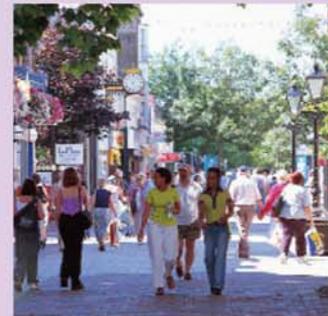


Borough of Poole

Informal Consultation Report

March 2006



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1. Overview

This report summarises the comments received following public consultation on the Core Strategy - Issues and Options. The consultation is one of a number of stages that will lead to planning policies for Poole and finally their implementation. This has provided the opportunity to look at the issues representing the problems, difficulties and challenges and for people to feedback on the options for solving them in the borough.

The purpose of this report is to highlight any parts of the vision, issues and options that consultee's felt were missing or omitted. The responses have been represented in section 3 and where applicable these have been forwarded to relevant departments or agencies indicated in section 4. The discussions of a stakeholder event are summarised in section 5.

The issues and options covered the following key areas:

- Pressures for Development
- Housing Supply
- Employment Land
- Knowledge Economy
- Accessibility of Development
- Transport Choice
- Community Facilities
- Culture
- Green Spaces
- Energy Efficiency and Renewable Energy
- Town Centre
- Local Centre
- Timing of Development
- Investment

Nearly 50% of responses supported the vision for Poole in 20 years time as the right one. While some felt the vision for Poole was bold, others felt the vision had not gone far enough, was too generalised and needed to be prioritised. People said the vision needed to be more focused and clearer on how it relates to the issues and options. People also asked exactly what are the challenges in the 21st century and how do they relate to the issues and options?

A lot of feedback has been received on the issues and options and this has helped to highlight any gaps. In particular people would like to see recognition and inclusion of issues and options in the following:

- leisure and tourism
- employment land
- climate change and the environment
- image, identity and character
- harbour and boating
- high value knowledge based employment
- density of housing development and range of affordable homes
- transport provisions and infrastructural improvements

2. Summary of responses by key issues

Leisure and tourism

Responses have asked for the role of leisure and tourism to be sufficiently acknowledged in the core strategy. At present some did not feel that tourism has been given recognition in light of the local economy. Boating and related industries have also been mentioned as missing and people have asked these be developed as part of the vision.

To keep and attract more tourists there have been some calls for greater investment in tourism. However, people have also expressed that local people should not subsidise the tourist industry.

To reflect current and future demand a need was highlighted to improve the range of tourist accommodation. Some people said accommodation needs to be consolidated, improved, intensified and tourism facilities need expanding. Suggestions were made to allow tourist attractions and activities to be located in historic buildings and for an improved built environment, attractiveness and vitality of the town centre to include provision of new and improved activities and attractions.

Some responses called for more thought and provision of leisure and an improved quality and range of retail outlets.

Employment Land

It has been highlighted that Poole needs to attract new businesses into the area and allow successful businesses to expand without having to leave. With limited employment land available for growth some responses have asked for a review of the green belt to identify strategic locations. There are concerns about any delays in the commercial development of Bournemouth Airport due to its strategic importance in the region and sub-region.

Whilst there are calls for increasing employment land there are also views that if such land and premises are no longer fit for purpose, affordable housing development should be considered instead.

One response asked for the option of breaking down designation of new land for employment and measures to return existing land. Some people would like to see employment land contribute to affordable housing as well as the residential developments.

Some responses would like to see areas of excellence mentioned and where sites for excellence can be developed and encouraged further.

Climate change and the environment

People do not want the impacts of climate change to be overlooked. Responses requested a climate change strategy and sustainability appraisal be used in the planning process for all new developments. Some have asked for a stronger stance in support of renewable energy.

Other aspects covered by the responses include carbon emissions, resource efficiency, sustainable construction, waste management and the idea of an ethical and fair trade town.

Issues of coastal flooding, management of surface water and supply of water have been highlighted as concerns in the Poole area. In the case of water supply and treatment there are issues about capacity and the inevitable need for expanding water and waste water facilities within the borough.

Image, identity and character

People felt strongly in the consultation about the layout and architectural merit of the built environment. They would like to see the highest quality and excellence in new buildings. At the same time they also want to keep a balance between the old and new with the importance of protecting and preserving historic buildings in the town centre, particularly those in the conservation areas. Where possible people have asked to take advantage of Poole's heritage and characteristics to provide gateways, landmarks and public spaces.

Responses would like to see the importance of a pedestrian friendly town centre appearing in the vision and not to forget this in any long-term plans for buildings and structures. There are also views that any new developments should have consideration for the blind and disabled. Provisions for faith groups and community centres are also needed.

Views were expressed that Poole should not become a featureless area of domestic flat and apartment blocks. People said the drab entrances to the town must be improved so those arriving and leaving the town are left with a favourable impression. A number of responses referred to the poor aesthetics of the bus station and asked that design should be made part of planning permission to ensure new developments are not out of character with the surroundings and existing buildings.

Some responses felt that statements on the quality of developments should be used in different areas. One recommendation was for the option of having an overall vision of how the Borough should look in 20 years time. This should be agreed and could set out strict planning concepts for specific areas. 'Every planning application should then fall within the agreed design. The agreed conceived picture for the Borough should then emerge and not develop haphazardly.'

Some people do not want to see more development like the one on the former Poole pottery site. They feel this has reduced the character of the quay. Instead they have asked for buildings along the quay, such as pubs, not be given away to other types of building because they help give Poole its distinctive character. Others have said that eye sores need to be cleared up, referring to the grain silo on the quay.

Harbour and boating

People have said more reference should be given to supporting the harbour. They would like to see a reflection of the harbour in the vision as a unique and vital part of Poole's identity with importance to commercial, leisure and fishing uses.

Some have said that boating should be included in the vision and others have asked that the harbour environment is preserved as a major recreational and holiday base by refusing to loose boat yards and hotels. There is also a view that more could be done to capitalise on Poole's waterways.

The environment and character of the quay and harbour are cherished and people have expressed that both these and the coastline need to be made more accessible to ordinary people. There are some views that expensive private development and housing in these areas has led to reduced access and loss of character.

High value knowledge based employment

People would like to see attracting new high skill, high value knowledge based employment to be included in the vision. They also want the areas of excellence to be mentioned, which need skilled people to enhance the knowledge economy and prevent the loss of young and skilled people from the Borough.

The future of the Talbot Campus is seen to be fundamental to the growth in the higher education sector in Poole and as such has a role in strengthening the wider economic profile of the area. Bournemouth University would like this role and relationship confirmed within the Core Strategy. More collaboration with key stakeholders could see the Arts Institute at Bournemouth have an upstairs part to play in realising Poole's vision.

A key skills centre would help to attract conurbation start-up businesses that brings together the skills generated by both the local private sector and higher education. The view is that keeping skilled workers depends on inwards investment and having policies which will keep companies here.

Density of housing development and range of affordable homes

The anticipated and perceived level of housing growth is causing concern among residents and some believe that identifying Poole as a major centre for housing growth is wrong. People raise concern that this would have a detrimental impact on their quality of life, the environment, economy and level of congestion.

Many believe that growth should not take place until infrastructure is in place to handle more people and traffic.

High density housing development has raised the following arguments:

For:

- Higher density development can be concentrated in the town centre to reduce dependency on the car.
- The type of dwelling should be determined on a site by site basis and should be influenced by local need.

Against:

- Higher density developments are rejected when every available space is built on with uninspiring buildings. These have been described as 'barracky'.
- Calls have been made for the retention of the older residential stock.
- Flat development is not always suitable for family homes and in some cases is not suitable for the elderly or those with a disability.
- The ability for realistically providing 40% affordable homes in a development. (Commercial feasibility varies depending on the site).
- The need for quality and stylish developments can provide for a sustainable community 'not high density – high rise developments'.

People have acknowledged there needs to be a greater proportion of shared ownership housing which can encourage stakeholder pride, better citizenship and an affordable foothold on the property ladder for first time buyers. Looking at affordable housing beyond the planning system has also been asked for.

Issues people would like to see included for housing:

- More family homes.
- Less buying of second homes.
- Infrastructure should be completed before new housing completion.
- Reducing the prospect of house cramming.
- Alternative vehicles to the planning system to explore the objective of greater provision of housing.
- Getting the right age, mix and type of housing to stop young people leaving the area.
- Avoid putting the whole range of housing on the same plot – concern raised that expensive houses should be separate from the affordable.
- Houses must be made for people and families to live a full life.

Further housing issues and options:

- People do not want to see the character of the suburbs destroyed by demolishing old buildings and replacing with flats.
- Would like to have clear and enforceable regulations on what can and cannot be done in and around affordable housing.
- Should not influence the mix of housing because to encourage brownfield sales there needs to be maximum land values.
- Affordability of housing cannot be controlled after first purchase.
- More houses means more traffic.
- Conflict arises between government policy on affordability and the loss of affordable family homes.
- Redundant employment land should only be kept if it is realistically usable. Otherwise it should be freed up for affordable housing.

- There has been a request for more one bedroom accommodation.
- More affordable housing could be sited in the Merely area alongside bus corridors.

Transport provisions and infrastructure improvements

People would like to see transport improvements which lead to safe and speedy access to the town centre, it's suburbs and port by:

- putting on more bus services – not taking them off
- reducing congestion on the roads
- good transport connections to the Southwest and the national network

People say they would like to have improved access to all beach, coastal paths and cycleways. Some believe that cycleways should be segregated from motor traffic.

Those who do not support the idea of a transport hub say there is a need to:

- reduce the need to travel and promote sustainable living
- prevent an increase in congestion
- improve travel choices
- improve integrated transport
- concentrate on infrastructure improvements before more houses are built.

Those who support the idea of a transport hub say there is a need to:

- have an upgraded or primary route linking directly with Bristol and Wales
- have a fixed bridge across the harbour in a different location
- have port freight moved off the roads onto rail

People have raised the following issues for consideration in the Core Strategy:

- Existing facilities are only easily accessible by car.
- Minimising the need to travel is unrealistic so a commitment to much better bus services is the real issue.
- Transport is not mutually exclusive from improving the built environment, attractiveness and vitality of the town centre.
- Transport must be included in the provision of improved and new activities and attractions
- Poole is a popular place and people are always going to use the car to visit it.
- More provision for the car is needed.
- Manage traffic movement better rather than stop it.
- Improve public transport provision and make it inclusive and accessible to all people.

People have also said:

- Travel needs to be made less stressful.
- Pollution is an issue on the roads and needs to be mentioned.
- To minimise car usage all forms of public transport need to be subsidised.
- Better roads in an East-West direction linking Bournemouth and Poole are needed.
- Transport needs to reflect the needs of business to operate efficiently.
- Needs to be greater emphasis on public transport.
- Public transport is not cheap enough to use.

On issues linked to population and housing growth people have said:

- Support for high density development sites in the town centre and local centres on the prime transport corridors.
- Road congestion is already a major problem so why encourage more houses/flats and businesses into the area?
- Growth without infrastructure improvements would be unworkable.

The following options have been suggested for inclusion in the core strategy:

- Delivering higher density development in locations well served by a variety of alternative transport choices or close to areas with high concentrations of jobs, shops and services.
- Integrate facilities supporting the use of transport modes other than the private car.
- Encourage a range of transport choices in Hamworthy.
- Address issues of heavy goods vehicles using certain roads.
- Consider the car with parking for residents, businesses and tourists.
- All transport choice options need to be employed in unison.

Other comments received on the options for transport:

- Not to lose sight of what is intrinsically Poole – ‘a beautiful place’.
- Build relief roads then talk about ‘transport hub’.
- Manage traffic by making routes easier.
- Ensure there are safe and suitable pedestrian corridors between leisure, retail facilities and services and Bus parks.
- Remove forbidding entrance to the town (current bus station).
- Reducing the need to drive across town for separate needs.
- Examine road layout and operating systems to better manage the flows of traffic on under and over used roads.

Town Centre

People are supportive of improvements and upgrades of the town centre particularly in and around the Dolphin Shopping Centre. These include:

- Enhancing Poole’s position and influence relative to other centres.
- Focus retail and leisure in Poole’s centre, encouraging alternative modes of transport and reduce the need for private car’s.
- Making the town centre a priority for growth, not the local centres
- Supporting a major upgrade of the bus station
- Removing the forbidding entrances to the shopping centre

3. Responses to vision, issues and options

Vision Question 1 (VQ1)

Is the vision for Poole the right one?

2/1	Sign It! Ms Charlton	Support: Yes	Object: No
Yes, we feel the vision is bold and forward thinking, positive for the 21st Century.			
218/1	East Alderney & Rossmore Residents Association Mrs Moore	Support: Yes	Object: No
Yes			
226/1	Poole Agenda 21 Community Forum Mrs Tibbles	Support: Yes	Object: Yes
Broadly yes, but in a document the purpose of which is to engage the public, the first statement 'Meets the challenges of the 21st Century' is pretty meaningless unless these challenges are specifically identified. How otherwise can it be seen if the 'Issues' relate to the challenges, or if the 'Options' address and attempt to meet the challenges?			
470/1	Poole & Swanage Methodist Circuit Rev'd McBain	Support: Yes	Object: No
Yes			
533/1	Healthpoint Ms Grier	Support: No	Object: Yes
Except that it is too wide, on too many fronts, for a small Borough to achieve. Need to prioritise on certain aspects of the vision, to be able to achieve it/them			
599/1	Borough of Poole Ms Bombardiere	Support: Yes	Object: No
Yes			
626/1	DEED - Development Education in Dorset Ms Boston-Mammah	Support: Yes	Object: No
Yes			
633/1	Broadstone Residents' Association Mr Hull	Support: No	Object: Yes
More or less true. Poole is completely the wrong geographical shape to be a transport hub. Interchange?			
637/1	Bearwood Community in Action Mrs Taylor	Support: Yes	Object: No
yes			
641/1	Poole Old Town Conservation Group Mrs Evans	Support: Yes	Object: No
Yes			

646/1	Branksome Park, Canford Cliffs & Sandbanks Neighbourhood Watch Mr Stewart	Support: Yes	Object: Yes
<p>Overall a well balanced analysis that we would strongly support, despite the pressure from Region for higher housing and development targets. However we are seriously worried about the impact on quality of life and the environment from even accepting the target of 11,000 extra houses. Your document recognizes the validity of this concern, and the J.S.A. report to the Regional Assembly, states that the incremental 54,000 vehicles in the conurbation (at 1 ½ cars per household) will lead to a deterioration in air quality and traffic congestion charging.</p>			
699/1	Poole & East Dorset Art Society Mr Tofield	Support: No	Object: Yes
<p>Why be a major centre for housing, employment, leisure or 'hub' for road, rail, sea transport. In SW Region as Poole has finite resources in any of these suggested areas. The harbour is too shallow and short on space it would be difficult to lay new rail track and land for housing must be considered within the context of Poole boundaries. And the leisure issue must be as confused as the present layout of current facilities available. And if the current vision of Poole is adopted how can you protect its coast, habitat ,landscape features?</p>			
719/1	Sport England - South West Region Drennan	Support: No	Object: Yes
<p>Provided 'cultural opportunities' are considered in their widest sense - otherwise may need to amend to 'cultural & leisure opportunities'.</p>			
876/1	Higher Merley Farm Ltd Morison	Support: Yes	Object: No
<p>Yes.</p>			
920/1	Talbot Village Trust c/o Ms F Young, Nathaniel Lichfield & Partners	Support: Yes	Object: No
<p>The Talbot Village Trust supports the objectives for Poole for 20 years time and in particular the aim for Poole to be a forward-looking and modern town that: "strengthens and develops its role as a major centre for housing, employment, leisure and retail and a transport hub for road, rail and sea both within the South West Region and on the South Coast". This would be in accord with RPG10 for the South West and the new RSS for the South West.</p>			
988/1	Nathaniel Lichfield & Partners Miss Curry	Support: No	Object: Yes
<p>Page 4 of the Core Strategy sets out options for Poole for 20 years time. Bourne Leisure particularly supports the following objectives for Poole, in order for it to develop into a forward looking and modern town:</p> <ul style="list-style-type: none"> ·to strengthen and develop its role as a major centre for (amongst other things) leisure. To this should be added the role of tourism. ·to be identified by the quality of its buildings and public spaces; ·to protect and enhance the environmental qualities which give Poole its distinctive character and setting, including its coast, habitats and landscape features. ·to develop further as an attractive, diverse and vibrant town which offers a wide range of cultural opportunities. 			

