

Core Strategy

02 The Key Strategy Background Paper

Pre-Submission Consultation
2nd April – 25th June 2012



Prepared by Christchurch Borough Council and
East Dorset District Council

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1 Introduction	2
2 Formation of Pre Submission Options	3
3 Pre Submission Options	109

1 Introduction

1.1 This background paper is one of a number of papers produced as part of the Christchurch and East Dorset Local Plan (formerly known as the Local Development Framework) to inform the Pre-Submission Core Strategy. This particular paper sets out the refinement of policy options for the Core Strategy Key Strategy chapter following consultation undertaken between October 2010 – Jan 2011 on the Core Strategy 'Options for Consideration' document. Specifically, the Key Strategy chapter sets out policy options associated with:

- Settlement hierarchy
- Green Belt
- The broad location and scale of housing provision
- The broad location of employment growth
- Town Centre hierarchy and scale of retail provision
- Strategic transport

1.2 Preparation of the Pre-Submission Core Strategy Key Strategy chapter has involved consideration of the following:

- National and local policy;
- Core Strategy 'Options for Consideration' consultation and ongoing engagement;
- Sustainability Appraisal, Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment;
- The evidence base;
- Infrastructure delivery and viability.

1.3 This background paper also identifies, where appropriate, strategic infrastructure requirements to support the policy options within the Key Strategy chapter which feeds into the wider Core Strategy infrastructure delivery plan and preparation of the Community Infrastructure Levy Charging Schedule.

1.4 This paper should be read in conjunction with the following key issue paper prepared in refining Core Strategy options from initial issues and options consultation undertaken in March 2008 to the 'Options for Consideration' consultation undertaken from October 2010 – January 2011.

- **Key Issue Paper 5: The Key Strategy**

2 Formation of Pre Submission Options

2.1 This section provides a critical assessment of the options put forward for consultation in the Key Strategy chapter of the 'Options for Consideration' Core Strategy and provides recommendations for the policy approach to be adopted in the Pre-Submission Core Strategy. The assessment process examines the consultation response received to the 'Options for Consideration' document and key issues arising from this engagement process. The formation of Pre-Submission policy options also considers any recent changes in national policy and updates to the evidence base which supplements the policy and evidence review undertaken within the key issue papers listed in the introduction. The assessment below also takes into account key conclusions of the sustainability appraisal, habitats regulations assessment, health impact assessment and equalities impact assessment undertaken for the 'Options for Consideration' Core Strategy. A summary of all the proposed Pre -Submission policy options for the Key Strategy chapter is set out at the end of this paper.

Issue and Options Identified in 'Options for Consideration' Core Strategy:

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

Preferred Option KS 1

Settlement Hierarchy

The location, scale and distribution of development should conform with the settlement hierarchy, which will also help to inform service providers about the provision of infrastructure, services and facilities.

Settlement Type	Function
Main Settlements	The settlements which will provide the major focus for community, cultural, leisure, retail, utility, employment and residential development. This will include infill development as well as options for some greenfield development.
	Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen
District Centres	Settlements which will provide for smaller scale community, cultural, leisure, retail, employment and residential development within the existing urban areas.
	West Moors, Highcliffe
Suburban Centres	Settlements with no existing centres that will provide for some residential development along with community, leisure and retail facilities to meet day to day needs within the existing urban areas.
	Colehill, St Leonards and St Ives
Rural Service Centres	Main providers for the rural areas where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities.
	Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross
Villages	Settlements where only very limited development will be allowed within village infill envelopes that supports the role of the settlement as a provider of services to its home community.
	Burton, Hurn, Edmondsham, Furzehill, Gaunt's Common, Gussage All Saints, Gussage St Michael, Hinton, Martell, Holt, Horton, Shapwick, Wimborne St Giles, Witchampton, Woodlands/Whitmore

Settlement Type	Function
Hamlet	Settlements where development would not be allowed unless it was functionally required to be in the rural area.
	All other settlements

Table 2.1

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS1	18	15	1	34

Table 2.2

2.3 Comments

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

2.5 Overview

2.6 There were a wide mixture of views expressed about this option. However, the principle of the option was largely supported, notably by the Highways Agency and Dorset County Council (Transport).

2.7 One response seeks an amendment to the wording to provide greater certainty with regard to the delivery of economic development.

2.8 It is requested that wording should be included to the effect that exceptionally employment development should be permitted adjoining existing major developed employment sites at Bournemouth Airport and Woolsbridge.

2.9 Response

2.10 The policy does make reference to which settlements should be the focus for employment growth. The industrial estates, such as at the Airport and Woolsbridge, are not considered to be settlements where this policy applies.

2.11 Greenfield Development

2.12 Some of the respondents objected to the potential development of greenfield land associated with Main Settlements.

2.13 Response

2.14 The acceptability of greenfield development relates directly to the scale of need for affordable and employment development and the ability to meet this within the existing urban areas and villages. Evidence from the Strategic Housing Market Assessment, Strategic Housing Land Availability Assessments and Employment Land Reviews shows that needs can only be accommodated through the use of greenfield development.

2.15 Wimborne and Colehill

2.16 The Wimborne Civic Society considers that the option should allow for the identification of a new town to provide for the major housing needs of the area, without causing harm to existing settlements.

2.17 Several responses consider that Wimborne should not be a focus for development, as it is a sensitive town in terms of its setting, historic form and transport. Others feel that it should be a focus as it has a wide range of facilities, services and employment.

2.18 An agent acting on behalf of a landowner (Ken Parke) suggests that Colehill should be identified as a Main Settlement. It should be recognised as being part of greater Wimborne. Its current status as a suburban centre will not allow development to take place in keeping with its size.

2.19 Response

2.20 Wimborne has the greatest level of existing service and facility provision of all the East Dorset settlements, alongside Ferndown/West Parley. It also provides significant employment opportunities. It is therefore considered appropriate that it is identified as a Main Settlement.

2.21 Colehill is a distinctly separate settlement to Wimborne, although close by. It has very limited facilities with little potential for improvement, as identified in the Wimborne and Colehill Area Profile. It is therefore considered appropriate that it is identified as a suburban centre.

2.22 Christchurch

2.23 The agents representing the landowner and developer for land at Roeshot Hill, Christchurch consider that the urban extension should be identified as a strategic site within the option.

2.24 Response

2.25 None of the strategic allocations have been identified specifically within the option. The Roeshot Hill site forms part of Christchurch and its identification as a Main Settlement.

2.26 Verwood

2.27 Verwood Town Council support the designation of Verwood as a Main Settlement. However, it was considered that further facilities and services should be developed. The Council did not support the identification of Three Legged Cross as a Rural Service Centre, as it is felt that the village does not have sufficient facilities and is too close to Verwood and West Moors to have much of a catchment area.

2.28 A respondent notes that the Town Centre Retail Study identified that Verwood should be a District Centre.

2.29 Response

2.30 The identification of Verwood as a Main Settlement will support the provision of additional services and facilities in the Town. The Town Centre Retail Study specifically considers one aspect of the settlement i.e. The status of the town centre. The policy option is considering the wider status of Verwood. The Town has a significant level of services, facilities and employment opportunities, with the potential to further improve this situation. It is therefore considered appropriate that it is identified as a Main Settlement.

2.31 Corfe Mullen

2.32 Corfe Mullen Parish Council did not support the identification of Corfe Mullen as a Main Settlement. This is on the basis that the village does not have a recognisable town centre and relies on services and facilities being provided elsewhere.

2.33 Two landowners support the identification of Corfe Mullen as a Main Settlement (Canford Estates and Taylor Wimpey).

2.34 Response

2.35 Corfe Mullen has been identified as a Main Settlement because of its access to services, facilities and employment opportunities. Although the settlement does not have a recognisable centre it does have reasonable day to day facilities, including shops, schools, doctor's surgery and community facilities, as set out in the Corfe Mullen Area Profile. Additionally, higher order facilities and services are available in nearby Broadstone. As a result it is considered appropriate that Corfe Mullen is identified as a Main Settlement.

2.36 Burton and Hurn

2.37 Hurn Parish Council supports the designation of Hurn as a village.

2.38 Geoff Bantock considers that Hurn and Burton should be elevated to District Centre status as they are close to major employment and housing development areas.

2.39 The Meyrick Estate considers that Burton should be a third tier settlement to recognise its size and the wide range of facilities it has where some growth would be acceptable.

2.40 Response

2.41 These villages have very limited services and facilities in comparison to the identified District Centres of West Moors and Highcliffe. In particular, Hurn has very few services and facilities and little opportunity to change this. As a result it is considered appropriate that Burton is identified as a village and Hurn a Hamlet.

2.42 Longham

2.43 Longham is promoted by a landowner's agent (Malcolm Brown) as a settlement where development is acceptable. It should be identified as a Rural Service Centre.

2.44 Response

2.45 Longham is a settlement with very basic facilities, in the form of a small shop, two pubs and employment provided primarily by a hotel, garden and hobby centre. It has a village infill envelope where limited development is acceptable. It is therefore agreed that it should be identified as a village.

2.46 Furzehill

2.47 Furzehill is promoted by a landowner's agent (Malcolm Brown) as a settlement where there is potential to increase the provision of services and facilities in conjunction with new development. New houses would redress the balance between employment, notably the Council, and homes.

2.48 Response

2.49 The village has limited facilities, which amount to a pub and shop/Post Office. However, it does contain the offices of East Dorset District Council, and Policy RA2 of the Pre-Submission document looks to expand the Village envelope boundary to include these offices and surrounding buildings to allow for their redevelopment to facilitate the possible re-location of the Council Offices to a more central location within the area. It is therefore concluded that the status of Furzehill as a village is appropriate.

2.50 Sturminster Marshall

2.51 Councillor Bennett supports the status of Sturminster Marshall as a Rural Service Centre, provided that development is confined to the provision of shops and facilities appropriate to a village environment.

2.52 A landowners agent (Broadway Malyan) also supports the designation of Sturminster Marshall as a Rural Service Centre and promotes the provision of new employment to support this.

2.53 Response

2.54 The support of this status is welcomed. An expansion to the industrial estate is proposed to provide a choice of location for employment.

2.55 Status of Other Settlements

2.56 Sixpenny Handley Parish Council supported the identification of the village as a Rural Service Centre.

2.57 Alderholt Parish Council support limited development in the village with no extension to the village envelope.

2.58 The Cranborne Estate supports the identification of Cranborne as a Rural Service Centre.

Consideration of Evidence and Policy

2.59 The policy approach is informed by information contained in the Area Profiles and the Annual Monitoring Reports produced by the Councils, along with Town Factsheets and Profiles produced by Dorset County Council.

2.60 A report by Roger Tym and Partners on the function of settlements in the South West Region has also provided important information.

'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS1
Objective 1: Protect, enhance and expand habitats and protected species.	UNCERTAIN IMPACT
Objective 2: Make sustainable use of resources	STRONG POSITIVE IMPACT
Objective 3: Minimise pollution	UNCERTAIN IMPACT
Objective 4: Minimise factors contributing to climate change	UNCERTAIN IMPACT
Objective 5: Provide access to meet people's needs	STRONG POSITIVE IMPACT
Objective 6: Provide a safe and secure environment	STRONG POSITIVE IMPACT
Objective 7: Create conditions to improve health, promoting healthy lifestyles	STRONG POSITIVE IMPACT
Objective 8: Help make suitable housing available and affordable for everybody	STRONG POSITIVE IMPACT
Objective 9: Help 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.	STRONG POSITIVE IMPACT

Relevant Sustainability Appraisal Objectives	Preferred Option KS1
Objective 10: Protect and enhance historic buildings, archaeological sites and other culturally important features.	UNCERTAIN IMPACT
Objective 11: Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	STRONG POSITIVE IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG POSITIVE IMPACT

Table 2.3

‘Options for Consideration’ Habitats Regulations Assessment

2.61 This has been assessed as having no effect.

‘Options for Consideration’ Health Impact Assessment

2.62 This option is seen as being generally positive as it supports existing service centres which are the most accessible locations by a range of means other than the car.

‘Options for Consideration’ Equalities Impact Assessment

2.63 This is seen as being positive in relation to age and disability as it looks to place people near to services, facilities and employment.

Infrastructure Requirements

2.64 None specifically required by the policy, but the hierarchy will influence the distribution of infrastructure.

Conclusions

2.65 Defining a settlement hierarchy reflects the fact that there are a range of different settlement types throughout the area which have a variety of key functions. It helps to focus development to those locations which have the best access to services, facilities and employment opportunities. It also helps to ensure that service providers focus their resources to those places with the greatest needs.

2.66 The principle of the policy has been generally supported through consultation, as well as within the environmental, health and equality assessments. Concerns raised in consultation related to detailed points i.e. what category settlements should be included within. The Councils' response to these points are set out above, resulting in one change which is to include Longham within the 'Village' category.

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

Preferred Option KS 2

Green Belt

Development in East Dorset and Christchurch Districts will be contained by the South East Dorset Green Belt. The purposes of the Green Belt are to:

- Protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them
- To maintain an area of open land around the conurbation.

Limited changes to the existing boundaries are proposed to enable some new housing and employment to meet local needs and also to include areas in the Green Belt that are no longer capable of providing for these needs.

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS2	16	15	0	31

Table 2.4

2.68 Comments

2.69 The consultation resulted in a conflicting response, with some supporting and others objecting, so no clear message. The following summarises the key points raised.

2.70 The Green Belt Principle

2.71 There were no objections to the principle of maintaining a Green Belt within the area.

2.72 The Purposes of the Green Belt

2.73 Dorset Wildlife Trust requested that the purposes as set out in the Option should also reflect the objective in Planning Policy Guidance Note 2 (Green Belt) of providing opportunities to open countryside and securing nature conservation interests.

2.74 English Heritage requests that the Planning Policy Guidance Note 2 (Green Belt) purpose to protect the setting of historic rural settlements should be included in the policy.

2.75 Several individuals consider that all of the purposes of the Green Belt included in Planning Policy Guidance Note 2 (Green Belt) should be set out in the policy.

2.76 Ken Parke Planning Consultants object to greater weight being given to preventing coalescence of settlements than the prevention of urban sprawl.

2.77 Response

2.78 The aim of the policy was to identify the key purposes of the policy within the area. It was not meant to exclude the other three identified in Planning Policy Guidance Note 2: Green Belt. It is therefore apparent that the wording is not clear. The two purposes identified were identified as the most important ones when the Green Belt was first designated in South East Dorset and have subsequently been included in following strategic and local policies. It is therefore appropriate to continue to highlight these within the policy, but make it clear that the other purposes still apply.

2.79 Changes to Green Belt Boundaries

2.80 The Association of Verwood Residents object to any release of Green Belt land as it does not consider there are exceptional circumstances to justify this.

2.81 Hurn Parish Council do not want to see changes to boundaries in the Parish.

2.82 The Wimborne Civic Society and several residents consider that changes to boundaries should only be allowed if there is an exceptional affordable housing and employment need. There is concern that the construction of market housing will simply encourage in migration by older capital rich people.

2.83 Three residents request that if land is to be released from the Green Belt to enable employment development that this land should be maximised in terms of job creation.

2.84 Boyer Planning consider that changes to Green Belt boundaries should be lead by the scale of housing and employment provision required. With this in mind the company believe that more land will be need to be released from the Green Belt.

2.85 Sibbett Gregory request that Longham and land promoted for development should be taken out of the Green Belt.

2.86 HLF Planning and a resident consider that smaller scale developments should be taken out of the Green Belt rather than relying on larger schemes.

2.87 Corfe Mullen Parish Council agreed that there should be limited change to the Green Belt to meet housing needs.

2.88 Verwood Town Council agreed with the option, noting that areas not capable of providing housing or employment currently outside the Green Belt should be placed in the Green Belt.

2.89 Response

2.90 Planning Policy Guidance Note 2 (Green Belt) is clear in paragraphs 2.6 and 2.7 that Green Belt boundaries, once approved, should only be changed in exceptional circumstances. Evidence set out within the Strategic Housing Market Assessment identifies a major need to provide housing in the area, both for social and economic reasons. The Councils have undertaken Strategic Housing Land Availability Assessments and these show that the housing required for the area cannot be provided within the existing urban areas and villages. In similar terms the Employment Land Review, supported by and updated Dorset Workspace Study (2012) identifies the needs for new employment land in relation to potential sites. This shows that employment needs cannot be met through development of areas outside the Green Belt. Housing and employment needs for the lifetime of the Core Strategy can only be met by using some land outside the existing urban areas and villages. This provides the exceptional circumstance necessary to review Green Belt boundaries.

2.91 Safeguarding Land

2.92 Taylor Wimpey consider that land should be safeguarded from the Green Belt to provide for housing and employment needs beyond the plan period.

2.93 Response

2.94 The Core Strategy has undertaken a rigorous assessment of appropriate locations for new neighbourhoods, as well as the needs for new housing and employment land. The analysis of needs cannot predict beyond the plan period, so it is difficult to judge what will be required in the period beyond 2028. Additionally, it is uncertain as to whether needs beyond 2028 will be able to be accommodated outside the Green Belt. These uncertainties mean that it would be inappropriate to identify land safeguarded from the Green Belt for future development.

2.95 Other Matters

2.96 Alliance Planning support the overall approach, but put forward that this should recognise renewable energy needs.

2.97 Response

2.98 The policy approach for renewable energy needs should be no different to other 'inappropriate' forms of development in the Green Belt. It would need to be shown that the needs are significant and cannot be met outside the Green Belt.

Consideration of Evidence and Policy

2.99 Policy in relation to this matter is clearly set out in Planning Policy Guidance Note 2 (Green Belt).

2.100 A Green Belt review was undertaken as part of the work on the now abandoned Regional Spatial Strategy. This identified the effectiveness of the Green Belt and which areas were most sensitive to change.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS2
Objective 1: Protect, enhance and expand habitats and protected species.	UNCERTAIN IMPACT
Objective 2: Make sustainable use of resources	STRONG POSITIVE IMPACT
Objective 5: Provide access to meet people's needs	STRONG POSITIVE IMPACT
Objective 8: Help make suitable housing available and affordable for everybody	STRONG POSITIVE IMPACT
Objective 11: Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	STRONG POSITIVE IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG POSITIVE IMPACT

Table 2.5

‘Options for Consideration’ Habitats Regulations Assessment

2.101 This has been assessed as having no effect.

‘Options for Consideration’ Health Impact Assessment

2.102 The impact of this option is largely unclear, but it is considered positive in relation to objectives on the provision of good housing, new employment and the protection of the natural environment.

‘Options for Consideration’ Equalities Impact Assessment

2.103 This is generally neutral with the exception of potentially preventing growth of services, facilities and employment in the rural area.

Infrastructure Requirements

2.104 This policy does not give rise to infrastructure requirements.

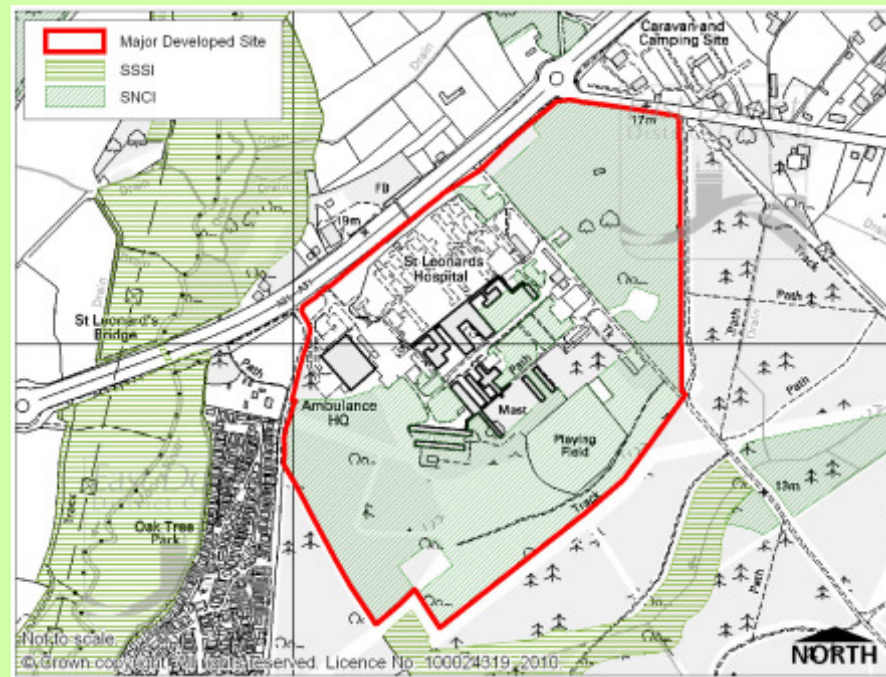
Conclusions

2.105 The Green Belt has been established in the area for over 30 years and there are no reasons why this should be discontinued. The original main purposes to designate the Green Belt still exist and it is considered appropriate that these should still be highlighted in the policy. However, it is apparent that the wording of the policy suggests that these are the only purposes that apply. This is not the case as all five purposes identified in Planning Policy Guidance Note 2 (Green Belt) apply, but the two identified in the policy are considered to be of particular significance to South East Dorset. As a consequence it is appropriate to amend the wording to reflect this situation.

Preferred Option KS 3

St Leonards Hospital Major Developed Site in the Green Belt

Land at St Leonard's Hospital should be a Major Developed Site in the Green Belt, in accordance with the requirements of Annex C to Planning Policy Guidance Note 2.



Map 2.1

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS3	2	8	1	11

Table 2.6

2.106 Comments

2.107 Dorset Wildlife Trust, The Amphibians and Reptiles Conservation Trust, the East Dorset Environment Theme Action Group and Dr Lesley Haskins expressed concern that the site could be used for general purposes housing or employment. They prefer the current planning permission for a care village, as this will have a smaller impact on the Site of Nature Conservation Interest designation, nearby internationally designated heaths and the Moors River SSSI.

2.108 Natural England request that nature conservation interests are taken into account when deciding what type and form of development should be allowed on the site.

2.109 The Highways Agency prefer a mixed use scheme, but raise access concerns in relation to the A31 trunk road.

2.110 One local resident expressed a preference for housing development ahead of employment.

2.111 Response

2.112 It is considered that general policies relating to nature conservation can ensure that any redevelopment at the site will protect wildlife interests.

2.113 It is not considered appropriate to specify the type of development that could take place on the site as this would remove flexibility to respond to changing market circumstances.

2.114 Alternative Locations for Major Developed Sites in the Green Belt

2.115 *Wimborne Garden Centre*

2.116 The Wimborne Garden Centre requests that it should be identified as a Major Developed Site in the Green Belt. The site has a built form of some 3,700 sqm and 82 car parking spaces. It is adjacent to the urban area and redevelopment could reduce the impact of the built form on the openness of the Green Belt. It is requested that the option should be amended to add:

2.117 "Proposals for designated Major Developed Sites will be determined in the context of national Green Belt policy".

2.118 The Core Strategy should go on to comment that:

2.119 "Delivery of Green Belt policy should be achieved by:

- Identification of the boundaries of Major Developed Sites through the Site Allocations Development Plan Document."

2.120 *Little Canford Depot*

2.121 Wessex Water request that their depot at Little Canford should be identified as a Major Developed Site in the Green Belt.

2.122 *Eco Environmental Solutions, Bournemouth Airport*

2.123 Alliance Planning consider the site should be identified as a Major Developed Site in the Green Belt.

2.124 **Response**

2.125 These sites are not considered suitable to be Major Developed Sites in the Green Belt, as described in Annex C of Planning Policy Guidance Note 2 (Green Belt). This requires that such a site must be 'substantial' and gives examples of places such as hospitals and power stations. The suggested sites do not comprise significant built forms in this context and are no different to many other built areas within the Green Belt.

Consideration of Evidence and Policy

2.126 Policy in relation to this matter is clearly set out in Annex C of Planning Policy Guidance Note 2 (Green Belt).

2.127 St Leonards Hospital is identified in the East Dorset Local Plan (2002) as a Major Developed Site in the Green Belt.

'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS3
Objective 1: Protect, enhance and expand habitats and protected species.	POSITIVE IMPACT
Objective 2: Make sustainable use of resources	STRONG POSITIVE IMPACT
Objective 3: Minimise pollution	STRONG POSITIVE IMPACT
Objective 4: Minimise factors contributing to climate change	STRONG POSITIVE IMPACT

Relevant Sustainability Appraisal Objectives	Preferred Option KS3
Objective 5: Provide access to meet people's needs	UNCERTAIN IMPACT
Objective 8: Help make suitable housing available and affordable for everybody	STRONG POSITIVE IMPACT
Objective 11: Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	STRONG POSITIVE IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG POSITIVE IMPACT

Table 2.7

'Options for Consideration' Habitats Regulations Assessment

2.128 This has been assessed as having a potential effect as it could result in housing development that is within 5Km of the Dorset heathland European protected sites. Appropriate assessment is therefore required.

'Options for Consideration' Health Impact Assessment

2.129 Development could increase traffic and air pollution. Travel planning will be required to mitigate. The provision of new homes should provide for a healthy living environment.

'Options for Consideration' Equalities Impact Assessment

2.130 The impact is considered to be neutral.

Infrastructure Requirements

2.131 There are no specific infrastructure requirements associated with this policy.

Conclusions

2.132 The land at St Leonards Hospital is considered to be unique in the context of the Green Belt in East Dorset District and Christchurch Borough. It is a large site with numerous buildings, structures and planning permissions for redevelopment. No other built site in the Green Belt takes this form and meets the requirements set out in Planning Policy Guidance Note 2 (Green Belt). It is therefore appropriate to continue with the Local Plan policy adopted in 2002 and identify the Hospital as a Major Developed Site in the Green Belt.

