve sites or species as the and legislation elsew 400m of the Dorset support at appeals for it is presumed that the will be avoided in the Joint Gypsy and Traverselves.	lered that the existing es result in an adverse hese have their own pathere. The protection heathlands will depend or gypsy plots in these he areas within 400m esearch for gypsy and reller Sites <b>Developm</b>	e effect on protected protection policies of the areas within and on Inspector's e areas. At this stage of the heathlands d traveller sites in the ent Plan Document.				
2) Make sustainable use	Direct Effects (Sho	rt, medium, long ter	rm) Traffic Light Ass	essment			
of resources	X	x	X	x	x	X	
	policy allows for the Belt to meet a specifically allocated Development Plan only. Additionally, t are not within the Grant Development Plan only are not possible of locations of existing difficulties of finding it is not possible to ron a greenfield site.	cies do not refer to Grexceptional limited alific identified need for a site within the Great in the Joint Gypsy at Document for a gypshere are large parts of reen Belt.  It ing sites close to eximational policy (Circu Local Plan policies. In sufficient pitches with ule out the option of a However, only if it is a area should the option	teration to the Green a gypsy and traveller en Belt could be and Traveller Site sy and traveller site of East Dorset that string facilities has lar 01/06) and is also a view of the potential ain the urban areas, a site being located not possible to find	being located on a greenfield site until a comprehensive site assessment has been undertaken as part of the Joint Gypsy and Traveller <b>Development Plan Document</b> to ascertain whether it is possible to find sufficient sites within the urban area before exploring the option of exception sites.  Therefore at this stage it is not possible to assess whether there would be any adverse effects on objectives to use land efficiently Gypsy and traveller sites by their nature tend to take up more land than housing but this should not be considered to be an inefficient use of land if it is meeting an identified need for accommodation that is not provided elsewhere within the Districts.			

Sustainability objectives	Situation Without	Core Strategy in plac	ce.	Option LN8							
		age it is not possible to adverse effects on ob									
3) Minimise	Direct Effects (Short, medium, long term) Traffic Light Assessment										
pollution (including air,	•	-	-	x	x	x					
water, soil, noise, vibration and light  4) Minimise factors contributing to climate change		esult in sites being loca uld require use of moto es.		The option refers to a preference for sites to be in reasonable distance of local services and facilities but has flexibility to meet the needs of those gypsies and travellers who may prefer to live in more rural locations. Therefore there may be a positive impact on objectives to reduce the need to travel. The option also refers to the need to deliver transit as well as residential pitches and also travelling showpeople's sites. This recognises the need to provide for the different types of site for gypsies and travellers. Evidence in the Dorset Gypsy and Traveller Accommodation Assessment on travelling patterns of gypsies and travellers suggests that the provision of transit sites in the Christchurch/East Dorset area will have a positive impact on reducing the need for gypsies and travellers to travel around Christchurch and East Dorset looking for sites to stay on their way through the area to the western parts of Dorset and beyond.							
5) Provide access to meet people's	Direct Effects (Sho	ort, medium, long ter	m) Traffic Light Ass	essment							
need	x	X	x	+	+	+					
	be within reasonable However it is too ear sufficient gypsy and within the urban are	policies refer to the ne e distance to local ser rly to presume whethe I traveller sites in susta a. It may be necessar een Belt exception sit	vices and facilities. r it is possible to find ainable locations y to make use of the	distance of local services and facilities but has flexibility to mee the needs of those gypsies and travellers who may prefer to live in more rural locations. Therefore there may be a positive impact							

Sustainability objectives	Situation Without C	ore Strategy in pla	ce.	Option LN8						
	traveller sites, if not e area. If an assumption found within the urbar on objectives to provide transit sites to objectives to reduce so the assessment sites.	on is made that the man area, there would ride access to meet part do not make refered which would provide the need for unnece	ajority of sites will be be a positive impact becople's need. nce to the need to extra benefits to ssary car journeys,	residential pitches. To different types of site travelling groups. The Accommodation Associations in travelling accommodation for a Gypsy and Traveller patterns of gypsies attransit sites in the Chepositive impact on resident and the contract of the cont	rs to the need to delive This recognises the new for gypsies and travers are Dorset Gypsy and sessment identified significant patterns and address all travelling groups. Evance Accommodation Assembly travellers suggests aristchurch/East Dorse educing the need for gestchurch and East Dorse educing the need	eed to provide for the ellers and for different Traveller gnificant seasonal seed need for vidence in the Dorset essment on travelling a that the provision of et area will have a ypsies and travellers				
7) Create conditions to	Direct Effects (Short, medium, long term) Traffic Light Assessment									
improve health, promoting	-	-	-	++	++	++				
healthy lifestyles, routine daily exercise and reducing health inequalities	to evidence of the activated to evidence of the activated travellers in the Gyps Assessment. If there is a risk that insufficient that the accommodal not met, leading to he conditions which importion could lead to	ed by each authority. commodation needs by and Traveller Access is no target for nument sites will be provided in needs of gypsies omelessness or a corporation negatively on he	There is no reference s of gypsies and ommodation bers of pitches there ided. This will mean s and travellers are attinuation of cramped ealth. Insufficient all sites – both transit	existing sites or hom facilities and provide beneficial impact on travellers. The provis and minimise potent	provided this will reduce lelessness. If sites are adequate facilities fo the health and wellbe sion of sufficient sites we ial health issues suffe aying in inappropriate	e near healthcare r play this will have a sing of gypsies & vill reduce illegal sites red by gypsies and				

Sustainability objectives	Situation Without Core	Strategy in place	ce.	Option LN8			
	link between the lack of travellers and poor healt lack of sufficient suitable health inequalities of gyp	th and education ( e sites would exac	(Circular 01/06). A cerbate the current				
8) Help make	Direct Effects (Short, n	nedium, long ter	m) Traffic Light Ass	sessment			
suitable housing available and	-	-	-	++	++	++	
affordable for everybody	The existing Local Plan pitches to be provided by reference to pitch number provision to meet the net existing policies do not rewell as residential pitched does not recognise that types of site for gypsies a groups.	y each authority. or ers could result in eds of gypsies an efer to the need to es or for travelling there is a need to	The lack of a insufficient pitch at travellers. The provide transit and showpeople. This provide for different	authority. Including a result in the accomm being met. This option well as residential pireshowpeople. This rectypes of site for different specific to the needs provides for special option are aimed at accommodation for of current gypsy and would have a signification identified accommodation needs accommodation for expecify tenure of profor the delivery plan Plan Document, but	number of pitches to a target for pitch provision attarget for pitch provision attarget for pitch provision refers to the need to take and also meet the cognises the need to present travelling groups of travelling showped accommodation need providing adequate straveller site provision cantly positive impact of attain needs, provide ds and ensure adequate gypsies and travellers ovision for sites, as this of the Joint Site Allocation in the Joint Site Allocation and Housing As	sion is more likely to besies and travellers to deliver transit as the needs of travelling rovide for the different. Some criteria are ople. This therefore is. The criteria of this andards of it. In view of the lack at present, this option on objectives to meet for special ate standards of pitch. The policy does not is would be an issue ations Development vide for all tenures of	

Sustainability objectives	Situation Without (	Core Strategy in pla	ice.	Option LN8					
	Secondary Effects	(If relevant) (Short,	medium, long term)	Traffic Light Assess	sment				
	-	-	-	+	+	+			
	If insufficient sites are provided this could result in increased costs to local authorities from evicting gypsies and travellers from unauthorised sites and from clearing up afterwards.  If sufficient sites are provided there will be financial advantages to Local Authorities as the costs of evicting gypsies and travellers from unauthorised sites and of clearing up afterwards from unauthorised sites will be significantly reduced. However this has to be balanced with possible costs of delivering sites if some sites are Council provided.								
Conclusions	accommodation nee	eds. It identifies the nu	umber of pitches to be	istainability objectives provided by each auth d travelling showpeop	ority and the need to p	•			

Table L.4

Issue: What overall target of affordable housing delivery should the Core Strategy adopt?

Sustainability Objectives	Busii	ness as Usual		Option	LN9		Option L	_N10	
									ve but only minor beneficial adverse impact, Significant
	Direc	t Effects (Short, me	dium,	long ter	m) Traff	ic Light Assess	ment		
8) Help make suitable housing	+	+	+	++	++	++	++	++	++
available and affordable for everybody	of 26 year vectors of 26 housi performation of 26 housi evide increase afforce afforce afforce as a performation of 26 housi Christ signiff 17%	affordable housing u will not make a signification to meeting afformation to meeting afformation and poor parmance of affordable ng delivery. Policy and ase the delivery of dable housing.  Ination on past rates of able housing complete percentage of overalling delivery show that techurch's rates fluctuationally but average of new development of the percentage of the per	nits a icant rdable /el of st of etions t:- ate ut at over	of new affordal signification option Option High housing to increase the impaffordal Success this issues sufficient forward.	housing ble would antly mong than the ption, but LN10. Dusing not reformant as deliver a	t for at least 35% delivered to be d provide re affordable e business as at less than eed and poor ce of affordable y justify targets very.  Int of this target a large part on tion of a revised ing policy.  Ilementation of a g supply coming into account SHLAA on sites	As with 0 of this ta impleme policy whas part of the impartmenting beneficial being de would me housing concerns higher ta	Deptions LN reget is dependent on this identified has it result livered of a ean an even than that a sthat it work.	40% would provide more than Options LN9 and LN10.  9 and LN10, the achievement endent in the large part on the a revised affordable housing cure more affordable housing all developments.  option on the objective of nousing need is significantly its in the most affordable housing all the options. However this en larger increase in affordable chieved in the past. There are uld not be possible to meet this into account evidence from the SHLAA.

Sustainability Objectives	Business as Usual	Option LN9	Option LN10
	rates also fluctuate but less widely and average out at 8% over the past 11 years  The current policy framework will deliver significantly less affordable housing than the options proposed for the Core Strategy and will not meet local housing need.  This option is more achievable than Option LN9 but would be less effective in meeting housing need.	likely to come forward within the urban area (a high proportion of small sites are envisaged), it would seem appropriate to aim for the most stretching but realistic overall target for affordable housing, allowing for possible risks of under-delivery.  In conclusion the impact of this option would be significantly beneficial to the objective of meeting identified housing needs as it would provide significantly more affordable housing than Option A.  There are however risks of the target not being met if the Core Strategy affordable housing policy does not result in the delivery of significantly more affordable housing. The economic situation will have an impact as the delivery of affordable housing is closely linked to the performance of the private housebuilding industry. (and also the issues of development viability).	
		Mitigation Options	

Sustainability Objectives	Business as Usual	Option LN9	Option LN10				
		As Options LN9 and LN10 require a significant leap in rates of annual affordable housing delivery compared with rates over the past 11 years, there are risks of targets not being met.  Measures to lessen the impact of the economic situation on the private housebui industry during times of recession include working with other agencies to take advantage of any increased level of grant funding available or opportunities for models of delivery, putting forward Council land or assets for housing redevelopm Other methods of affordable housing delivery than new-build can contribute tow meeting the target – e.g. change of tenure of open market housing. Completion affordable housing are already required to be monitored in the AMR (NI 155). Ar monitoring of affordable housing delivery will enable the assessment of whether target is being met or not. If the target is consistently being under or over met, t would trigger a policy review.					
	Secondary Effects (If relevant	) (Short, medium, long ter	m)				
		+	+	+			
	Continuation of the current policy results in less affordable housing delivered than the other options Meeting less affordable housing need could result in an adverse effect on the health of those in overcrowded or unsuitable households.  Another negative secondary effect would be on social inclusion as continuing with a threshold of 15 results in affordable housing being less	LN9 and LN10 could be would be less people in a Another positive secondar threshold to 0 or 5 would	higher level of delivery of affordable hou the improvement of the health of local re overcrowded or unsuitable housing. ary benefit would be on social inclusion result in better integration of market and g divisions being created by two types of	esidents as there as lowering the d affordable housing.			

Sustainability Objectives	Business	as Usual		Option LN9		Option LN10	
	housing as	ated with mark it could be wit shold of 0 or 5.					
	Cumulativ	e / In- combin	ation E	ffects (If relevant) (Sho	rt, mediu	ım long term)	
	-	-	-	++		++	++
	would have the wider has less afformation delivered properties on neighbors and East Draw and East Draw advantage in attracting from developments.	with the same a negative implousing Market ordable housing blaces more presented in Christoporset differs from authorities outly have an unover our neigh phousing schell pent policies	essure s. If the church om our nfair abours emes	of affordable housing on and East Dorset deliver on neighbouring authorisimilar in neighbouring attracting higher number the border.  In combination with other employment and commisustainable locations care.	other au a higher ties. If po authoritie rs of hous er policies unity faci n have a	ative effect with meeting a high thorities' in the Housing Market number of affordable homes, the blicy approaches towards afforces, one district will not be unfairly sing schemes to avoid more stricts in the Core Strategy on locatilities the provision of more afformation positive impact on reducing eming distances travelled by car.	Area. If Christchurch his reduces pressure lable housing are y advantaged in ngent policies across on of housing, rdable housing in
12) Facilitate a sustainable and	Direct Effe	ects (If relevar	nt) (Sho	rt, medium long term) (	Traffic L	ight Assessment )	
growing economy	-	-	-	+		++	++
that creates economic and employment opportunity, as	of affordab would resu housing co other optio	tion of the curre le housing deli It in less afford ming forward th ns. This could npact on ensur	very able nan the have a	in the area who can cor ensure that local labour attractive because of the housing will have a posi-	tribute to requirem e diverse tive impa	dable housing will enable more lowards the local labour force. The ents are met, making the area labour force. Meeting the nee act on recruitment for essential be able to live close to their place.	his is more likely to more economically ds for key worker public services and

Sustainability Objectives	Business as Usual	Option LN9	Option LN10
well as providing for vital and viable town centres.	sufficient and suitable supply of housing to meet local employment needs. If there is a lack of affordable housing, the local economically active population will have to move to areas where the housing is cheaper, thus reducing the availability of a mixed local workforce able to live close to their place of work.		
Conclusions	based on past performance would C would deliver the greatest level account evidence from the SHLA provision. The SHLAA results ind in the potential of sites, or of sites	d not meet the high level of afford I of affordable housing but it is und A and viability study. This option i dicate that it is important to have so not coming forward. In the event	elivery of a limited level of affordable housing and able housing need. Of the remaining options Option certain whether this is a viable option taking into s dependent on a higher level of overall housing sufficient flexibility to account for any overestimates to funexpectedly poor housing delivery rates there able housing delivery as set out in Option LN10 than
	targets will depend on the success for its impact on viability of housin of meeting identified housing nee	s of the implementation of the revi ng provision. Option LN9 is prefer	housing than the business as usual. Meeting the sed affordable housing policy, which has been tested ential in terms of the level of benefit to the objective housing provision. The risk of unexpectedly poor Option LN10.
	1	•	lopment coming forward over the next few years, the plan period in the Annual Monitoring Report.