These objectives will help to support Poole as an important tourism and leisure destination. Bourne Leisure considers that the importance of business and holiday tourism to the local economy is not sufficiently acknowledged in the Core Strategy. Increased tourism opportunities will generate inward expenditure, support jobs and promote a more diverse economic base. In consequence, it is important to support any initiatives which promote longer and less seasonal trips and enable tourism to diversify into new areas. Therefore, tourism should be specifically referred to under bullet point 2 on page 4 of the consultation document in order to ensure that the tourism role of Poole is recognised in the Vision.

1012/1 Mr Wareham

Support: **No** Object: **Yes**

You make it sound far too grand. We are not a major port or metropolis on the south coast. Yes, attract cruise ships by all means, but far more investment is required to keep and attract tourists. I.E. in particular open up the vista at sea view, clear out all the brambles and dead trees. Similarly, at Canford Chine and Seldown - landscape it urgently. Time to replant fresh pine trees. Too many lost over the last 60 years throughout the Borough, including Evening Hill, Branksome Chine as well. Are Pines not part of Poole's distinctive landscape and environment? Remember, they take years to mature. Otherwise they will be lost for good.

1039/1 Mr Galpin

Support: **No** Object: **Yes**

Generally you are improving living conditions at expense of retention to some good properties. You are in danger of becoming developer led. Georgian entrepreneurs lived with the products, not elsewhere.

1045/1 Mr Cockbaine

Support: **No** Object: **Yes**

What are the challenges of the 21st century? This statement is meaningless unless the challenges are identified. Development as a transport hub for road, rail & sea is an admirable goal, but to attain it requires rather more thought.

1056/1 Mr Clapp MIFE

Support: **Yes** Object: **No**

Yes but also should be added (below). [\(please refer to page 10 ref. 1056/2\)](#)

1058/1 Mr Ballard

Support: **Yes** Object: **No**

I would not quarrel with any of the comprehensive statements in every section.

1064/1 Mr Brown

Support: **No** Object: **Yes**

No - fundamentally because the council has put all its eggs in one basket by getting star'ry eyed about a super new bridge to operate in co-ordination with the old bridge which the council describes as being entirely unsuitable for modern traffic - council's defence - wide vehicles to use new bridge only. And when the new bridge is up for shipping they would use the old bridge! I have my correspondence. The proposed scheme would divide old town. MP. Robert Syms agrees. This affects the whole Poole. (would)

**1127/1 Woodpark Properties Limited
Mr Ely**

Support: **No** Object: **Yes**

No. A fundamental mistake have been made which will effect the long term future of Poole. Although a new bridge is needed the proposed location is wrong. It will not provide 'a transport hub' but gridlock.

**1136/1 St Michaels Church Hamworthy
Mr Thompson**

Support: **Yes** Object: **No**

Yes

1387/1	Dorset Lake Residents Association Mr Bowman	Support: No	Object: Yes
<p>1. Not clearly focussed</p> <p>2. Challenge the idea that 'actual opportunities' should be directed at those 'most in need' - what does this imply?</p> <p>3. No reference to support the development of the Harbour</p>			
1455/1	Poole High School Mr Short	Support: No	Object: Yes
<p>Vision Would like to see a statement which reminded us that care would be given to ensure that there were places for people living and/or working or visiting to re-charge, reflect or observe - the ambience, the architecture or landscape of Poole.</p>			
1530/1	Hawkins Marine Ltd Ms Norman	Support: Yes	Object: Yes
<p>Yes to a limited extent. We need to expand and move into 21st century- but not to the detriment of the essence of Poole.</p>			
1563/1	Harris	Support: No	Object: Yes
<p>Yes, but you present 7 of them (not one). Need to crystallise and condense it all. Why a 'competitive economy' - as a town?</p>			
1567/1	Mr Oakton	Support: Yes	Object: No
<p>Yes</p>			
1733/1	Mr Webster	Support: No	Object: Yes
<p>The vision needs to address the social housing issues in respect of impact to proposed developments (residential). Tenure mix is important we must not just create a rented sector.</p>			
1738/1	Mr Martin	Support: Yes	Object: No
<p>The published Vision Statement is commendable.</p>			
1739/1	Mr & Mrs Nisbet	Support: Yes	Object: No
<p>Yes</p>			
1742/1	Mr Dore	Support: Yes	Object: Yes
<p>So bland, who could object? Add- -Foresees and fosters opportunities for new and appropriate development. -Retain adequate control of its own affairs. -Balances the needs of people (all ages) with commerce and industry.</p>			
1776/1	Dorset Wessex Link Association Mrs Powell	Support: No	Object: Yes
<p>No mention of building new roads / by-passes - to "improve travel choices".</p>			
1787/1	Mr & Mrs Harris	Support: Yes	Object: Yes
<p>Partly. Existing infrastructure open space & buildings need to be maintained and improved not left to decay.</p>			

1813/1	Chalwyn Ltd F W A	Support: Yes	Object: No
Yes			
1885/1	South West RSL Planning Consortium Mr Tetlow	Support: Yes	Object: no
Yes			
1887/1	South West RDA Ms Ordidge	Support: Yes	Object: No
We support the need to 'rejuvenate, protect and provide new employment land' and would maybe suggest that this provided opportunities to diversify the economy and encourage opportunities for the development of key sectors of the economy, identified in the Regional Economic Strategy. Other than that, the document looks like it will serve a useful purpose in the initial stages of the preparation of the Core Strategy for Poole.			
1897/1	The Arts Institute at Bournemouth Ms Dixon	Support: Yes	Object: No
Yes			
1898/1	Friends of Poole Park Mr Chick	Support: Yes	Object: No
Yes			
1909/1	Brookfield Trust Mr Snow	Support: Yes	Object: No
Yes			
1950/1	Grosvenor Estates C/O CWHB Ltd Mr Cook	Support: Yes	Object: No
Grosvenor supports the Vision for Poole. In particular Grosvenor considers that Poole has significant potential to strengthen and enhance its role as a major centre for retail, leisure, housing, employment and transport.			
1952/1	Taylor Woodrow Developments Mr Elliott	Support: Yes	Object: No
Taylor Woodrow welcomes the opportunity to contribute positively to decision-making on the future of Poole, and supports in principle the vision.			
2002/1	Ms Weightman	Support: Yes	Object: No
Yes			
2013/1	South West Regional Assembly Mr Todd	Support: Yes	Object: No
The types of issues that the leaflet outlines are broadly in line with those reflected in the emerging RSS.			
2016/1	Canford Estates c/o Savills Mr Lofthouse	Support: Yes	Object: No
The vision needs to be amended to emphasise the need to diversify the economy and attract high value knowledge based employment in order for Poole to compete successfully in a highly competitive global economy.			

2018/1	Lytchett Minister and Upton Town Council Cllr Moore	Support: Yes	Object: No
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Yes

2021/1	Waitrose Ltd Mr Harrison	Support: Yes	Object: No
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I would agree with the general provisions of the vision.

2022/1	Arne Parish Council Miss Weller	Support: Yes	Object: No
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Yes

2378/1	Reid And Seal Architects Mr Honor	Support: Yes	Object: No
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Yes

2417/1	Sainsburys (C/O White Young Green Planning) Mr Lowin	Support: No	Object: Yes
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The Vision omits mention of the role of tourism.

2455/1	Strategic Land Partnerships Mr Stevens	Support: Yes	Object: No
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Yes.

2456/1	Mr Brown	Support: Yes	Object: No
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Generally the vision is good but it could be better...

2458/1	Wessex Water Mr Purvey	Support: No	Object: Yes
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With regard to water and wastewater issues the Vision for Poole Borough must take account of all development identified within the SRS. The significant expansion of settlements within the region will require construction of additional water and wastewater infrastructure. This may be difficult to achieve in some locations given nature conservation and other environmental constraints, and could lead to the expansion of infrastructure within local authority areas in excess of the actual requirements for the area.

Sewerage and Wastewater Treatment:

Whilst Poole and the surrounding settlements are well served by a number of wastewater treatment facilities the Vision will impact on our ability to treat wastewater flows across the region.

2473/1	Highways Agency Mr Davies	Support: No	Object: Yes
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We note that this policy issue and option indicates how to reconcile pressures of new development in Poole, whilst safe-guarding and enhancing Poole's national and international environment.

We support option 3. This is because we believe that addressing local development pressures by concentrating new development on sites away from these important national and international locations. We believe that this approach will minimise the impact on the Poole's natural environment and refocus development sites, closer to the town's centre where higher densities will be delivered. We support this option as it would reduce the need to travel and promote sustainable living.

2485/1	Mr Maltman	Support: No	Object: Yes
This declaration of vision is somewhat generalised and vague. Thus difficult to constructively criticise.			
2493/1	Ms Hudson	Support: Yes	Object: No
Yes			
2494/1	J. Morgan	Support: No	Object: Yes
Take no notice of peoples comments.			
2495/1	Mr Best	Support: No	Object: Yes
The prime requirements has been missed - see below. <i>(please see page 13 ref. 2495/2)</i>			
2496/1	Mr Parry-Davies	Support: No	Object: Yes
Needs some redefinition - see below. <i>(please see page 13 ref. 2496/2)</i>			
2498/1	Mr Walton	Support: No	Object: Yes
No. The idea that we should be a major centre for housing is wrong. We need to concentrate on infrastructure - roads, transport etc before more houses are built. If infrastructure improvement is not possible then we should not build more houses until the infrastructure is in place.			
2499/1	Mrs Walton	Support: Yes	Object: No
In the long term yes but see issues Q2. <i>(please see page 42 ref. 2499/2)</i>			
2500/1	Mr Mutlow	Support: No	Object: Yes
No. Far too weak on integrated infrastructure issues. By accepting today, 2nd or 3rd best options which will in the longer term create pressures and conflicts there will be reductions in the quality of life for future generations.			
2501/1	Mr Reed	Support: Yes	Object: No
Yes			
2502/1	J. D. Cheesman	Support: No	Object: Yes
I do not believe Poole needs to be a 'transport hub'. We all know this will only mean more cars! Our economy need not be so centralised around the ports requirements.			
2504/1	Mr Percik	Support: Yes	Object: No
Yes, but please see comments on options.			
2505/1	Mr Stephens	Support: Yes	Object: No
Yes - In the ideal world Commercial requirements are always going to have the priority over [Poole] Is identified by the quality of its buildings and public spaces			
2506/1	National Offender Management Service C/O Lambert Smith Hampton Mr Gleeson	Support: No	Object: Yes
While there are no specific proposals for new prison development in your district at present nor specific sites identified, in line with Government guidance NOMS requests that you consider the inclusion of a criteria based policy to deal with a firm prison proposal should it arise during the plan period. I would be pleased to propose a detailed policy for inclusion in your Development Plan Document and would welcome your views on how this proposal should be taken forward.			

2509/1	Mr Contance	Support: Yes	Object: Yes
Yes, but the importance of tourism and boating is missing.			
2510/1	Rapleys W. Williams	Support: Yes	Object: Yes
We consider at this time that the proposals are viable and attractive. However, we would suggest that a comprehensive retail study for the borough be carried out to guide future retail development.			
2519/1	M. Batts	Support: No	Object: Yes
No - Poole should stop spending on marketing itself for tourists and should concentrate on residents for a change. Why should we subsidise the tourist industry?			

Vision Question 2 (VQ2)

What changes would you make to the vision / what should it be?

25/2	Hamside Residents Association Mrs Smeaton	Support: No	Object: Yes
Careful consideration needs to be given to the provision of adequate open space. The architecture, together with building specifications, must be of excellent quality. Re: infrastructure. A road network, combined with a public transport system, must be provided to allow safe/speedy access and egress with the Town Centre and its suburbs, connected to the national network and the Port.			
218/2	East Alderney & Rossmore Residents Association Mrs Moor	Support: No	Object: Yes
To include respect for disabled and the blind			
226/2	Poole Agenda 21 Community Forum Mrs Tibbles	Support: Yes	Object: Yes
Meets the challenges of the 21st Century and in particular that of the climate'			
470/2	Poole & Swanage Methodist Circuit Rev'd McBain	Support: No	Object: Yes
Keeping the balance more between the old and the new.			
533/2	Healthpoint Ms Grier	Support: No	Object: Yes
Having lived in Poole for 20 years, but essentially as an in-comer I would say that the main charm of Poole (apart from the natural beauties it is so fortunate to rest among) is it areas of residential graciousness and space. This means well-maintained older residential stock, or excellent new buildings. The greed of developers who fill every available space (and some spaces which should not be made available) with uninspired buildings is gradually destroying the above attraction.			
599/2	Borough of Poole Ms Bombardiere	Support: No	Object: Yes
Visions fine but would want to add a vision about creating sustainable communities.			
626/2	DEED - Development Education in Dorset Ms Boston-Mammah	Support: No	Object: Yes
I would like the development of the town's 'ethical' economy stated. I think it's development is a 'fair-trade' town and of Poole people as 'ethical' consumers is very important to the 'vision'. I would also like to see it as a 'forward-looking town' - 'enact change for the better in the 21st Century so that it can embrace the people, economies and environment of centuries to come.			
641/2	Poole Old Town Conservation Group Mrs Evans	Support: No	Object: Yes
Focus more on children and young people than is indicated in the vision.			
699/2	Poole & East Dorset Art Society Mr Tofield	Support: No	Object: Yes
Vision 6 and 7 are ideal and should be pursued.			
719/2	Sport England - South West Region Drennan	Support: No	Object: Yes
See Q1. (please see page 2 ref. 719/1)			

1039/2 Mr Galpin Support: **No** Object: **Yes**
I would remove the Quay strategy which has been so disastrous. Poole is a port first and foremost, facing the sea with its back to the land. I would get rid of bottlenecks and free up movement of population and give the indigenous population a benefit over the visitor. Learn from history (our history) what made us different. We should be on a par with Southampton, who we have shadowed since 14th Century. The old town is too small for the focus of pressures upon it. Poole was beautiful but its losing its living history.

1045/2 Mr Cockbaine Support: **No** Object: **Yes**
I would like to see a list of challenges for the 21st century. As I see it they would be:

- Increasing population that requires increase in schools
- Increase in employment prospects, which means attracting and keeping industry. This requires identification of those industries.
- Transport hub. Encourage ship containers to be sent by rail, not road. Large transporters will produce road clogging unless the existing road system is changed.

1049/1 Mr Broadley Support: **No** Object: **Yes**
Its all very well having a vision but it is the end result that counts i.e.: in the housing for example that is being finished at Seldown Bridge area is far to dense. Okay for property developers but I certainly would not want to live there. It looks very barracky as you drive by.

1056/2 Mr Clapp MIFE Support: **No** Object: **Yes**
A forward looking and modern town that:

- Does not become a featureless area of domestic flat and apartment block.
- Does not become an over populated sprawl.
- Still protects and preserves the historical buildings and traditions of the town and the Borough, especially the old town and the conservation areas.
- Is not destroyed by bad design and management of its road system when trying to become a hub for transport within the South West Region and South Coast.