Preferred Option KS 4

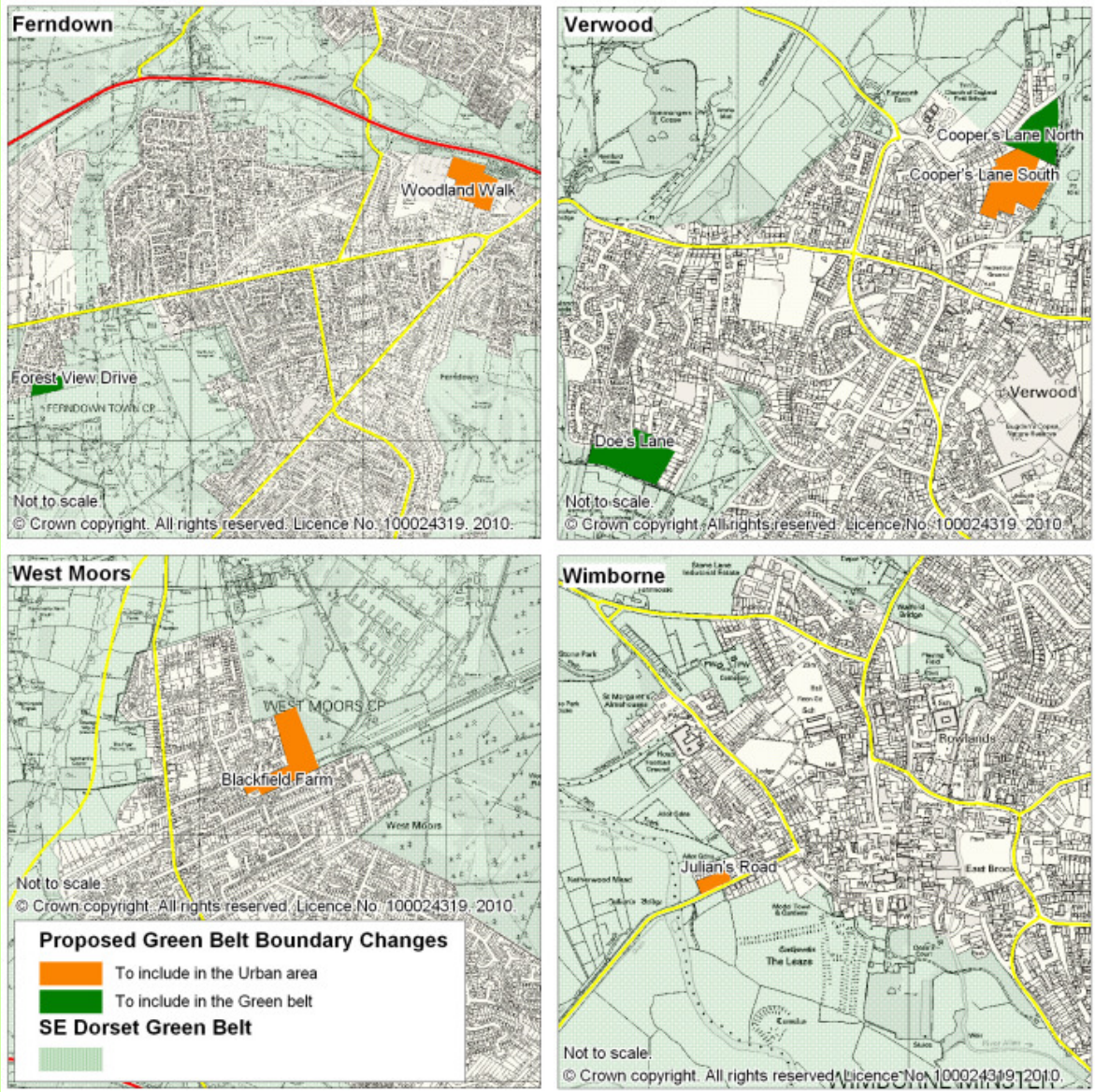
Preferred Green Belt Boundary Changes

The inner Green Belt boundary will be re-drawn, as set out on the Map below, to incorporate the following sites within the Green Belt:

- The northern half of land at Coopers Lane, Verwood
- Doe's Lane, Verwood
- Forest View Drive, Ferndown

The following sites will be shown as being within the urban area:

- The southern half of land at Coopers Lane, Verwood
- Blackfield Farm, West Moors
- Julian's Road, Wimborne
- Woodland Walk, Ferndown



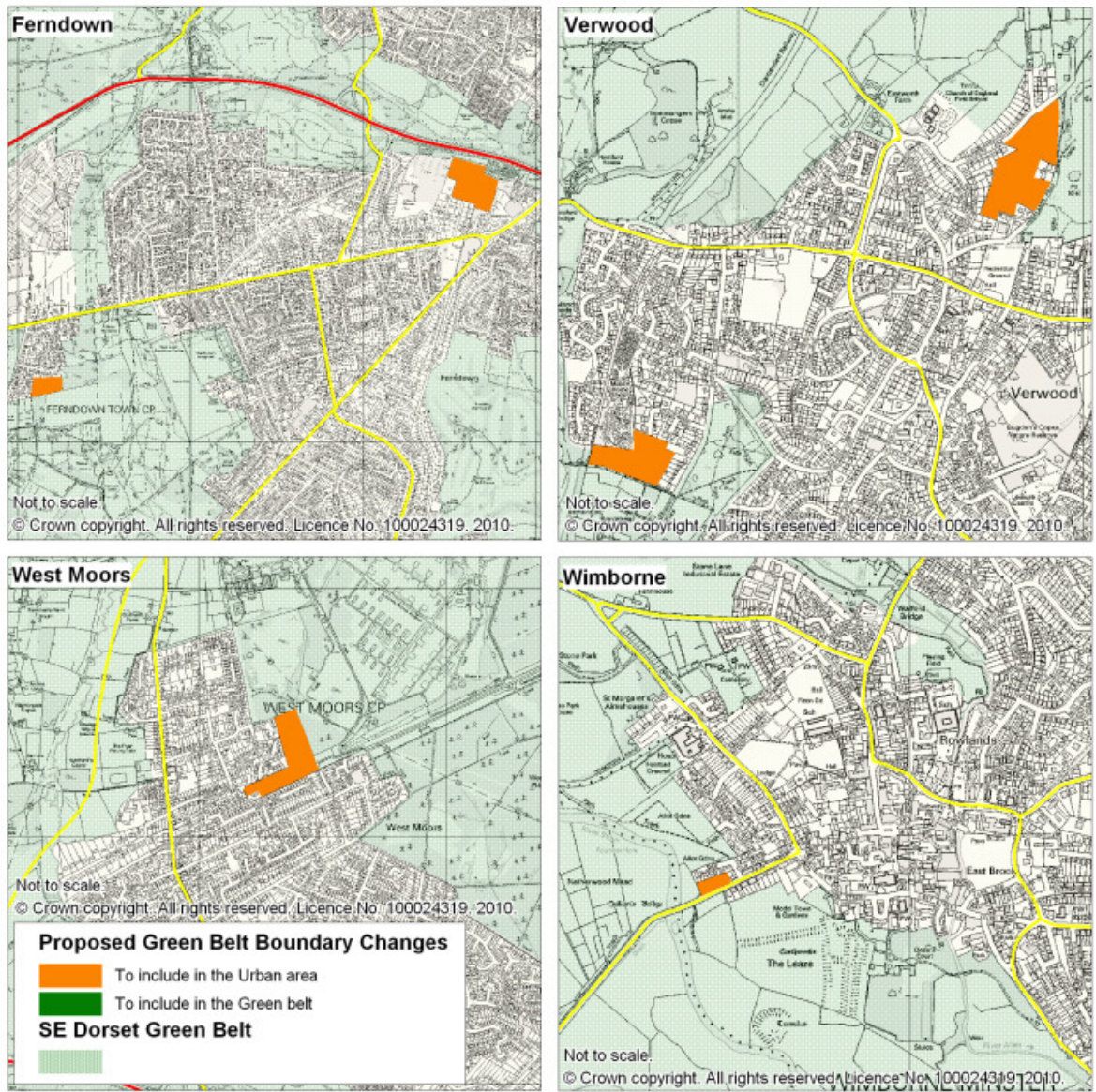
Map 2.2

Non Preferred Option KS 5

Non Preferred Green Belt Boundary Changes - Option 1

The inner Green Belt boundary will not be amended and the following sites will be included within the urban area:

- Coopers Lane, Verwood
- Doe's Lane, Verwood
- Forest View Drive, Ferndown
- Blackfield Farm, West Moors
- Julian's Road, Wimborne
- Woodland Walk, Ferndown



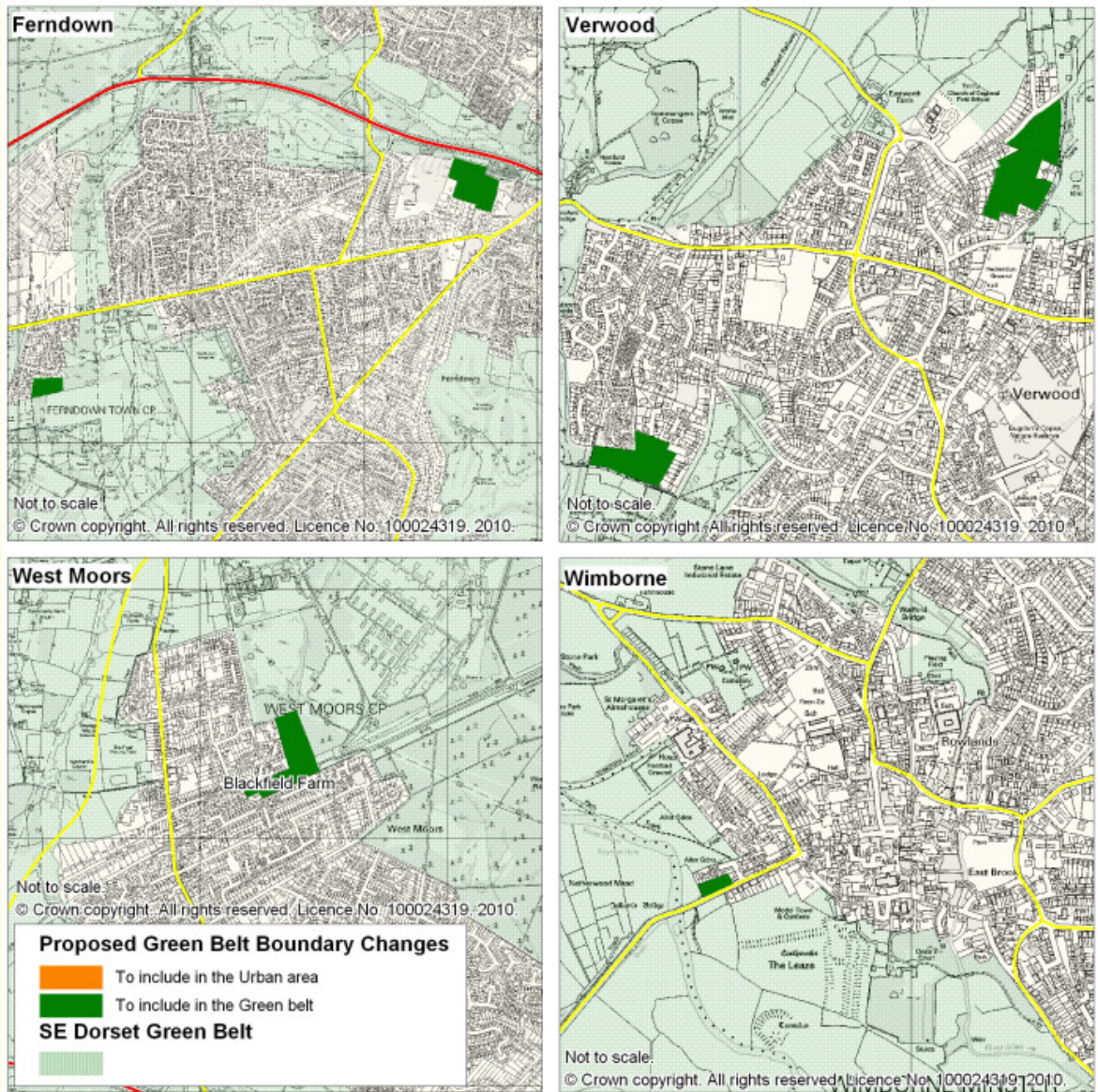
Picture 2.1

Non Preferred Option KS 6

Non Preferred Green Belt Boundary Changes - Option 2

The inner Green Belt boundary will be amended to include the following sites:

- Coopers Lane, Verwood
- Doe's Lane, Verwood
- Forest View Drive, Ferndown
- Blackfield Farm, West Moors
- Julian's Road, Wimborne
- Woodland Walk, Ferndown



Picture 2.2

Option	Support	Object	No Opinion	Total
Preferred Option KS4	9	50	0	59

Table 2.8

Option	Support	Object	No Opinion	Total
Non-Preferred Option KS5	8	25	0	33

Table 2.9

Option	Support	Object	No Opinion	Total
Non-Preferred Option KS6	25	8	0	33

Table 2.10

Comments

2.133 The RSPB object to any of the sites being excluded from the Green Belt until issues raised in the Habitats Regulations Assessment are resolved in relation to the location and scale of development.

2.134 Response

2.135 The exclusion of land from the Green Belt does not mean that it can be developed in a way that would be contrary to the Habitats Regulations.

2.136 Comment

2.137 Dr Lesley Haskins requests that the individual sites should be dealt with in their relevant area chapters.

2.138 Response

2.139 This is agreed.

2.140 Comment

2.141 *Blackfield Farm, West Moors*

2.142 A total of 60 residents requested that this site should be included in the Green Belt for the following reasons:

- The site is next to internationally protected heathland.
- Blackfield Road is too poor to accommodate further development.
- The site is next to the Defence Fuel Depot, so it would not be a safe location for development.
- There are insufficient services in West Moors to accommodate further development.
- Power lines cross the site.
- Development would cause harm to the railway.
- The site is subject to flooding.

2.143 Castleoak Care, Persimmon Homes and Mr and Mrs Budd request that the site is kept out of the Green Belt. They consider that the site is capable of development for an elderly care home. This would not cause harm to heathland. It is put forward that West Moors is a District Centre where development is appropriate. It is claimed that there is a large need for care beds in the area - 447 by 2014 within a 20 mile area. To meet modern standards this figure rises to 992. It is also stated that the District Council has agreed the principle of elderly care development on the site through pre-application discussions with the Development Management Section.

2.144 One resident considers that development would be acceptable if it was a care home.

2.145 Dorset Wildlife Trust accept the principle of development on the site as long as there would be no harm to the heaths.

2.146 The East Dorset Environment Theme Action Group make the point that if development is to happen this should take account of light pollution impacts on the neighbouring heathland, as well as pollution from vehicular activity.

2.147 Response

2.148 The boundaries to the Green Belt in this location were established in the Ferndown and West Moors Local Plan (1989). Planning Policy Guidance Note 2 (Green Belt) is clear that Green belt boundaries should only be changed in exceptional circumstances. For the inclusion of land within the Green Belt it is therefore necessary to show that there is no need for the land to be developed and it is incapable of development. Although this site is next to internationally protected heathland it is clear that there is potential for its use as a care home, which would be acceptable to Natural England. Advice from Dorset County Council is that there is a need for care home provision in the area. As a consequence there are no exceptional circumstances that means this land should be included in the Green Belt.

2.149 West Moors is identified as a District Centre in Policy KS1 where a wide range of development is considered acceptable.

2.150 The specific nature of any form of development on the land is covered by the general policies in the Core Strategy. Proposals would also need to satisfy technical requirements, such as drainage and highways.

2.151 Comment

2.152 *Forest View Drive, Ferndown*

2.153 Ferndown Town Council, the East Dorset Environment Theme Action Group and two individuals support the inclusion of this site within the Green Belt.

2.154 Response

2.155 This is noted and it is agreed that the site is now incapable of development due to the nature conservation impact of development on the site. Additionally, the existing built urban edge would be a strong defensible boundary for the Green Belt. Consequently, the necessary exceptional circumstances can be shown to include the land in the Green Belt.

2.156 Comment

2.157 *Woodland Walk, Ferndown*

2.158 The Highways Agency register concern that development on this site would be added pressure on the A31 Trunk Road, due to its close proximity.

2.159 Ferndown Town Council and two individuals support the inclusion of the site within the Green Belt. This is on the basis that access to the site is poor, and the impact development would have on a developing woodland and the Moors River SSSI.

2.160 Response

2.161 This land is now covered in a woodland and protected by a Tree Preservation Order which means it has limited development potential. This provides the necessary exceptional circumstance to justify the land being included within the Green Belt.

2.162 Comment

2.163 *Julian's Road, Wimborne*

2.164 One individual considered that the site should remain excluded from the Green Belt.

2.165 Response

2.166 This land has been considered as part of the masterplan assessment for East Dorset. This has identified that it is capable of being developed as part of a larger New Neighbourhood.

2.167 Comment

2.168 *Doe's Lane, Verwood*

2.169 The East Dorset Environment Theme Action Group and one individual consider that this site should be included within the Green Belt.

2.170 **Response**

2.171 This land is very close to internationally protected heathland and is covered in woodland which is protected by a Tree Preservation Order. It is therefore considered incapable of development and this provides the exceptional circumstance necessary to include the land in the Green Belt.

2.172 **Comment**

2.173 *Coopers Lane North, Verwood*

2.174 The Dorset Wildlife Trust, the East Dorset Environment Theme Action Group, the Amphibians and Reptile Conservation Trust and three individuals support the inclusion of this land within the Green Belt. It is put forward that the land is a Site of Nature Conservation Interest and lies adjacent to internationally protected heathlands. The site is appropriate to be Green Belt as if developed it would increase urban sprawl and cause harm to the open countryside.

2.175 **Response**

2.176 This area is heavily restricted by nature conservation constraints. It lies within 400 metres of internationally protected heathland and is itself a Site of Nature Conservation Interest. It is therefore not considered suitable for development and this provides the necessary exceptional circumstance to include the land in the Green Belt.

2.177 **Comment**

2.178 *Coopers Lane South, Verwood*

2.179 The Dorset Wildlife Trust, the East Dorset Environment Theme Action Group, the Amphibians and Reptile Conservation Trust, Boyer Planning and three individuals support the inclusion of this land within the Green Belt. This is on the basis that development would harm the nearby protected heathlands and development would represent urban sprawl.

2.180 **Response**

2.181 This land lies within 400 metres of heathland and is protected by a Tree Preservation Order. However, there is some limited scope for development associated with paddock land. Additionally, the land is framed by the existing urban area along almost 80% of its boundary and contains existing residential properties within it. It would therefore be illogical to place this land in the Green Belt, leaving a small isolated area as an island of urban area.

2.182 **Other Matters**

2.183 Wessex Water request that their depot at Little Canford should be deleted from the Green Belt.

2.184 Response

2.185 It is considered that there are no exceptional circumstances to remove this site from the Green Belt. It is remote from the urban area and would represent an isolated development with poor access to services, facilities and employment opportunities.

Consideration of Evidence and Policy

2.186 Planning Policy Guidance Note 2 (Green Belt) provides the policy basis for determining the boundaries of the Green Belt.

2.187 The East Dorset Local Plan (2002) excluded these sites from the Green Belt and urban areas and safeguarded them from development, subject to a review of policy.

'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS4	Non Preferred Option KS5	Non Preferred Option KS6
Objective 1: Protect, enhance and expand habitats and protected species.	NEGATIVE IMPACT	STRONG NEGATIVE IMPACT	STRONG POSITIVE IMPACT
Objective 2: Make sustainable use of resources	NEGATIVE IMPACT	NEGATIVE IMPACT	STRONG POSITIVE IMPACT
Objective 5: Provide access to meet people's needs	POSITIVE IMPACT	POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 8: Help make suitable housing available and affordable for everybody	STRONG POSITIVE IMPACT	POSITIVE IMPACT	NEGATIVE IMPACT

Relevant Sustainability Appraisal Objectives	Preferred Option KS4	Non Preferred Option KS5	Non Preferred Option KS6
Objective 11: Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	POSITIVE IMPACT	NEGATIVE IMPACT	UNCERTAIN IMPACT

Table 2.11

‘Options for Consideration’ Habitats Regulations Assessment

2.188 Options KS4 and KS5 have been assessed as having a potential effect as the options could result in housing development that is within 5Km of the Dorset heathland European protected sites. Option KS6 does not lead to development. Appropriate assessment is therefore required.

‘Options for Consideration’ Health Impact Assessment

2.189 It was not possible to assess these options against the health objectives.

‘Options for Consideration’ Equalities Impact Assessment

2.190 It was not possible to assess these options against the equality objectives.

Infrastructure Requirements

2.191 The proposals do not result in infrastructure requirements.

Conclusions

2.192 The Green Belt boundaries in East Dorset have been established through a series of Local Plans. The sites considered as part of this issue were identified as housing allocations in the Deposit East Dorset Local Plan (1997). The Local Plan Inspector recommended that the allocations were deleted and that the sites were safeguarded from development and reconsidered when the Local Plan was reviewed. This was on the basis that the sites were not needed to deliver the housing required in the Structure Plan, as their development would lead to an over supply of housing in the Plan period. The production of the Core Strategy is the first time that the Local Plan policies have been reviewed since they were adopted in 2002. A review of the housing requirement has been undertaken that shows there is now a need to identify housing allocations. However, since the Local Plan was adopted policies on the protection of internationally designated heathland have been produced which mean that several of the sites are now incapable of being developed for housing. These include Coopers Lane and Doe’s Lane, Verwood, Blackfield Farm, West Moors and Forest View Drive in Ferndown. There is no reasonable prospect that

alternative development could take place on the northern part of the Coopers Lane site, Doe's Lane and Forest View Drive. This provides the necessary exceptional circumstances necessary to justify including these areas in the Green Belt. They are open in character and therefore contribute to the fundamental aim of the Green Belt.

2.193 This situation is less clear in relation to Blackfield Farm in West Moors. Housing development on this site would be unacceptable because it is within 400 metres of protected heathland. However, there is a reasonable prospect that the land could be successfully developed for alternative uses that would not harm the Green Belt such as for nursing/care home facilities. There are therefore no exceptional circumstances to justify changing the Green Belt boundary in this area.

2.194 It is also less clear in relation to the southern part of Coopers Lane where the land is enclosed on 80% of its boundary by the existing built area. There is also the prospect that some, small scale, non-residential development could take place here without damaging preserved trees. There are therefore no exceptional circumstances to justify changing the Green Belt boundary in this area.

2.195 The land at Julians Road, Wimborne has been included within the master plan assessment which has concluded that it could form part of a New Neighbourhood. It should therefore remain outside the Green Belt.

2.196 Finally, land at Woodland Walk is considered incapable of development as it now heavily wooded. It is open in character in the context of Green Belt policy, so it would be appropriate for it to be now included in the Green Belt.

The Broad Location for Future Housing Development

Consultation Response

2.197 Comment

2.198 It is contested that accurate information on housing need is available. The Councils should not allow development on what could be inaccurate projections.

2.199 The emphasis should be on providing affordable housing for local people, with an emphasis on the young. These should be built near to areas offering employment opportunities for young people.

2.200 The discussion on housing provision should be updated to reflect Government changes to social housing tenancies and housing benefit. Also, increased unemployment will negate some of the effects of having an insufficient number of workers to support the economy.

2.201 Response

2.202 The Strategic Housing Market Assessment clearly shows that there is a substantial level of housing need in the area. This is a robust evidence study and confirms what previous studies have shown as well as the fact the Housing Registers include thousands of households in need of affordable accommodation.

2.203 The Government changes in housing benefit and social housing tenancies do not impact on the scale of housing need derived from increased numbers of households, high house prices, relatively low wages and a lack of affordable accommodations.

2.204 The Core Strategy covers a 15 year period where it is expected unemployment rates will vary. Even during the recent poor economic times unemployment in the area has remained lower than elsewhere in the south of the Country. A lack of housing provision could have a negative impact on the local economy

2.205 Comment

2.206 Both Councils need to take into account Government changes in policy when updating the Strategic Housing Land Availability Assessments. These include the Government removing gardens from the definition of previously developed land and removing the Planning Policy Statement 3 minimum density requirement of 30 dwellings per hectare.

2.207 There must be a five year rolling supply of housing available for delivery.

2.208 Response

2.209 Changes in Government policy have been taken into account in updating the Councils' Strategic Housing Land Availability assessments (SHLAA). The SHLAAs identify potential for housing from a variety of types of site and PPS3 encourages the efficient use of land. Some development in garden areas may be an appropriate means of achieving new housing development. The assessments have taken into account existing and emerging design policy and in Christchurch this includes the Borough Wide Character Assessment. It is considered that this strong policy base is sufficient to enable local discretion to resist inappropriate development in back gardens. Likewise the density assumptions for the SHLAA have been retained as these are still considered appropriate and important for delivering sufficient housing to contribute towards local need identified in the Strategic Housing Market Assessment.

2.210 The proposals in the Core Strategy do take into account the need to provide a five year housing land supply.

2.211 Comment

2.212 Housing needs cannot be met through the delivery of sites identified in the Strategic Housing Land Availability Assessments and the options for New Neighbourhoods and the Christchurch urban extension. As a consequence land within flood areas that are capable of being made safe should be allowed to be developed. This accords with Planning Policy Statement 25.

2.213 Response

2.214 It is clear from National policy that housing should not be located in areas of high flood risk unless no reasonable alternatives exist to meet proven needs. The findings of the East Dorset Strategic Housing Land Availability Assessment and proposals for New Neighbourhoods mean that there is no need to allow housing within high flood risk areas.

2.215 In Christchurch the situation is more difficult. Although the Council does not currently demonstrate a 5 year land supply the Strategic Housing Land Availability Assessment identifies a 15.5 year supply of housing based on the housing delivery strategy set out in Policy KS3 of the Pre Submission Core Strategy. Only when the supply of housing on low risk sites falls below a level to meet the Core Strategy housing requirement should sites in high risk areas be considered and in accordance with national flood risk policy and the Council's Strategic Flood Risk Assessment (Level 2).

2.216 Comment

2.217 Concern is expressed that the Councils are continuing to use evidence from the Regional Spatial Strategy to support the numbers and location of new housing to be provided. The National Housing and Planning Advice Unit should be consulted to assess the strategic proposals for affordability.

2.218 Response

2.219 The Councils are not relying on evidence from the Regional Spatial Strategy to identify the housing requirement for the area. An update to the Strategic Housing Market Assessment has been undertaken and each Council has carried out a review of their Strategic Housing Land Availability Assessments. Evidence gathered in relation to the location of development has been checked and significantly added to in order to assess the best locations for new neighbourhoods which have been the subject of master planning. Additionally, the Councils have worked with other Dorset authorities to update the Workspace Strategy, which identifies the needs for employment. These studies form the basis for decisions about the scale and location of development.

2.220 Comment

2.221 The housing numbers to be provided should reflect the lack of infrastructure, including schools, hospitals and congestion on roads. They should also take into account the fact that heathland mitigation measures are, as yet, unproven to work.

2.222 Response

2.223 The scale of housing to be provided will require infrastructure and service improvements. The Councils are working with the relevant service providers to identify what will be required to support new development as well as meet the needs of existing residents and businesses. The Infrastructure Development Plan identifies what is required, who is responsible for delivering it and how this will be achieved.

2.224 Comment

2.225 There should be no development allowed in what is now the Green Belt.

2.226 Response

2.227 National Green Belt policy makes it clear that Green Belt boundaries should only be changed if there are exceptional circumstances to justify it. The Green Belt boundaries have been in place for thirty years and these have successfully controlled the spread of development, preserving the countryside and preventing the coalescence of settlements. They were originally carefully drawn to enable the housing and employment development to take place without impacting on the Green Belt. However, there is now insufficient scope for development to meet future housing and employment needs on land outside the current Green Belt. This provides the exceptional circumstances to justify a review of Green Belt boundaries. The Councils have worked on the basis that any changes to boundaries should have minimal impact and on this basis the proposals result in a reduction in the Green Belt of less than 0.5%.

2.228 Issue: Where and how much housing should there be in Christchurch?

Option KS 7

Christchurch Housing Provision - Option 1

Christchurch: Delivery of (3,200) dwellings during the plan period 2007 – 2027

- Includes housing potential of sites identified in the Strategic Housing Land Availability Assessment for comprehensive redevelopment where garden land would be used but excludes backland (back gardens) sites involving plot severance
- Applies a discounting rate of 5% for non implemented planning permissions
- Includes about 950 dwellings brought forward within the urban extension south of the railway line

Option KS 8

Christchurch Housing Provision - Option 2

Christchurch: Delivery of between (2,900 - 3,100) dwellings during the plan period 2007 – 2027.

- Includes housing potential of sites identified in the strategic housing land availability assessment for comprehensive redevelopment where garden land would be used but excludes backland (back gardens) sites involving plot severance.
- Applies a discounting rate of 5% for non implemented planning permissions.
- Includes between 650 - 850 dwellings brought forward within the urban extension south of the railway line.