Table L.5

### Issue: Where and how much employment development should there be in Christchurch and East Dorset?

Sustainability Objectives	Bus	sines ual	s as	Option LN1	1	Optio	n LN12	Optio	n LN1:	3	Option LN14	Optio LN15	
							eficial Impact, + Option s vith objective and may re						
8) Help make suitable	Dir	ect Ef	fects	(Short, mediı	ım, long tei	rm)							
housing	+	+	+	++	++		++	++	++	++	++	++	++
available and affordable for everybody /	Horal Evilopas con afformation is in delication in the afformation in the althorour cur	npletion ordable ising some the rent protection of the protection	ons of echows olicy	The viability sites have more low threshold affordable he proportion of 15 years will. The viability zero threshold welling will housing as more dwellings) we affordable he on housing of the amount of the site	of 0 would prote the business study conclusing and a major of would cappusing. SHL/s supply expenses the small site study recomplete the equally concluded and the base equally concluded and the busing controls it is study found and the busing controls it is study for a study found and the busing controls it is study for a study found and the busing controls it is study for a study found and the busing controls it is study for a study found and the busing controls it is study for a	ovide sess as undes the contribution of interested to the contribution of interested to the contribution of the contribution o	ignificantly more affordable	A three would significate housing option than 0 LN11 LN14 Small a maj contripast sare exception in the evide Viabil	shold eshold of provide ficantly reable ng than ess as un but lest Options LN12, and LN sites n	the usual ss s s s s s s s s s s s s s s s s s	Affordable He Options LN14 threshold of 0 assessment a LN12	and LN15 have with the same	/e a

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	deliver less affordable housing than Options LN11, LN12, LN13, LN14 and LN15 and will contribute less to meeting local affordable housing need.	would lead to some und types of small sites which problems with viability. It have a high proportion of the loss of 1 – 3 dwelling for East Dorset). This will to contribute towards afform Also there are practical proportion of small sites. Viability issues can also Mitigation Options  Viability uncertainties for either opting for a thresh a viability toolkit to assecontributions for those secontributions for those secontribution, thus sites is replacement of 1 dwelling. Practical issues of calculations on small sile by accepting financial of the requirement.  Viability issues do not a size. The viability study	difficulties in calculating a 40%	The viability study recommends an option of introducing a threshold of 5 as an alternative option to a 0 threshold as the study found that certain types of small sites, particularly those incorporating demolition, would not be viable with a contribution to affordable housing.  There is a positive impact on housing objectives of this option as it would result in more affordable housing coming forward than the business as usual option.  Resources can be concentrated on securing		

Sustainability Objectives Bus	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
		needing to consider whether a housing is appropriate, using the	affordable housing from those sites for which there is a low risk that viability would be compromised. There would be no practical issues in calculating proportions of affordable housing on very small sites.  However there is a risk that some small sites that are capable of delivering affordable housing would be excluded. The viability study indicates that sites of 1 – 4 dwellings contribute broadly the same amount of dwellings as sites of 5 – 14		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
				dwellings in Christchurch (and East Dorset?)		
				However, research also shows that both districts have a high proportion of planning permissions involving loss of 1 – 3 dwellings (Christchurch – 40% and East Dorset 58%) so the potential for small sites to contribute towards affordable housing will be limited.		
				Viability issues can also be a concern for sites over 5 units.		
				Mitigation Options		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
				The risk of excluding sites under 5 that could contribute cannot be mitigated other than going for a threshold of 0 as in the business as usual option, which would mean that each site with viability issues would need to be tested using the viability toolkit.		
				Viability issues do not apply just to sites under a certain size. The viability study recommends exploring options of changing the affordable housing mix and supporting a bid for grant funding before needing to consider whether a lower level of affordable		

Sustainability Objectives	Busi Usua	iness al	as	Optio	n LN11		Option L	.N12		Optio	n LN13	3	Option LN14	,	Option LN15	1
										housi appro the to	priate, ι	ısing				
	Dire	ct Eff	ects	Short,	medium,	long te	rm)			1			<u>I</u>			
	+	+	+	++	++	++	+	++	++	++	++	++	++	4	++	++
	Prop	ortio	ns	Propo	ortions		Proporti	ons		Prop	ortions		Proportions			
	in pla propy would the so curred Plany would 30% Christ and a East Evide past complations that the	stchui 40% t Dors ence pletion dable sing sh the ent po	ne n	propo across and E viabilit tested revise afford togeth thresh conclu of 40% reason for both The in increa afford Christ mainta	n LN11 inclination of 40% of Christchulast Dorset. It is study had the impacted proportion able housing a would be nable percently districts.  In the impacted proportion and the impact of an insed proportion able housing a 40 rtion in East	// rch The s t of ons of ng luced target a entage tion of ng for I %	proportion urban are new neighbour provide responsible urban come for a rate of 2013 – 2 phasing is a more be informulanning.	dance with a extension ward in Chapter 94 units a 023. In Ea of new neighborhood are unhood are	within the % within the ds.  the SHLAA is likely to pristchurch at year from st Dorset the ghbourhoods issue and will master of affordable new	a prop 40% a area same asses	n LN13 portion across f with the ssment n LN11	of the as	Options LN14 proportion of with the same Option LN11.	40% ac	ross the	area

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	delivering sufficient affordable housing to meet local identified need.  Evidence from the Viability study supports a 40% proportion across Christchurch and East Dorset and a threshold of 0 or 5. Continuation of the current threshold would mean that the opportunity to secure proportionally more affordable housing on sites within Christchurch would be lost.	Dorset in combination with a reduced threshold of 0 or 5 for both districts would be significantly positive to housing objectives as it would result in more affordable housing being delivered than that generated by the current policy in both areas.  The viability study indicates that there will be site specific circumstances where achievement of the affordable housing proportions as set out in policy may not be possible. A policy would need to take into account site specific viability concerns where these are justified.  Mitigation Options  For those site specific circumstances where the Council is satisfied that it is not possible to achieve a proportion of	The viability study does not distinguish between greenfield and brownfield sites but instead tests sub-areas within each district.  For Christchurch, 50 % of affordable housing within the Christchurch Coastal sub area would achieve a residual value of £2.28 million per hectare with a contribution of £5,000 per unit and £1.78 million per hectare at £15,000 per unit.  In East Dorset  Detailed infrastructure requirements for new neighbourhoods have not yet been identified and costed. Therefore at this point the likely level of contributions required is unknown.  If this level of affordable housing proves to be unviable with the required level of Section 106 contributions this will lower the level of affordable housing provided and the extent to which affordable housing need is met.			

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	Therefore although a continuation of current policy has a positive impact it will deliver less affordable housing than Options LN11, LN12 and LN13 and will not meet local housing need. Affordable housing targets put would not be met.	40% affordable housing, the viability study recommends options of changing the affordable housing mix and supporting a bid for grant funding before needing to consider whether a lower level of affordable housing is appropriate. Text should be inserted to indicate that this is the approach that will be undertaken. The policy wording clarifies that the onus is on the applicant to prove that it is not possible to provide the affordable housing required. The toolkit will be used to assess the appropriate level of affordable housing contribution.				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN	114	Option LN15
	Direct Effects	(Short, medium, long te	erm)	1			
	= = =	++	++	++	++	++	++
	Situations where offsite provision or financial contribution is acceptable  Without a plan in place there is no guidance on situations where off-site provision is acceptable in current Local Plan policy.  However as the current threshold is 15 it is less likely that there would be exceptional circumstances to justify off-site provision or financial contributions.	Options LN11 & LN12 (tissue:-  Provision should be onprovided by the develop  Where off-site prov To provide a better Sites of under 5 unprovide units on sit  Financial contributions of the Council decide appropriate or practical 106 agreement or condiprovide a financial contributions of the Council contr	threshold of 0) include the following site but an off-site contribution on a per may be acceptable in the following vision would better meet priority ner distribution of social units through hits where for practical reasons it is the.  In may be accepted if alternative sites the destroyer to exist the developer th	g guidance on this an alternative site ving situations:- eds out the districts. anot possible to s are not available. able housing is not enter into a Section ousing provision or lue to on-site vording in lieu of provision	same word offsite proviously contribution	ding on situ vision or fir ons is acce	

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	The presumption is that provision is on-site, but current policy in Christchurch (East Dorset?) does not make that priority clear in the wording of the policy. There is clear guidance in PPS 3 on the priority to be accorded to securing on-site provision.	wording provides clarity affordable housing provious objectives to make suital Setting out those situation financial contributions mindicates that there will be possible to achieve the to The policy gives sufficie have a positive impact of continue to come forward. The risk is that less afford contributions are accept a risk of stifling developing	tion that provision should be on-sit on the priority to be accorded to so sion. This should have a positive in the housing available and affordations where off-site provision on alternative acceptable provides clarity. The site specific circumstances where arget requirement for viability or put flexibility to allow for these situation housing objectives as it should are under a new policy regime.  Industrial transfer of the policy is the policy in the policy is or situations where the affordable here ovided on site.	ecuring on-site mpact on housing ole for everybody.  ernative sites or The viability study are it may not be ractical reasons. It is should encourage sites to be or financial wever there is also is not sufficiently		
	Therefore there would be equal or no impact on housing objectives to make suitable housing available and affordable for everybody under current policy which	not possible to achieve a study recommends optic supporting a bid for gran level of affordable housi preceding paragraph to be undertaken. The polito prove that it is not possible study.	of on-site provision ircumstances where the Council is a proportion of 40% affordable hours of changing the affordable hours of changing the affordable hours is appropriate. Text should be in the policy to indicate that this is the cy wording clarifies that the onus is saible to provide the affordable hours sess the appropriate level of affordable hours.	ising, the viability sing mix and er whether a lower nserted in the approach that will son the applicant using required. The		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	does not give guidance on situations where offsite provision or financial contributions are acceptable	contributions may be a where there are practaffordable housing or be investigated by the planning officer at the be inserted into the pRisks of housing devertible. The policy needs to but have sufficient fle solutions can be investigated.	ome circumstances where off-site appropriate for practical reasons. Total difficulties in management term-site. Solutions to any management developer, housing association, at time of application. Text to explain receding paragraph to the policy. The receding paragraph to the priority wibility so that developers are aways stigated. This should ensure that derivard under a revised affordable has the results.			
	= = =	++	++	++	++ ++	++ -  - -
	Tenure Mix	Tenure Mix			Tenure Mix	Tenure Mix
	Current Local Plan policy does not specify a tenure mix.  However current policy for both Councils? is	social rented and 10% and 15% intermediate will be agreed with the and within the area.  Having a recommend one gives clarity to detect the Christchurch and	% intermediate in Christchurch and in East Dorset but also state that the Council having regard to the specified tenure split in the policy as opposed to the specified tenure. The tenure splits are based to the specified tenure splits are based to the specified tenure.	In LN13 propose a recommended tenure split of 90% intermediate in Christchurch and 85% social rented in East Dorset but also state that the precise proportions Council having regard to the specific needs at the time of tenure split in the policy as opposed to not having elopers. The tenure splits are based on evidence from ast Dorset Survey Reports of Housing Need and suggests that that these are appropriate splits based		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	for a recommended tenure split of 70% social rented, 30% intermediate (source: Christchurch Affordable Housing & Task Group report Jan 2007).  If the current situation continues with no recommended tenure mix in a DPD policy there is a lack of clarity and a risk that developers will propose tenure splits that are more weighted towards	those who could afford "intermediate rent") wa of those in housing need only 15%.  The policy allows some where there is a viability. For those situations when an approach to overcome of seeking grant or vary considering a reduction. Text in the preceding put it is considered that the flexibility to respond to impact on housing object to everyone as it should ensure an appropriate. There is a risk that every developers will still contowards intermediate housing developers are less likely on finance from banks.	en though a recommended terme forward with proposals that nousing.  If the economy also has an impelopments as in a recession centre to be attractive to potential occupation of the delivery — e.g. levels of grant and the control of the delivery — e.g. levels of grant and the control of the	set rent (known as it was found that only 9% and in East Dorset it was split for those situations for intermediate housing. Ability study recommends onsideration of the options rable component before nousing sought on-site. Out this approach.  The split together with a significantly positive gravailable and affordable using to households and thure split is in the policy, that are more weighted act on tenure splits within ratin types of intermediate cupiers due to restrictions int policy can also impact	Having a recommended tenure split in the policy as opposed to not having one gives clarity to developers. The 70/30 split is considered the most appropriate split taking into account current policy performance, evidence and results of consultation. The viability study used a 70/30 split for their modelling on the basis that this was an appropriate split  Paragraphs 3 onwards of the tenure mix assessment for Option LN11, LN12 and LN13 are relevant for this Option.	weighted towards intermediate housing which would not meet the substantial need for social housing. Alternatively, intermediate housing could be under provided for in times of difficulty of securing this type of housing.