1058/2 Mr Ballard Support: **No** Object: **Yes**
Might be specific reference to education and training opportunities be included? (Schools and Colleges)

1064/2 Mr Brown Support: **No** Object: **Yes**
To apply anything but joined - up thinking would be fatal - to decide upon a solution in the form only of a magnificent new bridge is essentially anything but 'joined-up-thinking'.

I have provided a 21 page A4 size booklet covering the whole of Poole - a full illustrated statement and I should greatly appreciate that this is still available within the council offices. If not a full colour replacement copy is available. Whole of Poole would be affected.

This booklet includes ways & means of developing greenfield territory where unavoidable while still retaining maximum open space – shows also what not to do - covering just two of the 21 pages: please refer to this booklet. The copy previously sent to the council.

1127/2 Woodpark Properties Limited Support: **No** Object: **Yes**
Mr Ely
Move the bridge even now and look at a comprehensive long-term plan before the major sites are developed and it is to late. The problem with Poole council is that they can only think 1 piecemeal development. They make your core strategy 'pie in the sky'.

1136/2 St Michaels Church Hamworthy Support: **No** Object: **Yes**
Mr Thompson
In addition: meets the challenges of the 21st century while appreciating and valuing its past history.

1387/2	Dorset Lake Residents Association Mr Bowman	Support: No	Object: Yes
	<ol style="list-style-type: none"> 1. There should be a vision for the cultural life of the town not linked to economic considerations or social engineering. 2. The harbour should be reflected in the Vision - it is a vital and unique element of Poole's identity and all these strands - commercial, fishing, and recreational - are important. 		
1530/2	Hawkins Marine Ltd Ms Norman	Support: No	Object: Yes
	More consideration should be given to maintaining Poole's natural character - too much emphasis is being placed on image and competition with other towns/city.		
1563/2	Harris	Support: No	Object: Yes
	<ol style="list-style-type: none"> 1. Meets the challenges of the 21st Century as an attractive, diverse and vibrant town 2. Delete no.7 		
1733/2	Mr Webster	Support: No	Object: Yes
	Housing needs to relate to employment. We should not propose development that does not respect existing environments. No more developments like the former Poole Pottery which has ruined Poole Quay.		
1742/2	Mr Dore	Support: No	Object: Yes
	Without the full test of the Core Strategy Document this vision summary seems too platitudinous.		
1776/2	Dorset Wessex Link Association Mrs Powell	Support: No	Object: Yes
	Build the Wallisdown Branksome Relief Road - also the Christchurch by-pass & the Sand Pond by-pass, improve the bus service by putting on more buses, not taking them off.		
1787/2	Mr & Mrs Harris	Support: No	Object: Yes
	See 1 above. Council should do more to resist government policies on parking & house density or else Poole will be no different to any other town.		
1909/2	Brookfield Trust Mr Snow	Support: No	Object: Yes
	'Further development' should be within existing limits, replacing outdated and unattractive land and buildings. 'Cultural opportunities' should include provision for places of worship and education (small faith schools).		
1952/2	Taylor Woodrow Developments Mr Elliott	Support: No	Object: Yes
	Whilst Taylor Woodrow support the Vision in principle, initial concern is expressed about the lack of an initial sustainability appraisal to set the context for testing and selecting issues and options.		
2002/2	Ms Weightman	Support: No	Object: Yes
	Not a change but with regard to point 6 - the old pubs along the Quay should be kept and not replaced with any other type of buildings be it restaurant, shop or flat as they help to live Poole its distinctive character.		
	If Poole's buildings and public spaces are to be identified as 'quality' then the entrances to Poole must be improved - particularly the bus station which is so drab for people arriving and leaving the town and could undo other favourable impressions made - expense here should be a priority.		

2016/2	Canford Estates c/o Savills Mr Lofthouse	Support: No	Object: Yes
<p>Change bullet point 3 (<i>of vision</i>) to: Develop a robust, strong, diverse, competitive economy that will create wealth and prosperity for the town, providing opportunities for successful local businesses to expand without having to leave the area, and attracting new high skill, high value knowledge based employment.</p>			
2018/2	Lytchett Minister and Upton Town Council Cllr Moore	Support: No	Object: Yes
<p>As well as the Q1. 1) Improve facilities for elderly people. 2) Provide recreation facilities for older people.</p>			
2021/2	Waitrose Ltd Mr Harrison	Support: No	Object: Yes
<p>In respect of retail, there needs to be increased provision of food retail in particular to improve the quality and choice to customers.</p>			
2417/2	Sainsburys (C/O White Young Green Planning) Mr Lowin	Support: No	Object: Yes
<p>Inclusion of a recognition that tourism can provide significant advantages and challenges to the town.</p>			
2455/2	Strategic Land Partnerships Mr Stevens	Support: Yes	Object: No
<p>I think the vision is a suitable one and at this preliminary stage a suitable vision for Poole</p>			
2456/2	Mr Brown	Support: No	Object: Yes
<p>Concerning transport - there is a definite requirement for an upgraded or new primary route from the port of Poole to link up directly towards Bristol/Wales/M4/M5. (A longstanding general plan to link Portugal, Spain, France to the UK via Poole as above) to Wales, Ireland and Scotland.</p> <p>Importantly, logically, such a primary route is well deserving of a proper bridge over Poole Harbour, of a tunnel beneath it. Another lifting bridge is a short sighted and flawed solution. Also, local residents do need a better road link to and through Somerset.</p>			
2458/2	Wessex Water Mr Purvey	Support: Yes	Object: Yes
<p>It will therefore be important to recognise the needs of water and wastewater utilities throughout the Vision in safeguarding land for the expansion of existing infrastructure, the provision of new infrastructure, and in the potential for nuisance associated with the operation of wastewater facilities.</p> <p>Water Resources and Supply Infrastructure We do not believe that the type or location of development within Poole will be unduly constrained by water resources or supply infrastructure.</p> <p>However, Poole Borough is supplied from boreholes outside of the council area. Therefore in addition to locating development away from areas of environmental importance the Vision must take account of the wider environmental impact outside of the Borough. This will be particularly relevant to the water environment. The Vision should therefore recognise and encourage water efficiency in the construction and use of buildings, and in the landscaping of new development.</p>			

In addition to foul sewage disposal the vision will need to recognise and deal with the issue of flooding and the general management of surface water. The Vision will need to promote and facilitate the implementation of best practice for new development.

2473/2 Highways Agency Support: **No** Object: **Yes**
Mr Davies

This issue and option refers to the focusing of new development within Poole's urban area leading to improvements in quality of life and not having a detrimental effect on the character and environment of Poole.

We consider that of the five options proposed, option 2 would be the most appropriate. This promotes the delivery of densities in the order of 30 dwellings per hectare, which is in line with government policy but continues to reflect local circumstances. This option would increase densities within inner urban sites and so reduce the need for Greenfield land. High density developments close to the centre of Poole would reduce the need for people to travel long distances to get to work and leisure pursuits, this is supported by the Highways Agency.

2485/2 Mr Maltman Support: **No** Object: **Yes**

We should not forget the importance of pedestrian friendly town centres. Sometimes some buildings / structures etc seem to appear without any long term vision.

2493/2 Ms Hudson Support: **No** Object: **Yes**

Firstly, to list the challenges of the 21st Century that Poole should try to meet. How can we if we are not clear what they are. For example, terrorism. It is my understanding that this is expected to run its course over the next 25 years. In Poole there is the SBS. What of security? Secondly, global warming - Poole's coastal geography may lend itself to flooding in the years to come?

2494/2 Morgan Support: **No** Object: **Yes**

Listen more to public concerns on environment. Local taxes too high. To many staff.

2495/2 Mr Best Support: **No** Object: **Yes**

Little of that proposed is/will be achievable unless there is a Central Government that allows it to be effected.

2496/2 Mr Parry-Davies Support: **No** Object: **Yes**

1. "Opportunities for all its residents including those most in need." There are many in need who are not obviously so ie most OAPs.
2. Poole has been redeveloped out of existence, it has no centre, no heart, no 'feel'. My solution: build a proper town square on the waste ground opposite the arts centre. Go anywhere in Europe to see how it can be done.

2498/2 Mr Walton Support: **No** Object: **Yes**

What can be done to make the harbour more accessible to ordinary people. Too much coastal front is given away to expensive private development and housing.

2500/2 Mr Mutlow Support: **No** Object: **Yes**

Develop an integrated infrastructure which will robustly support the residential, educational, economic and social needs of the people of Poole.

2502/2 Cheesman Support: **No** Object: **Yes**

As above ([please see page 7 ref. 2502/1](#)), I do not believe Poole needs to be a road transport hub. This statement should be taken out.

2505/2 Mr Stephens Support: **No** Object: **Yes**

I would like to see added - that the Council shall hold regular meetings with local people with local knowledge and act accordingly whenever new developments are planned.

2509/2 Mr Contance

Support: **No** Object: **Yes**

A balanced economy must recognise the importance of leisure/tourism to Poole. Boating and related industries must be developed in the VISION.

2519/2 Batts

Support: **No** Object: **Yes**

There should be a strategy to promote continuous public access to all beach and coastal paths around Poole. Cycleways should be properly segregated from motor traffic.

Issues Question 1 (IQ1)

Are the issues for Poole the right ones?

2/2	Sign It! Ms Charlton	Support: Yes Object: No
Yes, but..		
25/3	Hamside Residents Association Mrs Smeaton	Support: No Object: Yes
<p>In Hamworthy there is much concern that the 'vision' could very quickly degenerate into a series of 'Ghetto Areas'. In order to avoid such an occurrence it is felt that there should be a greater proportion of shared ownership housing. The percentage of actual ownership for some occupants could be very low indeed (say even as little as 5%), but such ownership would encourage 'stakeholder pride', better citizenship and an affordable foothold in the property ladder for first time buyers. In order to...'ensure the right size, mix and housing is built' due attention needs to be given to problems that already exist within a specific area. For instance the schools in Lower Hamworthy already have an exceptionally high proportion of children with special educational needs, due in the main to the high prevalence of social housing for young families / single parents. Adequate community facilities must to be provided - not just a token gesture. It is essential that all Public Services gas/ water/ sewage/ electricity/ hospital, doctor and dental surgeries are capable of supporting any proposed new development.</p>		
218/3	East Alderney & Rossmore Residents Association Mrs Moore	Support: Yes Object: No
Yes		
226/3	Poole Agenda 21 Community Forum Mrs Tibbles	Support: Yes Object: Yes
<p>Yes, all those specified are clearly correct - but you ask further -</p> <p>With continuing growth how can we - (do all these things)?</p> <p>The 'Issues', which are actually no more realistic than the essential basic requirements for any sustainable town - that is, a town which people will enjoy and want to live in, will only be achieved by a local authority which is prepared to show leadership in ensuring truly sustainable development, to learn from best practice both in the UK and abroad, and have a strong, pro-active planning policy which will then facilitate the delivery of the Vision.</p> <p>Dozens of Local Authorities all over the country have realised this and have put in place specific ground breaking planning policies that have enabled them to start fulfilling their visions for their communities.</p> <p>Central Government Is ready to support local authorities with the Planning Delivery Grant which we understand is an additional annual grant specifically "to ensure the delivery of a high quality local planning service to achieve sustainable communities".</p>		
470/3	Poole & Swanage Methodist Circuit Rev'd McBain	Support: No Object: Yes
Reasonable but more emphasis on affordable housing (fewer second homes) & facilities for elderly.		

533/3	Healthpoint Ms Grier	Support: No	Object: Yes
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But- see over, and think and plan very carefully so that conflicting issues do not destroy the essential character of Poole. After all the Harbour and natural beauties can be approached without ever visiting Poole!

626/3	DEED - Development Education in Dorset Ms Boston-Mammah	Support: Yes	Object: No
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Yes

633/2	Broadstone Residents' Association Mr Hull	Support: No	Object: Yes
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Should it be 'preserve' green belt.

637/2	Bearwood Community in Action Mrs Taylor	Support: Yes	Object: No
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Yes

641/3	Poole Old Town Conservation Group Mrs Evans	Support: Yes	Object: No
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Yes

699/3	Poole & East Dorset Art Society Mr Tofield	Support: No	Object: Yes
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Item 1 - Conflicts with vision 2. Why make Poole a transport hub and try hope to enforce issue 1.

Item 5 - Is ideal but conflicts with the hub idea which would surely swamp local transport, both public and private.

Items 1,5,7,8,9 - Are vital to the people of Poole and if achieved will ensure items 2,3,4 happen.

Item 6 - Will Poole ever consider this issue? Community space is urgently needed to support local activities for small groups who need an activity display space.

719/3	Sport England - South West Region Drennan	Support: Yes	Object: No
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Similar comment to Vision Q1. ([please see page 2 ref. 719/1](#))

876/2	Higher Merley Farm Ltd Morison	Support: Yes	Object: No
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Yes

Pressure for Development (Issues a and b)

Bourne Leisure accepts that there is a need to balance the pressure for new development to meet the needs of residents and visitors with the need to protect the high quality local environment which “brings economic benefits in terms of tourism and employment in environmental industries” (page 5 of the consultation document). Page 4 of the consultation document notes that new development in Poole is already constrained by the coastline, harbour, green belt designations and nature conservation designations. However, Bourne Leisure consider that it is important to ensure that appropriate new development (including tourism facilities and accommodation) can be located within the borough in order to ensure that it continues to develop as a major centre, in line with objective 2 of the vision (page 4 of the Core Strategy), as proposed to be amended.

Page 5 of the consultation document notes that the high quality of the natural and built environment (for example the beaches, Poole Harbour, Poole Quay and the old town and the Dorset heathlands) and the presence of international nature conservation designations offer significant opportunities for both residents and visitors, in terms of aesthetic value and the recreational opportunities that such an environment provides. The image of Poole is critical to attracting visitors/tourists, and hence to the success of the tourism industry. Bourne Leisure supports policies to preserve and enhance the natural environment where appropriate, particularly since this will promote additional visitor numbers. However, this should not discourage appropriate new development, even in close proximity to areas of environmental importance, provided that commensurate mitigation measures can be implemented to prevent any potential negative impacts.

From a tourism perspective, it will be important to protect and enhance the positive environmental characteristics of the borough. In this respect, new development should be of the highest quality and reflect the character of the surrounding area. The Local Development Framework should recognise the opportunities for tourism attractions and activities to be located in historic buildings and support this wherever possible.

The emerging Core Strategy should recognise the need to provide a range of tourism accommodation to reflect current and future demands and the need for consolidation, improvement, intensification and expansion of existing tourism facilities, whilst ensuring that any new development respects the characteristics of the area.

Employment land/ Employment (Issue d)

The Core Strategy Issues and Options Paper deals predominantly with the need to provide employment land and little recognition is given to the importance of tourism in the context of employment.

The Core Strategy Preferred Options should acknowledge the importance of tourism to the local economy and the need for existing tourism developments to maintain and enhance their operations in order to ensure appropriate investment and to maintain a high quality product.

Accessibility of development and transport choice (Issues f and g)

Bourne Leisure acknowledges the importance of providing a variety of alternative transport choices. In regard to the objective of reducing the general reliance on the car and re-focusing priority from the private car to a range of transport modes (page 10 of the Core Strategy), it should however be noted that existing tourism facilities are often only easily accessible by private car and this should be acknowledged.

Culture (Issue i)

Bourne Leisure acknowledges the importance of cultural provision to the general perception of

Poole and feels that the Core Strategy should support opportunities to improve cultural provision in Poole as they arise. In particular Bourne Leisure supports the following objectives, cited on page 13 of the consultation document:-

- Option 4: protect/ enhance assets which reflect the area's distinctiveness, including the beaches, open spaces, strategic views (e.g. from public open spaces across Poole Harbour); Poole Quay etc
- Option 3: protect, retain and/or enhance Poole's cultural and historic legacy, including listed buildings, conservation areas, archaeological significant finds, cultural facilities such as museums, galleries, arts centres, libraries etc.
- Option 5: identify future needs/ gaps in existing needs in terms of cultural provision and make appropriate provision for these, through commitment to land allocations and/ or mechanisms for delivery via new development.