Option KS 9

Christchurch Housing Provision - Option 3

Christchurch: Delivery of between (3,478 – 3,778) dwellings during the plan period 2007 - 2027.

- This option exceeds the South West Regional Spatial Strategy target of 3,450 dwellings.
- Includes redevelopment potential and the use of garden land.
- Includes 950 - 1250 dwellings brought forward within the urban extension south of the railway line.
- Does not provide a discounted rate for non-implemented planning consents.

Option KS 10

Christchurch Housing Provision - Option 4

Christchurch: Delivery of 2,628 dwellings during the plan period 2007 – 2027.

- This option does not meet the 'First Detailed Proposals' figure of 3,200 (established by the Joint Strategic Authorities to inform the Regional Spatial Strategy) or the South West Regional Spatial Strategy Proposed Changes target of 3,450.
- Excludes redevelopment of large dwellings or large plots where the existing dwelling would either be subdivided or redeveloped or additional dwellings built on the plot. This would exclude all garden land.
- Applies a discounting rate of 5% for non implemented planning permissions.
- Includes 950 dwellings brought forward within the urban extension south of the railway line.

Option KS 11

Christchurch Housing Provision - Option 5

Christchurch: Delivery of (2,178 – 2,328) dwellings during the plan period 2007 – 2027.

- This option does not meet the ‘First Detailed Proposals’ figure of 3,200 (established by the Joint Strategic Authorities to inform the Regional Spatial Strategy) or the South West Regional Spatial Strategy Proposed Changes target of 3,450.
- Excludes redevelopment of large dwellings or large plots where the existing dwelling would either be subdivided or redeveloped or additional dwellings built on the plot. This would exclude all garden land.
- Applies a discounting rate of 5% for non-implemented planning permissions.
- Includes 500 - 650 dwellings brought forward within the urban extension south of the railway line.

Consultation Response

Option	Support	Object	No Opinion	Total
Option KS7	8	6	1	15

Table 2.12

Option	Support	Object	No Opinion	Total
Option KS8	3	5	1	9

Table 2.13

Option	Support	Object	No Opinion	Total
Option KS9	22	7	1	30

Table 2.14

Option	Support	Object	No Opinion	Total
Option KS10	4	6	1	11

Table 2.15

Option	Support	Object	No Opinion	Total
Option KS11	6	9	1	16

Table 2.16

2.229 None of the five housing options received a significant response at options consultation, and there was little consistency in the response received. The largest response, and the most support was for Option KS9 which proposed the largest housing figure of between 3,478 and 3,778 dwellings. The only other option which received more support than objection was KS7 (3,200 dwellings). Perhaps interestingly, the lower housing options were less well supported.

2.230 Dorset County Council

2.231 The broad location of residential development is supported in existing urban areas.

2.232 Goadsby

2.233 None of the consultation options are capable of addressing housing need. Option KS9 is unrealistic as it appears undeliverable in view of constraints to development in the Borough. Housing needs to be delivered towards the top end of the range to address local housing need. Option KS7 is broadly supported as an appropriate target for the plan period.

2.234 Response

2.235 The Pre Submission housing figure will be informed by the Strategic Housing Market Assessment published in 2012 and the housing potential for the Borough identified in the 2011 Strategic Housing Land Availability Assessment.

2.236 RSPB

2.237 The RSPB object to all of these options pending resolution of the uncertainties identified in the habitats regulations assessment. The Core Strategy needs to provide evidence that housing supply can be accommodated without adverse impact on European designated sites.

2.238 Response

2.239 Further Habitats Regulations Assessment will be undertaken for the Pre Submission Core Strategy. The Core Strategy will identify Suitable Alternative Natural Greenspaces (SANGs) provision to serve sites above 50 dwellings which include the Christchurch Urban Extension and Land to the East of Marsh Lane and no development is proposed within 400m of the heathlands. The Heathlands Interim Planning Framework and the emerging Joint Heathlands Development Plan Document identify mitigation measures to reduce recreational pressure on European sites. The Pre Submission Core Strategy sets out policies to safeguard the heathlands in Strategic objective 1 and policies ME1 and ME2 and policy ME3 sets out criteria for the provision of Suitable Alternative Natural Green Space.

2.240 The Pre Submission Core Strategy will also set out policies to restrict emissions from transport through strategic objectives 3 and 6 and Policy KS9. In addition Local Transport Plan 3 sets out policies to restrict emissions (LTP F-5 air quality and noise). Policy LTP N8 (design and construction of major infrastructure) refers to the need to avoid impacts on European sites.

2.241 Natural England

2.242 Natural England do not have specific comments on the level of housing provision but provide advice to ensure that the scale and rate of housing is implemented without harm to the natural environment.

2.243 Highways Agency

2.244 The Highways Agency have no in principle objections to the proposed options. However, the Agency objects to KS9 as it exceeds the level of housing proposed in the draft Regional Spatial Strategy. The Highways Agency support the provision of housing in urban areas where services can be accommodated and growth can be supported.

2.245 Response

2.246 The Core Strategy housing target has been informed by the updated Strategic Housing Market Assessment (2012) and 2011 Strategic Housing Land Availability Assessment since the Government announced its intention to abolish regional spatial strategies through the Localism Act 2011.

2.247 Lisa Jackson - Jackson Planning

2.248 The reclassification of garden land as no longer brownfield land changes the availability of sites in the Borough and should remove 570 units from the housing land supply. The Core Strategy options should not rely on the use of garden land and additional housing land supply needs to be found elsewhere. Best use should be made of the urban extension in maximising development potential. The existing approach towards the urban area places greater pressure on protected landscapes. Further allocations of land are required to address housing need.

2.249 Response

2.250 Changes in national policy and the use of garden land is discussed above. The Council has sought to maximise development potential within the urban extension and has identified further strategic allocations including land to the south of Burton and land to the east of Marsh Lane.

2.251 Yellow Buses

2.252 Yellow Buses support Option KS7.

2.253 Woolf Bond Planning

2.254 Core Strategy must ensure that development is located in sustainable locations in order to encourage travel by sustainable modes of transport. This means identifying strategic sites for development at the most sustainable locations. Any options which propose lower housing figures than the Regional Spatial Strategy (RSS) or the Strategic Housing Market Assessment (SHMA) are likely to be unsound. Only option KS9 provides anywhere near the level of growth proposed in the RSS. To avoid use of garden land, support the maximum use of the urban extension at a figure of 1250 dwellings.

2.255 Response

2.256 The Core Strategy housing strategy has been informed by the updated Strategic Housing Market Assessment (2012) and the 2011 Strategic Housing Land Availability Assessment since the Government announced its intention to abolish regional spatial strategies through the Localism Act 2011. The Pre -Submission Core Strategy will be informed by Stage 2 master planning undertaken for the urban extension which seeks to maximise development potential south of the railway line but in the region of 850 dwellings. The issue of the use of garden land is discussed above.

2.257 Housing development in Burton

2.258 Enlarging Burton would allow this to become a more sustainable settlement with better facilities and transport links to Christchurch and elsewhere.

2.259 Response

2.260 Burton is identified as a village within the Core Strategy Settlement Hierarchy where only very limited development will be allowed that supports the role of the settlement as a provider of services. It is only appropriate for limited development to come forward as set out in the Pre -Submission Core Strategy which can be accommodated sustainably. Larger scale development would not enable the provision of services in accordance with a rural service centre.

Consideration of Evidence and Policy

Policy

2.261 There have been a number of significant influences on housing policy since Options stage, both in terms of changes to national and regional planning, and further evidence produced by the Council itself.

2.262 With the enactment of the Localism Act in 2011, the Regional tier of planning (the Regional Spatial Strategy RSS) has been revoked. Whilst old RSS policies and targets are therefore no longer relevant to the Core Strategy, the Government has suggested that the evidence base which informed the RSS should still be considered by Local Planning Authorities in formulating their development plans.

2.263 Whilst Christchurch Borough Council did not support the RSS housing figure for Christchurch it was nonetheless significant that the figure broadly remained the same throughout the various completed stages of the South West RSS, a figure of 3,450 dwellings (including 600 assumed for the urban extension, and 2,850 in the existing urban area).

2.264 The emerging National Planning Policy Framework (NPPF) encourages Local Planning Authorities to make robust assessments of housing need and demand through commissioning Strategic Housing Market Assessments. The NPPF supports a move away from imposed housing targets, but requests that the SHMA figure should be met through supply unless there are specific reasons why this cannot be achieved.

2.265 It should also be noted that the NPPF retains the requirement upon Local Planning Authorities to maintain a 5 year supply of housing land, and additionally requires up to 20% additional housing to be identified in addition to this in order to provide flexibility.

Evidence

2.266 In terms of its own evidence base, the Council has, since Options stage, updated or completed three significant pieces of work:

- A major update of its Strategic Housing Land Availability Assessment (SHLAA)
- An update of its Strategic Housing Market Assessment (SHMA)
- Completion of detailed Stage 2 Master Planning work for the Christchurch Urban Extension.

2.267 The Strategic Housing Land Availability Assessment (SHLAA) is a technical study which assesses the theoretical potential of sites in the Borough to accommodate future housing development. All local planning authorities are required to conduct a SHLAA under national policy. The nature of Christchurch Borough means that the SHLAA drills down to very fine detail to provide a detailed assessment of potential housing sites, with no allowance made for “windfall” development.

2.268 The 2011 update of the SHLAA has dealt with a number of issues:

- Removal from the SHLAA of completed sites.
- A further 'call for sites' consultation, with 11 sites submitted, or re-submitted.
- A reassessment of all sites affected by flood risk.
- Revised figures entered for the urban extension as a result of Stage 2 master planning (see below).

2.269 The result of this has been that the SHLAA now sets out a potential supply of 3025 dwellings over a 15 year period. This includes 653 estimated to come forward in a 5 year period. This represents a reduced figure from previous SHLAA surveys, and this is primarily due to reduced numbers of sites coming to the attention of the Council, as well as the elimination of some further sites due to impact from flood risk, and a lower figure on the urban extension.

2.270 In 2011 the Bournemouth, Dorset and Poole Strategic Housing Group appointed Justin Gardner Consulting to undertake an update and review of the 2008 Strategic Housing Market Assessment (SHMA) for the Bournemouth/Poole and Dorchester/Weymouth Housing Market Areas (HMAs).

2.271 The review involved detailed analysis of secondary data, including updating the 2007 Housing Needs Survey. The consultants also undertook new research including interviews with Estate and Lettings Agents and other housing stakeholders across the County to get a picture of the current housing market. Population and household projections that fed into the analysis were prepared by the Local Authorities.

2.272 The SHMA bases its assumptions upon household growth forecasts rather than figures of absolute need or estimates of demand. The SHMA concludes that a total of 4,500 dwellings will be required over the next 20 years to meet forecast household growth (2011 - 2031). This equates to 225 dwellings per annum, or a total figure of 3,375 dwellings over the 15 years of the Core Strategy.

2.273 The Council commissioned consultants Broadway Malyan Limited to undertake a two stage master planning study of the Christchurch urban extension. Stage 1 work informed a number of possible development options which formed part of the Options consultation on the Core Strategy. These involved 4 possible scenarios, and the development of between 500 and 1250 dwellings on the site.

2.274 Since Options stage, Broadway Malyan have now completed a detailed Stage 2 master plan for the site. This is based on the following scenario:

- Undergrounding of power lines across the site.
- Re-location of the Roeshot Hill allotments.
- Creation of Suitable Alternative Natural Greenspace off site north of the railway.
- The effect of this has been to further refine the development potential of the site, and a figure of 850 dwellings has now been estimated. Further detail on the urban extension is set out in the Christchurch Urban Extension background paper.

2.275 The results of these various pieces of evidence, together with changes to national planning policy have had a significant influence in how the Pre-Submission overall housing requirement should be taken forward:

- The primary guidance for new locally based housing targets is the Strategic Housing Market Assessment (SHMA), not the old Regional Spatial Strategy (RSS).
- However the SHMA shows higher requirements (based on 20 year figures) than the RSS targets.
- The update of the Strategic Housing Land Availability Assessment has shown reduced potential in the urban area.
- The Stage 2 Master Planning work shows a reduced potential from the urban extension.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
Objective 1: Protect, enhance and expand habitats and protected species.	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT
Objective 2: Make sustainable use of resources	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT
Objective 3: Minimise pollution	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT
Objective 4: Minimise factors contributing to climate change	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT
Objective 5: Provide access to meet people's needs	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT
Objective 6: Provide a safe and secure environment	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT
Objective 7: Create conditions to improve health, promoting healthy lifestyles	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT	POSITIVE IMPACT
Objective 8: Help make suitable housing available and affordable for everybody	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT
Objective 10: Protect and enhance historic buildings, archaeological sites and other culturally important features.	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT

Relevant Sustainability Appraisal Objectives	Option KS7	Option KS8	Option KS9	Option KS10	Option KS11
Objective 11: Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT	UNCERTAIN IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT

Table 2.17

2.276 All options for Christchurch include development within an urban extension south of the railway where there is a potential impact on habitats and species. However, a range of mitigation / compensation measures are identified in the Core Strategy to avoid / minimise adverse effects and the Habitats Regulations Assessment for the Core Strategy provides further detail.

2.277 It is not possible to draw clear conclusions about the difference between Options KS7 to 11 concerning impact on objectives 3 (minimising pollution), 4 (climate change), 5 (providing access to meet peoples needs), 10 (protecting and enhancing historic buildings) and 11 (enhancing local distinctiveness) as the precise location of all proposed residential development is not known. However, for all options as development is broadly located in accessible locations in accordance with the settlement hierarchy positive impacts are identified for objectives 2 (sustainable use of resources) and 5 (providing access to meet peoples needs).

2.278 A critical part of the assessment is the impact on meeting housing needs, and facilitating a growing economy where there are differences between the options in their ability to satisfy these needs. The level of housing provision starting from the highest to the lowest in Christchurch is as follows; KS9, KS7, KS8, KS10 and KS11. Option KS11 identifies the least housing to contribute to local housing need and places more pressure on delivering sufficient housing within the existing urban area. Although Option KS8 provides more housing than Option KS7, it is concluded that Option KS7 is the most sustainable option. This is because Option KS7 maximises development potential within the urban extension which reduces pressure on the existing urban area and is considered deliverable in terms of potential identified in the Council's Strategic Housing Land Availability Assessment.

2.279 A single option (KS12) has been put forward for East Dorset District Council which will be subject to further review at the Pre- Submission Stage when a housing figure for the urban area and for the new neighbourhoods in East Dorset will be included.

‘Options for Consideration’ Habitats Regulations Assessment

2.280 All of the Christchurch housing options were assessed as having uncertain impacts on habitats through the Habitats Regulations Assessment at Options stage. This was primarily because all of the housing would be located within 5km of the Dorset Heaths and would therefore rely on mitigation provided through the joint Heathland Mitigation Development Plan Document. Until exact details of this mitigation is established, it would not be possible to conclude no impact.

‘Options for Consideration’ Health Impact Assessment

2.281 This assessment made generally uncertain conclusions regarding the impact of differing housing figures on health. The provision of housing would assist in supporting the economy, but there were concerns that increases in traffic associated with new housing would lead to increased pollution.

‘Options for Consideration’ Equalities Impact Assessment

2.282 The various housing options for Christchurch were generally considered to have no impact either way on equalities, other than in terms of age and disability, where it was felt that housing of the right type and design could help certain groups (young people, the elderly and disabled people) to find the type of housing best suited to their needs.

Infrastructure Requirements

2.283 The provision of housing throughout Christchurch will require a wide range of infrastructure improvements. Specific infrastructure improvements required for the Christchurch new neighbourhoods are set out in this chapter of the Core Strategy. The Core Strategy Infrastructure Delivery Plan sets out strategic level infrastructure requirements to support new development.

Conclusions

2.284 The consultation response to the 'Options for Consideration' Core Strategy was not particularly high and there was little consistency in the response received. However, the greatest level of response was for the highest housing figure KS9 (3,478 - 3,778) and there was also support for option KS7 which proposed 3,200 dwellings. Options involving a lower level of housing received less support. There is support for delivering sufficient housing to contribute towards local need in the region of provision identified in KS7 and KS9.

2.285 Respondents to the consultation raised the issue of demonstrating exceptional circumstances for Green Belt release for new housing development. In this respect there is now insufficient scope for development to address future housing needs, in particular the need for affordable housing, on land outside the current Green Belt. This provides the exceptional circumstances to justify limited amendments to the Green Belt.

2.286 Strategic infrastructure requirements to support new development will be identified in the Christchurch New Neighbourhood chapter of the Pre-Submission Core Strategy and the Core Strategy Infrastructure Development Plan.

2.287 Floodrisk and the location of housing development is also a significant issue raised through the consultation. Only when the supply of housing on low risk sites falls below a level to meet the Core Strategy housing requirement to be identified in the Pre -Submission Core Strategy should sites in high risk areas be considered and in accordance with national flood risk policy and the Council's Strategic Flood Risk Assessment (Level 2).

2.288 The sustainability appraisal and habitats regulations assessment undertaken at the 'Options for Consideration' stage identifies uncertain impacts for objectives 1, 3 and 4 which relate to the impact on habitats, pollution and climate change. The Pre -submission Core Strategy will include policies for reducing emissions and for providing mitigation measures to reduce recreational impact on the heathlands as discussed above. Mitigation measures are also identified in the South East Dorset Interim Planning Framework and the emerging Joint Heathlands Development Plan Document. Delivering new housing will have a strong positive impact on contributing towards housing need and sustainable economic growth.

2.289 Since the Government has announced its intention to abolish Regional Spatial Strategies through the Localism Act the local housing target for Christchurch will be informed by the updated Strategic Housing Market Assessment (2012) which assesses future housing requirements and a Strategic Housing Land Availability Assessment (2011) which assesses the capacity for new development in the Borough.

2.290 Changes in Government policy have been taken into account in updating the Strategic Housing Land Availability assessments. The SHLAA identifies potential for housing from a variety of types of site and PPS3 encourages the efficient use of land. Some development in garden areas may be an appropriate means of achieving new housing development. The assessment has taken into account existing and emerging design policy and the Christchurch Borough Wide Character Assessment. It is considered that this strong policy base is sufficient to enable local discretion to resist inappropriate development in back gardens. Likewise the density assumptions for the SHLAA have been retained as these are still considered appropriate and important for delivering sufficient housing to contribute towards local need identified in the Strategic Housing Market Assessment.

2.291 The Strategic Housing Market Assessment (2012) identifies a requirement for 3,337 homes over the plan period (2013 - 2028). The Strategic Housing Land Availability Assessment (2011) identifies potential for 2,140 dwellings in the existing urban area. In order to take account of non implemented planning consents its proposed to apply a discounting rate of 5% to housing potential identified in the existing urban area.

2.292 Since the 'Options for Consideration' consultation further more detailed master planning has been undertaken for the Christchurch Urban Extension which has identified a potential for in the region of 850 dwellings to be located south of the railway to the east of Burton to the Borough boundary at Roeshot Hill. It is considered that this is an appropriate level of development to be included in the Pre -Submission Core Strategy. The strategy for the urban extension is considered further in the Christchurch Urban Extension background paper, Stage 2 master planning (prepared by Broadway Malayan) and in the Christchurch New Neighbourhoods chapter of the Pre -Submission Core Strategy.

2.293 In order to better address the requirement for housing provision identified in the updated Strategic Housing Market Assessment, a further 2 sites have been identified in the Green Belt which include Land to the South of Burton (45 homes) and Land to the East of Marsh Lane (90 homes). Further consideration of these sites is set out in the Christchurch Urban Extension background paper and the Christchurch New Neighbourhoods chapter of the Pre -Submission Core Strategy.

2.294 The Pre -Submission Core Strategy housing target will identify a potential for 2,035 new homes in the existing urban area (including a 5 % discounting rate from the SHLAA potential), 850 homes in the Christchurch Urban Extension, 90 homes to the east of Marsh Lane and 45 homes to the south of Burton. This results in an overall housing target for Christchurch of 3,020.

2.295 A target of 35% of all housing to be affordable should be included within this policy. Consideration of this matter is undertaken in the Meeting Local Needs Background Paper Preferred Option LN9 and Non Preferred Option LN10.

2.296 Issue: Where and how much housing should there be in East Dorset?

Option KS 12

East Dorset housing provision

About xxx new homes will be provided in East Dorset between the years 2012 and 2027. This will comprise up to 3,300 homes within the existing urban areas, subject to a further review of the Strategic Housing Land Availability Assessment, and a further xxx homes to be provided as new neighbourhoods.

Consultation Response

Option	Support	Object	No Opinion	Total
Option KS12	6	9	1	16

Table 2.18

2.297 Concern was expressed by several respondents that there was no identified housing requirement for East Dorset. It is put forward that the need and demand for the area should be identified before options for how to deliver it are identified. However, this was countered by others who considered that it was right that no figure was identified in advance of consultation on options for developing greenfield sites.

2.298 Four housebuilders and agents put forward the notion that the figure should be based on the Regional Spatial Strategy requirement of 6,400 homes to be provided between 2006 and 2026.

2.299 Two respondents request that the housing requirement should not be based on household projections as this simply reflects the consequence of continuing trends. This would mean that we accept the notion that the population will get significantly older with a corresponding reduction in young people. This trend may not happen for the following reasons:

- The ability of retirees to move into the District could be compromised by reduced pensions.
- Government policy could affect household formation e.g. Tax changes to support marriage.

2.300 In contrast a planning agent requests that the housing requirement takes into account household projections.

2.301 Two planning agents stated that they will support the approach if the principle is accepted that there is a need for housing beyond the urban areas. However, two respondents object to any housing requirement that means there will be development in the Green Belt.

2.302 One respondent expressed concern that new housebuilding would simply encourage greater in migration and not meet the needs of local people.

2.303 It was noted by some of the respondents that the Strategic Housing Land Availability Assessment is to be updated. It was pointed out that this should take into account the Government's changes to Planning Policy Statement 3: Housing, in relation to densities and 'garden grabbing'.

2.304 Verwood Town Council and an individual support the proposition that 3,300 homes can be provided within the urban area, as evidenced by the Strategic Housing Land Availability Assessment.

2.305 There was acknowledgement in some of the responses that the priority should be the provision of affordable housing to meet the needs identified within the Strategic Housing Market Assessment and housing register. However, there was concern that the level of need is uncertain for the following reasons:

- Some of the households are on more than one housing register.
- Empty homes should be brought back into use rather than build new ones.
- Flexible tenancies will reduce the number of households on the register.
- Capping housing benefit should reduce private rents and improve affordability.

2.306 Dorset County Council request that the housing requirement and distribution should take into account transport implications. One respondent puts forward that the road system cannot cope with more people in the area.

2.307 One respondent considers that increased provision of housing will have a detrimental impact on the protected heathlands and that there is insufficient infrastructure capacity to cope.

2.308 Response

2.309 At the time of the Options Consultation East Dorset District Council took the view that there was insufficient up to date evidence available to identify a housing target. Two factors needed to be considered to derive a figure. Firstly, new evidence was required to understand the demands of demographic changes through the plan period. Secondly, further work was required to identify how much housing could be provided within environmental and infrastructure

constraints. When reviewing the Strategic Housing Land Availability Assessment the Council has taken into account changes in national policy relating to densities and 'garden grabbing'. The Councils have worked closely with service providers and Natural England to assess the impact of development proposals.

2.310 As of the beginning of 2012, the Housing Register has about 2,500 households on it. The Assessment shows that each year only a couple of hundred affordable properties become available, so it is clear that a very large proportion of the households on the Register will not be accommodated. Even if some of these households are on more than one register their removal from the list would have little impact. There are very few empty properties in the District. It can only be assumed, taking an optimistic view, that between 5 and 10 of these could become available each year. In reality the figure is closer to 3 properties brought back into use from long term vacancy.

2.311 Changes to flexible tenancies is not predicted to change the numbers of households requiring affordable housing. Additionally, demand for rented accommodation is high, so it is unlikely that a cap on housing benefits will impact on rents. Further changes to national and local policy will ensure that this is focused on providing for those with local connections to the area.

Consideration of Evidence and Policy

2.312 The evidence gathering required to identify a housing target has now been completed. This has included an update to the Strategic Housing Market Assessment (SHMA) and Strategic Housing Land Availability Assessment (SHLAA) and completion of masterplan reports. The Strategic Housing Market Assessment has identified a housing target to meet changes in the population of 5,250. The Assessment makes use of the latest population projections from the Office for National Statistics. These take on board a wide range of factors, including potential social changes derived from Government policy.

2.313 The Strategic Housing Land Availability Assessment has been completed and shows that approximately 2,800 homes can be accommodated within the urban areas and villages. This has led to a reduction of about 500 homes from that identified in the Option. This means that the requirement for housing derived from population changes can only be accommodated through changes to Green Belt boundaries. The master plan reports have identified land that can accommodate about 2,500 homes through a combination of redevelopment of brownfield land and changes to Green Belt boundaries. These studies also show that sufficient land can be made available to provide for a five year land supply, plus 20%, as required by national policy.

2.314 The provision of affordable housing for the local community is a key aspiration of the Councils. The Strategic Housing Market Assessment provides an update on the housing needs within the District. This confirms what all previous evidence has stated, that there is a serious shortfall in affordable housing. The Councils have also undertaken an assessment of Development Viability and Affordable Housing in order to understand what scale of affordable housing provision can be sought from schemes.

2.315 Local Transport Plan 3 has recently been approved and makes use of the SE Dorset Multi Modal Transport Study. It takes into account a growth in population and the focus of this being on the Main settlements identified in the Core Strategy.

2.316 Other relevant studies include the Strategic Flood Risk Assessment Level 1, various reports on the impact of new housing on the protected heathlands, and information provided by a wide range of service providers.

‘Options for Consideration’ Sustainability Appraisal

2.317 This option was not assessed as it had not been fully formed.

‘Options for Consideration’ Habitats Regulations Assessment

2.318 This option was not assessed as it had not been fully formed.

‘Options for Consideration’ Health Impact Assessment

2.319 The construction of new homes was considered to be positive to those in housing need of all ages. Those with disabilities should benefit from the construction of new adapted premises. New development could increase the amount of traffic and air pollution. Active travel solutions will be required to mitigate. New development could raise drainage issues that may give rise to flooding.

‘Options for Consideration’ Equalities Impact Assessment

2.320 The construction of new homes will benefit those in housing need.

Infrastructure Requirements

2.321 The provision of housing throughout East Dorset will require a wide range of infrastructure improvements. These are detailed in relation to each proposed New Neighbourhood. General improvements relating to development within the urban areas and villages are set out through the consideration of other options in the Key Strategy and generic chapters.

Conclusions

2.322 An important aspect of the Core Strategy is to identify the scale and distribution of new housing provision. Up to date and robust evidence has been gathered to consider this in the form of a Strategic Housing Market Assessment, Strategic Housing Land Availability Assessment and masterplan reports. These are supported by other environmental and infrastructure studies. The conclusion of the Strategic Housing Market Assessment is that there should be a requirement of about 5,250 new homes provided in East Dorset throughout the plan period. The Strategic Housing Land Availability Assessment and masterplan reports identify that this can be accommodated mainly through development in the urban areas and villages, but also with minimal changes to the Green Belt boundaries.