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15			
	intermediate housing, which would not meet the substantial need for social rented housing.	intermediate housing for an appropriate tenure sp local affordable housing in place which justifies the proportion of those who critical issue in relation to need to be aware of the meeting local housing need to the meeting local housing need to the meeting local housing need to the intermediate of financial institutions. The tenure sector as alternate more achievable in a recein the housing market dowork with other agencies.	developers put forward proposals for splits more weighted towards atermediate housing for viability reasons, the toolkit can be used to assess in appropriate tenure split and alternative solutions investigated to ensure that local affordable housing needs are best met. There is a robust evidence base in place which justifies the high level of affordable housing need and low proportion of those who can afford "intermediate rent" level products. The ritical issue in relation to intermediate housing is its cost to the occupier. We need to be aware of the likely weekly costs so that we can ensure that we are neeting local housing needs in the most effective way.  The changing nature of the economy will have an impact on the feasibility or therwise of intermediate products due to dependency on policies and practices of financial institutions. The policy allows flexibility between social rented and attermediate tenures. There will also need to be flexibility within the intermediate enure sector as alternative intermediate products may be promoted which are nore achievable in a recession. Government initiatives to overcome difficulties the housing market during recessions may also assist. There is a need to look with other agencies to take advantage of any increase of Government trants before the inevitable reduction of funding from 2011.						
	Direct Effects	(Short, medium, long te	rt, medium, long term)						
	+ + +	+	++	++	+	++ ++			
	Housing Mix  Current Local Plan policy for both districts does not contain any reference to  Housing Mix  Options LN11, LN12 and LN13 state that the mix of units should reflect local housing needs identified in the latest Strategic Housing Market Assessment.  An important piece of evidence in the SHMA in the Christchurch and East Dorset HNDS is the Balancing Housing Markets assessment which gives an indication of the likely demand for houses of particular sizes and tenures across both districts. Reference to this evidence should assist in securing the size of affordable housing that is most needed.			the same assessment.					

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	mix of size of affordable housing.  If current policy was to continue, there would still be a positive impact in that affordable housing would be provided, but there may be a risk that sizes of affordable housing built would not reflect that which is most needed	sites. The impact was the new neighbor the medium term are come forward. Viability on a scheme.  There is a risk that the not reflect need in few medium on a scheme.  There is a risk that the not reflect need in few medium on a scheme.  The risks of difficultineeds as identified SHLAA identifies a housing development is may limit the ponew neighbourhood and type of affordate.  Viability issues coul achievable on a scheme of a scheme of the policy or otherwise.  Regular updating of mixes is kept sufficient the policy. The Helpolicy.	•	reficial on large sites – such mpact is enhanced during eighbourhoods are likely to e size of housing achievable which reflects local housing as been identified. As the likely to come forward for ristchurch (and East Dorset?) le of development within the ortunity to influence the size of affordable housing fility problems.  The performance of this future to assess its success at research on housing size are of the word "latest SHMA" arce of information on need		

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15					
	Secondary Ef	fects (Short, medium, lo	ng term)								
	= = =	=		=		=					
	There are no secondary effects of current policy on the wider infrastructure planning as the threshold remains at 15% and proportion 30% in Christchurch and 40% in East Dorset.	affordable housing will of community facilities. De The viability study has a level of Section 106 con £15,000 contribution even Therefore it is assumed or no impact, but this will secondary benefits to a LN15 could result in impunsuitable housing.  Another positive second	to affordable housing could have compete with other developer cost cisions about relative priorities of cought to minimise the risk of a neatributions – up to £15,000. It founden with a 60% affordable housing that the effect of the increased could need to be monitored in the future higher level of delivery of affordable proving the health of the population dary benefit would be on social increased and affordable housing. It could be considered to the population of the populations and affordable housing. It could be considered and affordable housing.	ts such as contributicontributions have yegative impact on othe distribution and no contributions to wider on the housing under Contribution as there would be clusion as lowering to	ons to transport, over to be made by the contributions be idual value is still or grant available.  Infrastructure plans petions LN11, LN12 less people in over the threshold to 0 or great to be the threshold to 0 or great to to 0 o	pen space or the Councils.  y testing a higher generated with a nning will be equal 2, LN13, LN14 and ercrowded or 5 would result in					
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)										
	+ = x	+	++	++	+	++ ++					
	The business as usual option would maintain a positive impact on the need to meet housing	There would be a positive cumulative effect on meeting housing needs if the policy change enabled the delivery of several small schemes of affordable housing which would not have been possible if the threshold remained the same.  There would be a positive cumulative effect on the wider Housing Market Area. If Christchurch and East Dorset deliver a higher number of affordable homes, this reduces pressure on neighbouring authorities. If policy approaches towards									

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	needs at first but the shortage of larger housing sites over the threshold of 15 would slow down the delivery in the long term. Continuing with the same policy would have a negative impact on the wider Housing Market Area as less affordable housing delivered places more pressure on neighbouring authorities. If the policy approach in Christchurch and East Dorset differs from neighbouring	be unfairly advantag	are similar in neighbouring a ged in attracting higher number to policies across the border.	uthorities, one district will no pers of housing schemes to	t	

Sustainability Objectives	Business as Usual	Option LN11	Option LN12		0	ption L	N13	Option	ı LN14	Option LN15
	authorities our districts would have an unfair advantage over our neighbours in attracting housing schemes from developers wishing to avoid more stringent policies elsewhere.									
12) Facilitate	Direct Effects (Short, medium, long term)									
a sustainable and growing economy that	= x x	+ + +	+ +	+	+	+	+	+	+	+
creates economic and employment opportunity, as well as providing for vital and viable town centres	The business as usual option would result in less affordable housing coming forward than the other options. The lack of larger housing sites which meet the threshold	Providing a mix of types of housing including a sufficient proportion of affordable housing is more likely to ensure that local labour requirements are met, making the area more economically attractive because of the diverse labour force. Meeting the	Providing a mix of housing on the urb site which includes of up to 50% afford will provide housing labour force and elepeople to remain li area rather than months cheaper housing. The apositive benefit of sufficient supply of meet local employers.	an extension a proportion dable housing for a diverse hable local ving in the oving away for This will have an ensuring a housing to		e comm ption LN		'	s LN14 & LN15	

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	of 15 could result in a slowing down of delivery of affordable housing over the long term. This could have a negative impact on ensuring a sufficient and suitable supply of housing to meet local employment needs. If there is a lack of affordable housing, the local economically active population will have to move to areas where the housing is cheaper, thus reducing the availability of a mixed local workforce able	needs for key worker housing will have a positive impact on recruitment for essential public services and will enable these employees to be able to live close to their place of work.				

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15				
	to live close to their place of work. This could lead to recruitment problems.									
	Secondary Effects (Short, medium, long term)									
	= = =		=	=	=					
	There are no secondary effects of current policy on the wider infrastructure planning as the threshold remains at 15% and proportion 30% in Christchurch and 40% in East Dorset.	affordable housing will community facilities. Description 106 constribution of £15,000 contribution of the form of the facilities of the f	is to affordable housing could I compete with other developed Decisions about relative priorities sought to minimise the risk of contributions – up to £15,000. I even with a 60% affordable housed that the effect of the increase will need to be monitored in the	er costs such as contributes of contributions have for a negative impact on out found that a positive resusing contribution and noted contributions to wide a future. (This could be	tions to transport, op yet to be made by the ther contributions by sidual value is still ge o grant available.	en space or ne Councils.  testing a higher enerated with a				
	Cumulative / Ir	n- combination Effects	s (Short, medium, long term							
	+ = x		+	++	+-	+				
	The business as usual option would maintain a	There would be a positive cumulative effect on meeting housing needs if the policy change enabled the delivery of several small schemes of affordable housing which would not have been possible if the threshold remained the same.								

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	positive impact on the need to meet housing needs at first but the shortage of larger housing sites over the threshold of 15 would slow down the delivery in the long term. Continuing with the same policy would have a negative impact on the wider Housing Market Area as less affordable housing delivered places more pressure on neighbouring authorities. If the policy approach in Christchurch and East	deliver a higher numb towards affordable ho	er of affordable homes, this ousing are similar in neighb	he wider Housing Market Ar reduces pressure on neighb ouring authorities, one distri o avoid more stringent polici	ouring authorities. If point in the court of	nd East Dorset olicy approaches advantaged in

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15	
	Dorset differs from neighbouring authorities our districts would have an unfair advantage over our neighbours in attracting housing schemes from developers wishing to avoid more stringent policies elsewhere.						
Conclusions	The business as usual option would only enable the delivery of a limited level of affordable housing but wou residual land value than options LN11, LN12, and LN13 which assists development viability.  Options LN11 and LN13 both deliver more affordable housing than Option A and have been tested for their in viability. Impacts on wider infrastructure costs have been taken into account in the testing. (However, there is infrastructure costs and the level of contributions which will be required.  Option LN12 would deliver the most affordable housing as this puts forward a proportion of 50% for urban e viability study has not tested new neighbourhoods on a site by site basis so there is a degree of uncertainty level of uncertainty will be resolved through the urban extension master planning process.  Options LN11 and LN13 both score equally well under the SA and are both viable options recommended by advantage to Option LN11 is that all sites are required to contribute so it captures all possible sites capable of						

Sustainability Objectives	Business as Usual	Option LN11	Option LN12	Option LN13	Option LN14	Option LN15
	viability is not li Options LN11 a and meet identi	kely to be an issue. The c and LN13 both have a sign ified housing needs. Optic	ces can be concentrated on securing lisadvantage is that some sites und nificantly positive impact on objection LN12 also has a significant position in the properties of the	der 5 which could c ives to make suitab tive impact on meet	ontribute will not be red le housing affordable fo	quired to. or everyone

Table L.6

Issue: Should the Core Strategy develop an Affordable Housing Rural Exceptions policy?

Sustainability Objectives	Business as Usual			Option LN16			Option LN17		
								ut only minor beneficial im ct, Significant adverse im	
8) Help make suitable housing available and affordable for everybody.	Direct Effects (Short, medium, long term) Traffic Light Assessment								
	=	=	=	++	++	++	+	+	+
	A continuation of current policy would have little impact on securing more affordable housing on rural exceptions sites. Therefore there is little impact on objectives to secure more affordable housing to meet identified housing needs.			The introduction of a rural exceptions policy for Christchurch and an urban exceptions policy for both Districts would have a positive impact on meeting identified housing needs. This would increase opportunities for the delivery of affordable housing.			The introduction of a rural exceptions policy for Christchurch may have a minor positive impact on objectives to make suitable housing available and affordable for everyone. As the policy can only apply to settlements with a population of under 3,000 Burton is excluded which leaves just Winkton. Hurn has not been included as the village is within 400m of the Dorset Heathlands internationally protected sites.		

Sustainability Objectives	Business as U	sual		Option	LN16		Option LN17			
							already ex small rural have great be retained on number secured in that there. There is no of the viab sites come value, alth	rset a rural exceptists. As this districts settlements the settlements the set impact, therefold for East Dorset in the East Dorset in the has been limited to need to refer to sility study as rurate in at a much low ough they still oftake the scheme visits.	ct has more policy will ore should. Evidence on sites e past show delivery. the findings I exception ver land en seek	
	Cumulative / I	n- comb	ination Effects	(If rele	vant) (Short, medium lo	ong terr	m)			
	=	=	=	+	+	+	=	=	=	
	Continuing with a negligible cur provision of affo wider Housing	nulative ordable	effect on the housing in the	effect of in the visupply increase housin as rura	would be a positive cum on meeting the housing revider Housing Market Are of affordable homes is sed by allowing affordable on the edge of urban at settlements. This could re on neighbouring auth	needs ea if the e e as well reduce	only Winkt of rural set exceptions be a neglig	ion results in the on in Christchurd tlements to which policy will apply gible cumulative of affordable hous	h to the list the rural there will effect on the	
11) Maintain and enhance local	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	
distinctiveness and	=	=	=	x	x	х	=	=	=	
create places, spaces and buildings that work well, wear well and look well	Continuing with policy for East equal or no imp	Dorset v	vould have an	policy 1	icing an urban exception for both districts and a ru ions site policy for Christ	ıral	Continuing with a rural exceptions policy for East Dorset and introducing one for Christchurch would have an equal or no			

Sustainability Objectives	Business as U	Isual		Option	LN16		Option LN17		
	setting of villages and the landscape/townscape value can be applied to mitigate against the potential negative impacts of developing greenfield land.				ave an uncertain impacting the countryside from panisation. Rural exception cally small scale and bace of local need. It is impressed in the country of the	impact on the landscape quality of rural settlements as the only additional settlement to be included is Winkton. Rural exceptions schemes tend to be smaller and based on evidence of local need. Policies to safeguard the setting of villages and the landscape / townscape value can be applied to mitigate against the potential negative impacts of developing greenfield land.			
12) Facilitate a	Secondary Eff	ects (If r	elevant) (Shor	t, mediu	ım, long term)				
sustainable and growing economy that creates	+	+	+	++	++	++	+	+	+
economic and employment opportunity, as well as providing for vital and viable town centres	Continuing with the same policy results in a minor beneficial impact on supporting the economy of villages. Retaining residents in rural settlements rather than having to move to alternative areas to find affordable housing would support local businesses and services.			Broadening the policy to apply to urban as well as rural settlements would result in a more significant beneficial impact to the economy of settlements and towns. Meeting the need for affordable housing in rural and larger settlements can support local businesses and services. Reducing the migration of young people and families			This option has a continuing with o minor beneficial the economy of residents in settl them having to n areas to find affor support local bus	urrent impac village ement nove tordable	t policy with a st on supporting s. Retaining ts rather than o alternative the housing would

Sustainability Objectives	Business as	Usual		Optio	n LN16		Option LN17
				would	rom the villages and urba benefit the local econor ng a local workforce.		
	Cumulative /	In- comb	oination Effects	(If rele	vant) (Short, medium l	ong terr	n)
	х	x	x	+	+	+	
	have an uncer economy with Market Area a the level of aff	with the same policy would incertain impact on the vithin the wider Housing a as it is difficult to assess affordable housing which a forward through current.  There would be a cumulative policy impact on the economy within the Housing Market Area if the policy approach towards rural / urban exceptions policy is consistent a local authority boundaries.				ne wider licy n	
Conclusions	The business as usual option would enable the continuation of the present level of delivery of affordable hous rural exceptions sites which is nil in Christchurch and a limited level in East Dorset. Option LN16 broadens the apply to urban as well as rural settlements in both areas. This offers the most potential for the delivery of more housing. Option LN17 would allow the possibility of rural exception sites in Christchurch, but this only results being added to the list of rural settlements. There would be no impacts on viability of sites coming forward if examples and the Core Strategy. There is a need to maximise opportunities to secure affordable housing from possible source. This policy could have a minor positive benefit on objectives to meet identified housing need to the list of the most sustainable option as it offers a more significant increase in opportunities for the delivational end of the list of the delivation of the delivation of the list of the delivation of the list of the delivation of the delivation of the list of the delivation of the list of the li						rset. Option LN16 broadens the policy to tential for the delivery of more affordable stchurch, but this only results in Winkton ity of sites coming forward if either policy a secure affordable housing from every a meet identified housing needs.