In addition, Bourne Leisure supports, where appropriate, the provision of new attractions which build on Poole's heritage and characteristics; and the provision of art/ cultural provision at key landmark/ gateway/ public spaces. These opportunities should not be mutually exclusive, however. Bourne Leisure would also welcome any initiatives which improve the built environment and the vitality and attractiveness of the town centre, including the provision of improved and new visitor activities and attractions. The continued promotion of Poole as an important cultural centre will also help to diversify its tourism role.

Green Spaces (Issue j)

Bourne Leisure supports the protection and enhancement of green spaces for recreational and amenity benefits, as this will help to improve the image of Poole and promote leisure opportunities.

Tourism

At present, the Core Strategy Issues and Options paper does not deal specifically with tourism or its vital importance to the local economy. The emerging Core Strategy and all other local development documents forming the Local Development Framework should acknowledge the need to provide a range of tourism facilities and accommodation. Specific policies should support and encourage the retention, consolidation, enhancement, diversification and intensification of existing tourism facilities including holiday caravan parks, subject to any necessary environmental/ other development control criteria. In order for existing caravan parks to remain attractive and competitive it may be necessary to undertake a phased approach to consolidation or improvement, upgrading or extension over several years, ensuring that existing visitor operations are not disrupted and that each proposal caters appropriately for current and forecast needs and demands. Such phased proposals should be judged on their individual merits, on a site by site basis against a criteria-based, positively worded policy approach.

1012/2 Mr Wareham Support: **No** Object: **Yes**
 We don't need to grow. Poole is large enough. Protect and improve, yes. Especially the environment and affordable housing. Too many flats being built. You must dress the shop window.

1039/3 Mr Galpin Support: **No** Object: **Yes**
 Very much will depend upon the density of housing. Having got rid of multi-use and slum clearance of 1960s changes, danger of emulating over development of housing within old town. Most important that we gain control over flats replacing houses and pressure on infrastructure.

1045/3 Mr Cockbaine Support: **No** Object: **Yes**
 As general wish list, it is fine. The difficulty will be how to increase employment in an increasing population and still protect the environment and the character of Poole. Affordable housing is likely

to be a key role for Poole. Energy efficiency cannot be obtained from the use of so-called renewable sources that are dependent upon climate. They will require back-up from base load generators, which have to be on line continuously as they cannot be switched on and off.

1056/3	Mr Clapp MIFE	Support: Yes	Object: No
Yes but also should be added. (below) <i>(please see page 35 ref. 1056/4)</i>			
1058/3	Mr Ballard	Support: Yes	Object: No
Yes			
1064/3	Mr Brown	Support: No	Object: Yes
Please see 21 page booklet referred to.			
1127/3	Woodpark Properties Limited Mr Ely	Support: No	Object: Yes
No. How can you protect the environment & character of Poole when it has not got one. Why minimise the need to travel. We live in a beautiful area. People want to use it. Reverse your policy. Make provision for cars. And open your eyes.			
1136/3	St Michaels Church Hamworthy Mr Thompson	Support: Yes	Object: No
Yes			
1387/3	Dorset Lake Residents Association Mr Bowman	Support: No	Object: Yes
Yes, but			
<ol style="list-style-type: none"> 1. The development, prosperity of the Harbour is essential to the future of this town. 2. The objective of minimising the need to travel is unrealistic - a commitment to much better bus services is the real issue here. 			
1530/3	Hawkins Marine Ltd Ms Norman	Support: No	Object: Yes
Yes if the council can keep to the statements work in the outline document.			
1541/1	Mono Consultants Mr Gillan	Support: No	Object: Yes
The response below is taken from a longer letter which provided extensive background on national and regional planning guidance regarding telecommunications. The excerpt below is the consultee's specific response to the consultation exercise:			
<p>We recognise the early stage of LDFs and the early stage of the consultation process at which we are being asked to comment. The formulation of policy does not exist in isolation and there are numerous documents which will affect the formulation of any telecommunications policy, the most important of these being PPG8. On this basis we would suggest that within the Local Development Framework there should be a concise and flexible telecommunications policy contained within a statutory Local Development Document. This should give all stakeholders a clear indication of the issues which development will be assessed against. We would suggest a policy which reads;</p>			
Proposals for telecommunications development will be permitted provided that the following criteria are met: -			
(i) the siting and appearance of the proposed apparatus and associated structures should			

- seek to minimise impact on the visual amenity, character or appearance of the surrounding area;
- (ii) if on a building, apparatus and associated structures should be sited and designed in order to seek to minimise impact the external appearance of the host building;
 - (iii) if proposing a new mast, it should be demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the (local) planning authority.
 - (iv) If proposing development in a sensitive area, the development should not have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest

When considering applications for telecommunications development, the (local) planning authority will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.

It will of course depend on your Local Development Scheme as to which documents are produced, which documents have a statutory role in development control and which would be considered as material considerations. In keeping with the spirit of the new Bill we would suggest that this policy be a stand alone policy within one of the main LDDs, with any back ground information, such as electromagnetic fields (EMFs) and public health, being contained within a separate LDD or what is currently termed Supplementary Planning Guidance (SPG). This could then be read with PPG8, the Code of Best Practice to give a comprehensive background to any proposed development. We would consider it appropriate to introduce the policy and we would suggest the following;

Modern telecommunications systems have grown rapidly in recent years with more than two thirds of the population now owning a mobile phone. Mobile communications are now considered an integral part of the success of most business operations and individual lifestyles. With new services such as the advanced third generation (3G) services, demand for new telecommunications infrastructure is continuing to grow. The Council are keen to facilitate this expansion whilst at the same time minimising any environmental impacts. It is our policy to reduce the proliferation of new masts by encouraging mast sharing and location on existing tall structures and buildings. Further information on telecommunications can be found in Local Development Document.

In keeping with the aims and objectives of the new legislation any background information should be contained within a separate LDD which would not need to go through the same consultation process (like a current SPG).

1563/3	Harris	Support: Yes	Object: No
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Yes

1567/2	Mr Oakton	Support: Yes	Object: No
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Yes

1733/3	Mr Webster	Support: No	Object: Yes
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When developing housing sizes please encourage more family houses and not so many flats.

1738/2	Mr Martin	Support: Yes	Object: No
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I believe that the Issue Statement is correct.

1739/2	Mr & Mrs Nisbet	Support: Yes	Object: No
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Yes.

1742/3	Mr Dore	Support: No	Object: Yes
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Vision and Issues tend to merge. The issues are really such when objective clash.

1776/3	Dorset Wessex Link Association Mrs Powell	Support: No	Object: Yes
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Residents must see an improvement to travel - visitors also, or we will lose them to other resorts

1787/3	Mr & Mrs Harris	Support: No	Object: Yes
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Issues 1 & 2 will be in conflict unless carefully handled.

Manage traffic movement rather than attempt to stop them. Many simple traffic matters such as lay by's, yellow lines, and one way systems rather than big grandiose scheme would help.

1813/2	Chalwyn Ltd F W A	Support: Yes	Object: No
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Yes

1885/2	South West RSL Planning Consortium Mr Tetlow	Support: Yes	Object: No
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We represent the South West RSL Planning Consortium, which is supported by the National Housing Federation, and which includes leading Registered Social Landlords (RSLs) active in Dorset. Our client's concern is that opportunities for the provision of social/affordable housing are optimised over the Plan period.

Tetlow King Planning has extensive experience of the interrelationship between social/affordable housing and the development plan system. We are retained by the National Housing Federation and the Housing Corporation, and have acted for over 250 RSLs and over 100 Local Authorities to advise on land, planning and housing issues. In particular, we have acted for the National Housing Federation and leading member RSLs in relation to more than 200 development plans, including the Dorset Structure Plan and local plans throughout Dorset, over the past twelve years. Government ministers have encouraged RSLs to become directly involved in the planning process, and see it as an important means of enabling social/affordable-housing provision.

Our representations are as follows:

VISION FOR POOLE

Supported

PRESSURES FOR DEVELOPMENT A & B

We support the provisions contained in Option 2. The delivery of 11,000 new dwellings in Poole during the plan period is a significant task. To achieve this, encroachment on surrounding areas will be unavoidable, as the delivery of affordable housing must take priority whenever and wherever possible. It is our view that through the use of suitable mitigation and compensation measures, damage to sensitive environments can be avoided.

With regard to Issue B, we believe that a combination of some of the Options provided offers the most appropriate model to follow. We believe that the highest quality urban design principles should always be utilised in new developments, this to ensure the maximisation of housing densities on appropriate sites and to ensure the highest quality of accommodation is provided. The provision of high-density housing offers a sustainable approach to development and it allows sites be used with maximum efficiency. We do not believe that the LPA should strictly limit the provision of any dwelling type. The type of dwelling provided on a site should be determined on a site by site basis, and should be influenced by local need which would be indicated an up to date Housing Assessment and Housing Strategy.

HOUSING SUPPLY

We believe that the Council should continue to negotiate for 40% affordable housing provision on larger sites when appropriate. However, we believe that the type and size of a dwelling on a site should be determined by local need, as indicated by a regularly updated Housing Assessment. We support the use of both greenfield and Council sites to accommodate housing, with a special emphasis being placed to secure the delivery of exception sites for affordable housing.

Within the Core Strategy it is important that a clear framework is provided to demonstrate how affordable housing needs will be monitored in line with advice given in Paragraph 19 of PPG3. We would welcome use of the following 'key indicators' in the continuous assessment of affordable housing needs although this list is not exhaustive;

- § Average income levels and income distribution;
- § Waiting lists of social housing and registered homeless;
- § Progress in improving the quality of the housing stock e.g. unfitness, energy efficiency;
- § Progress in reducing those in temporary accommodation;
- § Net progress in reducing the number of vacant dwellings;
- § Net change in the number of social housing dwellings in the plan area.

EMPLOYMENT LAND

We believe that employment land should be taken forward through mixed-use redevelopment.

ACCESSIBILITY OF DEVELOPMENT

We believe that higher density developments should be provided in the Town Centre, this would assist in reducing reliance on private car usage. Circular 6/98 Paragraph 14 notes that car ownership is generally lower amongst affordable housing dwellers, therefore measures to improve public transport provision facilitates the establishment of more inclusive and sustainable communities, ensuring ease of access to opportunities for all.

TRANSPORT CHOICE

We believe that the Options presented by the Council here should be employed in unison and not as alternatives, as all these measures can be used together to assist the establishment of sustainable and socially inclusive communities. Therefore we believe that local community facilities ought to be protected where they exist and that new shops and developments be brought forward through mixed-use developments.

We believe that travel plans should accompany all major applications and that the Council should encourage sustainable transport practices. We support the positioning of high-density developments closer to jobs, employment sites and shops. We support the use of staggered or tidal parking measures and car free developments in sustainable locations. We support the integration of transport facilities and nodes. We support the drafting of an SPD on transport contributions. Therefore we support the use of all the options muted here, as they all accord with the provisions contained in PPG13.

Through the promotion of sustainable practices, these measures assist in the creation of

sustainable communities. As already indicated, the degree of access to private cars varies with income, therefore we support any measures which would contribute to reduced car dependency, this beneficial to the delivery of balanced and sustainable communities.

COMMUNITY FACILITIES

Again we support all the options as it is our view that the utmost should be done to protect all community facilities when, where and however possible.

GREEN SPACE

We believe that the Council should redevelop existing open spaces which are either redundant or poorly located to provide better facilities on-site or to accommodate residential development with complimentary provision of new or improved facilities elsewhere. Redundant or under-utilised sites are often magnets for antisocial behaviour and we are of the view that every opportunity should be taken to deliver affordable housing to address the housing need of all within the Borough. Where such spaces are lost, developer contributions should be sought to provide suitable replacement spaces or facilities.

TOWN CENTRE

We support measures to restrict the levels of out of town retailing permitted. We believe that higher order retail services should occur in the town centre, where access can be achieved by a sustainable modes of transport. Concentrating growth in centres and away from retail parks would ensure access to employment opportunities and retailing for all by a choice mode of transport.

LOCAL CENTRES

We support efforts to control the uses permitted in local centres, this to ensure their continued vitality. The continued sustainability of such centres is vital in addressing the needs of the entire community, and strong local centres permit those without use of a private car, access to services.

TIMING OF DEVELOPMENT

We support Option 2. Considering the importance of delivering affordable housing, priority must be given to its delivery through the plan period. Therefore we believe that contingency mechanisms should be evoked should the Poole Bridge Regeneration Initiative be delayed. As noted previously, we believe that suitable affordable housing sites should be used to cater for any shortfalls in the level of affordable housing provision as they emerge.

CHECKLIST OF ISSUES

The checklist below indicates the full range of issues relating to affordable housing we wish to see addressed in the Core Strategy:

- § Ensuring that affordable housing is given sufficient weight and status within the LDF as a whole.
- § Ensuring proper linkages between the LDF and the housing strategy of the council.
- § Ensuring proper linkages between the LDF and other local authority strategies are forged, such as the community care plan, economic development strategies, transport plans et cetera and that affordable housing is given due prominence within a corporate approach.
- § Ensuring that there are credible estimates of affordable housing needs projected over the

Plan period.

- § Ensuring that there are credible district-wide and sub-district affordable housing targets.
- § Ensuring that there is a proper local definition of affordable housing encompassing both rented and low cost market housing, and taking full account of local relationships between house prices and incomes.
- § Ensuring that the site size thresholds for negotiating affordable housing from private developers are properly derived in the light of the local housing and land markets. We would anticipate that the Council will consider and articulate the 'circumstances' across the Borough which justify the proposed site size thresholds as per Circular 6/98.
- § Ensuring that a realistic approach is taken towards the identification of brownfield sites in the light of local circumstances and affordable housing needs and that the sequential approach is not rigidly applied so as to impede the deliver of affordable housing.
- § Ensuring that there is proper targeting of individual sites for affordable housing, including identifying some sites for 100% affordable housing.
- § Ensuring that opportunities for affordable housing provision are maximised in the right locations.
- § Ensuring that there is a proper recognition of the full range of special housing needs, including for the provision of lifetime homes.
- § Ensuring that there is reasonable flexibility regarding design and development control standards, densities etc., to assist in achieving affordable housing.
- § Ensuring that car parking standards for affordable housing accord with PPG13, Circular 6/98 and PPG3.
- § Ensuring that the provision of affordable housing is recognised per se as both a positive material planning consideration and a planning benefit.
- § Ensuring that the provision of affordable housing is viewed within the context of achieving balanced and mixed communities; and the wider social exclusion and housing plus agendas.
- § Ensuring that there is a proper recognition of the advantages of working with RSLs and a suitably flexible approach to conditions/S106 Agreements.
- § Ensuring that there are policies to maximise the use of empty properties for affordable housing.
- § Ensuring that housing demand factors are fully considered. For a variety of reasons there is likely to be a continuing demand for family sized accommodation, especially in the affordable housing sector.
- § Ensuring that social progress in meeting affordable housing needs is regularly monitored. PPG3 and RPG9 place increasing emphasis on the need to monitor the performance of LDF affordable housing policies. By referring to such indicators, the success or otherwise of the policies can be measured and the approach can be amended accordingly as part of 'plan monitor and manage'. It is important that such indicators are measurable against clearly stated targets, allowing measurements to be taken on an annual basis.