2.323 A target of 35% of all housing to be affordable should be included within this policy. Consideration of this matter is undertaken in the Meeting Local Needs Background Paper Preferred Option LN9 and Non Preferred Option LN10.

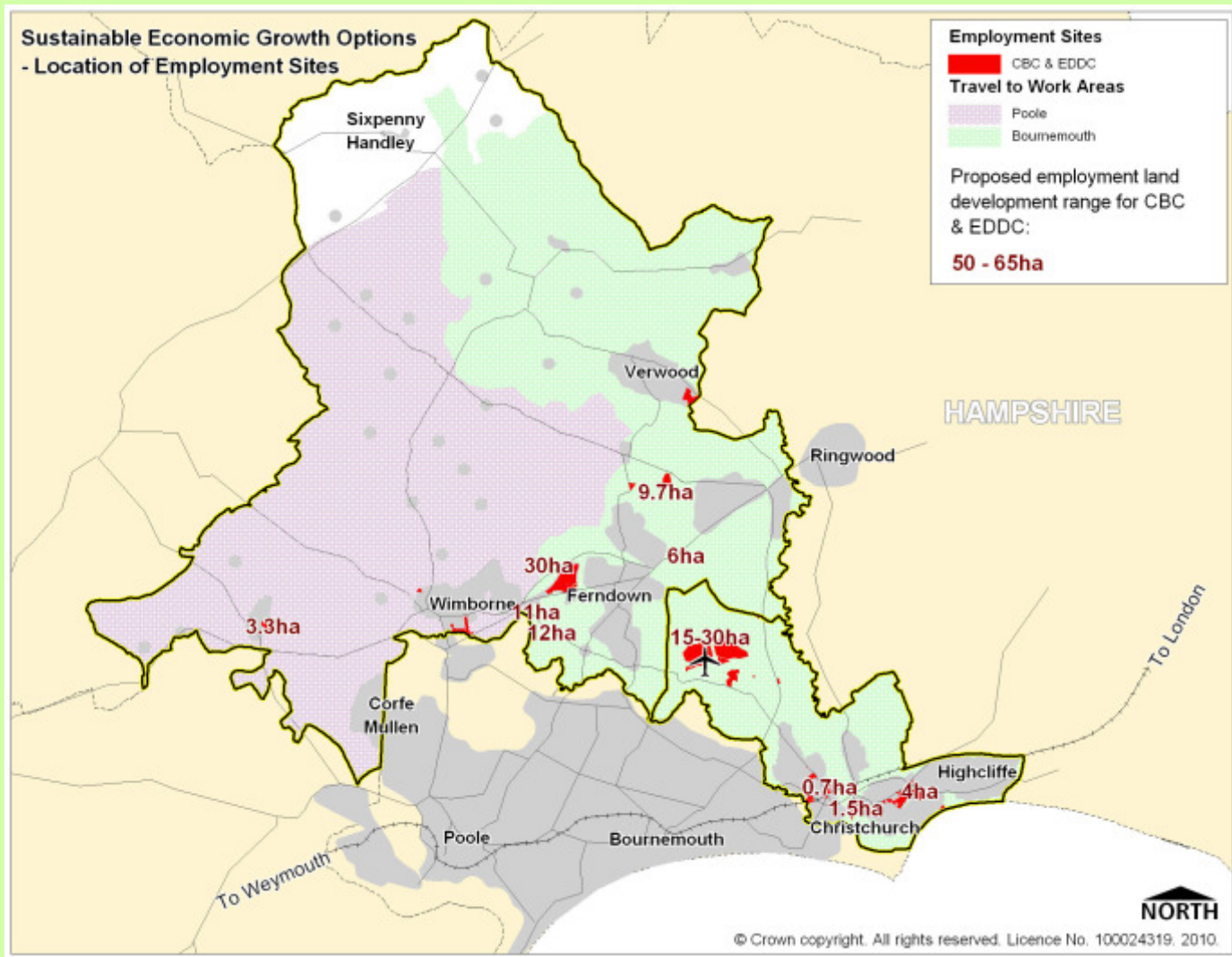
2.324 Issue: Where and how much employment development should there be in Christchurch and East Dorset?

Preferred Option KS 13

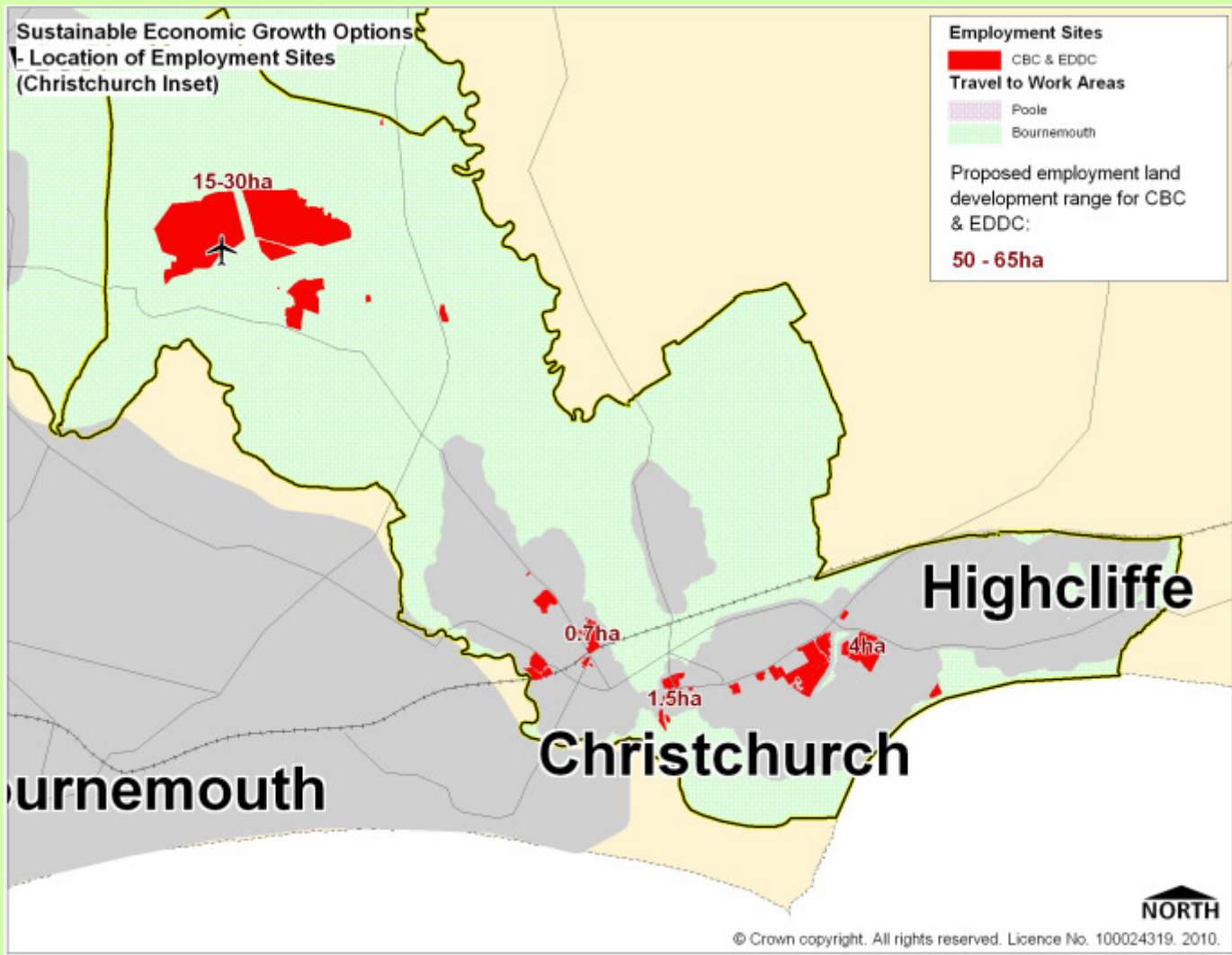
Provision of Employment Land

Sufficient land with the necessary locational attributes will be provided in appropriate locations to meet the requirements of businesses currently located in the districts and those that can be attracted to the area to 2027. An appropriate mix of premises will be encouraged on employment sites within the portfolio to meet these business needs. Live/work units will be encouraged for business activity that is acceptable in environmental terms (noise, discharges by emissions by land, air or water) and that will not affect the health, safety or amenities of nearby land.

Employment land supply located in Christchurch and East Dorset will contribute in part to meeting the wider strategic requirement across South East Dorset as determined in the 2008 Bournemouth, Dorset and Poole Workspace Strategy. In particular, strategic sites such as Bournemouth Airport Business Park (options in East Dorset to be determined following public consultation) will contribute to this wider sub regional requirement. The combined district level requirement for Christchurch, East Dorset, and Bournemouth is 65.3ha. In order to meet this overall requirement, and in relation to existing land supply approximately 20ha in Christchurch and 30ha in East Dorset is required as a minimum to meet projected demand to 2027. Subject to suitable transport infrastructure improvements serving Bournemouth Airport and employment site options in East Dorset there is scope to bring forward 50 – 65ha of employment land across the area. The higher development figure would provide some flexibility over and above projected employment land requirements set out in the Workspace Strategy. Employment activity which makes a significant contribution to innovation, raising economic productivity and highly skilled and well paid jobs will be encouraged on employment sites within the area that can offer the necessary locational attributes.



Picture 2.3



Picture 2.4

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS13	23	11	5	39

Table 2.19

2.325 Consultation responses were largely supportive of Option KS13. This was on the basis that it would provide a range of opportunities to increase the provision of employment in the area.

2.326 Dorset County Council

2.327 Dorset County Council (DCC) support the location of employment land close to main settlements and the use of brownfield land. DCC considers that improvements to sustainable access and infrastructure provision will be required in conjunction with future development of these employment sites including the provision of travel plans.

2.328 DCC welcome the opportunity to continue working with the councils to ensure that the transport infrastructure needs of employment sites are planned for. Delivery strategies and the use of the Community Infrastructure Levy need to be set out in the Core Strategy.

2.329 Consolidation of employment development at Ferndown Industrial Estate is supported rather than separate development sites off Ham Lane near Canford Bottom roundabout. The Ham Lane site is distant from the nearby built area. A higher level of development at Ferndown Industrial Estate could support bus services and this could be integrated into the site's travel plan. Baillie Gate Industrial Estate is isolated in terms of sustainable travel and unlikely to be in accordance with travel plan measures. Woolsbridge is isolated but between 3 populated areas where there is potential for improvements to be made to cycle access and public transport.

2.330 Response

2.331 It is recognised that further employment development at existing sites and at new sites proposed in the Core Strategy will require improvements to sustainable access and infrastructure provision and the Councils will continue to work closely with Dorset County Council to ensure the delivery of necessary infrastructure.

2.332 The Core Strategy Infrastructure Delivery Plan sets out the delivery framework for key infrastructure. The Infrastructure Delivery Plan also sets out funding sources for infrastructure delivery and the intention of the councils to be Community Infrastructure Levy charging authorities.

2.333 The support for an extension to the Ferndown Industrial Estate, rather than at Ham Lane is noted. There are good opportunities for public transport improvements to be made in association with this development. The same applies in relation to Woolsbridge Industrial Estate.

2.334 It is acknowledged that the Bailie Gate site is remote from public transport, but it does provide a choice of employment location for businesses and in particular provides opportunities for firms that need to be located in the rural areas.

2.335 The Highways Agency

2.336 The Highways Agency state that future employment development and the identification of new sites must be supported by improvements in public transport.

2.337 The Highways Agency expressed concern on the impact of employment sites at Ferndown and Wimborne on the strategic road network. Strategic modelling is required to determine the impact on the strategic road network.

2.338 Response

2.339 It is recognised that new employment development on existing sites and the provision of new sites will need to be accompanied by improvements in transport infrastructure identified as a result of transport modelling. The South East Dorset Multi Modal Transport Study has modelled the impact of proposed employment and residential development over the plan period and identifies transport infrastructure improvements to mitigate impact which are included in the Core Strategy and Local Transport Plan 3. The Core Strategy and LTP3 identify improvements to the A31 and junction improvements are currently being undertaken for Canford Bottom roundabout.

2.340 The requirement for more site specific improvements will be assessed as part of the consideration of specific development proposals as has been undertaken for Bournemouth Airport and the business park.

2.341 RSPB

2.342 The RSPB object to the employment provision on the basis that it has not been proven there will be no harm to European designated sites. The Core Strategy must demonstrate that there will no adverse impact on these sites.

2.343 Response

2.344 Consideration of the impact of proposals for employment land development on European designated sites is set out in the Pre-Submission Creating Prosperous Communities background paper and the Pre -Submission Bournemouth Airport and Business Parks background paper and in the Sustainability Appraisal and Habitats Regulations Assessment undertaken at the 'Options for Consideration' stage. The Sustainability Appraisal and Habitats Regulations Assessment assess the impact of proposals on European sites and set out mitigation measures to avoid adverse impacts. Habitats Regulations Assessment undertaken for the Pre -Submission Core Strategy will further assess the impact of draft policies for strategic employment allocations to ensure the integrity of European designated sites is not adversely affected. This will address the uncertainty of impact on European sites in relation to air quality raised through the Appropriate Assessment undertaken at the 'Options for Consideration' stage.

2.345 Bournemouth Borough Council

2.346 Bournemouth Borough Council requests that the option is amended to make clear that major office development will not be acceptable at the airport.

2.347 Response

2.348 Consent has been granted for 42,000sqm (12 - 15ha) of new employment development in the north west business park which includes a 10% proportion of office. In view of the transport infrastructure constraints it is uncertain that this stage whether further development beyond 42,000sqm will come forward during the plan period. However, there is potential for in the region of 30ha of new employment development with transport infrastructure improvements identified in the Core Strategy. The modest proportion of office development set out in BA1 is unlikely to have a significant impact on Bournemouth town centre. A significant proportion of office development at the airport is currently related to advanced engineering and manufacturing which will not affect Bournemouth town centre. Additionally a number of employment units at the business park require an office component which is ancillary to the main industrial use. Although demand has been identified for financial and business services and information technology this is not envisaged to be of a scale to have a significant impact on Bournemouth town centre. The strategy for the operational airport includes the potential development of hotel accommodation to enhance the services offered by the operational airport and would not be of a scale to adversely affect Bournemouth town centre.

2.349 Hurn Parish Council

2.350 Hurn Parish Council does not wish to see changes to the Green Belt boundaries to accommodate employment growth at the airport.

2.351 Two small areas of employment land are identified on the option map and it is not clear which sites these are.

2.352 Response

2.353 Hurn Parish Council's comments relating to proposed changes to the Green Belt at the Airport are considered in detail in the Pre -Submission Bournemouth Airport and Business Parks background paper.

2.354 The two smaller sites relate to existing employment sites located off Matchams Lane and the Avon Causeway.

2.355 Dorset Wildlife Trust

2.356 Dorset Wildlife Trust object to employment development at Woolsbridge on the basis of impact on the Moors River System.

2.357 Response

2.358 These comments are considered in detail in the Pre -Submission Creating Prosperous Communities background paper which contains employment development proposals for East Dorset.

General Issues Raised Through the Consultation

2.359 Employment land demand

- Several respondents considered that the employment projections were out of date as they were prepared before the current recession. Job creation may be smaller than forecast.
- Brownfield sites should be utilised before further sites are identified for development.
- Travel to work areas for north and west Dorset should be taken into account when identifying requirements.
- The owner of Bailie Gate Industrial Estate request that there should not be a maximum requirement for new employment land.
- Employment land requirements should not include employment land requirements for Bournemouth.
- Employment supply has not taken into account opportunities from rural diversification.

2.360 Response

2.361 The employment land projections from the 2008 Bournemouth, Dorset and Poole Workspace Strategy have been updated for 2012 and provide projected land requirements from 2011 - 2031 for B1, B2 and B8 employment uses. These updated figures will inform the employment land requirement for the Pre -Submission Core Strategy.

2.362 In identifying future employment land requirements the councils have considered all previously developed land across the plan area which can come forward for employment development when considered against competing land uses.

2.363 The Bournemouth, Dorset and Poole Workspace Study update (2012) uses Housing Market Areas as opposed to Travel to Work Areas as these form functional economic areas within the administrative control of Dorset authorities. Employment land requirements have been identified for the Bournemouth and Poole Housing Market Area which includes Christchurch, East Dorset, Purbeck, Bournemouth, Poole and North Dorset. Employment land projections have also been calculated for the Dorchester and Weymouth Housing Market Area which includes West Dorset and Weymouth and Portland.

2.364 The employment land requirements in KS13 are not intended as a strict maximum and the Core Strategy will be flexible to development over and above this figure if it is required y the market and can be brought forward sustainably.

2.365 The Workspace Strategy has considered the future employment land requirements for the Bournemouth and Poole Housing Market Area as a functional economic area to 2031. Local authorities within the Bournemouth and Poole Housing Market area are working closely together to ensure that employment land requirements for the area can be addressed which is in accordance with the new 'Duty to Cooperate'. The Workspace Study has considered

the level of employment land that can come forward across the housing market area over the plan period. In contributing to this wider requirement it is necessary for in the region of 80ha to come forward in Christchurch and East Dorset given the availability of employment land elsewhere in the housing market area and in view of the shortage of employment land in Bournemouth.

2.366 Employment land supply has included existing employment sites, allocations and strategic sites which are proposed in the Core Strategy. Additional small scale sites may also come forward for rural diversification during the plan period.

2.367 Bournemouth Airport Business Park

2.368 Improvements are required to junctions at the airport to enable further employment development to come forward.

2.369 Response

2.370 Junction improvements are required to enable further development at the business park and growth in the wider area. These improvements are identified in the Local Transport Plan 3 and the Core Strategy 'Key Strategy'.

2.371 Employment development in Burton

2.372 Employment development should be considered in Burton in order to make Burton a more vibrant community.

2.373 Response

2.374 Burton is a village and according to its status in the Core Strategy settlement hierarchy only limited development is appropriate that will support the role of the settlement as a provider of services to its home community. Within the existing settlement there are very limited opportunities for employment development and more sustainable and accessible opportunities for employment development existing in the main Christchurch urban area. Burton is located in close proximity to employment sites in the main urban area of Christchurch and Bournemouth Airport business park for residents to take advantage of employment opportunities created in these locations.

2.375 Location of employment development and housing

2.376 New employment development should be located close to proposed new housing provision.

2.377 Consideration should also be given to the impact of employment development on residential amenity.

2.378 Response

2.379 The general location of residential and employment development will be in accordance with the settlement hierarchy and the focus of development will be in the main settlements. However, a large proportion of employment development will come forward on sites such as Bournemouth Airport Business Park due to the shortage of available employment land in the main settlements. The location of new employment development has considered the impact on residential amenity and this considered further through the sustainability appraisal process.

2.380 Impact on the transport network

2.381 Employment development will have an adverse impact on the transport network

2.382 Employment growth at Bournemouth Airport, Ferndown and Uddens Industrial Estates will increase traffic on Canford Bottom Roundabout. Improvements are required for the A31 including dualling from Ameysford to Merley. There is a need for a full flyover scheme at Canford Bottom roundabout.

2.383 Response

2.384 The Core Strategy (Key Strategy) and Local Transport Plan 3 identify strategic transport infrastructure improvements required to accommodate employment development over the plan period.

2.385 Employment development and increased demand for housing

2.386 Employment land requirements identified in the Core Strategy will increase the need for the provision of new housing to satisfy this level of growth.

2.387 Response

2.388 The level of housing provision to be identified in the Pre -Submission Core Strategy is informed by the Strategic Housing Market Assessment (2012) which is based on predicted population growth and associated household formation. The level of housing growth that can come forward for development is also limited by environmental constraints including the location sensitive habitats and flood risk affected areas. There is a correlation between economic growth and the need for new housing but it is uncertain whether the level of housing proposed in the Core Strategy will constrain the rate of economic growth identified in the Bournemouth, Dorset and Poole Workspace Study (2012).

2.389 Employment premises provision

2.390 There is a need for incubator offices and small workshops for businesses spawned out of Bournemouth University.

2.391 Response

2.392 Core Strategy policy KS13 does not seek to specify in detail the mix of premises required across employment sites in the plan area. The evidence base will be continually updated during the plan period and this will inform requirements for premises provision.

Consideration of Evidence and Policy

2.393 Policy

2.394 Draft National Planning Policy Framework (2011) / Planning Policy Statement 4

2.395 The draft National Planning Policy Framework and PPS4 require local planning authorities to identify sufficient lands to meet employment land requirements over the plan period and KS13 is consistent with this approach. It has not been possible to quantify the land requirements for non B employment uses as no established methodology exists for assessing this. However, the employment land hierarchy (PC1) does allow flexibility for development of non B use classes and a significant amount of these types of uses will locate on non business park locations.

2.396 Evidence

2.397 Since consultation on the Pre- Submission Core Strategy an Bournemouth, Dorset and Poole Workspace Study (2012) has been prepared which updates the employment land projections from the 2008 Workspace Strategy and provides projections for B1, B2 and B8 land requirements for 2011 - 2031. Employment land projections have been provided on a District and Borough level and for the Bournemouth and Poole Housing Market Area and the Dorchester and Weymouth Housing Market Area. The 2008 Workspace Strategy provided projections on a District and Borough level and for travel to work areas. The 2012 update uses housing market areas as these are functional economic areas including the main employment and centres of education. There is also a consistency in using these areas with the strategic housing market assessment and planning for new housing and employment. A disadvantage of using travel to work areas is that they include areas outside the administrative control of Dorset authorities and therefore present uncertainty for the delivery of employment land.

2.398 The 2008 Workspace Strategy identified a requirement for the Bournemouth and Poole Housing Market Area of 139ha for the period 2006 - 2026 for B1, B2 and B8 employment uses. The 2012 Workspace Study has followed the same methodology as the 2008 study but with the following revisions:

- Updated employment / economic projections (The 2008 study was based on a 3.2% Gross Value Added (GVA) growth per annum, the 2012 update is based on Autumn 2011 projections and 2.5% GVA growth per annum from 2011 - 2031.)
- Industrial sectors and definitions have been changed from Standard Industrial Classification (SIC) 2003 to SIC 2007 incorporating some revision of allocation to land use class as appropriate based on the new SIC 2007 codes.
- There has been a change of geography from travel to work area to housing market area
- Employment densities have been updated
- An allowance for flexibility has been added in the 2011 revision (20%)
- Phasing of employment land delivery is in two ten year periods.

2.399 The 2012 update identifies a need to provide 248ha of employment land from 2011 - 2031 which is a significant increase in the 20 year requirement of the 2008 study set out above. In view of employment land supply across the Bournemouth and Poole Housing Market Area there is a need for in the region of 80ha to be provided across Christchurch and East Dorset, deliverable during the plan period to 2028. The Workspace Study (2012) is available on www.dorsetforyou.com.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS13
Objective 1: Protect, enhance and expand habitats and protected species.	UNCERTAIN IMPACT
Objective 2: Make sustainable use of resources	POSITIVE IMPACT
Objective 3: Minimise pollution	UNCERTAIN IMPACT
Objective 4: Minimise factors contributing to climate change	UNCERTAIN IMPACT
Objective 5: Provide access to meet people's needs	POSITIVE IMPACT
Objective 9: Help 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.	UNCERTAIN IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	POSITIVE IMPACT

Table 2.20

2.400 Option KS13 is consistent with national and local policy and guidance. The projected employment land figure is informed by the GVA Grimley Bournemouth, Dorset and Poole Workspace Strategy (2008) and the locational requirements of business identified through the employment land review process. Option KS13 is likely to have a significant positive impact for economic growth and the generation of employment opportunities. However, in order to meet projected land requirements there is a need for a proportion of supply to come from land options currently being considered in East Dorset which may require selected strategic release of Green Belt land. Increases in vehicle trips to and from employment sites may have an impact on European sites such as the Dorset heaths and increases in emissions also have implications for contributing to climate change. Mitigation measures are set out within the detailed Sustainability Appraisal assessment at this stage to address potential adverse impacts.

2.401 Further assessment work is being undertaken through the Core Strategy Habitats Regulations Assessment and Appropriate Assessment to confirm precise impacts and mitigation measures. This assessment will also examine the impact of transport infrastructure improvements (where schemes have been devised) on habitats and emissions levels.

‘Options for Consideration’ Habitats Regulations Assessment

2.402 At this stage the assessment identified an uncertain impact as the precise location of all employment development was yet to be finalised through the Core Strategy. Option KS13 may lead to employment development in close proximity to European designated sites where there is potential for significant effects on the Dorset Heaths Special Areas of Conservation (SAC), Dorset Heathlands Special Protection Areas (SPA)/Ramsar, therefore appropriate assessment is required to establish whether appropriate mitigation can be achieved to avoid an adverse impact on the integrity of the Dorset Heathlands SPA/Ramsar.

2.403 The Habitats Regulations Assessment undertaken at the 'Options for Consideration' stage identified that with the exception of uncertainty in relation to air quality adverse impacts can be avoided on European habitats with the following mitigation measures:

- Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage ‘high standards of building design and construction’).
- Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20); ME7 in the 'Options for Consideration' consultation document.

2.404 At the 'Options for Consideration' stage some uncertainty was identified in relation to the impact of emissions and air quality. This uncertainty will be addressed through further habitats regulations assessment undertaken for the Pre -Submission Core Strategy when the South East Dorset Multi Modal Study traffic modelling and Habitats Regulations Assessment for the Local Transport Plan 3 will be available.

‘Options for Consideration’ Health Impact Assessment

2.405 New development could increase the amount of traffic and air pollution. Active travel solutions will be required to mitigate. New development could raise drainage issues that may give rise to flooding.

‘Options for Consideration’ Equalities Impact Assessment

2.406 The increased availability of employment land should increase the number of jobs and therefore help to reduce deprivation.

Infrastructure Requirements

2.407 Strategic transport infrastructure requirements to support the development of employment sites identified in the Core Strategy are set out in the strategic transport policies of the Key Strategy chapter of the Core Strategy. Detailed infrastructure requirements are also examined in the Pre -Submission Airport and Business Parks background paper and the Pre -Submission Creating Prosperous Communities background paper. Infrastructure requirements are also set out in the Core Strategy Infrastructure Delivery Plan.

Conclusions

2.408 Option KS13 received significant support from the consultation. The consultation raised a number of issues concerning the transport impact, potential environmental impacts and general infrastructure requirements for the delivery of new employment land. On a strategic level the transport impact of proposed employment development has been assessed through the South East Dorset Multi Modal Transport Study with strategic transport infrastructure improvements identified in the Local Transport Plan 3 and the Core Strategy. Further transport assessments will be undertaken for individual development proposals to determine necessary localised improvements.

2.409 Impact on sensitive habitats has been assessed through the sustainability appraisal and habitats regulations assessment. Mitigation measures have been identified as discussed above to avoid adverse impacts on European designated sites. The Pre -Submission Habitats Regulations Assessment will provide further assessment in relation to emissions and air quality to remove uncertainties identified at this stage.

2.410 The policy approach in KS13 is consistent with planning policy statement 4 and the draft national planning policy framework in planning for future employment land needs to meet the needs of business. In this respect it has only been possible to quantify the land requirements for B1, B2 and B8 use classes as there is currently no established methodology for calculating requirements for Non B employment uses. The Core Strategy employment policies provide flexibility for non B employment uses to be located on certain sites alongside meeting the projected needs for B use classes.