Table L.7

Issue LN18: How and where can facilities and services be provided to support the existing population and meet the needs of a growing population and changing age profile?

Sustainability Objectives	Business as usual	Business as usual Option LN18										
		•		· · · · · · · · · · · · · · · · · · ·	ective but only minor se impact, Significa	-						
2) Make sustainable use of	Direct Effects (Short, medium, long term)											
resources.				++	++	++						
	No option would me best made use of.	an that facilities may ı	not be protected and	-	protection of existing factors are is made of existing re							
					acilities will ensure that la							
3) Minimise	Direct Effects (Sho	rt, medium, long ter	m)									
pollution and				++	++	++						
4) Minimise factors contributing to climate change		an that people would cilities could mean tha		This option will reduce the need to travel by taking facilities residents and by encouraging further use of existing facilitie which are already located in accessible locations. All new are expanded facilities will be in accessible locations which will alreduce the need to travel and allow alternatives to cars which will minimise factors contributing to climate change and pollution.								
	Cumulative / In- co	mbination Effects (I	f relevant) (Short, m	edium long term)								
				++	++	++						
				This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.								

Sustainability Objectives	Business as usual			Option LN18				
5) Provide access	Direct Effects (Sho	rt, medium, long ter	m)					
to meet people's need				++	++	++		
	A loss of facilities co people's needs	uld mean a reduction	in accessibility to	Provision of new and expanded facilities in sustainable locations and close to people's homes will provide access to a variety of facilities to meet people's needs. The multi-use of facilities can help to increase access to meet people's needs as they may not have to travel to a different place if facilities nearby offer a range of provision.				
	Cumulative / In- co	mbination Effects (I	f relevant) (Short, m	edium long term)				
				++	++	++		
				This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.				
7) Create	Direct Effects (Sho	rt, medium, long ter	m)					
conditions to improve health,				++	++	++		
promoting healthy lifestyles	recreation either thro	uce accessibility to he ough the loss of facilit ional use of facilities.						

Sustainability Objectives	Business as usual			Option LN18						
	Cumulative / In- co	mbination Effects (I	f relevant) (Short, m	medium long term)						
				++ ++ ++						
	This option is considered positive when assessed combination with the preferred options for transpole leisure, housing and employment.									
9) Help communities to	Direct Effects (Sho	ort, medium, long ter	rm)							
support social				++	++	++				
cohesion through a reduction in the fear of crime and the provision of basic services and facilities,		ean that the multi use on the to encourage soc		By encouraging the multi-use of facilities this will increase social interaction within and between groups of people which can support social cohesion. The option also looks to provide new facilities. Providing new facilities and increasing social interaction in communities can help to reduce the fear of crime						
learning, training, skills knowledge	Cumulative / In- co	embination Effects (I	f relevant) (Short, m	edium long term)						
and culture				++	++	++				
		This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.								
Conclusion	Option LN18 will deliver beneficial impacts for the whole community by protecting and expanding existing facilities and promoting new facilities where required.									

Table L.8

Issue: How can we ensure that necessary community and cultural facilities are provided in step with new development?

Sustainability Objectives	Busines	s as usual		Option LN19			Option LN20				
Performance / Signification = Equal or no impact, x											
5) Provide access to	Direct E	ffects (Sho	ort, mediu	Assessment							
meet people's need	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long		
				++	++	++	+	+	+		
	New development would not be supported through the provision of new facilities and infrastructure.			This option will allow the faster implementation of schemes thus improving access to facilities including health care and education.			•				
	Seconda	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment									
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long		
				++	++	++	+	+	+		
	be suppo	elopment vorted through of new facture.	gh the	implementation	lities within an	ster ity facilities thus d outside of the	• •				

Sustainability Objectives	Busines	s as usual		Option LN19			Option LN20			
7) Create conditions to	Direct E	ffects (Sho	rt, mediu	m, long term)	Traffic Light As	ssessment				
improve health, promoting healthy	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	
lifestyles				++ ++ ++			+	+	+	
	New development would not be supported through the provision of new health facilities.			This option will help to improve healthcare and leisure facilities. It will also help to improve the quality and range of health services available. In combination this will help to have a significant positive impact on this objective.			This option will help to create conditions to improve health on site if there are not currently enough adequate facilities. As the facilities would have to be directly associated with the site this would not help to improve health or promote healthy lifestyles away from the site for the wider community.			
	Secondary Effects (If relevant) (Short, medium, long term) Traffic Light Assessment									
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	
				+	++	++	+	+	+	
				lifestyles this people's life e demographics increase social limproving hear a reactive way help to reduce other health proof more able to people in the social limps of the social limps	health and prorwill have a posi expectancy and s of the area. It al interaction / calth in a proactive y in the communication of the pressure on deprofessionals as prevent some here by changing the	tive impact on therefore the can also cohesion. We rather than nity this may octors and people will be ealth problems	healthy lifesty	ould improve heales away from the nity, but to a less	the site for the	

Sustainability Objectives	Busines	s as usual		Option LN19			Option LN20		
	Cumulat	ive / In- co	mbinatio	n Effects (If rel	evant) (Short,	medium long	term) (Traffic L	ight Assessn	nent )
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
				+	+	+	+	+	+
				This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.			This option is considered positive when assessed in combination with the preferred options for transport, sports, leisure, housing and employment.		
9) Help communities to	Direct Ef	fects (Sho	rt, mediu	m, long term) 1	Traffic Light A	ssessment			
support social cohesion through a reduction in	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
the fear of crime and the provision of basic				++	++	++	+	+	+
services and facilities, learning, training, skills knowledge and culture	be suppo	elopment w rted throug of new hea	h the	including libra amenity space communities t	ill help to providing factoring fact	acilities and this it will help al cohesion	educational notational notation and directly as particular option will material associated within close p	eeds, library factory factory space if it it of the develory inly benefit pecth the developm roximity to it. It is benefits as the	pment. This ople directly nent or who live will not have
	Seconda	ry Effects	(If releva	nt) (Short, med	lium, long terr	n) Traffic Light	t Assessment		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
				++	++	++	+	+	+
				By facilities helping to increase social interaction in communities this may help to reduce not only the fear of crime but also			This option will not have as far reaching benefits as Option LN19, but it will still have positive impacts.		

Sustainability Objectives	Busines	s as usual		Option LN19			Option LN20			
				people's sens facilities. The help to improve their communi	rime itself by ime of community improved facilities people's sentity and therefore the after shared sets.	y ownership of cies may also se of pride in they are more				
12) Facilitate a sustainable and	Direct E	ffects (Sho	rt, mediu	m, long term) <sup>-</sup>	Traffic Light As	ssessment				
growing economy.	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	
				++	++	++	+	+	+	
	benefit fr facilities a could be	nomy would om the pro- and infrastru derived fro ions policy	vision of acture that		would benefit i are improved th					
Conclusions	related to local auth urgently wider con sustainal	o the develon nority in advican be deliver mmunity are	opment. The vance and vered first. e more lime they both I	ne list of facilities facilities can be As option LN20 ited to the peop	community as the strat Commun prioritised in or or lates to plan ole living on and sitive impacts in	ity Infrastructur der of importan ning obligation I within close p	e Levy can go t ace, therefore the s the main bene roximity to the a	owards will be ones that are efits of the development of the development.	decided by the required most lopment to the nent. In	

Table L.9

#### **Appendix M Creating Prosperous Communities**

Issue: How can we ensure that there is a sufficient amount and range of employment land and premises meeting the locational requirements of businesses?

Sustainability Objectives	Busin	ess as ı	ısual	Option PC 1						
				t (++ Significant Beneficial Impact, - et, - Option conflicts with objective a						
2) Make	Direct	Effects	(Short,	medium, long term)						
sustainable use of resources.	x	х	х	++ ++ ++						
	form of influence of difference of clear for Christon of the employ This many level of interesting the second of t	osence of interverse the logerent formers activities ac	ntion to ocation ms of ty will creation images the tes. t the ssee sites	This approach of influencing the range a clear marketable image for the resp sites in respect of the range of uses th regarding the range of uses which ca of land. However, longer term this app order uses to business parks which heconomic growth.	pective sites and assist in realising at can be attracted. This option d in locate on sites within the hiera roach seeks to influence produc	ng the business potential of these oes pose some level of prescription rchy which could affect the take up tivity led growth by attracting higher				
9) Help	Direct	Effects	(Short,	medium, long term)						
communities to support social	х	x	х	+	+	+				
cohesion through a reduction in the fear of crime and the provision of basic services	interve uncert the util	of marke ention creation creation continued to the contin	eates parding of sites	Improving the market image of sites through the direction of different forms of business activity is to realise the market potential of sites in terms of the range of business activity that can be attracted attraction of higher order businesses to sites with appropriate locational attributes is likely to increase enhance the level of work based training opportunities available.						

Sustainability Objectives	Busin	ess as I	ısual	Option PC 1					
and facilities, learning, training, skills knowledge and culture	forms of activity image attraction creation employ	on of diff of busing to imprand ma iveness on of yment b g opport	ess ove site rket and the ased						
11) Maintain and enhance local	Direct	Effects	(Short,	medium, long term)					
distinctiveness	x	х	x	+	+	+			
and create places, spaces and buildings that work well, wear well and look well	market direction forms of can residual co-locat non-co- busine not per	ce on the tor the on of difference of busing sult in the cation of emplements uses form we go persp	ferent ess use le entary that do ell from		ters of complementary uses that	on of different forms of business activity at require similar types of premises that ective.			
12) Facilitate a sustainable and	Direct	Effects	(Short,	medium, long term)					
growing economy	x	x	x	++	++	++			
that creates economic and employment opportunity, as well as providing	concer locatio forms of activity affect t	of interviring them of differ of busing can ad the imag	erent ess versely ge of	The establishment of a clear market image for sites and zones within sites through the direction of difference forms of business activity will improve the market potential of sites and the types of business that may choose to locate which will assist growth in economic output and employment generation.  The nature of market intervention must be flexible to meet the changing needs of the economy and this approach allows for this flexibility in not being overly specific in terms of permissible business uses.					

Sustainability Objectives	Business as usual	Option PC 1
for vital and viable town centres.	potential to attract forms of business activity that can make a positive contribution to the economy.	
Conclusions	range of business activ	on does not provide any certainty for improving the marketability of sites to unlock greater potential for the ity that can be attracted. However, the absence of market intervention provides complete flexibility for the unlikely to assist significant economic growth.
	portfolio in a way that is activity that can potent	ne opportunity to maximise the market potential of individual sites within the Christchurch employment land is sensitive to the types of business activity currently located on these sites and the range of business ally be attracted in view of individual site locational attributes. This approach needs to be sensitive to quirements during the plan period and as such is not specific to individual business uses.

Issue: How important is it to protect employment sites, given competing uses for the land?

Table M.1

Sustainability Objectives	Business as	Usual		Option PC	2		Option PC	3	
Performance / Significanc = Equal or no impact, x Un									
2) Make sustainable use	Direct Effects	s (Short, m	edium, long	term)					
of resources.	+	+	+	++	++	++	+	+	+
	Without the pl employment s employment u environmenta This can have	ites will renuse subject I and ameni	nain in to issues of ity problems.	employmen to meet bus period. It als	enables land to the use where it iness needs comprovides siçenable alternations.	is required over the plan gnificant	employment positive impledoes not pro- accommoda	f employment t use has a si pact for the ec ovide sufficier ate other com nportant for e	ignificant conomy but nt flexibility to apeting uses

Sustainability Objectives	Business as	s Usual		Option PC 2	2		Option PC	3	
	employment not provide for employment	th the retentic generating la or sufficient fle land is not re ss needs dur	and but does exibility when equired to		sing and reta use is not red			nt when a site the market for	
12) Facilitate a	Direct Effec	ts (Short, m	edium, long	term)					
sustainable and growing economy that creates economic and	+	+	+	++	++	++	+	+	+
employment opportunity, as well as providing for vital and viable town centres.	economy in portfolio of s provide suffi the release of by the market as residential	gnificant bendmaintaining the dites but this dicient flexibility of sites no longet to alternatival and retail the acilitate sustate owth.	he existing loes not y to allow for ger required ye uses such nat are also	land is not lo is required to requirement developmen	ensures that ensures that ensures to other used meet project which assist and the general copportunities	ses where it ted ts economic eration of	land remains will assist in business du However it of flexibility to uses which assisting eco	ensures that estiments in employment meeting the plan does not provaccommodate are also fundationomic growth sufficient hours	ent use which needs of period. ide sufficient e alternative amental to h such as the
	Cumulative	/ In- combin	ation Effects	(If relevant)	(Short, med	ium long teri	m)		
	X	X	X	X	X	X	X	X	X
	have an add uncertain wh authorities a land will be a	pproach to er and how any f land will effe	rategy it is n East Dorset mployment future loss of	have an ado uncertain wh authorities a land will be a	he Borough of pted Core St at other South pproach to en and how any to land will effe t.	rategy it is n East Dorset mployment future loss of	have an add uncertain wh authorities a land will be	the Borough of opted Core Strat other South approach to end and how any to tand will effect.	rategy it is n East Dorset mployment future loss of

<b>Sustainability Objectives</b>	Business as Usual	Option PC 2	Option PC 3
Conclusions	projected demand over the plan period growth should the site not be required	sustainable option as it retains employmout also provides flexibility for the provision for employment. The business as usual provide sufficient flexibility for other use	on of other uses which support economic and Option PC 3 perform strongly in

Issue: Are there any places where new employment sites should be provided in East Dorset?