1897/2	The Arts Institute at Bournemouth Ms Dixon	Support: Yes	Object: No
Yes			
1898/2	Friends of Poole Park Mr Chick	Support: Yes	Object: No
Yes			
1909/3	Brookfield Trust Mr Snow	Support: Yes	Object: No
Yes			
1950/2	Grosvenor Estates C/O CWHB Ltd Mr Cook	Support: No	Object: Yes

Pressures for Development

(a)

Evidence:

There is not only 'pressure' for new development, but there is also an identified need for new development as demonstrated by recent studies undertaken by the Council. This development is needed to meet the requirements of residents and also to ensure Poole develops in a sustainable manner through, for example, reducing the need to travel.

Options:

Grosvenor do not comment on a preferred option but do consider that new development should be concentrated on brown-field land at high density where the impact on the urban environment is minimised. Achieving this form of development would not however necessarily prevent Option 1 or 2 being progressed.

(b)

Options:

A mix of Option 1 and 2 are preferred. Good quality design should be encouraged and densities should be maximised in sustainable locations. Government policy should be applied, but in sustainable locations minimum standards can be exceeded subject to appropriate design.

There is no justification for taking restrictive approach to flatted development (Option 4). Flatted development should in fact be promoted as a high density and more sustainable form of development. The Council should adopt the sequential approach to selecting sites for residential and not release greenfield sites (Option 5) when previously developed land in the central area is available.

Housing Supply

(c)

Options:

Preferred Option is mix of 1, 4 and 6. The potential for providing affordable housing beyond the planning system should be considered. The level of affordable housing sought should be based on a robust and up to date needs assessment.

Options 2 and 3 are not supported as seeking above 40% of housing to be affordable is likely to make a lot of schemes unviable and level of provision should be based on needs.

It will not always appropriate to influence size and type of dwelling (Option 4) as provision is market led to a large extent.

Accessibility of Development

(f)

Options 1 and 2 are supported. Shopping, leisure and community facilities should be located in the town centre as this is the most accessible location, by range of means of transport, and is thus accessible to the largest number of people; residents, commuters and tourists. Mixed use development in town centre locations can provide for linked trips which reduces the overall need to travel. Enhancing the shopping offer available can lead to more sustainable patterns of movement by preventing need to travel further a field. Option 2 is also supported as the town centre is considered the most sustainable location for further residential development.

Grosvenor objects to Option 3. Transport and accessibility are clearly important matters for the Council to consider in the LDF. For the reasons given at Option 1 the town centre is where most development should be located given its accessibility. The vocational requirements of investors and occupiers means that to 'spread development' evenly is unrealistic in market terms and will impact on the environment that Borough of Poole are seeking to protect.

Transport Choice

(g)

Whilst Option 1 may be appropriate for small scale shops and local services to serve local communities, this should not undermine the role of town centre.

Grosvenor supports Option 3. It is appropriate to encourage high density, mixed use, development in locations served by a variety of alternative transport choices and in close proximity to jobs, shops and services.

As regards Option 4, it may be appropriate to stagger car parking maxima subject to accessibility. Care needs to be adopted in the application of any such policy however. Whilst the town centre is likely to be the most accessible location in the borough, by all transport modes, in order to compete with other centres and out of centre developments, to reduce the overall need to travel by car, and to be attractive to operators, significant levels of car parking will be needed. Car parking needs to be provided in core central locations.

Culture

(i)

Options 3 and 4 are supported as they are clearly desirable and accord with national policy. In terms of future cultural/leisure development, consideration should be given to enhancing, and making the most of, existing facilities.

Energy Efficiency & Renewable Energy

(k)

Building Regulations are adequate to deal with issues energy efficiency standards. It is not necessary for 'planning' to deal with matters covered by other legislation.

Option 3 is preferred in respect to identifying sites/opportunities for renewable energy schemes.

Town Centre

(l)

Evidence:

Comparison goods comprise a broader range of goods than just 'clothing and household goods' and convenience goods are usually taken to include more than just 'food'.

Grosvenor agree that the Council need to plan positively to ensure that Poole town centre fulfils its role and function given its position in hierarchy and to ensure vitality and viability is enhanced. Reference to 'out of town growth' being 'considered where town centre growth opportunities are limited' is not compliant relevant national planning policy (PPS6) which sets out various policy tests, in particular the sequential approach to site selection.

The growth figures quoted are, we understand, from the Nathaniel Lichfield & Partners Poole Retail & Leisure Study 2005. Grosvenor are of the view that the approach used in the NLP study results in growth forecasts that could be considered to represent the 'baseline' position; in other words growth that is needed for Poole to maintain its current position and influence. Grosvenor considers that there is in fact potentially even more growth available than NLP suggest given the right retail mix, anchor department store and retail environment. It is appropriate that Poole should enhance its position and influence relative to other centres given growth experienced in other retail locations both in, and out of, centre. The evidence summary included within the consultation paper does not refer to the important issues of Poole town centre's performance within the sub-region and the impact of out of centre development.

Reference to opportunity provided on the area of land to the east of the Dolphin Centre is welcomed.

Options:

Option 2 is preferred. As noted above, there is potential to go beyond capacity found in NLP study that adopted the constant market shares approach. Grosvenor considers that the town centre has potential to harness significant growth in order to promote its relative position to Bournemouth and, in particular, Castle Point. Initial work undertaken by Grosvenor has identified this potential. It is appropriate for the Council to proactively plan to accommodate this growth. There is clearly an opportunity to use retail led regeneration to improve the retail/leisure offer of the centre and secure design benefits in the Bus Station/Kingland Road area.

Grosvenor supports Option 3. In order to secure retail led investment in the town centre it is essential that the Council makes the town centre its priority for retail investment and adopts a restrictive approach, as set out in PPS6, to out of centre development.

Local Centres

(m)

Options:

Option 2 is supported as it is important that local centres continue to provide day to day services for local people.

Option 4 is not considered appropriate. Whilst small scale redevelopment/physical improvements are appropriate, going for significant growth to increase the significance of local centres compared to the town centre is inappropriate. The town centre should be priority for growth as it is the most sustainable and accessible location and has the potential to capture this growth. Local centres are unlikely to have either the physical capacity or be sufficiently attractive to commercial investors to harness growth.

Investment

(o)

Grosvenor objects to Option 2. It would be contrary to Government guidance to 'maximise private funding from s106 agreements'. Guidance on the use of section 106 agreements is set out in Circular 05/2005 - tests include being necessary to make the development acceptable in planning terms.

Grosvenor support Option 3 as being the most sensible approach.

Core Strategy Key Diagram

The diagram needs to clearly show town centre.

2002/3	Ms Weightman	Support: Yes	Object: No
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Yes

2016/3	Canford Estates c/o Savills Mr Lofthouse	Support: No	Object: Yes
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The issues need to recognise the opportunity for a balanced strategy that supports sustainable urban extensions alongside urban regeneration in order to deliver strategic and local transport and social infrastructure and to provide a strategic site for knowledge based employment. The approach should recognise that a review of the green belt is necessary in order to identify strategic locations for growth.

2018/3	Lytchett Minister and Upton Town Council Cllr Moore	Support: Yes	Object: No
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Yes

2378/2	Reid And Seal Architects Mr Honor	Support: Yes	Object: No
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Yes

2417/3	Sainsburys (C/O White Young Green Planning) Mr Lowin	Support: No	Object: Yes
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The emphasis on maintaining employment land needs to be qualified appropriate.

2455/3	Strategic Land Partnerships Mr Stevens	Support: Yes	Object: No
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Yes

2456/3	Mr Brown	Support: Yes	Object: No
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Yes

2458/3	Wessex Water Mr Purvey	Support: Yes	Object: Yes
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We understand that Poole Borough Council will receive a significant proportion of the development identified under the South East Dorset sub regional study (SRS). We support the strategy of focussing the majority of new development at the Principal Urban Areas and other centres for growth, with development elsewhere meeting local needs. Concentration of development in a limited number of locations provides the best economic opportunity for provision of water and wastewater infrastructure. This applies not only to costs directly attributable to new development but also for existing customers who are expected to finance growth and capital maintenance.

2473/3	Highways Agency Mr Davies	Support: No	Object: Yes
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This policy relates to the necessary supply and type of employment land to meet Poole's needs. It highlights the need to ensure that suitable job opportunities are provided throughout Poole, which meet the scope, skills and income of the residents.

We recommend that option 5 should be placed in the Core Strategy. This is because it promotes the restriction of further employment sites in order to encourage the development of existing sites and endorses redevelopment of these locations at higher densities. The Highways Agency supports this approach because it will inhibit the development of out-of-centre sites that would have an adverse affect on the Trunk Road Network.

2485/3 Mr Maltman Support: **No** Object: **Yes**
 What do you mean by 'maintain employment land' & 'strengthen role of town/local centres'. What is 'cultural provision'?

2493/3 Ms Hudson Support: **Yes** Object: **No**
 Yes.

2495/3 Mr Best Support: **No** Object: **Yes**
 Broadly, with reservations as below. *(please see page 42 ref. 2495/4)*

2496/3 Mr Parry-Davies Support: **Yes** Object: **No**
 Plus

2500/3 Mr Mutlow Support: **No** Object: **Yes**
 No, need a statement on the quality of residential building and areas/environments. Today it is piecemeal if we are lucky. By sending planners on a design appreciation course is worse than a 2nd best option.

2501/2 Mr Reed Support: **Yes** Object: **No**
 Yes

2504/2 Mr Percik Support: **Yes** Object: **No**
 Yes, but please see comments on options.

2505/3 Mr Stephens Support: **No** Object: **Yes**
 Yes. I cannot disagree with the issues, but are they going to be adhered to and who is going to police them?

Protect the environment and character of Poole! Just look at the Pilkington site - what is the Power Station site going to look like?

2509/3 Mr Contance Support: **No** Object: **Yes**
 Yes but! Housing must be of a quality and style that provides for sustainable community. What we see today is high-rise high-density development.

2519/3 M. Batts Support: **No** Object: **Yes**
 No - Tourism can do what it likes. Why is there no control of aeroplanes flying over north and central Poole? Flight paths should avoid built up areas. Planes are far too low and there is no control over night flights - unlike Heathrow and Gatwick.

Issues Question 2 (IQ2)

What broad issues have we missed?

2/3	Sign It! Ms Charlton	Support: No	Object: Yes
<p>The issue of diversity could be more involved, i.e. keep skilled workers - could perhaps be "keep and enhance the level of skilled workers from all areas of the community." Disabled can be highly skilled, Mr David Fraser at the upholstery department at Sunseeker International being a prime example - given the right support.</p>			
25/4	Hamside Residents Association Mrs Smeaton	Support: No	Object: Yes
<p>Special attention needs to be given to Hamworthy Park. It has suffered from financial constraints for far too long. Henceforth it will form an integral part of the open space within the regeneration area.</p> <p>The continuation of the Holes Bay Pathway would allow walking access to Upton Park.</p> <p>Good / affordable public transport is essential to minimise car usage.</p>			
218/4	East Alderney & Rossmore Residents Association Mrs Moore	Support: No	Object: Yes
<p>Shortage of homes</p> <p>There is OAP alone in 3/4 bedroom council homes - family homes.</p> <p>These are tenants who do not occupy their homes who live in a partners home but maintain renting them.</p>			
226/4	Poole Agenda 21 Community Forum Mrs Tibbles	Support: No	Object: Yes
<p>Planning for the impacts of climate change.</p> <p>The glaring omission is the lack of Climate Change Strategy. A consultation relating to development of Poole over the next 20 years which does not take into account the likely impact of climate change on a town which is on the coast and has an enclosed harbour is likely to be futile.</p>			
328/1	Terence O'Rourke Mr O'Rourke	Support: No	Object: Yes
<p>There are a number of sections in the Core Strategy, which identify important issues and options for the future development and growth of Bournemouth University. At this stage of the consultation process our comments will focus specifically on the role of the higher education sector in the development of Poole over the next 20 years.</p> <p>The current Poole Local Plan (adopted March 2004) contains a policy which is specifically directed at Bournemouth University and the Arts Institute (policy CF2). It reads as follows:</p> <p>‘Proposals to extend either Bournemouth University or the Arts Institute at Bournemouth will be permitted providing that applications are accompanied by measures to limit private vehicle trips, including public transport access, cycle and pedestrian facilities and other innovative schemes’.</p> <p>This policy is clearly favourable to Bournemouth University and ensures that there is the opportunity to expand the educational facilities on the campus if necessary. The Local Plan has only recently</p>			

been adopted and will be saved for a period of at least three years. However, with the introduction of the new LDF system and the production of a number of new Development Plan Documents, our client is keen to ensure that a similar policy appears in the new local plan.

While it may be too early in the LDF process to include any detailed policies, there are certain sections within the Core Strategy that could do more to ensure consistency in the transition between the old and new policy documents and therefore provide ongoing support for the University. In particular, the future of the Talbot campus is fundamental in the growth of the higher education sector in Poole, which in turn will play a significant role in strengthening the wider economic profile. The University considers that this relationship should be confirmed/highlighted in the Core Strategy.

Growth of the education sector and links with knowledge based industries. The document establishes the need for skilled people to enhance the knowledge economy to prevent the loss of young skilled people from the Borough. The DPD proposes to support this need by focusing on educational and training establishments and we welcome this approach.

The University's campuses provide a range of educational courses across a number of disciplines. As identified in the current Local Plan, there is considerable potential for future growth and reorganisation at Talbot campus. This growth will enable the University to provide better facilities for its existing disciplines and facilitate growth in new sectors, to expand its service. Through graduate links, this would support the knowledge economy in Poole.

To help foster this relationship and support the long-term growth of knowledge industries we would welcome the approach defined by option 2.

It is important that the Core Strategy acknowledges the potential for further expansion and reorganisation at the Talbot campus for educational purposes and establishes the necessary strategy to achieve this.

Transport

Future growth at Talbot campus will also be finely interlinked with other areas of the Core Strategy. Transport is an issue that will need to be considered if the University is to continue to develop at this location.

The road system around Talbot campus experiences high volumes of traffic, particularly at peak times, The Core Strategy indicates that traffic congestion has an economic impact on quality of life and modes of travel, which do not depend on the private car, such as walking, cycling and bus use, will be supported. Option 5 of Issue G (Transport Choice) encourages the use of transport modes other than the private car and we support this objective. The use of public transport, particularly travel by bus, is encouraged by the University and the existing University travel plan restricts parking for all users across the campus. This approach encourages more sustainable modes of transport and reduces the pressure on the local road network.

The goal of decreasing travel by private transport and encouraging public transport and pedestrian/cycle access is a key element of policy CF2 and will be essential to the future sustainable growth of the campus. The University acknowledges the impact that student and staff trips have on the local road network and recognises the importance of encouraging sustainable transport options wherever possible.

In addition to the specific issues identified above, the University also recommends that the Core Strategy acknowledge the capacity for future residential student housing growth on Talbot campus and in other areas around Poole. Future expansion at the University's campuses may increase demand for student accommodation and the University is keen to work with Poole Borough Council to provide accommodation, which meets the needs of University and the future growth aspirations

of Poole.

In summary, Bournemouth University wishes to protect the capacity for further growth at the Talbot campus as a means of strengthening the higher education sector in Poole over the next twenty years. This should be achieved by the inclusion of similarly worded policy to CF2 in either the Core Strategy or Development Control Policies DPD relating specifically to Bournemouth University. Our comments have been necessarily broad at this stage, however, further representations will be made at the preferred options consultation stage when the Council has had the opportunity to consider all the comments and identify their approach for Poole over the next 20 years.

470/4	Poole & Swanage Methodist Circuit Rev'd McBain	Support: No	Object: Yes
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The pressure of developers to build out of town shopping centres. NB Castlepoint will kill Bournemouth town centre: we do not want that to happen to Poole.