2.411 The precise need for employment land was raised through the consultation and the 2012 update to the Workspace Strategy provides an up to date picture of employment land requirements for the plan period to 2028. The 2012 update will be used to inform the employment land requirement for Christchurch and East Dorset and on this basis there is a need to provide in the region of 80ha of employment land to 2028. This is an increase over and above the 50 - 65ha identified in the 'Options for Consideration' Core Strategy.

2.412 Issue: What should the town centre hierarchy be for Christchurch?

Preferred Option KS 14

Preferred Christchurch Town Centre Hierarchy

The Christchurch town centre hierarchy should be as follows:

Town Centres: Christchurch

District Centres: Highcliffe and Barrack Road

Local Centres: Purewell

Parades: All other clusters of shops

The proposed hierarchy elevates Barrack Road from a local centre to a district centre

Non Preferred Option KS 15

Non Preferred Christchurch Town Centre Hierarchy

Amend the hierarchy as follows:

Town Centres: Christchurch and Highcliffe

District Centres: Barrack Road

Local Centres: Purewell

Parades: All other clusters of shops.

The proposed hierarchy elevates Highcliffe from a district centre to a town centre and Barrack Road from a local centre to a district centre.

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS14	1	1	0	2

Table 2.21

Option	Support	Object	No Opinion	Total
Non Preferred Option KS15	0	0	0	0

Table 2.22

2.413 There has been limited response to KS14 and none to KS15.

2.414 The Highways Agency supports the Council's approach to the proposed hierarchy in KS14, retaining Christchurch as a Town Centre, Highcliffe and Barrack Road would be District Centres and Purewell a Local Centre. The Agency recognise the fact that town centres are the most accessible locations by means other than the car.

2.415 A local resident has objected to option KS14, and recommends that Burton should become a District Centre, elevating it from a Parade. They suggest Burton could support more housing and business development, thus elevating it in the hierarchy.

2.416 Response

2.417 The Council welcomes the Highways Agency's support for KS14, which reflects the status of the retail centres in the Borough, where the greatest opportunity exists for new retail development in the most accessible sustainable locations. It is considered that Burton does not currently meet the criteria required for a District Centre as there are too few shops and facilities. As significant growth is not expected in the village it is not proposed to alter the hierarchy at the present time.

Consideration of Evidence and Policy

2.418 Preferred Option KS14 is in line with PPS4 and PPS6 and continues to be supported in the Draft National Planning Policy Framework below:

2.419 'Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres

- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.

2.420 Non Preferred Option KS15 does not reflect the provisions of the Draft National Planning Policy Framework in relation to the Town Centre network and hierarchy.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS14	Non Preferred Option KS14
Objective 3: Minimise pollution	POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 4: Minimise factors contributing to climate change	POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 5: Provide access to meet people's needs	POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 9: Help 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.	POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	POSITIVE IMPACT	UNCERTAIN IMPACT

Table 2.23

‘Options for Consideration’ Habitats Regulations Assessment

2.421 These have been assessed as having no effect.

‘Options for Consideration’ Health Impact Assessment

2.422 This option is positive for access to local shops or convenience stores within walking and cycling distance, and provides access to fresh fruit, vegetables and good quality affordable food, a high proportion of which is locally sourced. This option supports the promotion of active travel including physical activity levels and reducing air pollution.

2.423 Town centre hierarchies should maintain character and impact positively on the built environment

‘Options for Consideration’ Equalities Impact Assessment

2.424 This option is positive for people of all ages, disabilities, gender and race will benefit from a vibrant town centre. Improving accessibility will enable those living in areas of deprivation and those in the rural area to access the facilities and services to be found in the town centre.

Infrastructure Requirements

2.425 There are no infrastructure requirements associated with these options.

Conclusions

2.426 Preferred Option KS14 is supported through national guidance and by the Highways Agency, as it reflects the status of the retail centres in the Borough, where the greatest opportunity exists for new retail development in the most accessible sustainable locations. This supports the designation of Christchurch as a Town Centre, Highcliffe and Barrack Road as District Centres, Purewell as a Local Centre and all other clusters as Parades. Non Preferred Option KS15 does not reflect the provisions of the Draft National Planning Policy Framework.

2.427 Preferred Option KS14 should be pursued, and KS15 should not be pursued to the next stage of consultation.

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

Preferred Option KS 16

East Dorset Town Centre Hierarchy

The East Dorset town centre hierarchy should be amended to reflect the recommendations of the evidence as follows:

Town Centres: Ferndown, Verwood and Wimborne Minster

District Centres: West Moors

Local Centres: Corfe Mullen and West Parley (NB. Could be subject to change if new neighbourhoods are created at these localities).

Parades: All other clusters of shops.

Non Preferred Option KS 17

Non Preferred East Dorset Town Centre Hierarchy

No change to the current hierarchy of town centres

Town Centres Ferndown, Verwood, West Moors and Wimborne Minster

Local Centres Corfe Mullen and West Parley

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS16	5	1	0	6

Table 2.24

Option	Support	Object	No Opinion	Total
Non Preferred Option KS17	0	0	0	0

Table 2.25

2.429 The Highways Agency supports the Council's approach to the proposed hierarchy in KS16, retaining Wimborne Minster, Ferndown and Verwood as Town Centres, designating West Moors as a District Centre and retaining Corfe Mullen and West Parley as Local Centres. The Agency recognise the fact that town centres are the most accessible locations by means other than the car.

2.430 Verwood Town Council and Councillor Redpath (of the Town Council) support Verwood Town Centre becoming a more vibrant place.

2.431 A local resident considers that there is no justification for departing from the consultant's recommendation that Verwood should be a district centre. It is stated that there is inadequate parking in the centre and very poor accessibility for disabled people. Additionally traffic management needs to be improved.

2.432 Corfe Mullen Parish Council agree that Corfe Mullen is a Local Centre, but do not consider there is scope to increase the provision of facilities in the village and request that reference to a new neighbourhood should be deleted.

2.433 Ken Parke Consultants put forward the proposal that a new neighbourhood centre should be provided to serve Colehill.

2.434 One resident questions whether Ferndown should be identified as a town centre, as it does not attract a range of retail businesses and is considered soulless, with a preponderance of 'services' rather than 'shops'.

2.435 One residents supports Wimborne, Ferndown and Verwood as Town Centres as they already fulfill that role.

2.436 Response

2.437 The support for elevating Verwood to a Town Centre is welcomed from the Town Council. The District Council remain of the view that Verwood should be of this status for the size of the community it supports. The views of Corfe Mullen Parish Council regarding sufficient facilities are noted. The comments regarding Ferndown Town Centre are noted, however, Ferndown will continue to be a key Town Centre in the local hierarchy, and will be supported through enhancements to help facilitate investment by new businesses. The comments made with regard to Colehill and Verwood are noted.

Consideration of Evidence and Policy

2.438 Preferred Option KS16 is in line with PPS4 and PPS6 and continues to be supported in the Draft National Planning Policy Framework below:

2.439 'Planning polices should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.

2.440 Non Preferred Option KS17 does not reflect the provisions of the Draft National Planning Policy Framework in relation to the Town Centre network and hierarchy in East Dorset.

'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS16	Non Preferred Option KS17
Objective 3: Minimise pollution	POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 4: Minimise factors contributing to climate change	POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 5: Provide access to meet people's needs	STRONG POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 9: Help 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.	STRONG POSITIVE IMPACT	UNCERTAIN IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG POSITIVE IMPACT	UNCERTAIN IMPACT

Table 2.26

'Options for Consideration' Habitats Regulations Assessment

2.441 These have been assessed as having no effect.

‘Options for Consideration’ Health Impact Assessment

2.442 Access to local shops, facilities and services in locations accessible by foot and cycle will have a positive health impact.

‘Options for Consideration’ Equalities Impact Assessment

2.443 The option seeks to support the vitality and viability of the town centres. These offer a range of services, facilities and employment in the most accessible locations. This is therefore considered to be positive for people of all ages, gender, disability and race.

Infrastructure Requirements

2.444 There are no infrastructure requirements associated with these options.

Conclusions

2.445 Preferred Option KS16 is supported through national guidance and by the Highways Agency, as it reflects the status of the retail centres in the District, where the greatest opportunity exists for new retail development in the most accessible sustainable locations. This supports the designation of Wimborne Minster, Ferndown and Verwood as Town Centres, West Moors as a District Centre, Corfe Mullen and West Parley as Local Centres and all other clusters as Parades. There was generally support for Preferred Option KS16. Non Preferred Option KS17 does not reflect the provisions of the Draft National Planning Policy Framework .

2.446 Preferred Option KS16 should be pursued, and Non Preferred Option KS17 should not be pursued to the next stage of consultation.

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

Preferred Option KS 18

Future retail provision

In order for key retail centres in Christchurch and East Dorset to maintain and enhance their vitality and viability, it is important that provision is made for additional retail floorspace to meet projected requirements to 2027. Further retail floorspace is necessary to meet the needs of a growing population with associated increasing levels of available retail expenditure. It is also important for our retail centres to maintain their market share of retail expenditure within the South East Dorset sub region and provide the opportunity to increase this market share. This option sets out the broad locations and level of additional retail floorspace that could be accommodated across the retail centres of Christchurch and East Dorset to 2027, informed by the Joint Retail Assessment (2008) which are set out below. For most centres, floorspace figures are set out as ranges to reflect requirements of lower and higher population growth scenarios which will be determined by the level of new housing to be delivered in Christchurch and East Dorset to 2027. The Site Specific Allocations Development Plan Document will determine specific sites within the centres where retail development can take place.

Christchurch:

Christchurch Town Centre:

- Comparison Retail Floorspace (non- Food shopping): 6,900 - 8,000sqm
- Convenience Floorspace (food shopping): No additional requirement to 2027

Highcliffe Centre:

- Comparison Floorspace: 800sqm
- Convenience Floorspace: No additional requirement to 2027

East Dorset:

Ferndown

- Comparison Floorspace: 750 - 5,200 sqm
- Convenience Floorspace: 3700 - 5,600 sqm

Verwood

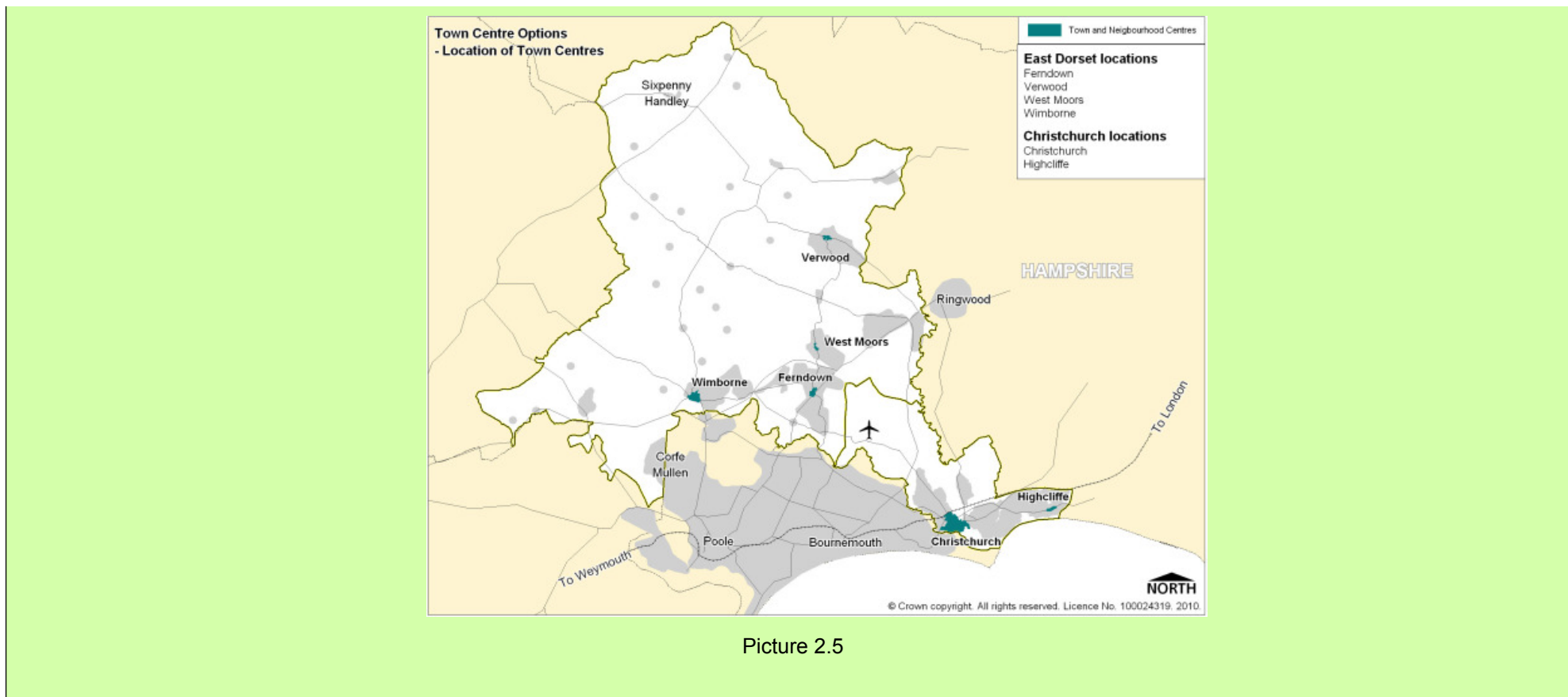
- Comparison Floorspace: 160 - 1,150 sqm
- Convenience Floorspace: 200 - 700 sqm

West Moors

- Comparison Floorspace: 80 - 550 sqm
- Convenience Floorspace: 0 - 110 sqm

Wimborne Minster:

- Comparison Floorspace: 950 - 6,650 sqm
- Convenience Floorspace: 700 - 1,030 sqm



Picture 2.5

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS18	1	3	0	4

Table 2.27

2.448 Dorset County Council

2.449 Dorset County Council support the provision of retail development in existing urban areas and town centres. Improvements are required in sustainable access and infrastructure provision will be required to support new development. Sustainable travel patterns should be supported through the provision of travel plans.

2.450 Response

2.451 These comments are welcomed and the councils will continue to work with Dorset County Council to ensure that necessary infrastructure is put in place to accommodate new retail development.

2.452 Highways Agency

2.453 The Highways Agency supported the proposed level of retail development as set out in KS18. The HA also support limited provision at smaller centres to promote self containment.

2.454 Response

2.455 The retail strategy set out in KS18 is consistent with the Core Strategy settlement hierarchy with the concentration of retail development in the town centres and main settlements. A limited provision of retail provision may also be appropriate in other settlements in accordance with the settlement hierarchy. Option KS18 is strategic and focuses on the broad delivery of retail development across the main centres as informed by the 2008 retail study.

2.456 Retail development in Verwood

2.457 Verwood Town Council have stated that Verwood is one of the 3 major towns in East Dorset and should require a higher level of retail provision than is set out in Option KS13.

2.458 The retail requirement for Verwood should reflect its rural hinterland and should not only be based on the population of the town.

2.459 Response

2.460 Verwood Town Centre has limited scope for new retail development, although more new shops may be desirable to enhance its vitality consistent with the level of development identified in Option KS18.

2.461 The Joint Retail Study (2008) has informed the retail floor space requirements for Verwood on the basis of capacity for development within the Borough and the catchment area of the town.

2.462 RSPB

2.463 The RSPB support the provision of new retail in existing town centres. However, it objects to the preferred option until it can be shown that there will be no effect on protected European nature conservation sites.

2.464 Response

2.465 See Habitats Regulations Assessment discussed below for this option.

General Issues Raised Through the Consultation

2.466 Consistency with national policy

2.467 The Core Strategy retail strategy should be consistent with national policy and PPS4 and the councils should plan for a strong retail mix in the catchment areas.

2.468 Response

2.469 Option KS18 is in accordance with PPS4 in terms of identifying the detailed floor space requirements for retail development over the plan period. The option also reflects an assessment of the capacity to accommodate new retail development undertaken through preparation of the Joint Retail Assessment (2008) taking into account the role of centres in Christchurch and East Dorset within the town centre hierarchy. These aims and objectives are also consistent with the draft National Planning Policy Framework (2011).

2.470 The evidence base

2.471 The Joint Retail Study prepared in 2008 provides projected retail floor space figures for Christchurch and East Dorset which have informed option KS18. These figures should be reassessed to reflect current economic circumstances.

2.472 Response

2.473 The floor space projections identified in the Joint Retail Study (2008) are based on projected population growth and available expenditure which take into account anticipated housing growth considered in the Core Strategy over the plan period. During the plan period it is likely that there will be periods of economic growth and it is important that the Core Strategy plans for this and does not base long term requirements on current economic circumstances alone. The retail evidence base will also be updated at regular intervals during the plan period which will inform ongoing strategic requirements for retail centres in Christchurch and East Dorset.

2.474 Retail development in Burton

2.475 Burton should be designated as a District Centre with increased retail provision.

2.476 Response

2.477 Burton is identified as a village within the Core Strategy settlement hierarchy which allows limited development to support the role of the settlement. It is not appropriate to identify large scale retail development in the Core Strategy for Burton where only very limited retail development may be appropriate. The Core Strategy focuses retail development in the main town centres which are the most sustainable locations in terms of accessibility. The purpose of the Core Strategy policy is to set a strategic level policy for where larger scale retail development will be located in accordance with the evidence.

2.478 Transport impact of retail development

2.479 The impact on the transport network of proposed retail development was raised as a concern in the consultation.

2.480 Response

2.481 The broad impact of anticipated development over the plan period has been assessed through the South East Dorset Multi Modal Transport Study (2011) and strategic transport infrastructure improvements have been identified in the Core Strategy and the Local Transport Plan 3. Planning applications for retail development will need to assess impact on the transport network and contributions may be required to accommodate retail development proposals.

Consideration of Evidence and Policy**2.482 Policy**

2.483 Preferred Option KS18 is in line with PPS4 and continues to be supported in the Draft National Planning Policy Framework below:

2.484 'Planning polices should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.

2.485 Evidence

2.486 The retail floor space requirement for the main retail centres in Christchurch and East Dorset has been informed by the Joint Retail Assessment (2008). This study identifies projected need for convenience and comparison floor space provision in Christchurch and East Dorset to 2026. It also provides floor space figures for the main retail centres in Christchurch and East Dorset listed in KS18 which has been informed by a detailed capacity analysis. The floors pace projections have been prepared in relation to projected population growth and anticipated development over the plan period. On this basis, the evidence is considered robust.

2.487 The floor space projections in option KS18 were expressed as a range reflecting the low and high population growth scenarios considered in the Joint Retail Assessment (2008). The housing delivery figures identified in the Pre -Submission Core Strategy provide a level of housing development above that set out in the draft Regional Spatial Strategy. On this basis, the top end of the retail floorspace ranges could be supported and KS18 will be amended to include the higher figures with the exception of amended figures for Wimborne and Ferndown as discussed below.

2.488 Since the retail study has been prepared a Waitrose supermarket has been developed in Wimborne which has absorbed the capacity for convenience floorspace in the town. On this basis it is considered that a convenience floorspace requirement for Wimborne over the plan period is now exceeded and the Core Strategy should not include an additional convenience floorspace requirement for the town.

2.489 In Ferndown, there is an extant permission to extend the Sainsbury's store in Tricketts Cross from its current 2,993sqm to 5,574sqm, which was not considered at the time of the Joint Retail Assessment (2008). On this basis, there is a requirement to reduce the overall convenience floorspace requirement for Ferndown in the Core Strategy.

2.490 The Core Strategy town centre hierarchy classified Verwood as a town centre. The Core Strategy proposes less retail development in Verwood in comparison to Wimborne and Ferndown as there is limited capacity to accommodate significant new retail development sustainably.

'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS18
Objective 1: Protect, enhance and expand habitats and protected species.	UNCERTAIN IMPACT
Objective 2: Make sustainable use of resources	STRONG POSITIVE IMPACT
Objective 5: Provide access to meet people's needs	STRONG POSITIVE IMPACT
Objective 6: Provide a safe and secure environment	POSITIVE IMPACT
Objective 10: Protect and enhance historic buildings, archaeological sites and other culturally important features.	UNCERTAIN IMPACT

Relevant Sustainability Appraisal Objectives	Preferred Option KS18
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG POSITIVE IMPACT

Table 2.28

2.491 There are potential adverse impacts on European designated habitats due to uncertainties in increased traffic levels and levels of emissions over the plan period. However, as discussed below, further habitats assessment will be undertaken at the Pre -Submission stage of the Core Strategy when necessary data will be available to address this uncertainty. The Core Strategy sets out policies to reduce emissions which include Objective 3 and 6, and Options KS19 and 20. Additionally the Core Strategy concentrates development in the main centres which are accessible by a range of sustainable modes which reduce emissions levels.

2.492 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.

2.493 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.

2.494 Option KS18 also 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. Without this strategic approach to future retail development there may be a decline in the range of retail facilities and the vitality of these centres. Overall it can be considered that Option KS18 is required to meet the needs of local communities and the economy and further assessment of environmental impact will be undertaken at the Pre -Submission stage of the Core Strategy to remove uncertainties discussed above.

'Options for Consideration' Habitats Regulations Assessment

2.495 The Habitats Regulations Assessment undertaken at the 'Options for Consideration' stage identified an uncertain impact on European habitats as the precise location of development is not known and as further data is required concerning air quality. The Dorset Heathlands Special Protection Areas, Ramsar, Special Areas of Conservation, River Avon Special Area of Conservation, Avon Valley Special Area of Conservation / Ramsar are located near to town centres sites and there is a potential impact on these sites.

2.496 An appropriate assessment was undertaken at this stage which identified the following mitigation measures to avoid adverse impacts on European sites:

- Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').
- Core Strategy policies which seek to restrict emissions from transport, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20);

2.497 At this stage there remains some uncertainty regarding the impact of any increase in vehicular traffic and levels of emissions which may adversely affect the integrity of European sites. Core Strategy policies seek to restrict emissions from transport (SO3; SO6; KS19; KS20) and should help to mitigate impacts resulting from air pollution. Further assessment will be undertaken at the Pre -Submission stage when updated traffic forecasts will be available from the outputs of the South East Dorset Multi Modal Transport Study. Air pollution modelling data is needed for the A35 and A338 through Town Common SSSI and the B3072 north of Ferndown where it passes through Holt and West Moors Heaths SSSI before a conclusion can be drawn. Habitats Regulations Assessment undertaken at the Pre-Submission stage will address this uncertainty regarding air quality and emissions and the impact on European habitats.

'Options for Consideration' Health Impact Assessment

2.498 This option is considered positive as it will support the town centres which are the most accessible locations by means other than the car.

'Options for Consideration' Equalities Impact Assessment

2.499 Increased retail provision in the town centres will benefit people of all ages, disabilities, gender and race.

Infrastructure Requirements

2.500 There are no infrastructure requirements with this Option.

Conclusions

2.501 The consultation response to this option was low and inconclusive. However, Planning Policy Statement 4 and the draft National Planning Policy Framework require local authorities to plan for future retail floor space requirements and to direct development to appropriate centres according to their role and function in the town centre hierarchy. The policy approach adopted in KS18 remains consistent with national policy.

2.502 The Joint Retail Assessment (2008) provides a robust evidence base to inform floorspace needs for the main retail centres in Christchurch and East Dorset. The retail study for the districts will be updated at regular intervals during the plan period which will inform ongoing strategic requirements for retail floorspace. On the basis of housing delivery identified in the Pre -Submission Core Strategy the top end of the ranges for floorspace provision will be used with the exception of the amended figures for Wimborne and Ferndown as discussed below.

2.503 Since the Joint Retail Assessment was undertaken in 2008 a new supermarket has been provided in Wimborne and an expansion of the Sainsbury's store in Tricketts Cross has been confirmed. In this respect the convenience floorspace requirement for Wimborne will be removed as the future requirement for the town has been exceeded and the convenience floorspace requirement for Ferndown will be reduced in the Core Strategy policy.

2.504 The Sustainability Appraisal and Habitats Regulations Assessment identify mitigation measures to avoid adverse impacts on European designated sites. However, there is uncertainty at this stage concerning the impact on air quality which will be assessed further at the Pre -Submission stage of the Core Strategy to determine precise impacts. Overall the Sustainability Appraisal identifies strong positive impacts for town centre vitality and viability in providing sufficient retail floorspace to meet the future needs of business and locates development in sustainable and accessible locations.

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

Preferred Option KS 19

Encouraging low carbon travel and reducing the need to travel - Option 1

Development will be located in the most sustainable locations, focused on the South East Dorset Conurbation, Prime Transport Corridors and town centres. The priority should be to locate new residential development, either in close proximity to employment facilities and services where good public transport exists, or where employment, facilities and services are accessible in particular by modes other than the car. Where necessary, development should be accompanied by improvements to public transport, including car sharing and for cycling and walking. Higher density development will be located in and around town centres and Prime Transport Corridors in order to reduce the need to travel. Where appropriate, mixed development will be encouraged so that people can work closer to where they live or work from home. These measures will reduce congestion and widen travel choice.

Prime Transport Corridors will be introduced where junction improvements, enhanced public transport services and improvements to walking and cycling will be implemented. The choice of corridors reflects the Key Strategy, ensuring that development occurs in the most sustainable locations and where transport improvements will benefit existing densely populated areas. The following corridors are proposed:

Short term (within the first five years of the plan period) – Corridors through existing built up areas

- B3072 Ferndown northwards through West Moors, Three Legged Cross to Verwood
- A35 and A337 through Christchurch (A35 identified in Local Transport Plan2)
- A348 Bear Cross roundabout to Longham mini roundabouts and Ferndown
- B3073 Airport to Wimborne town centre

Medium term (within 6-10 years of the plan period) – Corridors south of the A31

- A349 Fleets Corner roundabout to Merley roundabouts and B3073 to Wimborne
- B3074 Poole to Corfe Mullen (identified in Local Transport Plan2)

Long term (within 11-15 years of the plan period) Corridors north of the A31

- A347 Northbourne roundabout to A348 junction

It is proposed to improve the interchange facilities provided at the rail stations at Christchurch and Hinton Admiral to help retain current patronage levels and encourage greater use of rail services. Improvements will include cycle parking, co-ordinated bus and rail timetables and improved waiting facilities, as well as improved cycling and walking links.

Improvements will be made to public transport with more frequent services within the urban areas in particular and an expansion of the Real Time Information at bus stops. Walking and cycling improvements will be made within the urban areas and in particular around town centres.