Table M.2

Sustainability Objectives	Option	n PC 4		Option	n PC 5		Optio	on PC (	6	Option	n PC 7		Optio	n PC 8		Optio	n PC 9	
Performance / = Equal or no in	_			•	_			-	-	-		-		-				- 1
1) Protect,	Direct	Effect	s (Sho	rt, med	ium, Ion	g term)												
enhance and expand	-	-	-	=	=	=	=	=	=	-	-	-	=	=	=	=	=	=
habitats and protected species	the site and the adjoing international designation and the additional designation areas continuous transcontinuous transcontin	ationall nated S nd Udd . Thes	SNCI tself y lop ens e	internated design West Mest Mest Mest Mest Mest Mest Mest M	abuts to altionally nated Ho Moors He lest, and I larin into Moors R m to the lial developmed to s no det se sites.	It and eaths to both the iver east. opment ensure	know impact object further invest be rec	e are no n nega cts on t tive, bu er site tigation quired.	tive his ıt	contai Leona desigr grassl heathl site dr Moors The in desigr Comm	of the sit in the Stard's SNO hated for and and and rains into serior Sternation heatt from the	CI d the o the SSSI. nally urn hland is	SNCI site. would be pro	Canford surrour These a continu tected opment	nd the ireas ue to from	wood Big B Stape areas contir protect	ite adjourles and Shurles and the shill. The shill are to be the shift of the shift	NCIs at nd hese oe

Sustainability Objectives	Option	Any development would need to ensure there is no collution into the protected areas, or not the Moors River System which they drain into.  Direct Effects (Sherendown Industrial Estate, and is well ocated in the strategic road		Option	PC 5		Optio	n PC (	6	Option	n PC 7		Optio	n PC 8		Optio	n PC 9	,
	Secor	Any development would need to ensure there is no pollution into the protected areas, or into the Moors River System which they drain into.  Direct Effects (Short, medium, long te endown Industrial Estate, and is well ocated in the istrategic road network. It is nowever a				hort, me	dium,	long t	erm)							,		
	x	econdary Effects (If read of the could need to a sure there is no collution into the contected areas, or any to the Moors River ystem which they rain into.			x	x				x	x	x	X	x	x	X	X	x
	would ensure pollution protect into the System	need to there on into ted are Moors m which	is no the as, or River	would there is to the	need to s no det adjoinin	ensure riment g				would there is to the areas, Moors	evelopm need to s no det protecte or into t River S they dra	ensure riment d the ystem	would ensur polluti River adjoin	ing and ord Pond	o is no ne I Little	would ensur detrim	evelopi I need t e there nent to t ning SN	o is no the
2) Make sustainable	Direct	Effect	s (Sho	rt, medi	um, lor	ng term)												
use of	-	ect Effects (Short, notes adjoins and own Industrial								+	+	+	x	x	x			
resources.	Direct Effects (Short Industrial Estate, and is well located in the strategic road network. It is however a greenfield site.		Woolsl Estate	oridge In . It is ho	dustrial owever	Bailie Indus and is in the and the road I is how	ite adjo Gate trial Es well lo settler ne stran nieraro vever a	state, ocated ment tegic hy. It	green been id Local I development an out permis house development associal It is we	te is with belt, but dentified land lime plar and lime prent ated with ategic rock.	thas I in the a major b. The dhas nning a care ited hit.	brown for gla a wate Howe green develor restriction.	ite is clo 31 and gic road	e used es and t. in the nere is	green is isol local t close	ite is a field site ated from the front from the	te and om It is A31	

Sustainability Objectives	Optio	n PC 4		Option	PC 5		Optio	n PC 6	•	Option	n PC 7		Optio	n PC 8		Optio	n PC 9	)
3) Minimise pollution	Direct	t Effect	ts (Sho	rt, medi	ium, Ion	g term)												
(including air,	x	x	x	X	x	X	x	x	x	X	x	x	x	X	x	x	X	x
water, soil, noise, vibration and light).	would ensure damag neighb and M	evelopr need to e pollut ge to th bouring loors R m does	o ion or ie SSSI iver	protect West M and dra SSSI M System develo need to pollution the nei SSSI a	ites abouted Holt Moors Hole Moors Ring The pment woo ensured on or danged Hold Moorn does not does no	and eaths the iver vould e nage to ng	would ensur polluti fishing Forme and m adjoin site as invest need they o	igation to ensu	to is no earby . ay cory f the s will ure	would pollution to the Moors	evelopm need to on or da SSSI ar River S not occu	ensure mage nd system	would ensure contar River Little C	Stour a Canford does n	on and on of the nd Ponds	would ensur detrim adjoin	evelop need t e there ent to ing SN urles ar hill.	is no the Cls at
4) Minimise	Direct	t Effect	ts (Sho	rt, medi	ium, Ion	g term)							1			ļ		
factors contributing to	-	-	-	-	-		-	-	-				-	-		-	-	-
climate change.	emplo this lo increa by the growth mover within hourly and the	rial est	land at will ution ent fic It is of an ervice, an	employ this loc increas the inh traffic r Site 06	ovision of the control of the contro	nd at II ion by owth in ents. n 400m	emplo at this increa by the growt move within hourly and the	trial est	land on will ution ent ffic it is of an ervice, an	employ this loc increas the inh traffic r is within hourly and the establi	movements and the service of the ser	and at rill tion by rowth in ents. It of an vice, no popital	emplo this lo increa by the	rovision lyment cation v se pollu inhere n in traf ments.	land at will ution nt	emplo this lo increa by the growth moved The n of the 400m	rovision yment cation ase poll e inhere h in tra ments. orthern site is of an h	land at will ution ent ffic edge within

Sustainability Objectives	Optio	n PC 4		Option	PC 5		Optio	on PC 6	•	Option	PC 7		Option	PC 8		Optio	n PC 9	
5) Provide	Direc	t Effect	s (Sho	rt, medi	um, lor	ng term)												
access to meet people's	+	+	+	=	=	=	+	+	+	+	+	+	-	-	-	-	-	-
needs.	impro emplo oppor	option we we acce syment tunities people.	ess to	the nea settlen Legged Ashley adjoins	te is 2kn arest nents at d Cross Heath, s an existial estat	Three and but sting	impro emplo oppor	option vove acception of accept	ess to	employ people 1.8km Moors from F	te will of yment to the It is so from Whand 2.4 and 2.4 erndown within 4 stop.	o local ome est km n. The	The sit 3km fro centres Ferndo Wimbo poor ac people service	om the s of own an orne. I coess to, and r	d t has to local	2.3 kn from to Fernd Wimbonorthe site is	ite is so n and 3 he cent own ar orne. T ern part 400m	Skm tres of ad The of the from
	Seco	ndary E	ffects	(If relev	ant) (SI	hort, me	dium,	long te	erm)	I			l			1		
	+	+	+	-	-	-	-	-	-	+	+	+	-	-	-	-	-	-
	will in		unless	increas improv	moveme se unles red publ ort is pro	ic	will in unles	c mover crease s impro c transp ded.	ved	employ people 1.8km Moors from F	te will of yment to the It is so from W and 2.4 erndow within 4 stop.	o local ome est km n. The	Traffic will sig increas improv transpo provide	nifican se unle red pub ort is	tly ess	will sig		ntly ess
6) Provide a	Direc	t Effect	s (Sho	rt, medi	um, lor	ng term)												
secure													-	-	-			
safe and secure environment (including coastal protection, major hazards				areas and 3,	reas cor of flood so any pment v	zone 2							The ex the site flood ze River S	e is wit one 3 a	hin			

Sustainability Objectives	Optio	n PC 4		Option	PC 5		Optio	n PC 6		Option	PC 7		Optio	n PC 8		Optio	n PC 9	)
e.g. blast zones, crime / fear of crime and flooding).				except sequer Enviror The or the ind	o satisfy ions and itial tests nment A ily acces ustrial es d by floo	I s of the gency. ss into state is												
9) Help communities to	Direc	t Effect	s (Sho	rt, medi	um, Ion	g term)												
support social	+	+	+	=		=	+	+	+	+	+	+	=	=	=	=	=	=
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture.	poport social nesion ough a uction in fear of ne and the vision of sic services d facilities, rning, ning, skills, owledge and		nay	increase of emp training small a	otion ma se the pro- loyment g, but is site to c tering, si rvices.	ovision too offer on	increa provis	option mase the sion of oyment	ay	increas	otion ma se the pro loyment	vision	increa provis emplo trainin small on site	ion of	s too o offer ng,	increa provis emplo trainin small	oyment ng, but i a site to e cateri s and	is too o offer
12) Facilitate a sustainable	Direc	t Effect	s (Sho	rt, medi	um, Ion	g term)												
and growing	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++	++
economy for	a growing	ì	ensure supply	otion wou a suffic of land t mployme	ient o meet	help e	option wensure a	l	help er	otion woo nsure a ent suppl		help e	ption w nsure a	small	help e	pption w nsure a y of lan	small	

Sustainability Objectives	Option PC 4		Option	n PC 5		Optio	on PC (	6	Optio	n PC 7		Optio	n PC 8		Optio	on PC 9	
the District that creates economic and	land to meet employment needs.						to meet oyment s.			o meet lo syment la s.		meet emplo needs	yment	land	meet emplo	oyment	land
employment opportunity, as	Secondary I	Effects	(If relev	ant) (SI	hort, me	edium,	long to	erm)									
well as providing for	++ ++	++	-	-	-	-	-	-	+	+	+	-	-	-	-	-	-
vital and viable town centres.	It will encoura provision of c employment opportunities may enhance levels and lea higher paid jo	diverse , and e skill ad to	enoug diverse emplo	te is not h to prove range yment unities.	vide a	large provi- range empl	site is n enoug de a div e of oyment rtunities	h to verse	help e suffici- land to	option wo ensure a ent supp o meet lo oyment la	ly of ocal	enoug divers emplo	ite is no gh to pro se range syment tunities	ovide a	enoug a dive emple	ite is no gh to po erse rai oyment rtunities	nge of
Conclusions	The Options tested. The favourably aguse of resour the site conta	other o gainst m ces, fac	ptions h ost obje ilitating t	ave a mectives. (	nixed res Option P econom	sponse C7 sup ny, help	to the soports a ping sup	SA ass numbe port co	essmer er of the mmunit	nt scoring sustaina ties and p	g well u ability of providing	nder so ojective: g acces:	me obje s, most s to mee	ectives, notably et peopl	but ge , makin	nerally ng susta	less ainable

Table M.3

Issue: What sort of employment premises are required in Christchurch and where?

<b>Sustainability Objectives</b>	Business	as Usual		Option	PC 10		Option P	C11	
Performance / Significance = Equal or no impact, x Uno									
1) Protect, enhance and	Direct Eff	fects (Short	, medium,	long terr	n)				
expand habitats and protected species.	x	x	x	x	x	x	x	x	x
	reflects th	ess as usua e same scei with the sam d impacts.	nario as	are local area. P these by predomindustri market industri less veroffice discontinuous development in the state of the number of the state of the st	ated in the remises usiness usiness usiness all units representations all units representations. The component is a many component in the component is a many component in the component is a many component in the component in the component is a many component in the component in the component is a many component in the component is a many component in the compo		as such it the type of However, in the urban warehous the impact to be simi	pach responds to market of is not possible to determine of premises which will cormost new commercial dean area is for small induste units. Should this trend to the increased emission of the option of the impacts upon habitate impacts upon habitate impacts.	ne precisely me forward. evelopment strial / I continue ns is likely

Sustainability Objectives	Business	as Usual		Option PC 1	0		Option PC	11		
	Cumulativ	e / In- com	bination Ef	fects (If relev	ant) (Short,	medium	long term			
	x	x	x	х			x			x
	of developing is likely to measures and to travel and more sustant than the call to determine	e plan in place ment in the be significated associated there is likely emissions and growth we mitigated that reduce and promote ainable moder.	plan area ntly less emissions. y to be an from which will hrough the need travel by les other	increases in anticipated of climate charthe need to to car.  The HRA as	levels of eminate of the plan ge will deper ravel and prosessment of	issions as period. T nd upon t omote tra this optic	ssociated w The impact o The success Evel by more The will provice	be considered ith other forms of development of a range of a sustainable of the a clearer identity and proving the sustainable of the a clearer identity and proving the action of the a	s of develont as a who measures modes oth	opment ole upon that reduce er than the cumulative
3) Minimise pollution	Direct Effe	ects (Short	, medium, l	ong term)						
	x	×	x	x x		K	X	Х		X
	reflects the	ess as usua e same scer vith the sam I impacts.	nario as	premises se	cupying the ty tout above is end users ca ccial developn ditional road	ypes of s innot be ment will traffic	intervention provided. The predicted trends which and warehopossible to	does not pront to influence herefore, futued in relation to have been buse units. As determine the hat come forward in the ctivities.	the type of ure provision o past develor smalle s with Option	of premises on can only velopment er industrial on C it is not end user for

Sustainability Objectives	Business	as Usual		Option P	C 10			Option PC	11			
		of emissions. However, the business parks referred to in this option are accessible by public transport services which provide the opportunity for access by more sustainable modes other than the car and to achieve no net increase in levels of emissions.			An HRA assessment is required for this option to determine implications for habitats and species.							
	Cumulativ	umulative / In- combination Effects (If relevant) (Short, medium long term)										
	x	x	x		X			x		2	x	
	of develop is likely to with lower However, increase in 'backgrour need to be measures to travel at more susta than the ca	ment in the be significal associated there is like a emissions and growth vermitigated to that reduced promote ainable moder.	emissions.  ly to be an from which will chrough the need travel by des other	increases anticipate climate c the need car.	s in level ed over t hange w to travel	s of emissio he plan peri ill depend u	ns a od. 1 oon t	ssociated wi The impact of the success	be considere th other form f developme of a range of sustainable	ns of develo ent as a who measures	pment ble upon that reduce	
5) Provide access to meet people's need	Direct Eff	ects (Short	t, medium, I	ong term)	1							
people 3 fieeu	x	x	x	x	x	x		x	x	(	x	
	of develop	Without the plan in place the level of development coming forward is likely to be significantly less and this would place less pressure on			This option seeks to provide the right type of premises to meet the needs of business over the plan period in accessible locations in			option will be within B1, B2 and B8 but with the mix and size determined by the market.				