533/4	Healthpoint Ms Grier	Support: No	Object: Yes
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Who is dealing what the "right age, mix a type of housing" is/ The younger generations seems to be leaving Poole visibly. Two of my three children have looked for jobs and affordable housing elsewhere in England, and so have many of their friends.

599/3	Borough of Poole Ms Bombardiere	Support: No	Object: Yes
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Ensure communities are safe places for people to live as bigger populations can sometimes mean more social/crime type/related issues unless planning is done in a community sensitive way.

626/4	DEED - Development Education in Dorset Ms Boston-Mammah	Support: No	Object: Yes
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Promote intercultural and international understanding within our local community, reducing conflict and reducing prejudice and discrimination.

633/3	Broadstone Residents' Association Mr Hull	Support: No	Object: Yes
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Climate change / flooding - very relevant in 20 years time.

Ageing population.

Traffic congestion - will the new bridge work? Will it kill the port?

Park and ride.

We often go to Wimborne - less stressful.

More pollution.

Subsidised transport - all areas?

637/3	Bearwood Community in Action Mrs Taylor	Support: No	Object: Yes
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None that I can see do not let affordable housing be sold as second homes.

B. Issue 1 : Pressures for Development

While you recognize the pressure on Green Spaces, you need to reword the Issue : “How to protect the Green Belt and the internationally and nationally recognized environmentally sensitive areas from the proposed level of over-development, tourism and recreational growth.”

We would advocate the following options :

1. A permanent block on all urban extensions into the Green Belt from housing or commercial development.
2. A block on the proposed 3,000 houses in the Green Belt of the East Dorset District Council, since these dormitory developments will only increase travel to work commuting which the ODPM has asked you to minimize.
3. Completion of the Green Belt and floodplain study you are conducting to designate which areas need special protection from recreation, tourism and dog walking threats.
4. Your option 3.

C. Issue 2 : Protection of the Character and Environment of Poole

We would support Options 1-4, since there is a widespread – and serious concern - from all Residents’ Associations in Poole that the current level of demolitions and flat developments is adversely affecting the character of Poole – “It’s a Beautiful Place”. We are extremely worried about the incremental prospect of a strategy of ‘House Cramming.’

D. Issue 3 : Housing Supply

In view of the drastic demand from Dorset residents for Affordable Housing, we would strongly advocate a firm Borough policy of 40% of houses to be Affordable in all sites of 5 houses or over. Since all designated housing sites in the Poole Local Plan will be full up from about 2012. The balance of houses will therefore be ‘windfall’ ones which make it more difficult to achieve this policy. In the County Structure Plan Committee we were told that about 75% of all new houses in Dorset since 1980 were bought by inward migrants, so there must be clear rules on priority for Dorset residents for affordable units. The current Borough policy for 40% Affordable Housing has been a signal failure on sites such as Orchard House and the rail goods yard – why ? We would support Options 2, 3, 4 and 5.

E. Issue 4 : Employment Land

For the reasons stated, we strongly oppose Option 4 and development on greenfield sites on the urban fringe, which would also increase car commuting. The Regional Economic Strategy has wrongly designated a higher rate of economic growth than the draft RSS and we would challenge the assumption that “Going for Growth” is more important than Quality of Life and Environmental Protection.

F. Issue 5 : Knowledge Economy

As stated, there is a very low rate of unemployment in Poole, so commercial land development is not a top priority. We strongly oppose Option 3, new employment development on greenfield sites on the urban fringe, education expansion should be on existing sites.

G. Issue 6 : Accessibility of Development

As stated : Congestion has an economic cost and impact on quality of life, so shopping and other access should major on public transport, minimizing car use. We support Options 1 and 2, but oppose Option 3.

H. Issue 7 : Transport

Since Planning covers to 2026, the Core Issues should include the Poole to A31 Link road which

should have been built by then to facilitate continental juggernauts escaping from Poole internal roads. This is a major omission which has not been included in the LTP. We support all of the Options, with emphasis on travel plans for major employers, and improved public transport.

I. Issue 8 : Community Facilities

The Options should state that key infrastructure should be completed before housing completion. We support Options 1 and 4.

J. Issue 9 : Culture

We believe cultural, recreational and sporting assets should be spread across the community for widest benefit, and not major on a new single key cultural asset, since we have the outstanding Lighthouse.

K. Issue 10 : Green Spaces

We support the Options which contribute to Quality of Life and Environmental Protection, especially Option 4. As discussed with the Council, we strongly advocate that all relevant planning applications should be required to show site landscaping for approval, especially in Conservation Areas.

L. Issue 11 : Energy Efficiency

If all 11,000 new households were made by Building Regulations to implement high insulation and solar or photovoltaic panels on the roof, this would provide far more energy than the 60% of Renewable Energy that the County Energy Policy assumes will come from industrial wind turbines.

M. Issue 12 : Town Centre

We would strongly support growth majoring on the Town Centre which is accessible by public transport, retail parks will only encourage car use and commuting. We do not support "Go for Growth" strategies which will drag in cars from out of the Borough. We do support a major upgrade for the ugly bus station.

N. Issue 13 : Local Centres

We support Options 2 and 3 – but growth of Local Centres at the expense of the Town Centre.

O. Issue 14 : Timing of Development

We are extremely concerned at any possibility of delay in the Bournemouth Airport commercial development since it is designated in the RSS as the major employment opportunity for the County. We would oppose designating alternative employment sites which will only lead to planning uncertainty. We would also oppose major new housing or employment in North Poole which would threaten the Green Belt.

**699/4 Poole & East Dorset Art Society
Mr Tofield**

Support: **No** Object: **Yes**

That Poole is a divided town plan to bring it together and avoid the relentless travel needed to use the towns facilities.

**782/1 Broadstone Chamber of Trade
Mr Williams**

Support: **No** Object: **Yes**

1. The draft vision appears very strong on the hard infrastructure (roads rail etc) but the infrastructure of high speed IT links is not mentioned. It appears that more and more businesses will only grow or re locate to areas that have access to these high speed networks. With the conurbations strength in financial services and a university and Arts college majoring in computer graphics I believe it is an issue that at least should be debated.

2. No 'areas of excellence' are mentioned. With major regeneration taking place in Poole there is an opportunity to identify a site that will bring together skills that are being generated locally by the private sector and higher education. Poole needs a key skills centre to attracting conurbation start up businesses.

1012/3 Mr Wareham Support: **No** Object: **Yes**
 Environment - since Poole lost out on control of its own workforce the open spaces have gone down hill. The contractors may keep Poole Park tidy, but the rest is pathetic. We certainly do not need so called palm trees along the Quay. You'll be trying to put them along Sandbanks next.

1039/4 Mr Galpin Support: **No** Object: **Yes**
 The newest is not necessarily the best. History and historical connections should have learnt upon developing the water highway and not reducing historical slipways used by inhabitants not by visitors. Ignore the reasons which made Poole unique and you throw away an asset not found anywhere else. The council of Poole needs enlargement of special precinct to control over development of catering facilities and attendant dangers.

1045/4 Mr Cockbaine Support: **No** Object: **Yes**
 Is fishing part of the character of Poole or is it a local industry that requires support/ Are large supermarkets to be encouraged at the expense of local enterprise?

1049/2 Mr Broadley Support: **No** Object: **Yes**
 Parking for private cars you want people to come into town centre to shop but not stop.

1056/4 Mr Clapp MIFE Support: **No** Object: **Yes**
 With continuing growth how we can:
 - Prevent loss of the town's identity by the increased pressure of unscrupulous developers.
 - Prevent over population of the area.
 - Prevent the area from becoming a Borough totally consisting of domestic flat and apartment buildings.
 - Maintain the existing road layout.
 - Protect and preserve the history and traditions of the town and the Borough, especially in the old town and the conservation areas.

1058/4 Mr Ballard Support: **No** Object: **Yes**
 Address the issue of avoiding congestion on through routes at school-run times? E.g. currently Dunyeats Road from Gravel Hill to Broadstone Way (2 schools) and Learoyd Road (2 schools in a cul-de-sac) etc. But, covered in Options section already?

1064/4 Mr Brown Support: **No** Object: **Yes**
 See Q1 above. [\(please see page 19 ref. 1064/3\)](#)

1121/1 Bourne Steel Ltd Support: **No** Object: **Yes**
Mr Beck
 In respect of Chalwyn Industrial Estate, there are a number of different issues and challenges to be faced. The buildings located on the estate vary in age, size, configuration and whilst they provide a variety of business premises, inevitably the demand for different kinds of units will result in modifications to existing buildings or even the development of brand new buildings.

The attraction of Bourne Steel and Chalwyn Industrial Estate acting together could potentially offer greater flexibility in terms of the future management and possible redevelopment of the land and buildings for the future. A key local consideration for the present and future is the ongoing relationship with the different adjoining land uses where general and light industrial coexist with housing. Some of the current lawful uses could be described as non-conforming but, depending

upon the future business requirements and opportunities, it may be possible to improve those relationships whilst maximising employment.

The vision for the town suggests strengthening and developing its role as a major centre for housing, employment, leisure and retail and a transport hub for road, rail and sea which is to be applauded but it must be recognised that other south coast settlements such as Weymouth, Bournemouth, Christchurch, Southampton, Portsmouth, Chichester and Brighton are likely to aspire to similar visions. The success of achieving such a vision will depend ultimately on the competitive nature of business and the economy with the support of the community and local authority. The vision, as set out by the Borough Council, includes the development of a robust, strong competitive economy that will create wealth and prosperity which is also welcome but the reality means supporting the business community to optimise market opportunities however they might arise.

The Council recognises there will be competing demands for different land uses simply to accommodate an increasing housing stock to meet different demands as well as optimising land for employment. 'Better housing for all' implies greater choice, higher standards of design, use of materials and improvements / enhancements to the general environment surrounding new or refurbished housing. Brownfield development opportunities are limited by virtue of availability and economic viability; consideration needs to be given to various planning obligations, including affordable housing because the costs of redevelopment can be prohibitive as existing land values are not accounted for. With the growing expectations from the community and the need for affordable housing it is agreed that alternative vehicles, other than the planning system, need to be explored to achieve the objective of greater provision of housing.

On page 8 of the Core Strategy it recognises,

"Overall Poole has a diverse and responsive local economy and it is important to assess whether established employment land and premises are still 'fit for purpose'. The identification of new employment sites is particularly challenging given the constraints on the expansion of the urban area. The supply of employment land should be considered in the context of a broad strategy for sustainable development, which includes the provision of affordable housing, reducing the need to travel and maintaining the quality of the natural environment."

On the basis of the above, we would support an integrated approach but recognising the difficulties of achieving an appropriate balance when considering individual planning applications.

A clear understanding of the relationship between land availability and employment needs to be addressed as some businesses will evolve through the use of new technology, therefore possibly requiring less space whilst other businesses may require more space to support, for example, storage and distribution. Transportation is also a key issue as public transport struggles to provide a suitable alternative to using the private motor car. Policies must reflect the needs of business to operate efficiently otherwise investment will take place outside the town where conditions are more competitive.

Various options have been proffered by the Council but in the light of the above the key ingredient to business success is optimising flexibility. For these reasons we would support Option 3 because inevitably between now and 2026, it is highly likely that the Chalwyn Industrial Estate will need to be refurbished, regenerated or completely redeveloped in whole or in part. It is possible that Bourne Steel and Chalwyn could be developed comprehensively. There are a number of strategic and localised objectives that could be achieved within this option. Option 4 is also quite reasonable as it provides a measure of flexibility whilst Options 5 and 6 could be too restrictive and for that reason we suggest these options be abandoned. We would also reject Option 1 as it would probably prove to be too restrictive.

Whilst central and local government rely upon a market based economy with limited intervention, it is certain that up to 2026, the normal economic forces will prevail. To recognise and accept the main driving force of change should enable the Borough Council to develop a vision to support and promote a number of initiatives working alongside the business community. If an appropriate balance between employment, housing and transport for example is not achieved across the spectrum, in land use terms, the success of achieving the vision will be extremely limited.

1127/4	Woodpark Properties Limited	Support: No	Object: Yes
	Mr Ely		

I think you should demolish the town centre if you are looking long term. I cannot see how you can strengthen the role. This must reflect the transport system which is hopeless now.

1136/4	St Michaels Church Hamworthy	Support: No	Object: Yes
	Mr Thompson		

Education, including pre-school, child care etc alongside new housing developments.

1387/4	Dorset Lake Residents Association	Support: No	Object: Yes
	Mr Bowman		

1. No reference to public transport or the urgent need to improve bus services - across town as well as into the centre.
2. Keeping skilled workers depends on inward investment and having policies which will keep companies here.

1421/1	Woodland Trust	Support: No	Object: Yes
	Mr Milward		

1. Pressures for Development – Issue: (a) How to reconcile the pressures for new development in Poole with the need to conserve and enhance Poole’s internationally and nationally recognised environment (p.5)

Comment on Options

(a) We would like to see the Core Strategy pursue a sustainable development approach to its spatial planning. We believe that this means promoting the protection, conservation and enhancement of irreplaceable biodiversity assets such as ancient woodland which may not benefit from statutory protection. Ancient woodland (land that has been continually wooded since at least AD1600) is our richest habitat for wildlife being home to more species of conservation concern than any other habitat (supporting some 232 species as outlined in the UK Biodiversity Action Plan, 1994). Ancient woods form a unique link to the primeval wildwood habitat that covered most of lowland Britain following the last Ice Age. Ancient woodland sites are irreplaceable - the interactions between plants, animals, soils, climate and people are unique and have developed over hundreds of years. These eco-systems cannot be re-created and with only just over 2% of the land area in Great Britain, and 0.24% in Poole, covered by ancient woodland we cannot afford any more of this finite resource to be lost forever. It is therefore essential that this habitat be protected from development.

Central Government has made several commitments to better protection of ancient woodland:

- Woodland has the ability to contribute to 10 of the 20 of the new UK Framework Indicators of sustainable development launched in March 2005 (HM Government, 2005, One future - different paths. The UK’s shared framework for sustainable development, p12). Including contributing to biodiversity, reducing air pollution, improving health, education, employment, environmental equality, wellbeing and helping the economy grow.
- The ‘UK Forestry Standard’ sets out the UK Government’s approach to sustainable forestry. It

states: "ancient semi-natural woods...are of special value." The Standard has a series of UK-wide aims for semi-natural woodland and clearly states: "the area occupied by semi-natural woodland should not be reduced. " (Forestry Authority, 1998, UK Forestry Standard: Standard Note 5, pp.41-43)

- DEFRA, Forestry Commission, Scottish Executive, National Assembly for Wales, Forest Service Northern Ireland and several other partners, including the Woodland Trust, launched the 'UK Forest Partnership for Action' at the World Summit on Sustainable Development. This states that joined-up approaches should be developed "to ensure that all ancient woodland is adequately protected." (UK Forest Partnership for Action, 2002, UK Forest Partnership for Action, p.6)

- The biodiversity strategy for England clearly states that the Government will "take measures to prevent loss or damage to ancient woodland and trees, and their uniquely rich biodiversity, from development." (DEFRA, 2002, Working with the grain of nature. A biodiversity strategy for England, para 6.9).

- The Government's recently published policy on ancient and native woodland states that "The existing area of ancient woodland should be maintained and there should be a net increase in the area of native woodland." It also states that "The cultural heritage associated with ancient woodland and veteran trees should be protected and conserved." (Keepers of time - A statement of policy for England's ancient and native woodland, 2005 , p10).

- Planning Policy Statement 9 on Biodiversity and Geological Conservation clearly states: "Ancient woodland is a valuable biodiversity resource both for the diversity of species and for its longevity as woodland. Once lost it cannot be recreated. Local planning authorities should identify any areas of ancient woodland in their areas that do not have statutory protection (e.g. as an SSSI). They should not grant planning permission for any developments that would result in its loss or deterioration...Aged or 'veteran' trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Planning authorities should encourage the conservation of such trees as part of development proposals." (ODPM, PPS9, 2005, paragraph 10).