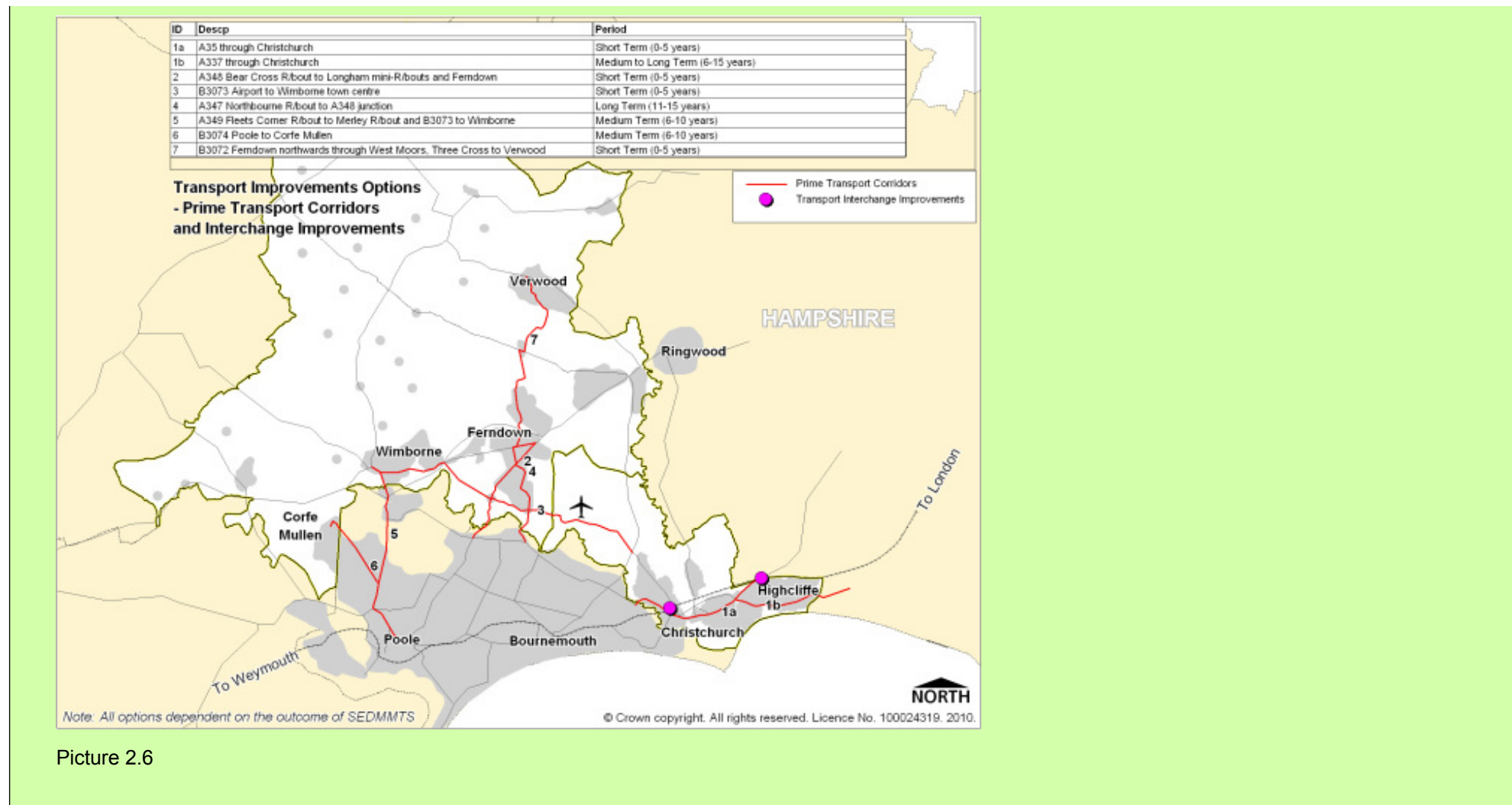
Travel Plans will be used to encourage car sharing to work and can reduce the level of parking provision required at employment locations. Travel Plans are already being used and will be required for all new major development.

In the rural area, community travel planning will be implemented including, for example, through Community Travel Exchanges which will provide opportunities for car sharing, community car clubs and improved operation of demand responsive transport. Segregated footpaths and cycleways, including the enhancement of the existing rights of way network to provide links around and between suburban areas and villages (for example West Moors, Three Legged Cross and St Leonards and St Ives), improvements to and promotion of the use of trailways and the provision of coastal cycleways within Christchurch will allow for increased cycling in both urban areas and the rural settlements.

On roads other than the Strategic Road Network, traffic management measures will be implemented to reduce vehicle speeds, enhance the pedestrian environment in both urban and rural areas and reduce diversion of traffic onto inappropriate routes. Other transport improvement schemes to widen travel choice will be included in the Local Transport Plan.

Christchurch Borough Council will continue to press for a Christchurch Bypass as a long term solution to the severe traffic congestion in the town centre, with a suitable route being identified and funding secured.

East Dorset will continue to seek the provision of a West Moors Bypass, as a long term solution to the conflict of traffic travelling through the Town.

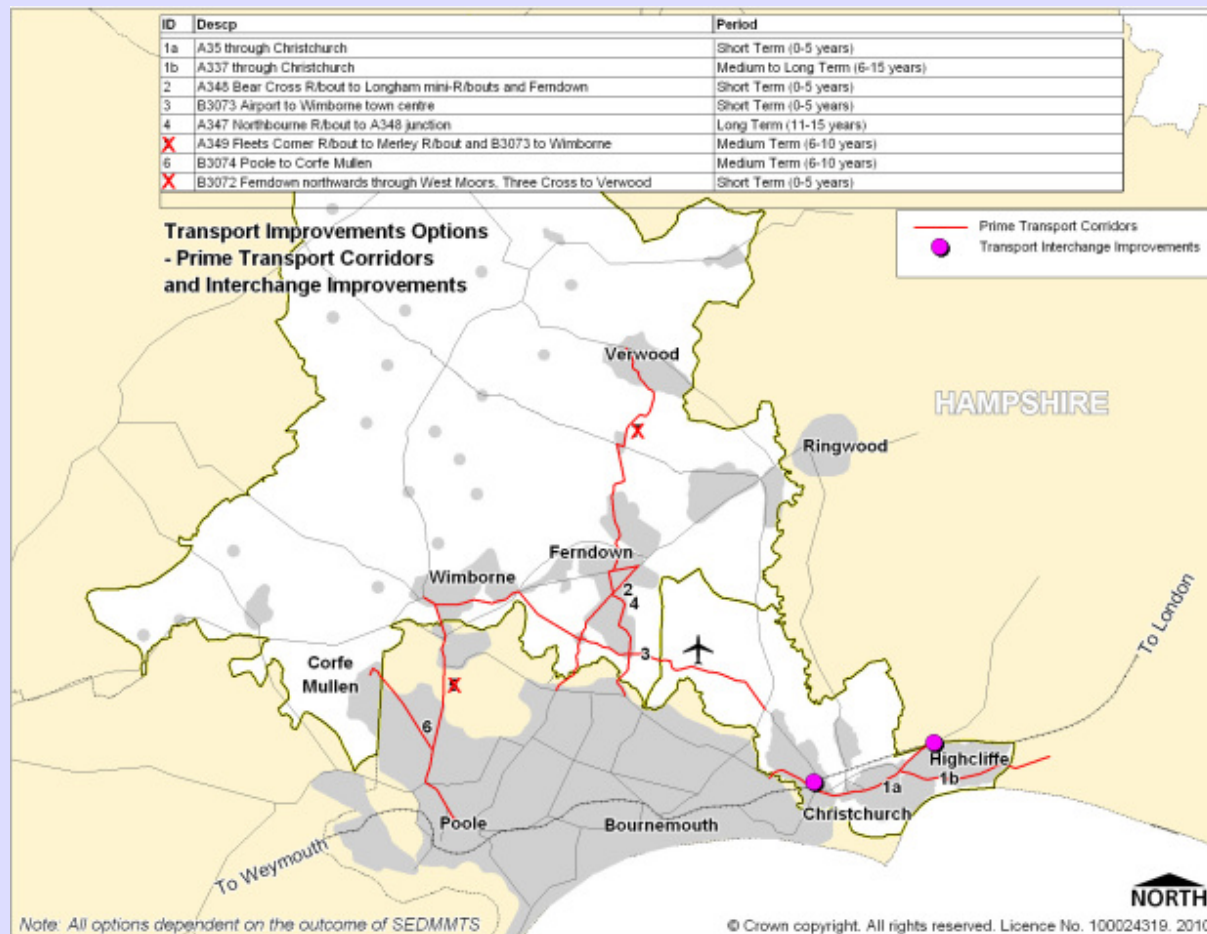


Picture 2.6

Alternative Preferred Option KS 20

Encouraging low carbon travel and reducing the need to travel - Option 2

This option is as the Preferred Option but it does not include Prime Transport Corridors north of the A31(T), thus Wimborne does not have a Corridor linking it with the conurbation.



Picture 2.7

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS19	10	17	0	27

Table 2.29

Option	Support	Object	No Opinion	Total
Alternative Preferred Option KS20	0	0	0	0

Table 2.30

Summary

2.506 Preferred Option KS19 includes many different proposals for transport improvements. There are a mix of measures which will encourage low carbon travel and reduce the need to travel by car however the bypass aspirations will not achieve these aims. From the results above it can be seen that these policies did not attract a great number of responses. No response was received to the alternative policy option. More objections (63%) to KS19 were received than supporting (37%) comments, however an interesting split emerges on closer inspection of the objections.

2.507 Four of the objections to the preferred option are on the basis of the inclusion of the aspirations for the Christchurch and West Moors bypasses. The objectors include three environmental bodies including Natural England who state that the bypasses would be environmentally harmful and do not fit in with the council's aspirations to reduce car use and carbon emissions.

2.508 Seven of the objections are on the basis that the policy does not go far enough to encourage the use of alternative travel modes to help reduce car use. A number of these would like additional routes to be identified as Prime Transport Corridors for traffic management, public transport, cycling and walking improvements, for example the B3081 and A338.

2.509 Other general comments received - People were concerned about the realism of KS19 in such a car dominated area. Also that public transport needs improving in terms of price, frequency and routes so it's more attractive for people to use.

2.510 Response

2.511 Agree that it will be a challenge to reduce car use in favour of alternatives but it's one we must tackle in order to reduce traffic congestion, pollution and to improve our health.

Key Stakeholder Comments and Responses

2.512 Corfe Mullen Parish Council object to KS19 on the basis that whilst there may be scope for limited improvements, this will do little to help the general flow of traffic in and out of the village as the remainder of the B3074 (Windgreen to A31) and other roads out of the village are sub-standard for the levels of traffic.

2.513 Response - The measures contained within the policy aim to reduce the levels of traffic across the South East Dorset area whilst implementing targeted improvements to the most congested parts of the network. Due to low funding levels areas such as Corfe Mullen are likely to receive minor improvements to make best use of the existing network.

2.514 Bournemouth Transport Ltd (bus operator) supported the policy and added the need for the provision of bus lanes and other public transport priority measures to the Prime Transport Corridors section.

2.515 Response - This comment is welcomed.

2.516 Bournemouth Borough Council object to the inclusion of reference to land within Bournemouth in the definition of the Prime Transport Corridor along the route 'A348 Bear Cross roundabout to Longham mini roundabouts and Ferndown'. The Bournemouth Core Strategy is not promoting that section of the A348 between Bear Cross roundabout and the borough boundary at the River Stour as a Primary Transport Corridor.

2.517 Response - The Pre-Submission Core Strategy will be amended to state that improvements will be made up to the boundary with Bournemouth, however LTP3 identifies the entire A348 as a Primary Transport Corridor.

2.518 Dorset Wildlife Trust (DWT) objects to the inclusion of the Christchurch and West Moors bypasses. The DWT has objected to previous proposals for these roads as the options put forward had considerable impacts on sites of international, national and local biodiversity importance. DWT do not consider that inclusion of these bypasses would meet national rules, regulations and advice and strongly recommend their removal from the draft Core Strategy.

2.519 Response - These bypasses will not be included in the Pre-Submission Core Strategy transport policies as these schemes do not appear in the adopted LTP3 and will therefore not be delivered before 2026.

2.520 The Highways Agency is encouraged by the aspiration within Option KS19 to encourage low carbon travel and reduce the need to travel. They also support the proposed corridor based approach provided that this is focused on sustainable modes and they wish to become involved in developing the proposals for routes that cross the A31 at the earliest opportunity.

2.521 Response - This comment is welcomed, the District and County will work with the Highways Agency on these proposals.

2.522 Natural England state that current preferred alignments for a Christchurch bypass and a West Moors bypass significantly impacted on the Dorset Heathlands European sites, Ramsar site and some SSSIs and also some Sites of Nature Conservation Interest (SNCIs). Therefore they do not agree with the inclusion of the Councils' aspirations for these bypasses in the options as they are against national and local rules, regulations and advice. These bypasses should not be retained as part of any option taken forward into the Draft Submission Core Strategy.

2.523 Response - These bypasses will not be included in the Pre-submission Core Strategy transport policies as these schemes do not appear in the adopted LTP3 and will therefore not be delivered before 2026.

2.524 Verwood Town Council support the identification of one of the access roads to Verwood (B3072) as a prime transport corridor. However the council objects to the fact that other main access routes (B3081) and the Ringwood Road (C2) from Three Legged Cross to the A31/A338 junction are not identified as prime transport corridors.

2.525 Response - The corridors identified for improvement are urban routes which development will be concentrated along and at the end of. Development can help fund the improvements and can be located to take advantage of alternatives to the car. The A338 is identified for junction improvements and various schemes are planned in the long term for the B3081 including the Bakers Hanging junction improvement and an off road cycleway. Transport improvements will be secured along the Ringwood Road in conjunction with employment development at Woolsbridge Industrial Estate. The A31 cannot be identified for as a corridor for development to be located along as the Highways Agency do not support this approach.

2.526 West Parley Parish Council supports the policy of encouraging low carbon travel, and reducing the need to travel.

2.527 Response - This comment is welcomed.

2.528 The RSPB welcome proposals in KS19 to encourage low carbon travel and to reduce the need to travel. They therefore question the reference to bypasses, as providing additional road capacity runs counter to the Councils' objective to reduce travel by private car. Moreover, the routes are not included in the Core Strategy and therefore their impacts cannot be assessed. Given the uncertainty over the nature of proposal, including the suggestion of a Christchurch bypass, they object to options KS19, KS20 and KS21, pending resolution of outstanding issues identified in the Habitats Regulations Assessment in relation to the European sites.

2.529 Response - These bypasses will not be included in the Pre-submission Core Strategy transport policies as these schemes do not appear in the adopted LTP3 and will therefore not be delivered before 2026.

2.530 Cranborne Chase & West Wiltshire Downs AONB have been involved with the North and North East Dorset Transportation Study Group and are aware of the problems with transportation across a rural area, particularly that part of the District that is within the Area of Outstanding Natural Beauty. They recognise that public transport is not feasible or realistic in the way that it would be around Christchurch or Wimborne Minster. The implications of that are that those people in rural areas will need personal private transport to access services, shopping, recreational facilities, and work places in the more urban parts of the District.

2.531 Response - Agree but where possible this reliance on the private car can be reduced by provision of alternatives to travel, for example bringing services to villages, home working, better internet connections, delivery services, and community travel exchanges.

2.532 Manchester Airport Group object to KS19 as they question whether the prime transport corridors align with the results of the South East Dorset transport study and draft Local Transport Plan 3.

2.533 Response - They do align as the Core Strategy has been prepared in accordance with the South East Dorset transport study contained within the adopted Local Transport Plan 3.

2.534 Dorset County Council's Transport Planning Group support the measures contained in this policy to encourage low carbon travel and reduce the need to travel by car. However officers are concerned about references to the construction of the Christchurch and West Moors bypasses as neither scheme is affordable or deliverable and they do not fit with the ethos of this policy. The South East Dorset Multi Modal Transport Study has not recommended either scheme as part of the future transport strategy for South East Dorset so they will not be included within LTP3 and will therefore not be progressed by Dorset County Council as Highway Authority within the period to 2026. Alternative transport improvements are being pursued instead. Transport Planning Officers advise that the District and Borough Councils need to carefully consider inclusion of these schemes within future transport policies in the Core Strategy. Perhaps long held council aspirations could be placed within supporting text rather than within policies. Delivery of the spatial strategy should not be predicated on transport schemes which are not going to materialise within the plan period. There is a risk that by including undeliverable road schemes within Core Strategy policies, the plan could be found unsound against PPS12 tests of soundness at examination.

2.535 Response - Agree, however the Christchurch bypass remains a long term aspiration of Christchurch Borough Council.

2.536 Cllr Toni Coombs objected to the omission of the B3081 and A338 Spur Road as major routes for Verwood residents.

2.537 Response - The corridors identified for improvement are predominantly urban routes which development will be concentrated along and at the end of. Development along the routes can help fund the improvements and can be located to take advantage of alternatives to the car. The A338 is more of a strategic route along which development will be limited, it is however identified for junction improvements. The B3081 is a largely rural route much of which is managed by Hampshire. Various schemes are planned in the long term for the B3081 including the Bakers Hanging junction improvement and an off road cycleway.

2.538 Dorset County Council's Spatial Planning Group identifies that the implementation of key transport improvements will be crucial to the delivery of the development proposals in the document particularly for bringing forward development of employment land at Bournemouth Airport, which forms a major element of the employment strategy for the sub-region. The continuing work on the Core Strategy will need to take account of the findings of the South East Dorset Multi-modal Transportation Study. A tariff-based system using the Community Infrastructure Levy will be a critical delivery mechanism for transport infrastructure, for which the County Council has a key responsibility.

2.539 Response - Agree.

Consideration of Evidence and Policy

2.540 A full review and assessment of national and local policies relating to transport has been undertaken in the Transport & Accessibility Key Issues Paper produced at the Options stage. This section is therefore intended to provide an update on any recent changes to the national or local policies which relate to transport, and specifically to the collection of developer contributions for transport improvements.

2.541 The change of government in May 2010, has led to a change in the national policy for transport which is now contained within the Local Transport White Paper - 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' published in January 2011. The coalition government have retained two of the five national priorities from the the previous government's transport policy contained within 'Delivering a Sustainable Transport System' (DASTS). The two national priorities for transport are to help create economic growth and to tackle climate change by cutting carbon emissions. The White Paper also supports a safer, healthier transport system that improves quality of life. The South East Dorset Multi Modal Transport Study and the LTP3 were developed in line with this guidance.

2.542 The draft National Planning Policy Framework was consulted on by government in July - Oct 2011 and the 14,000 representations received are now being considered. There is a concern that much of the useful detail of current national policy will be lost when replaced with the National Planning Policy Framework which currently provides little guidance in terms of sustainable development and transport issues. If adopted in it's current form, more detailed transport policies will be required in the Core Strategy to guide developers.

2.543 The Coalition has announced new funding streams. The A35 corridor is currently the subject of a Local Sustainable Transport Fund (LSTF) bid across the 3 Transport Authority areas (Poole, Bournemouth, Christchurch). The money has not yet been secured but the proposals are in line with the South East Dorset Multi Modal Transport Study and the Local Transport Plan to provide improvements to public transport, travel planning, walking and cycling.

2.544 The most significant changes to the local policy and evidence base for the Core Strategy Transport policies since the Options Consultation, have been the completion of the South East Dorset Multi Modal Transport Study, and the adoption of the Local Transport Plan for Bournemouth, Dorset & Poole (LTP3) in April 2011. The SE Dorset Transport Strategy resulting from SE Dorset Multi Modal Transport Study has been included in the Local Transport Plan 3. The Plan shows a strong commitment to integrating transport and spatial planning and contains policies to ensure this.

2.545 The Prime Transport Corridors suggested through the Core Strategy Options consultation have been adopted in the Local Transport Plan along with an additional route - Wimborne to Ferndown along the B3073, Wimborne Road West and East (serving Ferndown Ind. Est. and population centres).

2.546 The B3081 Verwood - A31 (towards Ringwood / Bournemouth) was not identified as a Prime Transport Corridor in the LTP3 and will therefore not be identified as such in the Core Strategy either. We face a funding shortfall in the short/medium term of this plan period so prioritisation is necessary. The significant improvements planned along the other Prime Transport Corridors through the urban area are considered to offer better value for money, will benefit larger numbers of people and greater levels of developer contributions can gathered towards delivering them. However the B3081 is an important route for Verwood residents and will hopefully be subject to the following improvements during the life of the plan subject to funding: road safety / junction

improvements particularly at the Bakers Hanging junction along side possible future minerals development, public transport improvements linking Verwood to Ringwood and Bournemouth and an off road cycle route. The reconstruction of the A338 is likely to be the subject of a separate bid for funding from government when the new rules for major scheme funding bids are known.

2.547 The key Local Transport Plan strategy elements included are:

- Further strengthening links with Local Development Frameworks to encourage and support higher density and mixed-use developments in locations that are easily accessible by a range of travel modes.
- Ensuring new development provides maximum opportunities for the use of sustainable modes of travel and provides necessary transport infrastructure to mitigate impacts.
- Raising design standards in new development to encourage attractive, well designed places which people enjoy, are proud of, and which promote walking and cycling.
- Working with the health, education and other service providers, to encourage policies that consider access needs, limit the need to travel, and facilitate access by alternatives to the car.
- Encouraging people and businesses to consider their access needs when making locational decisions.
- Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes.
- Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns.
- Developers to provide and contribute to necessary transport infrastructure and opportunities for sustainable travel required to mitigate the direct and cumulative impacts of new development.

2.548 The main relevant Local Transport Plan policies for the Core Strategy are:

- POLICY LTP A-1
- As far as possible, the Local Transport Plan will support and encourage development and redevelopment proposals which minimise the impact of the private car by reducing the need to travel, as well as the distance travelled. Working with the Local Planning Authorities and Regeneration Agencies, the authorities will encourage Local Development Documents and regeneration and investment strategies to have regard to:
 - i. influencing the demand for travel
 - ii. achieving a shift in transport modes to alternatives to the private car
 - iii. making the best use of existing transport infrastructure and services
 - iv. improving connectivity locally and in the wider area where appropriate, including the need for improvements to transport infrastructure
 - v. providing high levels of accessibility for all to local services
- POLICY LTP A-2
- Through achieving a step change in the quality and reliability of public transport services, policy within the Local Transport Plan will support land use policy that encourages major development in the main urban areas and in centres along key public transport corridors and around transport hubs, to

maximise the potential use of public transport. Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be encouraged to minimise use of the car.

- POLICY LTP A-3
- In order to ensure that new development is adequately served, mitigates impacts on the existing network and promotes sustainable travel options, the authorities will work with the Local Planning Authorities to ensure that requirements for developer funding for transport are applied through the planning process which:
 - i. Contribute towards priorities and schemes contained within the Local Transport Plan that are deemed to directly relate to, and mitigate impacts of, their development
 - ii. Fund the necessary transport infrastructure and mitigation measures required for the development of their particular site. This shall include high quality, attractive links to walking, cycling and public transport networks
 - iii. Make financial contributions towards existing tariff-based transport contribution schemes or (when introduced) a Community Infrastructure Levy, where appropriate. This shall provide for transport infrastructure identified as necessary to support planned growth and mitigate the proportionate cumulative impact of additional trips generated by their development on the wider transport network, in accordance with government guidance.
- POLICY LTP B-1
- Working closely with the Local Planning Authorities, the authorities will seek to ensure that Accessibility Planning is embedded within planning and strategy documents. Service providers will continue to be encouraged to incorporate accessibility and sustainable travel considerations within their service delivery investment programmes, policies and locational decisions.

‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS19	Alternative Preferred Option KS20
Objective 1: Protect, enhance and expand habitats and protected species.	STRONG POSITIVE IMPACT	POSITIVE IMPACT
Objective 2: Make sustainable use of resources	STRONG POSITIVE IMPACT	POSITIVE IMPACT
Objective 3: Minimise pollution	STRONG POSITIVE IMPACT	POSITIVE IMPACT
Objective 4: Minimise factors contributing to climate change	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT

Relevant Sustainability Appraisal Objectives	Preferred Option KS19	Alternative Preferred Option KS20
Objective 5: Provide access to meet people's needs	STRONG POSITIVE IMPACT	POSITIVE IMPACT
Objective 7: Create conditions to improve health, promoting healthy lifestyles	STRONG POSITIVE IMPACT	POSITIVE IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG POSITIVE IMPACT	STRONG POSITIVE IMPACT

Table 2.31

'Options for Consideration' Habitats Regulations Assessment

2.549 The effect of these options is considered to be uncertain, depending on the nature, scale and precise location of transport development. Appropriate assessment is therefore required.

'Options for Consideration' Health Impact Assessment

2.550 These options are considered positive as it aims to reduce the dependence on the car with the result of increasing opportunities to walk and cycle as well as reduce air pollution.

'Options for Consideration' Equalities Impact Assessment

2.551 The preferred option will benefit everyone in the urban areas. Additionally, the preferred option looks to new ways to improve transport provision in the rural areas. Those with least accessibility to the car should benefit most from the preferred option.

Infrastructure Requirements

2.552 See Local Transport Plan Implementation Plan / Core Strategy Infrastructure Delivery Plan

Conclusions

2.553 The Core Strategy should take its transport strategy from the South East Dorset transport strategy which all the local Transport and Planning Authorities were involved in. The transport strategy was prepared in line with coalition government guidance and meets local priorities. By accepting the recommendations of the South East Dorset transport strategy the Core Strategy will be aligned with national government guidance and the Local Transport Plan. The Core Strategy will have an evidenced based, deliverable, flexible transport strategy which will meet the needs of development.

2.554 In light of the likely loss of PPG13 when the National Planning Policy Framework is adopted, an additional transport policy should be added to tell developers what it expected in terms of the layout, safety and design of their development.

2.555 The West Moors bypass and the Christchurch Bypass are not included in Local Transport Plan 3 and do not form part of the South East Dorset transport strategy, therefore cannot be included in the Pre-Submission policy. The Christchurch bypass has been assessed as part of the South East Dorset Multi Modal Study and there is currently no ecologically acceptable route and the scheme is not financially deliverable during the plan period. Objections to these schemes have also been received from the Highway Authority, Natural England, the RSPB and Dorset Wildlife Trust.

2.556 It is considered appropriate that the reference to locating new residential development in close proximity to new employment facilities and services is deleted as there are a number of employment sites in the plan area such as Bournemouth Airport Business Park where it would be inappropriate to locate new residential development.

2.557 It is considered appropriate that reference to mixed use development is moved to the new strategic transport policy for inclusion in the Pre-Submission Core Strategy discussed below which deals with supporting access to development.