Sustainability Objectives	Business	as Usual		Option PC 10		Option PC11	
	the highway network. However, 'background' growth would have an impact requiring mitigation through selected highways improvements and measures to reduce the need to travel.		the existing urban area whassist in enabling the provided local employment opportured. Future development is like generate additional road to which will have an impact the capacity of the road new modal study will determine precise impact on the high network from the level of development anticipated of plan period (from all forms development including commercial and residential variety of measures included selected junction improver and measures to reduce the to travel will be required to minimise any adverse imposition.	ely to traffic in traffic in traffic in the traffic in	be issues of increased levels of traffic ar associated impacts for levels of congest Mitigation measures are as for Option Pincorporating selected junction improver and measures to reduce the need to trav		
				, , , ,		,	_
				X	all alass l	X	X
	without the consider the background highway no sub region Mitigation	ess as usuale plan in plane impact of and growth uetwork from a.  measures a adjacent col	ce must cumulative ipon the across the are as set	The cumulative impact of Dorset as a whole upon the The South East Dorset Mulacross the sub region and to mitigate the impact of immitigated through measure to public transport services	ne capacit ulti Modal will identi ncreased res to redu	y of the road network n study assesses the im fy a range of highways traffic levels. Impacts v	eeds to be considered. pact of development improvements required vill also need to be

Sustainability Objectives	Business	as Usual		Option	PC 10			Option PC	11		
12) Facilitate a sustainable and growing economy that	Direct Effe	ects (Short	, medium, l	ong term)							
creates economic and	X	++ ++ ++			x x x						
employment opportunity, as well as providing for vital and viable town centres.	Without the little influer commercia B2 and B8 allocated a employmer area. This provision or premises to and the cremarketable	This option seeks to provide the right type of premises to meet the needs of business over the plan period which will assist the growth of GVA output and the generation of employment opportunities. Influencing the type of premises provided on individual business parks assists in developing a clear marketable image that helps to realise site economic potential.  In order to provide sufficient market flexibility it is necessary to update requirements for commercial premises provision during the plan period through an up to date evidence base.			A lack of any form of market intervention may not assist the provision of appropriate premises in the right location to benefit the marketability of sites. Ad hoc provision may meet business requirements in a piece meal way but is unlikely to realise a site's market potential.						
	Cumulativ	e / In- com	bination Ef	fects (If	relevant	) (Short,	, mediun	n long term)			
	x	x	x		++			++		+	+
	The busine assumes the co-ordinate sub region of employments which raise scope for e	in the sub region. A cross border approach to planning for employment not the potential for a strong positive impact on economic growth.					olan period. elsewhere				

Sustainability Objectives	Business as Usual	Option PC 10	Option PC11
Conclusions	for the types of commercial premi uncertainty regarding whether the image can be established for individual will be significantly less than with PC 11 in terms of increased levels not be a mitigation place incorporated to the amitigation place incorporated Proposed Changes and has substance an adverse impact upon had intervention creates uncertainty reneeds of business. Option PC 11 to travel and provide selected high Subject to the implementation of any increase in harmful emissions 10 provides the greatest opportunito meet business need and development.	ses (within B1, B2 and B8) to be presented of business will be met over vidual sites in the Borough. The level the plan in place which provides less of traffic and associated emission ating measures to reduce the need rene in the market but includes the equent implications for increased less of traffic and factors that contract egarding whether suitable premises will require mitigation measures on a hways improvements.  Appropriate mitigation measures where and their potential adverse impactively to meet the needs of business over the updated at regular intervals over the	n place which does not intervene in the market rovided on employment sites. This creates the plan period and whether a clear marketable rel of commercial and residential development as immediate impact than Options PC 10 and so the second of the second o

Table M.4

#### Issue: What range of uses should be promoted on established and allocated sites?

Sustainability Objectives	Busin	ess as l	<b>Jsual</b>	Preferred Option PC 12	Preferred Option PC 12									
						ective but only minor beneficial impact, se impact, Significant adverse impact)								
2) Make	Direct Effects (Short, medium, long term)													
sustainable use of resources.	+ + +		+	++	++	++								
	approaestabliallocate sites is develor tradition B1, B2 develor ancillar uses.  This a Brown project require B2 and insufficing No require make a site of the site	ished and ted emplos to permonent of the control of	ad loyment nit only of s within n limited hat is ditional utilises as for for B1, makes ovision that cant	the effective utilisation of existing over and above projected require sites such as the Airport busines	Brownfield employment site ements there is a need to unl s park and the employment of I need to be explored as part	s uses and selected Non B uses will require es. In order to provide sufficient flexibility lock the development potential of strategic extension west of Ferndown. Opportunities tof the master planning process for new Dorset.								

Sustainability Objectives	Busin	ess as l	Jsual	Preferred Option PC 12						
	Cumu	lative /	ln- comb	pination Effects (If relevant) (Sho	rt, medium long term)					
	=	=	=	х	x	X				
	provisi determ level a adopt spatial utilising Brown meet p	yment la ion is ma nined on and does a sufficie I approa g availal field lan projected ements a East Do	ainly a local not ently ch in ble d to	A cross border approach will be adopted for the provision of employment land and premises and will need to effectively utilise Brownfield employment sites across South East Dorset. Although a joint approach has been adopted in relation to the gathering of evidence decisions regarding the allocation of sites a made at the local level and in this respect there is some degree of uncertainty whether sufficient land to be provided.						
9) Help communities to	Direct	Effects	(Short,	, medium, long term)						
support social	+	+	+	+	+	+				
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	approa B2 and develor forward and all employ which opport based	opment to don estatlocated yment si provides cunity for training cunities t	o come ablished ites is the work	The Core Strategy approach differs from the existing policy approach in accommodating Non B uses of established and allocated employment sites which create well paid and skilled jobs and make a significant contribution to raising levels of GVA. There is a degree of uncertainty concerning the companies that will locate in the area during the plan period and the level of work placed training opportunities that will be made available. However, it is reasonable to predict that this option will have a positive impact.						

Sustainability Objectives	Busin	ess as l	Usual	Preferred Option PC 12							
	Cumu	lative /	In- comb	pination Effects (If relevant) (Sho	rt, medium long term)						
	+	+	+	Х	X	X					
	the emapproa South author protect employ within which opport based	East Do East Do ities land ted for yment u B use of provides tunity for training ed acros	nt policy f other prset d is ses lasses s an r work	Aside from the Borough of Poole who have an adopted Core Strategy in place it is uncertain what approach other South East Dorset authorities will have towards the retention of employment land and the range of uses on employment sites. Therefore, it is uncertain what type and number of training opportunities will be established on sites elsewhere in the sub region.  Core Strategy policies across South East Dorset will be required to address the land requirements of Non B uses which is likely to have a positive impact on the availability of work based training opportunities							
12) Facilitate a	Direct	Effects	S (Short,	, medium, long term)							
sustainable and growing	+	+	+	++	++	++					
economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	approal land for on establicate land, he a lack higher uses. Of available B class the op	nowever if provis order N Current bility of l	vides as uses a and loyment there is sion for lon B and for provides y for	This option performs positively in encouraging the provision of a diverse range of employment opportunitie to meet the needs of business during the plan period with the inclusion of some non B uses. The provision of employment land to meet B1, B2, B8 and well paid, highly skilled non B uses is likely to have some positive impact upon raising skills levels and the provision of high paid jobs (in isolation from other Constrategy policies).  Allowance for non B uses on strategic sites such as Bournemouth Airport Business Park that are ancillar to the main employment uses enable the provision of services to meet the needs of employees which makes the site more attractive to businesses.							

Sustainability Objectives	Busin	ess as U	Isual	Preferred Option PC 12		
	to local and produced and high However alone is of busing the approvide skilled	ew busing the in the covide we ghly skille yer, land is no gua inesses le area that e well pa employr	area ell paid ed jobs. supply arantee ocating id and nent.	oination Effects (If relevant) (Sho	rt, medium long term)	
	+	+	+	++	++	++
	the polof of other author positive terms of for B of the control of the provision policy meet the B uses preser	abination licy approper SE Do ities ther e impact of land probless use yer, as st direct im s insuffiction in cur approach he needs is that req ince in a iss park lo	oaches rset e is a in ovision s. ated pacts ient rrent nes to of Non uire a	forward over the plan period sufficement diverse business needs.  In Christchurch in combination with to raise skill levels and provide well.  The cumulative impact of this option.	ient land should be identified to med the employment land hierarchy or all paid jobs. on in combination with policy appro	e level of employment land to come et business need to 2026 which will oftion this option has the opportunity baches determined by other SE ole area how the land requirements

Sustainability Objectives	Business as Usual	Preferred Option PC 12
Conclusions	provide well paid and hi sites in the Core Strate	between the existing policy approach and the Core Strategy option concerns planning for non B uses that ghly skilled employment opportunities. Additionally allowance is made for ancillary non B uses on strategic gy to enhance site attractiveness. Therefore the Core Strategy option has a greater positive impact upon ating more diverse employment opportunities and highly skilled, well paid jobs.

Table M.5

#### Issue: Which measures should be adopted to support the rural economy?

Sustainability Objectives	Option PC	13		Option PC	14		Business as usual.					
Performance / Significance = Equal or no impact, x Un				-		-	_		-			
1) Protect, enhance and expand habitats and	Direct Effects (Short, medium, long term)											
protected species (taking	=	=	=	=	=	=	X	X	X			
account of climate change), avoiding damage to designated wildlife and geological sites and protected species on which they depend.	this option, environmen uncertain. I states that of be supported impacts are surrounding landscapes	are specificall the effects on at can be considered where envised where envised sensitive half, thus leaning mpact to mino	sidered on wording would only ronmental scale with bitats and towards an	this option, to environment uncertain. It states that to be supporte impacts are surrounding landscapes,	are specifically the effects on the can be considered where environmental to minor the sensitive has thus leaning apact to minor the sensitive that the sensit that the sensitive that the sensitive that the sensitive that t	the natural idered on wording would only ronmental scale with bitats and towards an	are not sign other option the natural eas no sites at this option, environmen uncertain. If diversification where environment consistent in sensitive had there is als wholly on wo which risks	out in national ificantly difference in relation to environment. Are specifically the effects on the can be constoled to the effects on the effects on the would only be constantly in scale with substats and land of uncertainty in the product of t	ent to the o impact on Therefore, videntified in the natural idered 4 states that be supported acts are urrounding dscapes. in relying tional policy, ed after the			

Sustainability Objectives	Option PC	13		Option PC	14		Business a	s usual.			
								sue would lea t towards an u			
	Cumulative	Cumulative / In- combination Effects (If relevant)									
	-	-	-	-	-	-	-	-	-		
	dispersing of employment otherwise has existing allo To mitigate a states devel sustainably settlements accessible accessible accessible accessible to the district, of lead to increasing potential sulpose.	has the potent at uses, some of the uses, some of the uses, some of the uses, some of the use of th	and of which may used on yment sites. policy wording uld be e to existing sites are per than car. ersed around this still may meration and and the em on	dispersing demployment otherwise has existing allo To mitigate a states devel sustainably settlements accessible to the district, of lead to increasing the discreasing so increasing the district of the dist	This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution and the potential subsequent harm on			This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution and the potential subsequent harm on designated sites this may lead to.			
2) Make sustainable use of resources.	Direct Effec	cts (Short, m	nedium, long	term)							
resources.	+	+	+	+	+	+	X	X	X		
	impact of the and the effic countered by or minor adv	is the significate reuse of existing the control of	sting buildings and, it is I for uncertain is through the	Whilst there is the significant beneficial impact of the reuse of existing buildings and the efficient use of land, it is countered by the potential for uncertain or minor adverse impacts through the potential loss of soil, which could			impact of the reuse of existing buildings and the efficient use of land, it is				

Sustainability Objectives	Option PC 13	3		Option PC	14		Business a	s usual.		
	include versal balancing thes the option still impact.	se issues, it i	s considered	balancing the the option stand impact, and wording on	satile agriculturese issues, it itill retains a minis also noted the re-use of the PPS wordinal.	is considered nor beneficial that including buildings and	include versatile agricultural land. Additionally, there is a risk relying on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy. In balancing these issues, it is considered the option would have an uncertain impact.			
	Secondary E	ffects (If re	levant) (Shoı	rt, medium, l	long term)					
	+	+	+	+	+	+	+	+	+	
	Farm diversifi employment u area, such as tourism purpo shop opening passing trade	a site deve ses could le nearby to b	e to a similar loped for ead to a farm	employmen area, such a tourism pur	sification could it uses to locat as a site deve poses could le ng nearby to b de.	te to a similar loped for ead to a farm	employment area, such a tourism purp	ification could tuses to locat as a site deve boses could lead nearby to be	te to a similar loped for ead to a farm	
	Cumulative /	In- combin	ation Effects	(If relevant)	)					
	++	++	++	++	++	++	++	++	++	
	Cumulative be buildings that resulted in greelsewhere in the	otherwise neenfield dev	nay have	buildings th resulted in (	benefits of re at otherwise r greenfield dev n the district.	nay have	buildings that resulted in g	benefits of re at otherwise nate of the preenfield dev on the district.	nay have	
3) Minimise pollution	Direct Effects	s (Short, m	edium, long	term)						
(including air, water, soil, noise, vibration and light).	+	+	+	+	+	+	X	X	X	
	Beneficial imp waste materia material throu	al, use of red	cycled	waste mate	npacts relatin rial, use of recough the re-us	cycled	described for	fits and uncer or the other op rther uncertai	otions.	