The SW Woodland & Forestry Framework 2005 (Forestry Commission) sets out in Objective N1, A in Section 5 – 'Natural Resources and the Environment' an action to 'Ensure ancient woodland is protected against development through the planning system'. Ancient woods less than 2 hectares in area do not generally appear on the ancient woodland inventory yet could be very important in a local context. The draft PPS9 states "Local planning authorities should identify any areas of ancient woodland in their areas that do not have statutory protection (e.g. as an SSSI)." In our view this means that local authorities should record sites that are less than 2 hectares and should notify English Nature so that these sites can be added to their inventory.

Old and significant individual trees are also an important part of our cultural and landscape heritage. They resonate with the history of the landscape and form markers in the lives of individual people and communities. Trees also make a significant contribution to the urban environment both in visual terms and in helping to abate air pollution and create oxygen. There is a need in Poole to ensure that any ancient tree heritage continues in a sustainable way so that future generations will be able to enjoy the benefits of ancient trees after the current specimens are gone. It has been estimated that Britain may be home to a significant proportion of northern Europe's ancient trees and therefore we have a great responsibility in looking after them. There are pockets of surviving ancient woodland in Poole (eg Rose Lawn Coppice in the north of the Borough) and listed parks (eg Poole Park) and this suggests that there could be ancient trees that we may not yet know about.

Ancient trees have a special conservation value. As they age and become hollow, they provide particular niche habitats including decaying wood, loose bark, sap runs, rot holes and tree humus. Typically ancient trees support many species of epiphytes and an important range of invertebrates and fungi. They also provide a habitat for other animals including owls, woodpeckers, other hole

nesting birds and bats. Many specialist woodland species are almost wholly confined to old growth stands including more than 70 species of lichen. Ancient trees may be present in a range of locations, often as a surviving component in hedgerows of a previous land use, as boundary markers on ancient wood banks, marking parish boundaries or in open fields. The isolation of these trees makes them, and the species they support, especially vulnerable to development and agriculture, and to reduced opportunities for species to colonise similar trees close by. Ancient trees are often important cultural features with strong historical links.

It is important that there is no further avoidable loss of ancient trees through development pressure, mismanagement or poor practice. The ATF would like to see all such trees recognised as historical, cultural and wildlife monuments scheduled under TPOs and highlighted in plans so they are properly valued in planning decision-making. There is also a need for policies ensuring good management of ancient trees, the development of a succession of future ancient trees through new street tree planting and new wood pasture creation, and to raise awareness and understanding of the value and importance of ancient trees.

1530/4	Hawkins Marine Ltd Ms Norman	Support: No	Object: Yes
Lack of thought & provision given to the leisure providers who maintain essential basic services for the community. Improve the quality & range of retail outlets to attract visitors/local people to Poole. (too many charity shops)			
1563/4	Harris	Support: No	Object: Yes
1. Increase employment land 2. Integration of transport modes, particularly rail/bus/coach (the central bus station is unsightly and its location inhibits quality development of central area. It causes pollution, massively.)			
1567/3	Mr Oakton	Support: No	Object: Yes
Easy travel access to the port. When planning for the new bridge over the harbour, which indecently I think is the wrong bridge in the wrong place. Has any thought been given to planning for a dual carriage road system direct to the port, such as both Southampton and Portsmouth have.			
1733/3	Mr Webster	Support: No	Object: Yes
Car parking - PPG3 does not work with very cheap public transport. We do not have this therefore we need a better parking ratio. Min 2 spaces per unit. A dated town centre. The Dolphin Centre has no architectural merit and it needs to be modernised.			
1739/3	Mr & Mrs Nisbet	Support: No	Object: Yes
The need for park & ride - especially in summer.			
1742/4	Mr Dore	Support: No	Object: Yes
How can we retain self-determination to co-operate legally and fairly with government, regional government and neighbouring authorities?			
1776/4	Dorset Wessex Link Association Mrs Powell	Support: No	Object: Yes
Ensuring a proper road infrastructure is in place before building more houses.			

1787/4 Mr & Mrs Harris Support: **No** Object: **Yes**
Listen to people's views not just consult and ignore.

Ensure that community shopping areas such as Broadstone, Ashley Road, Lower Parkstone, Canford Cliffs etc are encouraged and enhanced.

1897/3 The Arts Institute at Bournemouth Support: **No** Object: **Yes**
Ms Dixon

I would liked to see more of a commitment to collaboration with other key stakeholders. Institutions such as A.B have an upstairs part to play in realising Poole's vision. The synergy of a partnership approach ensures achievement greater than the some of its parts. Perhaps this approach could appropriately be articulated at Q2 of 'vision' and 'options' as well.

1898/1 Friends of Poole Park Support: **No** Object: **Yes**
Mr Chick

Creating new and improving open space.
Providing small pockets of space within the new housing developments will not be enough to satisfy the recreational needs of the residents of Poole by 2026.

1909/4 Brookfield Trust Support: **No** Object: **Yes**
Mr Snow

A) See answer VQ2.
B) Road links with Bournemouth MUST be improved: people will always want to move between the towns and will not give up the freedom of their own vehicles.

1995/1 Colehill Parish Council Support: **No** Object: **Yes**
Cllr Gooch

Known sources of oil are foremost to be used up by 2020. What alternative energy sources are proposed - wind turbines? How do you anticipate energy needs will be met and urban changes in lifestyle. How do you prevent for increase in mean tide levels as a result of global warming?

2002/4 Ms Weightman Support: **No** Object: **Yes**

Find a way of encouraging people to buy from local resources for whatever need, be it food or any other community whenever possible. This may be included in the details of some of the issues listed by you.

Environmental issues in respect of refuse - encourage large families to re-cycle paper etc. By allowing 2 blue bins as well as large black bin - I understand one has to have a small black bin in place of 2 blue bins which is pointless and impossible.

2016/4 Canford Estates c/o Savills Support: **No** Object: **Yes**
Mr Lofthouse

As above. ([please see page 28 ref. 2016/3](#))

2018/4 Lytchett Minister and Upton Town Council Support: **No** Object: **Yes**
Cllr Moore

Endorse protection of Green Belt.

2021/4 Waitrose Ltd Support: **No** Object: **Yes**
Mr Harrison

With increased populations and changing retail provision, proper allocation of opportunities and flexibility should be incorporated to allow for need to be satisfied with suitable modern facilities.

2378/3 Reid And Seal Architects Support: **No** Object: **Yes**
Mr Honor

Transport Corridors (i.e. Airport etc) Probably covered elsewhere..

2417/4 Sainsburys (C/O White Young Green Planning) Support: **No** Object: **Yes**
Mr Lowin

- the role of tourism
- the issue requirements, protect and provide new employment land needs to be broken down into options for designation of new land and measure to return existing land.

2455/4 Strategic Land Partnerships Support: **No** Object: **Yes**
Mr Stevens

But also the idea of keeping young graduates / professionals as well as skilled workers is a important one. As opposed to new learning for longer conurbation and the capital.

2456/4 Mr Brown Support: **No** Object: **Yes**

Poole's strategic location on the South coast to provide a trading and tourist link directly with mainland Europe and the British Isles our new bridge and roads out of Poole to the North are needed now.

2458/4 Wessex Water Support: **Yes** Object: **Yes**
Mr Purvey

Please note that Wessex Water are currently investigating the impact of a number of our abstractions on river flows and wetlands in the region. These investigations will contribute to the Environment Agency's review of abstraction consents and may require a change in our water resources plan if it is shown that the abstractions are environmentally damaging. However, in conjunction with this exercise we are also investigating alternative sources of supply and enhanced demand management.

Without more detailed knowledge of the location and extent of new development it is not possible to state the works that would be most affected. However, it is possible to confirm that any increase in existing capacity will result in the tightening of our final effluent discharge consents and necessitate the expansion of existing sludge treatment facilities. Again, this will have an impact on the environment within and surrounding Poole.

2473/4 Highways Agency Support: **No** Object: **Yes**
Mr Davies

We note that this issue and option refers to ensuring that the location of land for new developments minimises the need to travel and accessible to the main transport corridors.

In this case we support option 2, which promotes the designation of high density development sites around the town centre and local centres on prime transport corridors, without having a detrimental effect on existing residents. We consider that locating development on such sites would reduce the need to travel and so reducing the effect on the Trunk Road Network.

2485/4 Mr Maltman Support: **No** Object: **Yes**

This questionnaire is too broad already. Something like it was put together with good intentions but really has got lost along the way.

2493/4 Ms Hudson Support: **No** Object: **Yes**

See Vision - protection and security against terrorism and future flooding. And what of bird flu? Wild birds in parks, lakes - what measures are in place for the protection of birds and people?

2495/4 Mr Best Support: **No** Object: **Yes**
No mention of improved services and facilities for pensioners. No mention of importance of schools & education.

2496/4 Mr Parry-Davies Support: **No** Object: **Yes**
1. Avoid the temptation to put the whole range of housing on the same plot ie R. Separate the expensive from the affordable.
2. Preserve the harbour environs as a major recreational/holiday base by refusing to lose boatyards, hotels, etc to anaricious developers.

2498/3 Mr Walton Support: **No** Object: **Yes**
Education, law and order, anti-social behaviour, road traffic problems, everywhere is congested, it takes far too long to get from A to B now in the Borough.

2499/2 Mrs Walton Support: **No** Object: **Yes**
The road/traffic congestion in and around Poole is a major problem. What is the point of building more houses/flats etc, and encouraging more business into the area if everywhere is grid locked?

2500/4 Mr Mutlow Support: **No** Object: **Yes**
Ensure the highest quality of building projects, civic and residential and the areas/environments in which the residents of Poole conduct their daily lives. Need a lot more 'joined up thinking' and not wait until the stable door is wide open and the horse long gone!

2501/3 Mr Reed Support: **No** Object: **Yes**
Control of speculative infill development.

2505/4 Mr Stephens Support: **No** Object: **Yes**
Yes, we do need affordable housing, but is it a good idea to concentrate so much in the Poole Hamworthy area? How about building more in Canford Cliffs and Sandbanks? Poole has so much potential. Lets get a better mix of housing before we end up with bland, featureless buildings such as those on the Pilkington Site!

2509/4 Mr Contance Support: **No** Object: **Yes**
This is going to lead to social problems in the future. Houses/dwellings must be made for people/families to live a full life. Open spaces written the developments must be provided/ Not enough that we are surrounded by natural beauty.

2517/1 Bournemouth University C/O Terence O'Rourke Support: **No** Object: **Yes**
Ltd
Mr French

Core Strategy – Issues and Options consultation Terence O'Rourke acts on behalf of Bournemouth University and would like to take this opportunity to comment on their behalf on the Poole Borough Council Core Strategy – Issues and Options document. There are a number of sections in the Core Strategy, which identify important issues and options for the future development and growth of Bournemouth University. At this stage of the consultation process our comments will focus specifically on the role of the higher education sector in the development of Poole over the next 20 years. The current Poole Local Plan (adopted March 2004) contains a policy which is specifically directed at Bournemouth University and the Arts Institute (policy CF2). It reads as follows: 'Proposals to extend either Bournemouth University or the Arts Institute at Bournemouth will be permitted providing that applications are accompanied by measures to limit private vehicle trips, including public transport access, cycle and pedestrian facilities and other innovative schemes'.

This policy is clearly favourable to Bournemouth University and ensures that there is the opportunity to expand the educational facilities on the campus if necessary. The Local Plan has only recently

been adopted and will be saved for a period of at least three years. However, with the introduction of the new LDF system and the production of a number of new Development Plan Documents, our client is keen to ensure that a similar policy appears in the new local plan. While it may be too early in the LDF process to include any detailed policies, there are certain sections within the Core Strategy that could do more to ensure consistency in the transition between the old and new policy documents and therefore provide ongoing support for the University. In particular, the future of the Talbot campus is fundamental in the growth of the higher education sector in Poole, which in turn will play a significant role in strengthening the wider economic profile. The University considers that this relationship should be confirmed/highlighted in the Core Strategy.

Growth of the education sector and links with knowledge based industries. The document establishes the need for skilled people to enhance the knowledge economy to prevent the loss of young skilled people from the Borough. The DPD proposes to support this need by focusing on educational and training establishments and we welcome this approach. The University's campuses provide a range of educational courses across a number of disciplines. As identified in the current Local Plan, there is considerable potential for future growth and reorganisation at Talbot campus. This growth will enable the University to provide better facilities for its existing disciplines and facilitate growth in new sectors, to expand its service. Through graduate links, this would support the knowledge economy in Poole. To help foster this relationship and support the long-term growth of knowledge industries we would welcome the approach defined by option 2. It is important that the Core Strategy acknowledges the potential for further expansion and reorganisation at the Talbot campus for educational purposes and establishes the necessary strategy to achieve this.

Transport

Future growth at Talbot campus will also be finely interlinked with other areas of the Core Strategy. Transport is an issue that will need to be considered if the University is to continue to develop at this location. The road system around Talbot campus experiences high volumes of traffic, particularly at peak times, The Core Strategy indicates that traffic congestion has an economic impact on quality of life and modes of travel, which do not depend on the private car, such as walking, cycling and bus use, will be supported. Option 5 of Issue G (Transport Choice) encourages the use of transport modes other than the private car and the University supports this objective. The use of public transport, particularly travel by bus, is encouraged by the University and the existing University travel plan restricts parking for all users across the campus. This approach encourages more sustainable modes of transport and reduces the pressure on the local road network. The goal of decreasing travel by private transport and encouraging public transport and pedestrian/cycle access is a key element of policy CF2 and will be essential to the future sustainable growth of the campus. The University acknowledges the impact that student and staff trips have on the local road network and recognises the importance of encouraging sustainable transport options wherever possible. In addition to the specific issues identified above, the University also recommends that the Core Strategy acknowledge the capacity for future residential student housing growth on Talbot campus and in other areas around Poole. Future expansion at the University's campuses may increase demand for student accommodation and the University is keen to work with Poole Borough Council to provide accommodation, which meets the needs of University and the future growth aspirations of Poole. In summary, Bournemouth University wishes to protect the capacity for further growth at the Talbot campus as a means of strengthening the higher education sector in Poole over the next twenty years. This should be achieved by the inclusion of similarly worded policy to CF2 in either the Core Strategy or Development Control Policies DPD relating specifically to Bournemouth University. Our comments have been necessarily broad at this stage, however, further representations will be made at the preferred options consultation stage when the Council has had the opportunity to consider all the comments and identify their approach for Poole over the next 20 years.

2519/4 M. Batts

Support: **No** Object: **Yes**

Redesigning neighbourhoods like Canford Heath to be less of a haven for criminals and vandals by closing off some of the paths between houses but retaining cycleways and strategic footpaths across roads. Also cut the speed limit on Dorset Way to 50 mph.

**2520/4 Chase Lodge
Ms Baxter**

Support: **No** Object: **Yes**

To take into account land adjoining Magna Road which could possibly be sympathetically developed, without affecting the overall beauty of the village.

2521/1 Mr Draf

Support: **No** Object: **Yes**

The transport strategy was ruined by Poole Council deciding (under pressure) not to proceed with the Princess Road development to relieve the pressure on Poole Road and Lindsay Road. Perhaps could build a new east / west road parallel to, or above, the exiting railway line. If nothing is done Poole will have an east / west gridlock, fiddling with road signs and mini roundabouts will not do it.

Options Question 1 (OQ1)

Are the options realistic?

2/4	Sign It! Ms Charlton	Support: Yes Object: Yes
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Yes, but perhaps could better reflect that diversity is considered and valued in the customer satisfaction aim.