2.558 The policy will also be updated following adoption of Local Transport Plan 3 to include the following revised proposals for Prime Transport Corridors and other proposals that also reduce the need to travel and provide sustainable access:

2.559 Prime Transport Corridors:

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

- **B3074 Poole boundary through Corfe Mullen**
- **A349 Poole through to Wimborne Minster**

2.560 Other Measures:

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

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

Preferred Option KS 21

Improvements to connectivity

The following improvements to connectivity are proposed:

Short Term (2010 / 11)

The following improvement is required to relieve existing congestion

- Canford Bottom roundabout junction improvement

Medium Term (2014 – 2019)

The following improvements are required to accommodate the proposed Christchurch Urban Extension and general housing growth in the Borough to 2027:

- A35 Route Improvements / Christchurch
- A35 Fountain Roundabout Improvements
- A35 Stony Lane Roundabout Improvements
- A35 Sainsbury's Roundabout
- A35 Urban Extension Access Improvements
- A35 Staple Cross (Salisbury Road) Access Improvements

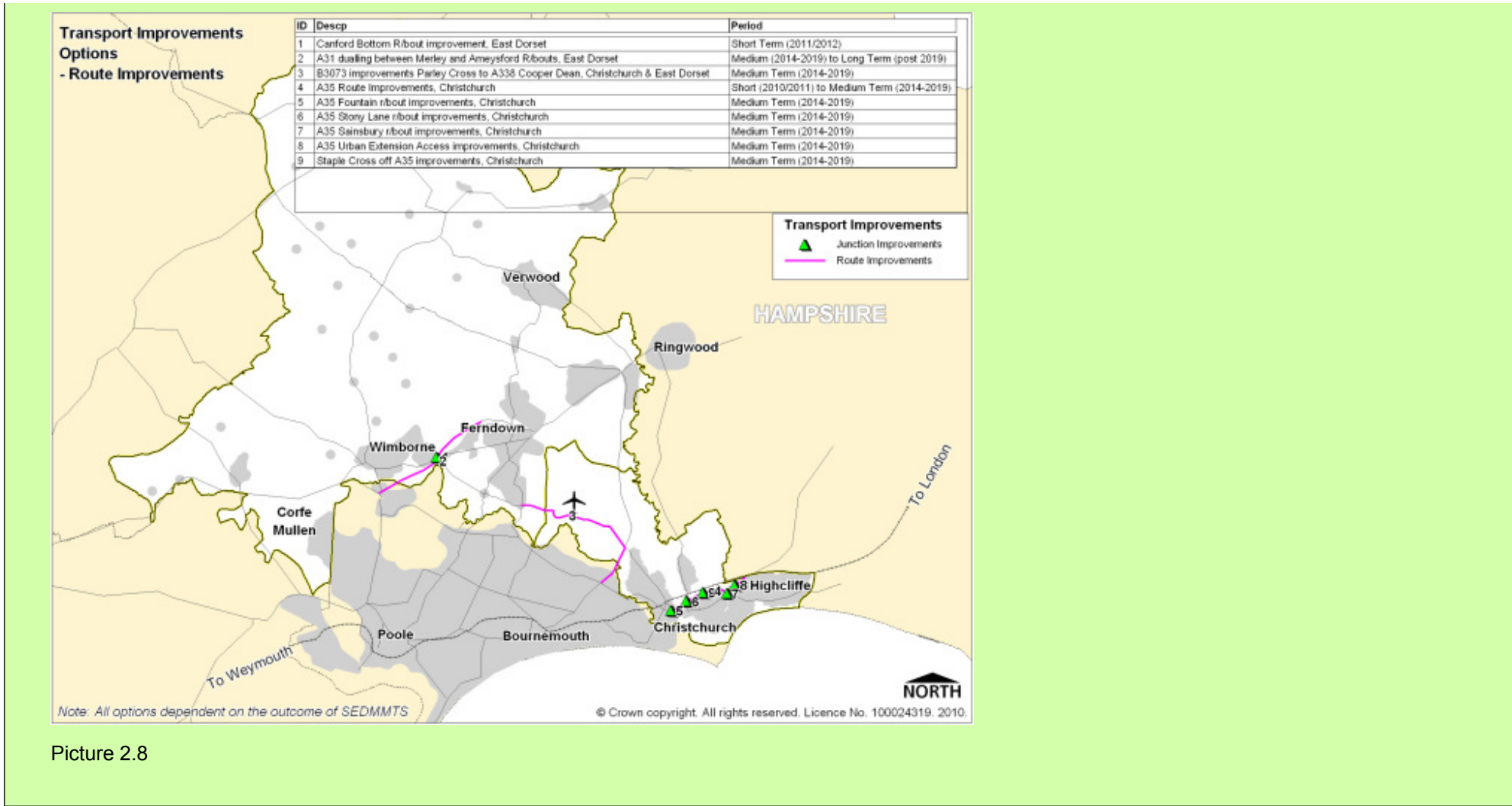
Medium Term to Long Term (2014 to post 2019)

- A31(T) dualling across the conurbation (Merley to Ameysford) which is required to accommodate future development.

The following improvements are required to accommodate further development at the Airport Business Park, the operational airport and if new neighbourhoods are provided at West Parley or south of Ferndown.

- B3073 improvements Parley Cross to A338 Cooper Dean (Further detail set out in Chapter 7 The Airport)

Other strategic transport schemes are likely to be identified as part of the South East Dorset Multi Modal Transport Study.



Picture 2.8

Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option KS21	10	9	0	19

Table 2.32

2.562 From the results above it can be seen that these policies did not attract a great number of response and there was little difference between the comments of support (53%) and the objections (47%).

2.563 General comments received were - better public transport is needed, the A31 needs major improvement but there was concern whether this would be delivered. Some people also feared that more development will mean more traffic and whatever is done won't be enough to reduce congestion.

2.564 Response - Improving public transport is a key part of the South East Dorset transport strategy and is the focus for the 3 local transport authorities Local Sustainable Transport Fund bid to government. It is hoped that the A31 Canford Bottom improvements will be followed by A31 Merley roundabout improvements prior to the proposed major improvement along the A31. This will of course be subject to funding. Development must mitigate it's transport impact and pay towards transport improvements. The South East Dorset transport contributions policy (and in future Community Infrastructure Levy) collects a standard tariff from development to reduce the cumulative impact of development across the area as well as providing improvement schemes local to the development.

2.565 Key Stakeholder Comments

2.566 Corfe Mullen Parish Council object to this option as it will achieve little to cope either with current or future traffic levels and will be of no benefit to Corfe Mullen and could exacerbate current problems. The A31 should be dualled along its entire length.

2.567 Response - The South East Dorset Transport Study has assessed current and future traffic and development levels and produced a strategy containing the transport improvements needed. The limited funding the area receives will be targeted at parts of the network which suffer the most severe congestion. The A31 dualling is supported however this scheme will have to be funded by government through a major scheme bid.

2.568 Hurn Parish Council object to this option and have made specific objections and comments regarding proposed "B3073 improvements Parley Cross to Cooper Dean" under Preferred Options BA6 – BA11. They believe this option should be removed from the Strategy and each improvement to connectivity looked at individually.

2.569 Response - Each element of the B3073 improvements is being investigated and designed individually. The Core Strategy is a strategic document and not the place to go into great detail about individual schemes hence the need to provide a broad description of the improvements required along the entire route from Parley Cross to Blackwater.

2.570 Bournemouth Transport Ltd support this policy.

2.571 Response - This support is welcomed.

2.572 Bournemouth Borough Council object to the lack of reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. This route has been planned for some time and should be recognised in the policies. It is acknowledged Preferred Option BA6 makes provision for an 'off carriageway cycle lane adjacent to the A338 providing access to Bournemouth' however this should not be as an alternative to the Throop/Hurn route, rather it should be in addition to it.

2.573 Response - This route is still an aspiration for Dorset County Council and Sustrans and will be included in the Core Strategy / Local Transport Plan Implementation Plan.

2.574 Highways Agency - Preferred Option KS21 identifies improvements to Canford Bottom junction as a short term (2010/11) measure designed to alleviate congestion, while A31 dualling between Merley and Ameysford is identified as a medium to long term (2014 to post 2019) improvement required to accommodate future development. The Agency supports the recognition of these proposals affecting the Strategic Road Network, provided that their delivery status is clarified, particularly in relation to funding. Revised information is likely to be needed for Canford Bottom by the time the Autumn 2011 consultation commences.

2.575 Response - Agree.

2.576 West Parley Parish Council supports policy Improvements to Connectivity, in particular improvements to Canford Bottom Roundabout and B3073 Parley Lane.

2.577 Response - This comment is welcomed.

2.578 RSPB - Given the uncertainty over the nature of proposal, including the suggestion of a Christchurch bypass, we object to options KS19, KS20 and KS21, pending resolution of outstanding issues identified in the Habitats Regulation Assessment in relation to the European sites.

2.579 Response - These bypasses will not be included in the Pre-Submission Core Strategy transport policies as these schemes do not appear in the adopted LTP3 and will therefore not be delivered before 2026.

2.580 Manchester Airport Group objects as these requirements are not solely attributable to development at the airport. This is recognised in the South East Dorset Transport Strategy. The improvements will, however, help to facilitate the development.

2.581 Response - B3073 improvements are indeed part of the South East Dorset Multi Modal Transport Study and are required to accommodate development across the wider South East Dorset area but will provide particular benefit to the airport and business parks located along the route. The Pre-Submission Core Strategy will reflect this.

2.582 Terence O'Rourke consultants on behalf of Banner Homes supports the proposed B3073 improvements from Parley Cross to A338 Cooper Dean. The development of housing on land under Banner's control at West Parley in the form identified in the submitted concept sketch master plan could contribute funding towards the improvement of the Parley Cross junction (if required), in conjunction with contributions from other potential residential development in the area, the airport, and available public funds. In addition there is potential for the development to include a link between New Road and Christchurch Road through the site, which would provide traffic relief of approximately 15% in the peak periods (13.8% reduction in the morning peak and 17.6% reduction in the evening peak) based on 2020 predictions. This is a significant reduction which has a bearing on the implementation of the Prime Transport Corridor and the opportunity to improve links with the airport.

2.583 Response - Agree with the principle that the provision of a link road through the development will help alleviate congestion at Parley Cross. Further detailed modelling and design work is required as part of the master planning for the proposed new neighbourhoods in the vicinity of Parley Cross.

2.584 Bournemouth Airport Transport Forum supports junction improvements needed in the vicinity of the airport. The response made previously about junctions and incorporating measures to benefit public transport, cycling and walking needs to be mentioned here as well.

2.585 Response - Agree, junction improvements will be accompanied by public transport, walking and cycling improvements as outlined in the prime transport corridor improvements for the B3073.

2.586 Dorset County Council's Transport Planning Group supports this option however there is current uncertainty over when the medium and longer term schemes will be delivered due to a lack of public funding, the timing of development and therefore the availability of developer contributions. The LTP3 Implementation Plan derived from South East Dorset Multi Modal Transport Study should be used in the Core Strategy. A current issue is that the South East Dorset Transport Strategy short, medium and long term definitions differ from the Regional Spatial Strategy timescales which were used in the Core Strategy. Work is ongoing to design junction improvements along the A35 through Christchurch as part of the A35 Route Management Strategy (RMS). It is perhaps premature to state that all the junctions listed along the A35 are specifically required to accommodate development as this work has not finished yet. It may be more accurate to say that they are 'likely' to be required at the current time.

2.587 The Highways Agency has stated that it will be relying heavily on local developer contributions to go towards the delivery of a major improvement of the A31 and that without government funding it is unlikely to be delivered by 2020. The B3073 improvements are also subject to further study as part of future development proposals at West Parley, the airport and business parks. The timescale for delivery of improvements is yet to be determined but will be outlined in LTP3.

2.588 Dorset County Council's Spatial Planning Group identifies that the implementation of key transport improvements will be crucial to the delivery of the development proposals in the document particularly for bringing forward development of employment land at Bournemouth Airport, which forms a major element of the employment strategy for the sub-region. The continuing work on the Core Strategy will need to take account of the findings of the South East Dorset Multi-Modal Transportation Study. A tariff-based system using the Community Infrastructure Levy will be a critical delivery mechanism for transport infrastructure, for which the County Council has a key responsibility.

Consideration of Evidence and Policy

2.589 A full review and assessment of national and local policies relating to transport has been undertaken in the Transport and Accessibility Key Issues Paper produced at the Options stage. This section is therefore intended to provide an update on any recent changes to the national or local policies which relate to transport, and specifically to the collection of developer contributions for transport improvements.

2.590 The change of government in May 2010, has led to a change in the national policy for transport which is now contained within the Local Transport White Paper - 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' published in January 2011. The coalition government have retained two of the five national priorities from the the previous government's transport policy contained within Delivering a Sustainable Transport System (DASTS). The two national priorities for transport are to help create economic growth and to tackle climate change by cutting carbon emissions. The White Paper also supports a safer, healthier transport system that improves quality of life. South East Dorset Multi Modal Transport Study and the Local Transport Plan 3 were developed in line with this guidance.

2.591 Major scheme funding is currently undergoing a review (Nov 2011). As yet we do not know exactly how funding for major schemes will be determined other than the Local Enterprise Partnership having a greater role. Currently the major schemes funding budget is fully allocated up until at least 2014 / 15 with nothing allocated for the Christchurch / East Dorset area. The A31 is currently unlikely to attract major scheme funding before 2020.

2.592 The most significant changes to the local policy and evidence base for the Core Strategy Transport policies since the Options Consultation, have been the completion of the South East Dorset Multi Modal Transport Study, and the adoption of the Local Transport Plan for Bournemouth, Dorset and Poole (LTP3) in April 2011. The South East Dorset Transport Strategy resulting from South East Dorset Multi Modal Transport Study has been included in the LTP3. The Plan shows a strong commitment to integrating transport and spatial planning and contains policies to ensure this.

2.593 The Local Transport Plan strategy and relevant policies are listed above under KS19 and Alt 20.

'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option KS21
Objective 1: Protect, enhance and expand habitats and protected species.	POSITIVE IMPACT
Objective 3: Minimise pollution	POSITIVE IMPACT
Objective 4: Minimise factors contributing to climate change	NEGATIVE IMPACT POSITIVE
Objective 5: Provide access to meet people's needs	POSITIVE IMPACT

Relevant Sustainability Appraisal Objectives	Preferred Option KS21
Objective 7: Create conditions to improve health, promoting healthy lifestyles	EQUAL IMPACT
Objective 12: Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	STRONG IMPACT POSITIVE

Table 2.33

‘Options for Consideration’ Habitats Regulations Assessment

2.594 The effect of this option is considered to be uncertain as it may lead to transport related development in close proximity to the European protected sites. Appropriate assessment is therefore required.

‘Options for Consideration’ Health Impact Assessment

2.595 This option is assessed as being positive as it aims to reduce traffic congestion and therefore reduce air pollution.

‘Options for Consideration’ Equalities Impact Assessment

2.596 This preferred option seeks to improve accessibility to services, facilities and employment.

Infrastructure Requirements

2.597 See Local Transport Plan Implementation Plan / Core Strategy Infrastructure Delivery Plan

Conclusions

2.598 The Canford Bottom roundabout improvement works are now underway and are due for completion in June 2012 in time for the Olympics in August 2012. This scheme will be removed from the policy as it will be completed prior to the adoption of the Core Strategy.

2.599 An interim improvement to Merley roundabout prior to implementation of the major scheme may need to be undertaken by the Highways Agency. The dualling of the A31 between Merley and Ameysford roundabouts is unlikely to progress prior to 2020 but is anticipated to be delivered by the Highways Agency by 2026 which is within the plan period. On this basis this strategic scheme will remain in the Core Strategy. This scheme is currently estimated to cost in excess of £140M and will therefore be subject to a major scheme funding bid under the new rules yet to be set by government.

2.600 Improvements to the A35 junctions and the B3073 will need developer contributions from the wider South East Dorset area. Improvements to the B3073 will also be the subject of a major scheme bid to be prepared by Dorset County Council.

2.601 The Pre-Submission policy will also make clear that improvements to the B3073 are required in relation to wider growth across the South East Dorset sub region and in relation to development at Bournemouth Airport and business park and new neighbourhoods created in the West Parley area. Improvements to the B3073 and A338 are no longer set out in the Bournemouth Airports and Business Parks chapter of the Core Strategy as they are not required in relation to airport growth alone. Therefore, further details of improvements will be provided in the Key Strategy policy.

2.602 The Pre-Submission Policy will also refer to development contributing towards the delivery of these strategic transport improvements through the Community Infrastructure Levy (CIL) as Christchurch and East Dorset Councils intend to be CIL charging authorities.

New Policy for Pre Submission Core Strategy

Supporting Access to Development

2.603 The policy approach towards strategic transport needs in the 'Options for Consideration' Core Strategy addressed the sustainable location for development along Prime Transport Corridors and town centres in combination with transport improvements along the prime transport corridors to reduce the need to travel. Strategic transport schemes have also been identified to support future development over the plan period.

2.604 In the preparation of the Pre -Submission Core Strategy it is considered that there is a need to provide more guidance to developers concerning how new development should be in accessible locations, reduce the need to travel, provide access to key services and facilities, promote alternative modes of travel and mitigate its impact on the transport network. In respect of the design and layout of new development further guidance is also required in the Core Strategy in terms of permeable layouts, access onto the existing transport network and safe movement of development related trips by different modes of transport.

2.605 In implementing strategic transport policy in the Core Strategy it is important that new development comes forward in accessible locations that reduce the need to travel and which are accessible by a range of transport modes. Where appropriate, mixed use development can also have a significant positive impact on reducing the need to travel enabling people to work close to where they live.

2.606 Where necessary new development should be accompanied by improvements to the transport network, public transport, walking and cycling. It is particularly important for major development proposals (Currently defined in national Guidance on Transport Assessment (2007)) to mitigate their impact on the transport network. In this respect developers will need to work closely with the Councils, Dorset County Council and where appropriate, the Highways Agency to ensure necessary mitigation is put in place.

Consideration of Evidence and Policy

2.607 **Draft National Planning Policy Framework (2011)**

2.608 There is concern that much of the useful detail of current national policy will be lost when replaced with the National Planning Policy Framework which currently provides little guidance in terms of sustainable development and transport issues. If adopted in its current form, more detailed transport policies will be required in the Core Strategy to guide developers. On this basis there is a need for more guidance for developers in the Core Strategy as discussed above.

2.609 Bournemouth, Dorset and Poole Local Transport Plan 3 (April 2011)

2.610 In supporting the implementation of the adopted Local Transport Plan 3 policies set out below it is important that the Core Strategy also provides a policy framework to guide the sustainable location of development, reduce the need to travel and improve the connectivity and accessibility of new development. The Core Strategy also needs to complement the LTP in setting out local policy for mitigating the impact of development on the transport network through developer contributions and the Community Infrastructure Levy. The Core Strategy should also influence the design and layout of new development in ensuring site permeability and connectivity to walking, cycling and public transport networks. The Core Strategy will also set out the need for Transport Assessments and Travel Plans for new development that will have significant impacts on the transport network.

2.611 POLICY LTP A-1

- As far as possible, the Local Transport Plan will support and encourage development and redevelopment proposals which minimise the impact of the private car by reducing the need to travel, as well as the distance travelled. Working with the Local Planning Authorities and Regeneration Agencies, the authorities will encourage Local Development Documents and regeneration and investment strategies to have regard to:
 - i. influencing the demand for travel
 - ii. achieving a shift in transport modes to alternatives to the private car
 - iii. making the best use of existing transport infrastructure and services
 - iv. improving connectivity locally and in the wider area where appropriate, including the need for improvements to transport infrastructure
 - v. providing high levels of accessibility for all to local services

2.612 POLICY LTP A-2

- Through achieving a step change in the quality and reliability of public transport services, policy within the Local Transport Plan will support land use policy that encourages major development in the main urban areas and in centres along key public transport corridors and around transport hubs, to maximise the potential use of public transport. Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be encouraged to minimise use of the car.

2.613 POLICY LTP A-3

- In order to ensure that new development is adequately served, mitigates impacts on the existing network and promotes sustainable travel options, the authorities will work with the Local Planning Authorities to ensure that requirements for developer funding for transport are applied through the planning process which:

- i. Contribute towards priorities and schemes contained within the Local Transport Plan that are deemed to directly relate to, and mitigate impacts of, their development
- ii. Fund the necessary transport infrastructure and mitigation measures required for the development of their particular site. This shall include high quality, attractive links to walking, cycling and public transport networks
- iii. Make financial contributions towards existing tariff-based transport contribution schemes or (when introduced) a Community Infrastructure Levy, where appropriate. This shall provide for transport infrastructure identified as necessary to support planned growth and mitigate the proportionate cumulative impact of additional trips generated by their development on the wider transport network, in accordance with government guidance.

2.614 POLICY LTP B-1

- Working closely with the Local Planning Authorities, the authorities will seek to ensure that Accessibility Planning is embedded within planning and strategy documents. Service providers will continue to be encouraged to incorporate accessibility and sustainable travel considerations within their service delivery investment programmes, policies and locational decisions.

2.615 POLICY LTP E-5

- New development should actively seek to be well integrated with, and not compromise, existing and proposed walking and cycling routes and facilities. The provision of appropriately located new footways and cycle routes, or improvements to existing facilities, will be expected in order to achieve this.

2.616 POLICY LTP F-2

- Requirements for Transport Assessments and Travel Plans will be applied through Local Development Documents for all planning applications for development that may have significant impacts on the transport network. These should consider potential impacts on all modes of transport, including walking and cycling, the safety of all users, and the impacts on the environment (including Co2 emissions). Travel plans should clearly set out measures to reduce single occupancy car use, management arrangements, and quantitative targets and monitoring.

2.617 POLICY LTP N-3

- Developer funding through pooled contribution schemes (such as the SE Dorset Transport Contributions Scheme and the Purbeck Interim Planning Framework) will be sought to contribute towards the strategic transport infrastructure identified as necessary to mitigate the cumulative impacts of planned growth in SE Dorset to 2016. This will complement other third party funding sources, including bids to central government.

2.618 Manual for Streets (2007) / Manual for Streets 2 (2010)

2.619 The Government has produced these guidance documents on the design of streets and roads to encourage the shift away from motorists towards pedestrians, cyclists and public transport. Developers should have regard to the principles contained in these guidance documents in the design and layout of new development. In providing further guidance to developers it is proposed that the Core Strategy make reference to this guidance.

Sustainability Appraisal / Habitats Regulations Assessment / Equalities Impact Assessment / Health Impact Assessment

2.620 The policy approach considered here was not included in the 'Options for Consideration' Core Strategy and was not subject to the above assessments at this stage. These assessments will be undertaken for the policy approach as it appears in the Pre -Submission Core Strategy.

Conclusions

2.621 In the preparation of the Pre -Submission Core Strategy it is considered that there is a need to provide more guidance to developers concerning how new development should be in accessible locations, reduce the need to travel, provide access to key services and facilities, promote alternative modes of travel and mitigate its impact on the transport network. In respect of the design and layout of new development further guidance is also required in the Core Strategy in terms of permeable layouts, access onto the existing transport network and safe movement of development related trips by different modes of transport. This will complement the policy framework set out in the Local Transport Plan 3.

2.622 Key elements of the policy to be included in the Pre -Submission Core Strategy will include:

- The requirement for new development to reduce the need to travel and provide improved access to key services and facilities and promote alternative modes of travel.
- Development must mitigate against negative transport impacts.
- Transport assessments / transport statements will be required to assess impact on the transport network and how adverse impacts will be mitigated.

2.623 **Where appropriate:**

- Contributions towards local and strategic transport improvements.
- Contributions towards transport modelling work.
- The provision of new and the improvement of existing public transport, pedestrian and cycle routes.
- The provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs.
- The implementation of works to the highway.

2.624 **Location and Design of Development**

- Development should be in accessible locations, well linked to existing communities by walking, cycling and public transport routes.
- The design of development should provide safe, permeable layouts, which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport.
- Provide safe access to the existing transport network.
- Allow safe movement of development related trips on the immediate network.
- Minimise the number of new accesses onto the primary route network.

3 Pre Submission Options

3.1 The following policies for inclusion in the Key Strategy Chapter of the Pre-Submission Core Strategy have been established following consideration of consultation responses, and a wide range of assessments which are available on www.dorsetforyou.com. These include:

- East Dorset Strategic Flood Risk Assessment Level 1
- Christchurch Strategic Flood Risk Assessment Levels 1 and 2
- Strategic Housing Market Assessment
- Christchurch and East Dorset Strategic Housing Land Availability Assessments.
- Affordable Housing and Development Viability.
- Dorset Workspace Strategy Update
- Employment Land Reviews
- Town Centre Retail Studies
- Christchurch and East Dorset Masterplan reports.
- Open Space, Sport and Recreation Studies.
- SE Dorset Multi Modal Transport Scheme
- North and East Dorset Transport Study
- Wimborne Transport Study
- Christchurch A35 Study
- Bournemouth Airport B3073 Transport Study

The Settlement Hierarchy

Policy KS1**Settlement Policy**

The location, scale and distribution of development should conform with the settlement hierarchy, which will also help to inform service providers about the provision of infrastructure, services and facilities.

Settlement Type	Function
Main Settlements	The settlements which will provide the major focus for community, cultural, leisure, retail, utility, employment and residential development. This will include infill development as well as options for some greenfield development.
	Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen
District Centres	Settlements which will provide for smaller scale community, cultural, leisure, retail, employment and residential development within the existing urban areas.
	West Moors, Highcliffe
Suburban Centres	Settlements with no existing centres that will provide for some residential development along with community, leisure and retail facilities to meet day to day needs within the existing urban areas.
	Colehill, St Leonards and St Ives
Rural Service Centres	Main providers for the rural areas where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities.
	Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross
Villages	Settlements where only very limited development will be allowed that supports the role of the settlement as a provider of services to its home community.
	Burton, Hurn, Edmondsham, Furzehill, Gaunts Common, Gussage All Saints, Gussage St Michael, Hinton, Martell, Holt, Horton, Longham, Shapwick, Wimborne St Giles, Witchampton, Woodlands/Whitmore

Settlement Type	Function
Hamlet	Settlements where development would not be allowed unless it was functionally required to be in the rural area.
	All other settlements

Table 3.1

Green Belt Policy

Policy KS2

Green Belt

Development in East Dorset District and Christchurch Borough will be contained by the South East Dorset Green Belt. The most important purposes of the Green Belt in the area are to:

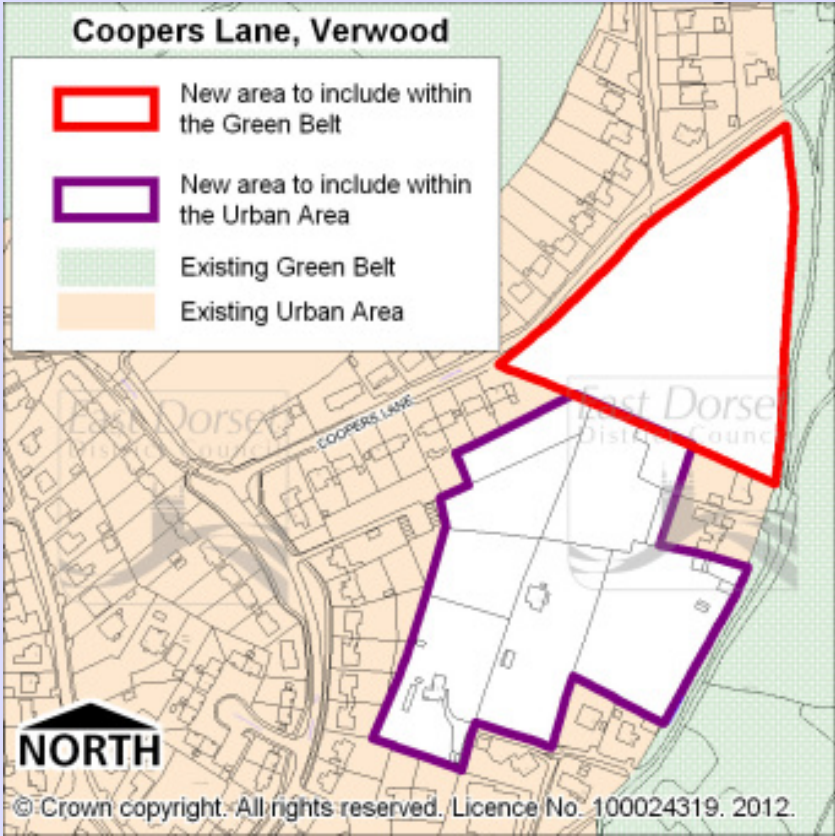
- Protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them
- To maintain an area of open land around the conurbation.