Sustainability Objectives	Option PC 13	Option PC	14		Business as usual.				
	buildings and reducing the need to travel. However, there are uncertainties relating to site decontamination as the location of sites and the uses on site is not fixed. However, the policy wording would look to mitigate this by ensuring development does not harm the amenity of countryside through increase noise and traffic generation.		buildings and reducing the need to travel. However, there are uncertainties relating to site decontamination as the location of sites and the uses on site is not fixed. However, the policy wording would look to mitigate this by ensuring development does not harm the amenity of countryside through increase noise and traffic generation.			relying on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy.			
	Cumulative / In-	combination Effect	s (If relevant)						
	-		-	-	-	-	-	-	
	dispersing development used otherwise have to existing allocated. To mitigate again states development sustainably located settlements and accessible by more than the district, cumulead to increased.	This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by mode other than car. However, if sites are dispersed around he district, cumulatively this still may ead to increased trip generation and so increasing pollution potential.	This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by mode other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution potential.			This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by mode other than car. However, if sites are dispersed around the district, cumulatively this still may lead to increased trip generation and so increasing pollution potential.			

<b>Sustainability Objectives</b>	Option PC 13			Option PC 14			Business as usual.		
4) Minimise factors contributing to climate change.	Direct Effects (Short, medium, long term)								
	Х	X	X	X	Х	Х	X	X	Х
	Option has potential to support renewable energy as it is one of the acceptable farm diversification uses, subject to it being consistent in scale and environmental impact with its rural location. Uncertainty surrounds the potential for reducing the need to travel, and the re-use of building which may be less energy efficient than new build, which on balance makes the impacts on this option uncertain.			Option has potential to support renewable energy as it is one of the acceptable farm diversification uses, subject to it being consistent in scale and environmental impact with its rural location. Uncertainty surrounds the potential for reducing the need to travel, and the re-use of building which may be less energy efficient than new build, which on balance makes the impacts on this option uncertain.			Uncertainty surrounds the potential for reducing the need to travel, and the re-use of building which may be less energy efficient than new build.		
	Cumulative / In- combination Effects (If relevant)								
	Х	X	X	X	Х	Х	X	X	Х
	This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may potentially lead to increased trip generation.			This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may potentially lead to increased trip generation.			This option has the potential of dispersing development and employment uses, some of which may otherwise have been focused on existing allocated employment sites. To mitigate against this, policy wording states development should be sustainably located close to existing settlements and ensure sites are accessible by modes other than car. However, if sites are dispersed around the district, cumulatively this still may potentially lead to increased trip generation.		

Sustainability Objectives	Option PC 13			Option PC 14			Business as usual.		
5) Provide access to meet people's needs.	Direct Effects (Short, medium, long term)								
	+	+	+	+	+	+	+	+	+
	diversification	ing looks to con and re-use se to existing	of farm	diversification	ing looks to d on and re-use se to existing	of farm	t     Option wording looks to diversification and re-use buildings close to existing      This option could lead to benefits through providin built facilities via the reus for learning, training or sk      X     Uncertainty exists relating reliance on national PPS detailed wording, if it is swithdrawn after the adoption Core Strategy.	of farm	
9) Help communities to	Direct Effects (Short, medium, long term)								
support social cohesion through a reduction in the	+	+	+	+	+	+	+	+	+
fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	This option could lead to potential benefits through providing access to built facilities via the reuse of buildings for learning, training or skills purposes.			This option could lead to potential benefits through providing access to built facilities via the reuse of buildings for learning, training or skills purposes.			This option could lead to potential benefits through providing access to built facilities via the reuse of buildings for learning, training or skills purposes.		
10) Protect and enhance	Direct Effects (Short, medium, long term)								
historic buildings, archaeological sites and	=	=	=	=	=	=	X	X	X
other culturally important features.	impacts on he the change of through diversibilities. Provided this consistent in impact with avoid adversible landscapes.	potential for istoric landscape character of character of crisification or collect wording particles and entire rural locate impacts or This wording all or no impacts or collect impact	apes through of farms re-use of looks to proposals are nvironmental ation and sensitive would mean	impacts on he the change of through diversibilities. Provided this consistent in impact with avoid adversible landscapes.	potential for a istoric landscape character of character of crisification or collect wording by ensuring particular rural locate impacts on This wording all or no impacts	apes through of farms re-use of looks to roposals are nvironmental ation and sensitive would mean	benefits through provid built facilities via the reufor learning, training or selections.  X  Uncertainty exists relatively reliance on national Pedetailed wording, if it is withdrawn after the additional provides and the selection of the selec	national PPS rding, if it is su after the adopt	guidance for ubsequently

Sustainability Objectives	Option PC 1	13		Option PC 14			Business as usual.		
	Secondary I	Effects (If re	elevant) (Sho	rt, medium, l	ong term)				
	-	-	-	-	-	-	-	-	-
	The approval scheme, cou following suit to affect the	ıld lead to ot t – this has t	he potential	The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the area			The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the area		
11) Maintain and enhance	Direct Effec	ts (Short, m	nedium, long	term)					
local distinctiveness and create places, spaces and	X	Х	X	X	X	X	X	X	Х
	There is the greatest potential for significant adverse impacts against this objective, through impacts on the character of the AONB and merging of settlements. However, policy wording in this option looks to mitigate this by		significant a objective, the character of settlements in this option ensuring de account and impacts. The positive imperestoration of re-use, to contraditions. Vof this policy location and remaining upper setting the contraction of the contraction and remaining upper setting the contraction of the contraction and remaining upper setting the contraction of the contraction	e greatest poted dverse impact arough impact if the AONB and the AONB and in looks to miting avoids these pacts through for buildings to contribute to look the pact is the potential at the act of buildings to contribute to look the pact is the potential at the pact is the potential at the pact is the pact in the pact is the pact in the pact is the pact in the pact	s against this is on the id merging of olicy wording gate this by kes this in to e adverse tential for the sensitive enable their cal building assessments orecise lopment acts on this	Uncertainty exists relating to the reliance on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy.		guidance for ubsequently	

Sustainability Objectives	Option PC	13		Option PC	Option PC 14			Business as usual.		
	Secondary	Effects (If re	levant) (Sho	rt, medium, l	ong term)					
	Х	X	Х	Х	Х	X	X	Х	X	
	scheme, cou following sui to affect the	Il of one farm ould lead to oth it – this has the character of the relevant to AC	ners nearby ne potential he rural area,	The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the rural area, particularly relevant to AONB.			The approval of one farm diversification scheme, could lead to others nearby following suit – this has the potential to affect the character of the rural area, particularly relevant to AONB.			
12) Facilitate a sustainable	Direct Effec	cts (Short, m	edium, long	term)						
and growing economy for the District that creates	++	++	++	++	++	++	+	+	+	
economic and employment opportunity, as well as providing for vital and viable town centres.	This option will promote diverse employment opportunities, and will directly support the supply of employment land.		This option will promote diverse employment opportunities, and will directly support the supply of employment land.		Some uncertainty exists relating to the reliance on national PPS guidance for detailed wording, if it is subsequently withdrawn after the adoption of the Core Strategy.					
	Secondary Effects (If relevant) (Short, medium, long term)									
	Х	X	X	X	X	X	X	X	X	
	impacts on to district certon the edge use. However economic be uses being a	ver, there are enefits of other attracted to th an initial dive	kisting town liversification is has a retail possible remployment ne area in	Uncertain and possibly adverse impacts on the smaller existing town or district centres where diversification on the edge of settlements has a retail use. However, there are possible economic benefits of other employment uses being attracted to the area in response to an initial diversification development.			on the edge of settlements has a retail use. However, there are possible			

Sustainability Objectives	Option PC 13	Option PC 14	Business as usual.
Conclusions	relates to the fact that precise locations much of the wording of the options wording preferred general locations for develop through the re-use of building and facil	praisal are considered uncertain, that incertain are considered uncertain, that incertain are are not uld look to either mitigate against or avoing ment and type of use. The positive benefitating diverse employment opportunities evelopment pattern on the number of tri	ot identified by these options. However, d adverse impacts by identifying the efits relate to efficient use of resources s. The more adverse impacts relate to
		npacts for options PC13 and PC 14, but on wording in national guidance, which r	

Table M.6

Issue: How can we maintain the vitality and viability of local urban shopping areas?

Sustainability Objectives	Option PC15			Business as usual.			
		nent (++ Significant Be pact, - Option conflicts					
3) Minimise	Direct Effects (S	hort, medium, long ter	m)				
pollution	++	++	++	X	-	-	
4) Minimise factors contributing to climate change	enable people to	etail uses in local neighb nave access to basic se er of journeys made by nunities.	will restrict accessit	place, the local shops bility for residents, lead er means to access se	ding to the need to		

Sustainability Objectives	Option PC15			Business as usual.				
	Cumulative / In- co	mbination Effects (I	f relevant) (Short, m	nedium long term)				
	++	++	++	x	-	-		
	1	ad people to satisfy th ycle and therefore rec		Without the plan in place, residents will have to travel further to access local services, leading to unsustainable communities.				
5) Provide access	Direct Effects (Short, medium, long term)							
to meet people's need	+	++	++	х	-	-		
		ncourage the protection local facilities, such as to residential areas		Without the plan in place, residents will have to travel further to access local services, leading to unsustainable communities.				
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)							
	+	+	+	х	-	-		
	a positive impact on a use of car travel and locally. A sub-region address requirement infrastructure and put	r transport policies, the objective by encound by providing basic contains approach is required for improvements to blic transport, to enhanch is formalised throughort Plan.	raging more efficient ommunity facilities ed to effectively o transport ince positive impacts	-	act will be further distance of the serving of the			

Sustainability Objectives	Option PC15			Business as usual.					
9) Help	Direct Effects (Sho	rt, medium, long ter	m)						
communities to support social	+	++	++	X	-	-			
cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	. •	tres will support social providing a local meeting a local meeting for the residents.		Without the plan in place, the potential for each town centre, settlement and shopping parade, may not be realised. Vital community facilities may not be upgraded or provided to support the local community. Ultimately this could lead to social exclusion and an increase in crime.					
12) Facilitate a sustainable and	Direct Effects (Short, medium, long term)								
growing economy	+	++	++	X	X	-			
that creates economic and employment opportunity, as well as providing for vital and viable town centres.	provision of local co	supports the objective nvenience and compassful shopping areas westment, employment	rison shopping.	towns, district, local fully realised. This c	place, the developme centres and parades ould have an adverse ty and viability of the	of shops will not be impact on economic			
i .	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
	Cumulative / In- co	mbination Effects (If	relevant) (Short, m	edium long term)					
	Cumulative / In- co	mbination Effects (If	relevant) (Short, m	edium long term)	X				

Sustainability Objectives	Option PC15	Business as usual.
	improvements to transport infrastructure. The cumulative impact of development across the sub region will require effective mitigation, by reducing the need to travel for example.  The increased levels of emissions could be mitigated further, by the installation of renewable energy technologies and sustainable construction techniques. The direct impact of the option on the objectives, is therefore dependent on the successful implementation of other Core Strategy policies, and therefore remains uncertain.	
Conclusion	towns of Ferndown, Verwood and Wimborne Minster, the Distri and West Parley, will support the principles of PPS4, and direc journeys generated as a result of the increased number of sho	tives tested. The recognition of the hierarchy of the centres, the ct Centre at West Moors, and the Local centres at Corfe Mullen t investment and growth to these settlements. Additional car ppers or visitors to the centres might be mitigated by improving will be measured by footfall counts, rents, levels of unit vacancies

Table M.7

Issue: How can we retain important local community facilities in settlements, such as village shops and pubs, which may be economically unviable?

Sustainability Objectives	Preferred Option PC16			Business as Usual						
	_		=			ut only minor beneficial impact, et, Significant adverse impact)				
3) Minimise	Direct Effects (Short, medium, long term) Traffic Light Assessment									
pollution 4) Minimise	+ ++ ++									
factors contributing to climate change:	and services we locally, which we encourage susting the longer to their small local	vill enable people of will limit the numb stainable commur erm, the option w	ould enable people to satisfy sby foot or bicycle and therefore	reduce accessibility for many residents, particularly the elderly who do not have access to a car. This may lead to isolation and the need to travel by car or other means to access basic services						
5) Provide access to	Direct Effects	(Short, medium	ı, long term) Traffic Light Asse	ssment						
meet	++	++	++	-	-					
people's need	people to easi	• • •	this objective as it will allow cilities, such as post offices,			its will have to travel further to unsustainable communities.				

Sustainability Objectives	Preferred Option	on PC16			Business as Us	sual	
9) Help communities	Direct Effects	(Short, medium	n, long term) Tra	affic Light Asse	ssment		
to support	+	+	+	+			-
social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	reinforce activity	y and support co	courage vibrant sommunity cohesic e vitality of the se	on, reducing the	upgraded or will retire or a chang	in place, vital community facilities be lost if they become uneconomic ge in ownership occurs. Loss of loc munity could lead to social exclusion	c, the owners cal facilities to
12) Facilitate	Direct Effects	(Short, mediun	n, long term) Tra	affic Light Asse	ssment		
a sustainable and growing	++	+	+	++			
	stronger local co settlements. Th	ommunities and nis will be a posi	this objective by helping to create itive benefit to the yment opportuni	vital and viable e community,	This option could rural employment	d lead to a less viable settlement ant opportunities.	nd loss of local

Sustainability Objectives	Preferred Option PC16	Business as Usual
Conclusions	, , , , , , , , , , , , , , , , , , , ,	ility objectives. The Business as Usual option will ultimately lead to e use to a more profitable residential use in areas of high land values

Table M.8

Issue: How can the Core Strategy ensure that Christchurch and East Dorset remain vibrant and attractive destinations for visitors ensuring that tourism in both areas promotes and meets sustainable tourism objectives?