Limited changes to the existing boundaries are proposed to enable some new housing and employment to meet local needs and also to include areas in the Green Belt that are no longer capable of providing for these needs.

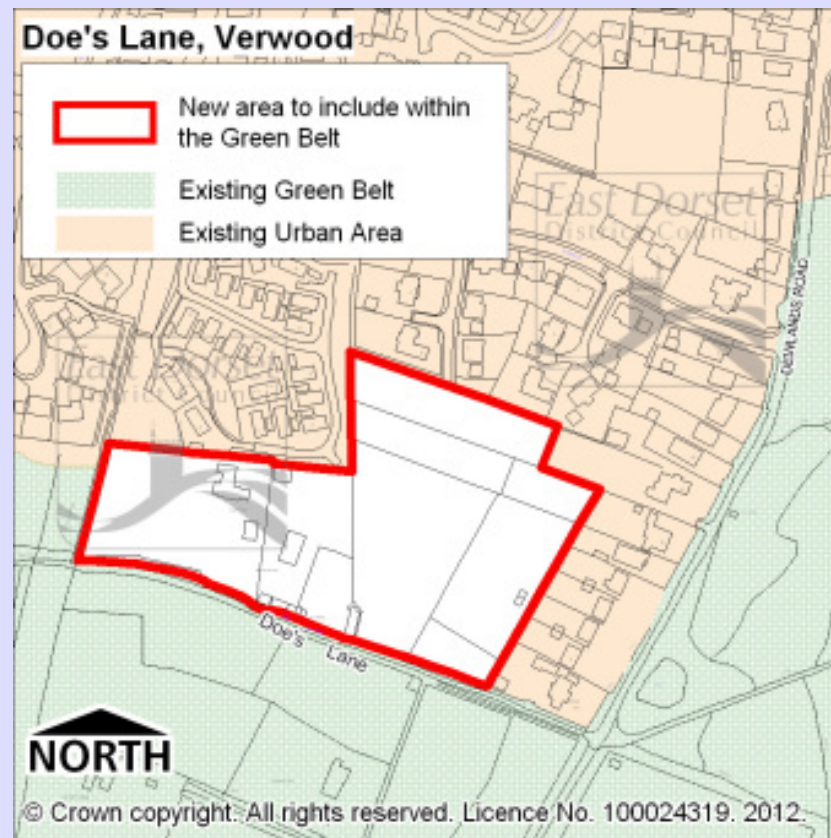
Policy VTSW3

Coopers Lane and Doe's Lane Green Belt Boundaries, Verwood

New Green Belt boundaries will be drawn to include land at Coopers Lane and Doe's Lane and shown on the proposals map. Further land at Coopers Lane will no longer be safeguarded from development and is included in the urban area.



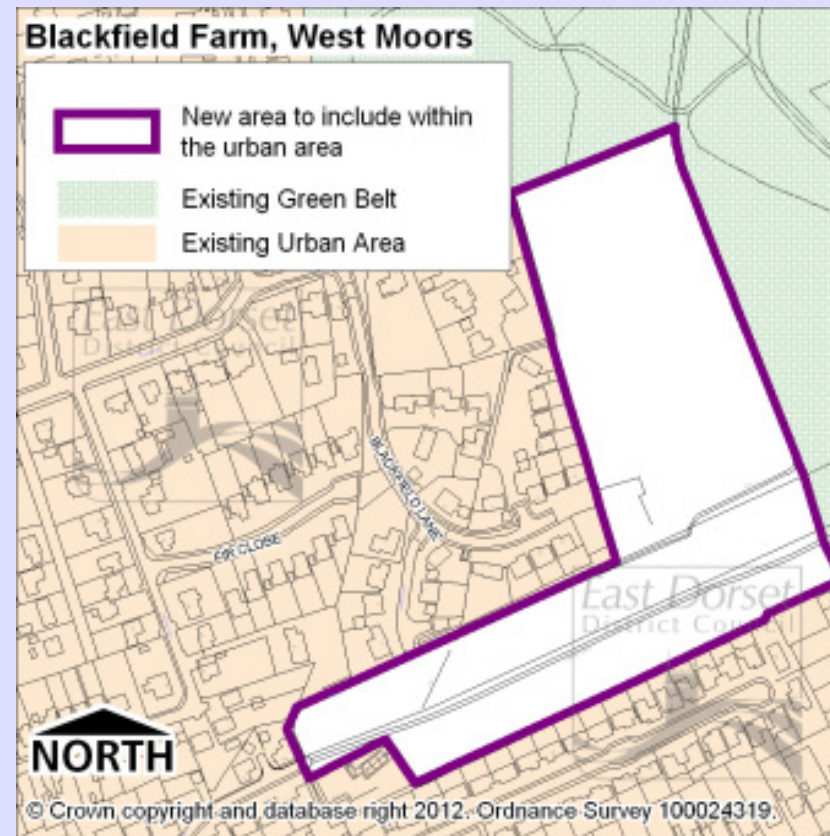
Picture 3.1



Picture 3.2

Policy VTSW8**Blackfield Farm Green Belt Boundaries, West Moors**

Land at Blackfield Farm will no longer be safeguarded from development and is included in the urban area.

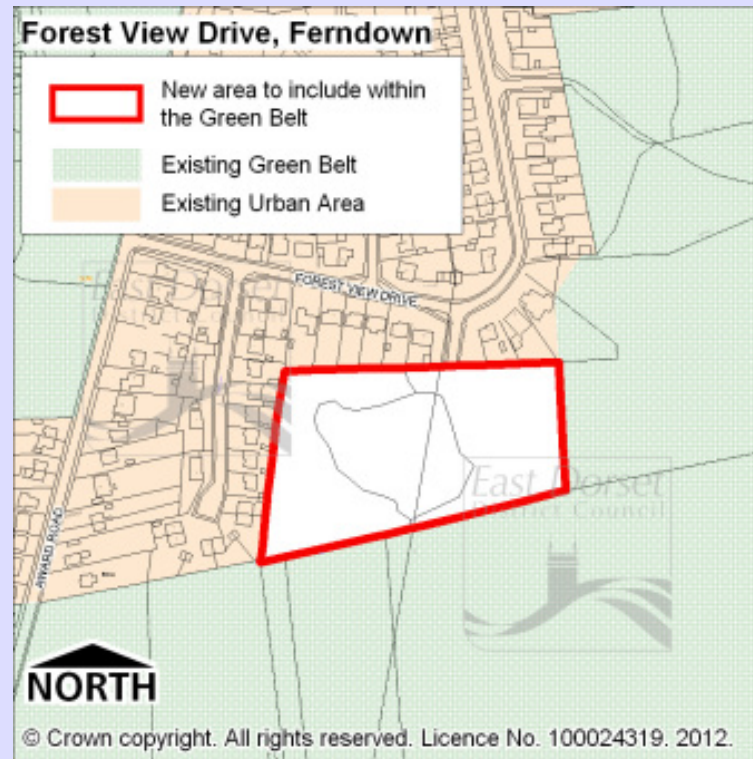


Picture 3.3

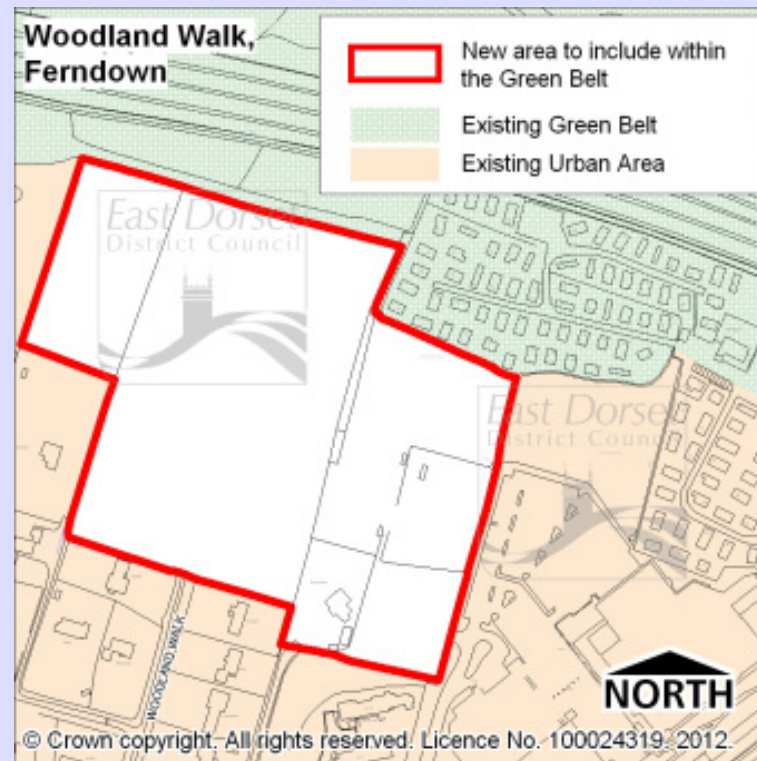
Policy FWP2

Forest View Drive and Woodland Walk Green Belt Boundaries, Ferndown

The Green Belt boundary will be redrawn to include land within it at Forest View Drive and Woodland Walk Ferndown.



Picture 3.4



Picture 3.5

The Broad Location and Scale of Housing

Policy KS3

Housing Provision in Christchurch

About 3,020 new homes will be provided in Christchurch between the years 2013 and 2028. This will comprise up to 2035 homes within the existing urban area and a further 850 homes to be provided as an urban extension at Roeshot Hill, 90 homes to the east of Marsh Lane and 45 homes to the south of Burton. This applies a discounting rate of 5% for non implemented planning permissions in the existing urban area. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.

Policy KS4

Housing Provision in East Dorset

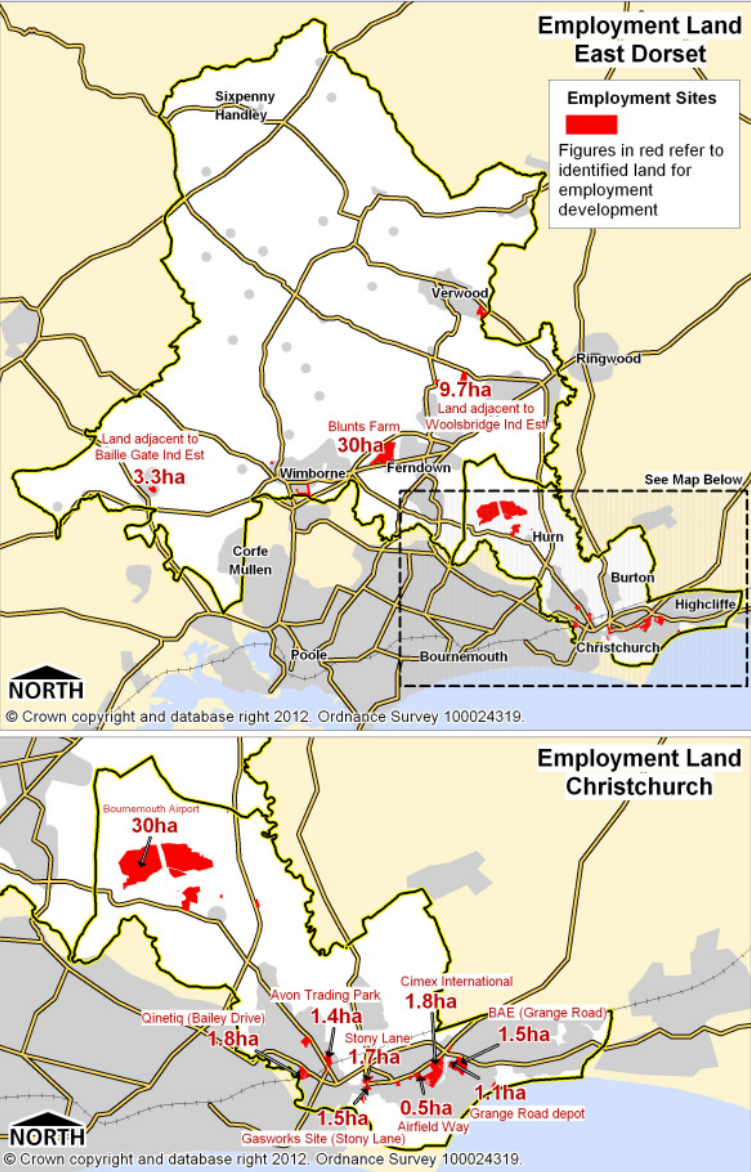
About 5,250 new homes will be provided in East Dorset between the years 2013 and 2028. This will comprise about 2,800 homes within the existing urban areas and about a further 2,500 homes to be provided as new neighbourhoods. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.

The Broad Location and Scale of Employment Development

Policy KS5

Provision of Employment Land

Employment land supply located in Christchurch and East Dorset will contribute in part to meeting the wider strategic requirement across the Bournemouth and Poole Housing Market Area as identified in the 2012 Bournemouth, Dorset and Poole Workspace Study. 80 hectares of land will be identified to meet the requirements of existing and new businesses. An appropriate mix of premises will be encouraged on employment sites within the portfolio to meet these business needs. Live/work units will be supported for business activity that is acceptable in environmental terms (noise, discharges by emissions by land, air or water) and that will not affect the health, safety or amenities of nearby land.



Picture 3.6

The Future Role of Town Centres and the Scale and Broad Location of Retail Development

Policy KS6

Town Centre Hierarchy

The town centre hierarchy should be as follows:

Town Centres: Christchurch, Ferndown, Verwood and Wimborne Minster

District Centres: West Moors, Highcliffe and Barrack Road

Local Centres: Purewell, Corfe Mullen and West Parley

Parades: All other clusters of shops.

Policy KS7

The Town and District Centres are to be the focal point of commercial, leisure and community activity. Their vitality and viability will be strongly supported. Town and District Centre boundaries are identified in the area chapters of the Core Strategy, and these will be the focus for town centre uses, including employment, retail, leisure and entertainment, arts, culture, religion, health, tourism, places of assembly, community facilities and higher density housing.

A sequential assessment will be required for planning applications for main town centre uses that are not in an existing centre to ensure that all in-centre options have been thoroughly assessed before less central sites are considered. Where it has been demonstrated that there are no town centre sites to accommodate the proposed development, preference is given to edge of centre locations which are well connected to a centre by means of easy pedestrian access. The sequential assessment will be required for extensions to retail and leisure schemes of more than 200 square metres of gross additional floorspace.

An impact assessment is required for planning applications for main town centre uses not in a centre to assess the impact on town centre vitality and viability, town centre investment plans, and impact on allocated sites outside town centres. Impact assessments are required for applications for retail and leisure developments over 2,500 square metres gross floorspace.

Primary Shopping Areas are identified where retail development is to be focused. Within these, Primary and Secondary Shopping Cores are defined.

1. At ground floor level, support will be given within the Primary Shopping Cores for retail stores (Use Class A1), financial and professional services (Use Class A2), food and drink premises (Use Class A3), non-residential institutions (Use Class D1) and leisure uses (Use Class D2). Non retail uses (other than class (A1)) will not cumulatively amount to more than 30% of all ground floor units within the Primary Shopping Cores. Additionally, the proposal should not result in more than three continuous frontages being non-retail or leisure uses and shop frontage appearances should be retained.

2. In Secondary Shopping Cores the same uses will be supported as for Primary Shopping Cores along with drinking establishments (Use Class A4), hot food take-aways (Use Class (A5) and hotels (Use Class C1).

The Scale and Location of Retail Growth

Policy KS8**Future retail provision**

In order for key retail centres in Christchurch and East Dorset to maintain and enhance their vitality and viability, it is important that provision is made for additional retail floorspace to meet the needs of a growing population with associated increasing levels of available retail expenditure. It is also important for our retail centres to maintain their market share of retail expenditure within the South East Dorset sub region and provide the opportunity to increase this market share. In Christchurch there is a projected requirement for in the region of 10,000sqm - 11,000sqm net additional comparison floorspace for the period to 2028 and no requirement for additional convenience floorspace. In East Dorset there is a projected requirement for in the region of 5,000sqm net convenience floorspace and 12,000 - 13,000 net comparison floorspace to 2028. The broad location and level of retail floorspace that could come forward in retail centres across Christchurch and East Dorset contributing towards overall projected requirements is set out below. The Site Specific Allocations Development Plan Document will determine specific sites within the centres where retail development can take place.

Christchurch:

Christchurch Town Centre:

- Comparison Retail Floorspace: 8,000sqm
- Convenience Floorspace: No additional requirement to 2028

Highcliffe Centre:

- Comparison Floorspace: 800sqm
- Convenience Floorspace: No additional requirement to 2028

East Dorset:

Ferndown

- Comparison Floorspace: 5,200 sqm
- Convenience Floorspace: 3,600 sqm

Verwood

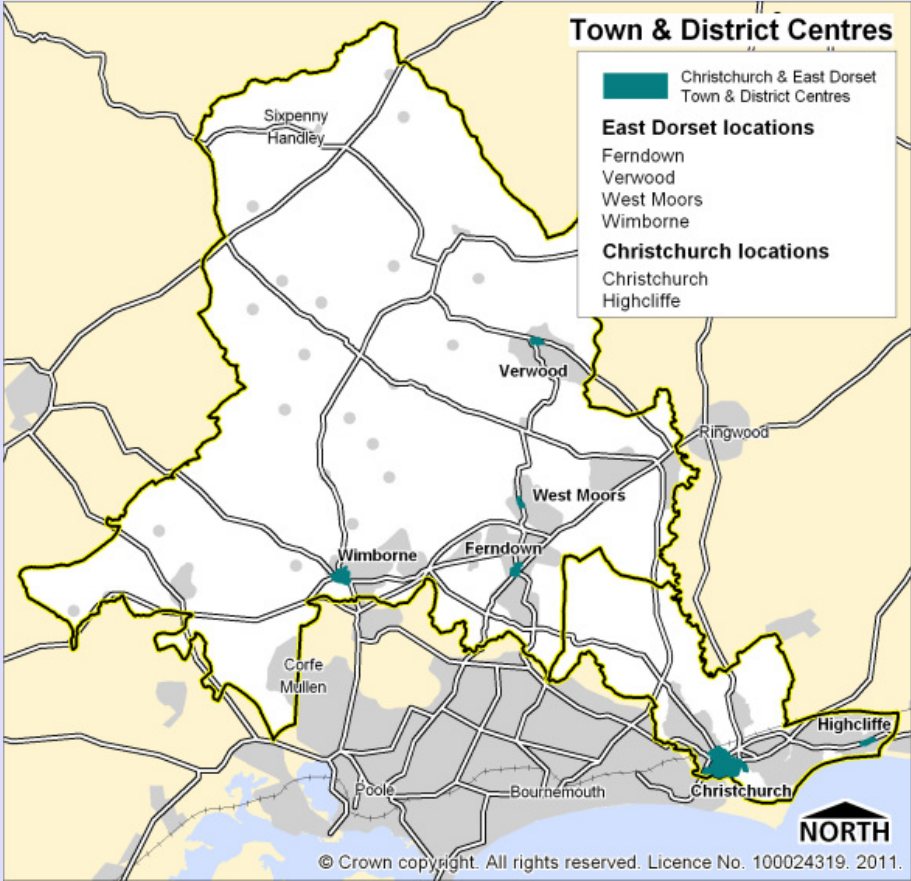
- Comparison Floorspace: 1,150 sqm
- Convenience Floorspace: 700 sqm

West Moors

- Comparison Floorspace: 550 sqm
- Convenience Floorspace: 110 sqm

Wimborne Minster:

- Comparison Floorspace: 6,650 sqm



Picture 3.7

Meeting Strategic Transport Needs

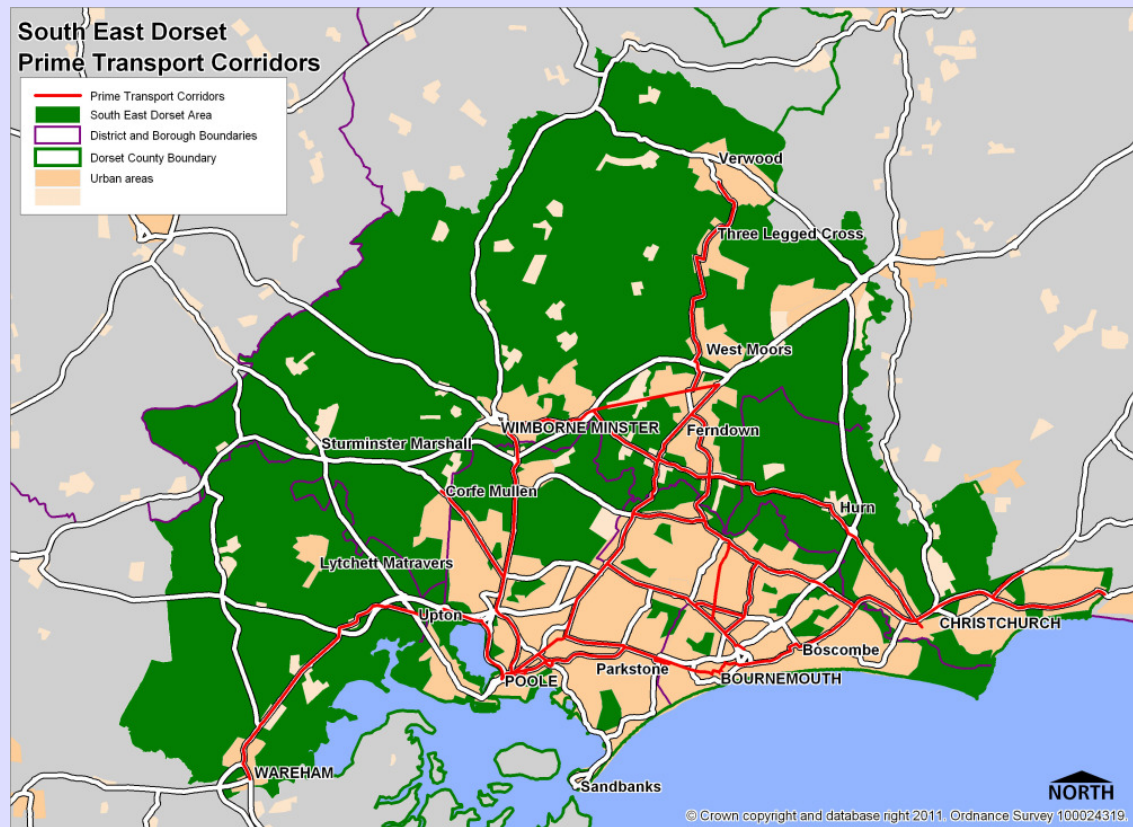
Policy KS9

Transport strategy and Prime Transport Corridors

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

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

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



Picture 3.8 Prime Transport Corridors

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

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

Improving Connectivity to Support Development

Policy KS10

Strategic transport improvements

The South East Dorset Transport Strategy recommends the following strategic transport improvements to support future development. Development will contribute towards their delivery through the payment of the Community Infrastructure Levy:

Medium Term (2014 – 2019)

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

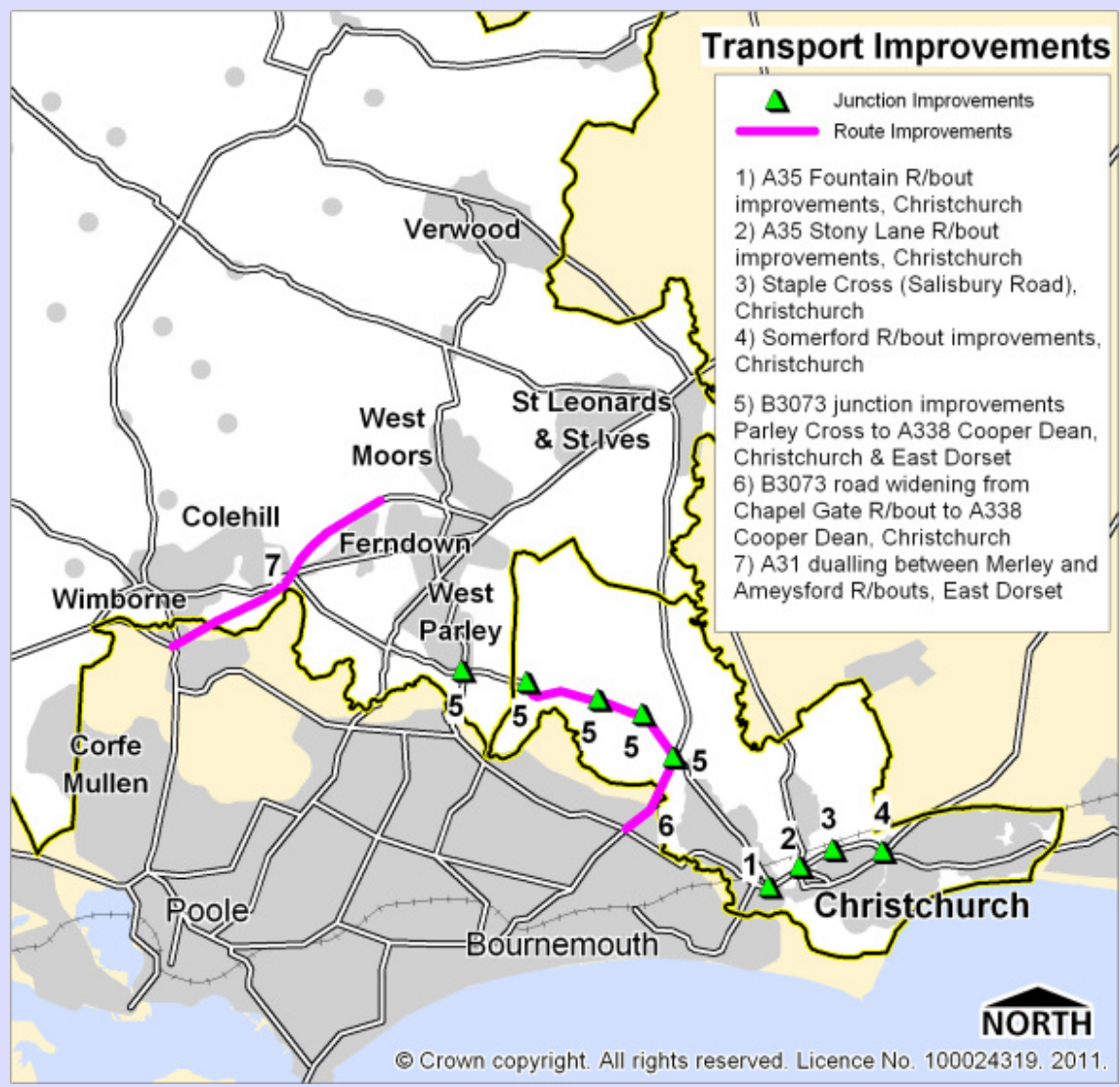
- A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross (Salisbury Road), Somerford Roundabout junction improvements.

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

- B3073 junction improvements from Parley Cross to A338 Blackwater
- B3073 road widening from Chapel Gate roundabout to A338 Cooper Dean junction

Long Term (2020 - 2026)

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



Picture 3.9

Policy KS11

Transport and development

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

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

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

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

Policy KS12

Parking Provision

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