Sustainability Objectives	Business as U	sual		Option PC17					
Performance / Significance Assessment (++ Significant Beneficial Impact, + Option Supports Objective but only minor beneficial impact, = Equal or no impact, x Uncertain Impact, - Option conflicts with objective and may result in adverse impact, Significant adverse impact)									
1) Protect, enhance and expand habitats	Direct Effects	(If relevant) (Sh	ort, medium lon	g term)					
and protected species	-	-		x	x	x			
	destination for r high from touris alternative dest By promoting cu people to the ar have negative i levels, vulnerab	e heaths as an at ecreation, will co ots and residents inations.  Iltural assets this rea and therefore impacts in relationalle species and liresites arising from	may attract more this option may n to biodiversity miting pressures	pressures on desi uses; this in turn and vulnerable splevels.  By promoting cult people to the area negative impacts vulnerable species	stainable tourism the ignated sites arising may assist in avoid pecies and to main tural assets this may a and therefore this in relation to biodices and limiting prestarising from recreases	g from recreational ding harm to rare ntain biodiversity  ay attract more s option may have iversity levels, ssures on			

Sustainability Objectives	Business as U	sual		Option PC17		
	Cumulative / In	n- combination l	Effects (If releva	int) (Short, mediu	m long term)	
	+	+	++			
	of the interim he heathland Deve	pacts include the eathlands policy a elopment Plan Doerse impacts on the	nd the emerging cument to avoid			
3) Minimise Pollution	Direct Effects	If relevant) (Sho	ort, medium long	g term)		
	-	-		+	++	++
	modes of trans the same exten continue to use transport. This	Strategy in place port may not be ent. Therefore, per cars as a preferemay have a negating pollution becausions.	encouraged to ople are likely to ence to public ative impact in	By supporting sustainability principles this option will encourage the use of alternative modes of transport to cars, lorries and aircraft which may help to reduce pollution. This option may also encourage energy efficient building construction and layout of tourist facilities which could also help to reduce pollution.		
4) Minimise factors contributing to climate	Direct Effects	(If relevant) (Sh	ort, medium lon	g term)		
change	-	-		+	++	++
	modes of trans the same exten continue to use transport. This	Strategy in place port may not be e it. Therefore, peo cars as a prefere may have a nega ate change becau	encouraged to ople are likely to ence to public ative impact in	encourage the us to cars, lorries ar	stainability principlese of alternative mondained aircraft and will a building construction	odes of transport also encourage

Sustainability Objectives	Business as U	sual		Option PC17						
5) Provide access to meet people's needs	Direct Effects(If relevant) (Short, medium long term)									
	х	x	x	+	+	+				
	and East Dorse reference to en	ating to tourism in t Local Plan do r couraging sustain pact of the busing uncertain.	not make nable transport,	By encouraging sustainable transport to tourist and cultural sites this will help to provide access to meet people's needs.						
10) Protect and enhance historic buildings,	Direct Effects	(If relevant) (Sh	ort, medium lon	g term)						
archaeological sites and other culturally important features.	-	-		+	+	x				
	high levels of vi	d cultural attraction sitors. Without subseques, in the longest deteriorate.	ustainable	educating people the built environm features. This op assets which cou impacts on the cu If too many touris impact, however people educated i	ts visit, this could h this also increases n how to protect an ological sites and o	and protection of urally important omote cultural ve and adverse have a detrimental the number of denhance historic				
	Cumulative / Ir	n- combination I	Effects (If releva	nt) (Short, mediu	m long term)					
	-	-		+	+	+				
		eact of the increas visitor pressure w more housing.		visitors to visit the	sustainable modes historic and cultura spite of the growth	al sites, the impact				

Sustainability Objectives	Business as U	Isual		Option PC17			
				vulnerable by the	historic and unique pressures placed c , so the longer tern	on them by visitors	
11) Maintain and enhance local	Direct Effects	(If relevant) (Sh	ort, medium lon	g term)			
distinctiveness and create places, spaces and buildings that work well, wear well and	=	-		+	+	+	
look well	character may deterioration of pressures from them.  This may in turn area to tourists,	nger term, pressubegin to show, with roads, spaces at visitors and throad the detract from the part term, which makes impact.	ith gradual and buildings by ugh traffic on a appeal of the ver visitors to the	of Great Landsca local environmen this in turn will he character and dis By creating jobs a this will help Chris	This option will help to protect the AONB and Areas of Great Landscape Value by helping to sustain the local environment. By promoting sustainable tourism this in turn will help to maintain and enhance the local character and distinctiveness,  By creating jobs and encouraging inward investment this will help Christchurch and East Dorset to be places that are distinctive and attractive.		
12) Facilitate a sustainable and growing	Direct Effects	(If relevant) (Sh	ort, medium Ion	g term)			
economy that creates economic and employment opportunity, as well as	=	=	=	++	++	++	
providing for vital and viable town centres.	without having	t economy will co support for future Dorset is a very p	growth and	promoting cultural economies will be inward investmen	stainable tourism on the stainable tourism on the stain assets as supported through the stain will facilitate the stain that will create econtunities.	ts, the local h job creation and a sustainable and	

Sustainability Objectives	Business as Usual	Option PC17
Conclusions	as usual option. To ensure that Christchurch and	relation to the sustainability objectives than the business East Dorset remain vibrant and attractive destinations, gy. This will help to ensure that tourism in both areas res, and supports the local tourist economies.

Table M.9

#### **Appendix N Transport and Accessibility**

Issue: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Sustainability Objectives	Option TA1			Option	TA2				Business as usual				
Performance / Significance no impact, x Uncertain Impa													pact, = Equal or
1) Protect, enhance and	Direct	Effects	(Short, m	edium, long	term) Tı	raffic Li	ght Ass	essmen	t				
expand habitats	++		++	++	+		+		+				
	in transport infrastructure which will			less as	As Option TA1, but the benefits will be less as contributions will not be used to make major strategic improvements.			If contributions are not collected improvements to transport infrastructure will not be implement and congestion and pollution will increase.			sport be implemented		
3) Minimise pollution	Direct	Effects	(Short, m	edium, long	term) Tı	affic Li	ght Ass	essmen	t				
4) Minimise factors	+	+	++	++		+	+	+		,			
contributing to climate change	Contributions will lead to improvements in transport infrastructure which will lead to less congestion and air pollution. Obligations will also be used to make improvements to the cycling and walking network, to public transport and to a larger number of travel plans which are aimed at reducing the use of cars, thus in the long term pollution will be minimised.			the imit of the congest effect congest walking transportion will be reducing the congest of the	mediate developing ranspore will destion and on polluting and cyport than also being polluting polluting polluting polluting mediate.	transpo ment wil t improv do very li d therefo tion. The on impro /cling ne for optio a smalle tion from	which de ort require I not prove the ere will be even the ere will be even the ere will be even the ere effect on TA1. The effect on these single ements.	ments ride for and duce no e a wider public There	improv infrast	vements ructure ongestio	to trans will not b	t collected sport be implemented ollution will	

<b>Sustainability Objectives</b>	Option TA1			Option TA2			Business as usual		
	Secondary Eff	fects (If	relevant) (Sho	rt, medium, long term) Traffic Light Assessment					
	++	++	++	+	+	+			
	Whilst any improvements to transport infrastructure which are funded by contributions will reduce congestion, allow people to walk, cycle and provide more public transport, they will not reduce the need to travel			sites will have reducing the n population of t	ovement rt of the o limited e eed to tr he wider not likely	s which will be development of effect on avel of the area and to significantly	If contributions are not collected improvements to transport infrastructure will not be implement and congestion and pollution will increase.		
7) Create conditions to	Direct Effects	(Short,	medium, long	term) Traffic Li	ght Ass	essment	,		
improve health, promoting healthy	++	++	++	+	+	+			
lifestyles	faster impleme strategy. The s improvements to public transp there is less re will improve he access to leisur	Planning contributions will allow the faster implementation of the transport strategy. The strategy includes improvements to walking, cycling and to public transport thus ensuring that there is less reliance on the car which will improve health and also increase access to leisure centres, open space, nealth facilities and food shops.			ovement reement of a site was to leisu ealth fac will be fe to walkin	te related s which will be s for the vill not generally ure centres, ilities and food ew ng, cycling and d the immediate	If contribution improvements infrastructure and congestic increase.	s to trans will not b	port e implemented
Conclusions	It is clear that a method of collecting from all development for a wide range of transport schemes will have a possimpact on the objectives of the appraisal and the Core Strategy. The pooling of funds will allow for the introduction transport schemes which will benefit the wider area but the use of negotiations to gain on site improvements only have little effect.					introduction of			

Table N.1

Issue: How can we ensure adequate levels of public and private car parking are provided?

Sustainability Objectives	Option TA	<b>13</b>				Option TA4				
Performance / Significance A = Equal or no impact, x Uncer										
1) Protect, enhance and	Direct Eff	ects (Short, me	dium, long	j term)						
expand habitats.	+		+		+	-		-		-
	A reduction will benefit	n of pollution that t wildlife	should res	ult from th	nis option	This option and assoc		the continuion.	ied increase	e in car use
3) Minimise pollution	Direct Eff	ects (Short, me	dium, long	j term)						
4) Minimise factors		+ +		4	++			-		-
contributing to climate change	Town centures to that the time and reductions The option	re car parks need by meet needs. The duce as other not provision as this in the supply of a will encourage for to cars. Pollution	These need nodes of transfer of transfer of transfer of the car parking the use of a	ds will alte ansport a lould lead land thus alternative	er over re used. to car use. e modes	not encour	age the us	car parking e of other m re. Pollution	nodes of tra	nsport to
	Secondar	y Effects (If rele	evant) (Sho	ort, medi	um, long	term) Traffi	ic Light As	sessment		
		+	+	+	+			-		-
	In the long term an option to reduce town centre car parking levels will result in the release of land for development. The redevelopment of car parks in town centres will create accessible sites which will reduce the need to travel and therefore reduce pollution.  Leaving town centre car parking at the current level not encourage the use of other modes of transport to access the town centre. Pollution levels will not be reduced in the wider area.						nsport to			

Sustainability Objectives	Option TA3				Option TA4				
	Cumulative / In-	combination E	ffects (If releva	nt) (Sh	ort, medium long tern	n)			
	+	+	++		-	-	-		
	conjunction with o use of town centre car parking provis	There would be a cumulative effect of this option in conjunction with other options that seek to increase the use of town centres, as it would lead to a reduction in car parking provision in town centres and therefore to a reduction in pollution.  The cumulative effect would be option in conjunction with other options that seek to increase the use of town centres, that the same number of cars will carry on using the town centre car parks.							
5) Provide access to meet	Direct Effects (S	hort, medium,	long term)						
people's need	+	+	++		-	-	-		
	The option will end by being implement to other modes of facilities for all.	nted in conjunct	ion with improve	ments	Whilst the option would have an effect on encouraging the more efficient use of cars to gain access to facilities and employment sites outside of the town centre it will have no effect on the use of cars to access town centres and will not encourage the use of other modes of transport. There will be no improvement in access for all to a wide range of facilities.				
	Secondary Effec	ts (If relevant)	(Short, medium	, long	term) Traffic Light As	sessment			
	+	+	++	-	-	-			
	In the long term a policy to reduce town centre car parking levels will result in the release of land for development. The redevelopment of car parks in town centres will create accessible sites for those living there which will reduce the need to travel.  Leaving town centre car parking at not encourage the use of other more access the town centre. Accessible improved in the town centre.					nodes of transport to			

Sustainability Objectives	Option TA3			Option TA4					
	Cumulative / In- combina	tion Effec	ts (If relevant) (Sh	ort, medium long tern	n)				
	+	+	++	-	-	-			
	The use of modes other that reduction in the need for to improve in time and thus w for all.	wn centre	car parking will	The policy will have no effect on the use of cars in town centres and will not encourage the use of other modes of transport. There will be no improvement in access for all to facilities.					
7) Create conditions to	Direct Effects (Short, med	dium, long	g term)						
improve health, promoting healthy lifestyles	+	+	++	-	-	-			
	The option will help to redu encourage cycling and walk and work places, thus leadi improve access for all to he encouraging the use of more	king to tow ng to routi ealth and le	n centres, schools ne exercise. It will eisure facilities by						
	Cumulative / In- combination Effects (If relevant) (Short, medium long term)								
	+	+	+	-	-	-			
	Over time, the shift to the u car will increase and thus the greater.			The option will do little to encourage the shift to other modes over time and therefore will have little benefit of health.					
12) Facilitate a sustainable and	Direct Effects (Short, med	dium, long	g term)						
growing economy that creates economic and employment	+	+	+	-	-	-			
opportunity, as well as providing for vital and viable town centres.	Standards can be set so the economy is supported. She centres and suitable car paremployment uses will lead to	ared car p rking stan	arking in town dards for	would not be facilitated and would therefore reduce economic opportunities.					

Sustainability Objectives	Option TA3			Option TA4					
	Secondary Effects (If relevant) (Short, medium, long term)								
	=	+	+	-	-	-			
	A reduction would occur in for car parking in the town land available for economic	centres thu			o land woul	he amount and size of d become available for entres.			
	Cumulative / In- combina	ation Effect	s (If relevant) (Sh	ort, medium long tern	n)				
	+	+	+	-	-	-			
	Expansion of facilities and selected to higher levels of eccimprove the vitality of town supported by options being district centres.	onomic activ n centres. T	vity and therefore This would be			evelopment potential as ar parks may contribute			
Conclusions	Setting car parking standareas. This will result in a Setting car parking standa TA4 however, does not propublic transport use, cyclir be reduced.	reduction in rds is include mote a redu	n pollution levels ar ded in both policies action in car parking	nd will minimise factors and therefore they are levels within town cent	contributin both reasones and the	g to climate change. onable options. Option refore does not support			
	Promoting a change towards improving access by public transport, cycling and walking will improve access for all to a range of facilities. Setting appropriate car parking standards within town centres as well as for non residential uses will work with this so Option TA3 will support the other Options of the Core Strategy but Option TA4 will have less effect. Likewise, Option TA3 will help the move towards higher levels of physical activity and access to health and leisure facilities but Option TA4 will be less effective.								
	Care will need to be taken emissions and therefore po economy. Reducing town centres more attractive pla	ollution and o centre car p	contribute less to cli parking will support	mate change, whilst sup t the use of modes othe	pporting a ser than the	ustainable and growing car and will make town			

Sustainability Objectives	Option TA3	Option TA4
	result of a reduction in town centre car parks can be mad economy of the town centre. Option TA3 therefore overall sustainable than Option TA4.	e available for town centre uses which would support the has a more positive impact on the objectives and is more

Table N.2