25/5	Hamside Residents Association Mrs Smeaton	Support: Yes Object: Yes
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Are these Options realistic? It is assumed that you would not have suggested these options had you not deemed them to be achievable! Every endeavour must be taken to ensure implementation of the following within the Regeneration Area.

- Insist on highest quality design of buildings and public spaces.

Make sure community facilities, cultural provision and green space keep pace of new housing.

218/5	East Alderney & Rossmore Residents Association Mrs Moore	Support: Yes Object: No
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Yes

226/5	Poole Agenda 21 Community Forum Mrs Tibbles	Support: Yes Object: Yes
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Yes, they are realistic - but they are not 'Options' - which suggests a choice between various possibilities. They are, all of them, the essential solutions, and none of them can be excluded.

Happily all these Options/Solutions can be achieved with no cost to the Borough - all that is required are the strong planning policies advocated above.

What are we waiting for?

470/5	Poole & Swanage Methodist Circuit Rev'd McBain	Support: No Object: Yes
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Not enough stress on tougher policy re-planning - few houses pulled down to build flats. Destroying character of some suburbs, e.g. Broadstone.

533/5	Healthpoint Ms Grier	Support: No Object: Yes
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Need prioritising, defining to realistically be achieved: Affordable housing, careful planning of buildings, husbanding of natural resources/areas of beauty, economic soundness of policy.

626/5	DEED - Development Education in Dorset Ms Boston-Mammah	Support: No Object: Yes
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Difficult to answer without knowing what the decision making process is with all these options

633/4	Broadstone Residents' Association Mr Hull	Support: No Object: Yes
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Cannot see Poole generating renewable energy - unless we build a huge treadmill. 'Quality' of buildings must be eco-friendly and sustainable.

637/4	Bearwood Community in Action Mrs Taylor	Support: Yes	Object: No
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Yes

641/4	Poole Old Town Conservation Group Mrs Evans	Support: Yes	Object: No
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Yes

699/5	Poole & East Dorset Art Society Mr Tofield	Support: No	Object: Yes
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Item 1 to 9. All have a vital importance to Poole which given the timescale must be achieved. But Poole is a divided town, 4 cinemas at tower park, 1 in Poole town, the dolphin citidal blocks the run of the high street and beyond are the barren lands of a bus park and a 2 lane dual carriageway! With the Lighthouse staring blindly at this.

Plan the town as suggested and bring together the retail, leisure, entertainment in a linking design which could reduce the need to drive across town for these facilities, and forget vision 2 of making Poole another compete Southampton - Plymouth. Why compete here, increase traffic numbers and give valuable facilities to travellers passing through.

Think Poole.

719/4	Sport England - South West Region Drennan	Support: Yes	Object: No
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Similar comment to Vision Q1. [\(please see page 2 ref. 719/1\)](#)

876/3	Higher Merley Farm Ltd Morison	Support: Yes	Object: No
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Yes

920/2	Talbot Village Trust c/o Ms F Young, Nathaniel Lichfield & Partners	Support: Yes	Object: Yes
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TVT's choice of options are:

ISSUE A: The Talbot Village Trust accept that there is a need to balance pressure for development with the need to conserve and enhance the borough's internationally and nationally recognised environment. Clearly, the area's environment is a key feature which attracts tourist and visitors to the Poole area and also provides valuable leisure and open space facilities for residents. However, it is also acknowledged that the area must accommodate a substantial number of new housing units (11,000 by 2026). The Talbot Village Trust considers, however, that the active management of protected land (such as heathland) and the introduction of a buffer zone between the protected land and the proposed new development would help to minimise both direct and indirect impacts and mean that there is scope to develop new housing in proximity to internationally and nationally protected areas. The creation of a buffer zone will not only ensure development does not adversely affect the integrity of the protected areas for example, by habitat loss, impact on the water table or disturbance to wildlife as a result of increased residential population, but will provide much needed open space. However, where a buffer zone is created, careful consideration will need to be given to the design and layout of the proposed zone and buildings in relation to the open space to limit access onto the protected area, ensure natural surveillance and ensure a satisfactory interface – in visual terms – between the urban area and the open space. Improved management of the protected environment (potentially funded by the proposed development) could also result in habitat restoration/ creation and improved public access without detriment to the ecology or aesthetic value of the area.

Option 2 is supported: mitigate potential indirect impacts through the incorporation of buffer zones and/ or contributions towards habitat restoration or creation to enable development to take place.

ISSUE B: It is inevitable that the introduction of significant amounts of new development will cause a change to the environment, especially if the development is primarily concentrated within the urban area. It is therefore essential that all new development is of high quality design and responds to the natural and built environment.

To make best use of urban land development, densities will need to be higher than those achieved in the past and, certainly, cannot normally be expected to reflect the low density “suburban” layouts found in Poole. In keeping with the comments set out above, there may be situations where the interface between a development site and a sensitive natural environment may need to be designed at a lower density but on more extensive development sites the density elsewhere can be much higher.

Where new development is to be provided, opportunities should be sought to improve the use of public transport and good cycle / footpath links created.

We can see merit in both Options 1 and 3, but would underline that in Option 3 the character of an area should be protected only where warranted and this should not be taken as a justification to match low densities across the borough. For reasons set out below, we consider some greenfield development will be required but greenfield areas may be within the urban area, not just beyond the urban area as suggested by Option 5.

The Talbot Village Trust support the following options: Option 1: Ensure the highest quality of design to help public acceptance of higher densities; and Option 3: Protect the character in defined areas as warranted.

ISSUE C: TVT appreciate that this can be a difficult issue, especially in terms of providing larger family units for those in need of affordable accommodation. Such units are unlikely to be forthcoming from development of urban / brownfield sites where units are often high density flats. Accordingly, it will be necessary to allow some development of larger sites (either greenfield or brownfield) in areas where the development can incorporate larger units. Whilst the main focus should remain on those sites within the urban area where higher density development, predominantly for smaller units, can be achieved, this should not be the exclusive focus of the Poole LDF.

Although the Council’s current policy is to seek up to 40% of new units to be provided as affordable housing, account should be taken of other necessary site expenditure, particularly on sites which might not otherwise be developed due to site constraints.

Whilst the provision of affordable housing is supported in order to achieve a range of housing types and tenures, there is clearly a need for flexibility in regard to the percentage sought, taking account of both the physical condition of a particular site and the economics of provision.

The Talbot Village Trust supports the general objective of negotiating for affordable housing provision but there should be flexibility in the percentage of affordable housing provision sought, depending on site characteristics and the economics of provision. Talbot Village Trust considers that Option 2 is appropriate but for the reasons set out above, some greenfield sites will be required.

ISSUE D: The Talbot Village Trust acknowledges the importance of maintaining an adequate supply of employment land and promoting new employment initiatives to support Poole’s economy. In addition to providing new employment space through the Poole Bridge regeneration initiative, it will be important to ensure efficient use of land, through redevelopment/ refurbishment. It is

suggested that the development documents should identify core / main employment locations where redevelopment / regeneration will be supported whereas some smaller more isolated sites could be redeveloped for other pressing uses. Where possible, mixed use development should be promoted.

The Talbot Village Trust supports the following options: Option 3 - Rejuvenate employment sites through mixed use development; Option 5 - Restrict allocation of additional employment land in order to encourage efficient use of established sites and redevelopment at higher densities; Option 6: Pursue mechanisms to deliver the more efficient use of employment land (e.g. land assembly, redevelop sites to higher density formats of development).

ISSUE E: The Talbot Village Trust supports the Council's objective to improve the knowledge based economy. To support this, TVT is proposing to make land available at its application site (south of Wallisdown Road) for student residential accommodation and academic floor space.

The Talbot Village Trust supports Option 1.

ISSUE F: For development sites where there is good access (or where good access can be provided) by various modes of transport, the Council should encourage high density development, especially on sites that are of sufficient scale to enable a distinct environment to be created without compromising the reasonable amenity of residents in the surrounding areas.

Talbot Village Trust supports Option 1: focus shopping facilities, community facilities and major office accommodation (uses generating a high number of trips or commuter journeys) in the town centre which is accessible by a range of transport modes and can facilitate linked trips provided that the specific local needs of various sections of the community can also be met.

Talbot Village Trust also supports Option 2: promote higher density housing development in and around the Town Centre and Local Centres on Prime Corridors to minimise the need to travel and optimise opportunity for modal split provided other planning objectives are met, in terms of high quality design and layout.

ISSUE G: The Talbot Village Trust supports the Council's objective for more sustainable transport choices, improving accessibility to services and reducing the need to travel, particularly by car. For development sites (for any use) of sufficient scale, there should be expectations that links are provided where feasible for cyclists / pedestrians in local facilities and that bus access should be facilitated. The extent of provision that can be reasonably sought should be judged on a case by case basis.

The Talbot Village Trust considers that many of the options are appropriate (with the noted concerns):-

Option 1: Ensure that local community facilities are protected and that new shops and services are brought forward through mixed use development, where appropriate.

Option 2: Continue to require travel plans for employment developments and extend the use of travel plans to other forms of development, promoting concepts such as car pool, car share schemes etc (although it is difficult to see to which other forms of development this could widely apply).

Option 3: Encourage higher density development in locations served by a variety of alternative transport choices or in close proximity to concentrations of jobs, shops and services thereby minimising the need to travel.

Option 4: Apply varying car parking standards.

Option 5: Subject to the scale of development, require the integration of facilities supporting the use of transport modes other than the private car (e.g. park and ride, real time bus information, direct routes, secure cycle storage, changing facilities and showers).

Option 6: Propose an SPD on typical contributions.

ISSUE H: The Talbot Village Trust recognises that it is important to ensure that new housing development is balanced by the provision of appropriate community facilities to support it. In addition, it is important to ensure that new community facilities are located throughout the borough, and are not just concentrated in the town centre. It is also important to ensure that the type of community provision reflects (i) the population profile of the area, for example, the recognised need for more provision for the elderly and physically disabled and (ii) avoiding duplication of nearby facilities.

The Talbot Village Trust supports the following options;

Option 1: Continue to protect viable community facilities from redevelopment.

Option 2: Option 2 but also consider community needs outside the Central Area by safeguarding land and/or setting up funding mechanisms.

ISSUE J: The Talbot Village Trust consider that it is important that there is a variety of open space throughout Poole, which is publicly accessible. However, as part of any major development, the provision of open space should be addressed by an analysis of its purpose and function, rather than being judged on a simple basis of the total area of open space. In effect, a well designed, located and managed space can be of much greater value than several, scattered spaces that, in aggregate, may occupy a larger area.

Talbot Village Trust supports the following options:-

Option 4: Requirement that new development considers on-site measures to protect/enhance open spaces, green corridors or habitat buffers in appropriate locations, through open space provision, green links through the site, and/or suitable landscaping and boundary treatment.

Option 2: Seek contributions from development for open space provision and enhancement, where that open space cannot be created "on site".

Option 3: Expand remit of recreation contributions to include habitat/green corridor enhancements.

Option 6: Redevelop open spaces etc, is supported, (whilst this will undoubtedly be controversial with some, it is a programmatic approach and an result in better provision of open space).

ISSUE N: The Trust does not have specific views on this complex issue except to support the need for contingencies and that the Council needs to support development in a variety of locations.

ISSUE O: Given the significant investment required to secure all of the above, the Talbot Village Trust recognises that Option 3 is likely to be the only realistic way forward, ie. to "harness funding from all sources both public and private etc.

However, a balance must be achieved because development may be discouraged if the funding sought from private sources is perceived to be excessive. Clearly, this is difficult to judge, but the Council needs to maintain a flexible approach when seeking contributions.

1012/4	Mr Wareham	Support: Yes Object: Yes
Basically yes. I can only repeat my plea - improve the open spaces, sea view, especially the walks around the lower slopes. Improve Canford Chine. Its disgusting to tourists at present, as well as citizens. Also, Branksome Chine.		
1039/5	Mr Galpin	Support: No Object: Yes
The biggest single option was to choose to put the bridge (2nd) to connect inside the town and not onto original idea of Holes Bay. You now create your own problems of sucking into town unnecessary traffic. You do no favours to waterborne businesses nor to property or traffic movement. One more bomb alert and the old town comes to a stand still and you isolate options for movement. Learn before its too late.		
1045/5	Mr Cockbaine	Support: No Object: Yes
How will you insist on the highest quality design of buildings AND provide more affordable housing? Will the borough finance housing and share the ownership with tenants? This seems to be a step in the right direction with a clear right of tenants to purchase the whole of the property. BUT. There has to be clear and enforceable regulations on what and what cannot be done in and a round the houses.		
1049/3	Mr Broadley	Support: Yes Object: No
If they are all dealt with in a detailed way.		
1056/5	Mr Clapp MIFE	Support: Yes Object: No
Yes within reason.		
1058/5	Mr Ballard	Support: Yes Object: No
Yes.		
1064/5	Mr Brown	Support: No Object: Yes
See Q1 above. (please see page 19 ref. 1064/3)		
1127/5	Woodpark Properties Limited Mr Ely	Support: No Object: Yes
No. What areas of environmental importance do we have in Poole. How can you have more control over flat development, design of buildings, type of housing. 'Have you heard of market forces'.		
1136/5	St Michaels Church Hamworthy Mr Thompson	Support: Yes Object: No
Yes		
1387/5	Dorset Lake Residents Association Mr Bowman	Support: Yes Object: No
Yes.		
1530/5	Hawkins Marine Ltd Ms Norman	Support: No Object: Yes
Encourage & protect local business.		
1563/5	Harris	Support: Yes Object: No
Yes		
1567/4	Mr Oakton	Support: Yes Object: No
Yes		

1724/1 Mr Clayton

Support: **Yes** Object: **Yes**

Issue a: The most desirable outcome could perhaps emerge from a synthesis of the three options specified.

Issue b: A combination of Options 1 and 2 could possibly be the most realistic approach.

Issue c: Options 1, 4 and 5 together could be the basis of a sound policy. The notion of 'affordable' housing would probably repay sceptical scrutiny, as would that of requiring that such housing be included in developments of a certain size. Presumably, there's been sociological research to ascertain whether mixing 'affordable' housing with other housing has wholly desirable effects and whether it is unreservedly approved of by residents in developments including a proportion of affordable housing.

Issue d: Excluding Option 2, which, owing to the dynamics of industrial development, could be hazardous, a synthesis of the specified options would probably be most appropriate.

Issue e: The evidence suggests that input from the education and training establishments might be helpful in enlarging the proactive element of the options specified, all three of which are surely necessary.

Issue f: A combination of Options 1 and 2 seems likely to promote the aims desired.

Issue g: Options 3 and 5 could do much to facilitate transportation in an around the Borough.

Issue h: Options 1 and 3 should be preferred.

Issue i: Options 2, 4 and 5 should be preferred.

Issue j: Options 1-6 inclusive should be preferred.

Issue k: All three options should be adopted.

Issue l: Options 1 and 3 should be preferred.

Issue m: Options 2, 3 and 4 should be preferred.

Issue n: All the options specified should be adopted.

Issue o: Option 3 should be preferred.

1733/5 Mr Webster

Support: **No** Object: **Yes**

Locating away from environmental importance will not stop its use careful design to police the environment would. Encourage environmental ownership to all. Do not seek to influence mix. To encourage brownfield sales you need to encourage max land value so vendors will sell. A housing mix policy would not do this. PPS7 is already forcing housing mixed that are not popular ie 2 1/2 - 3 storey housing + fogs.

1738/3 Mr Martin

Support: Object: **Yes**

Options Statement clearly reflects the opportunities Poole may consider in moving forward. However.. Refer below.

1739/4 Mr & Mrs Nisbet

Support: **Yes** Object: **No**

Yes.

1742/5 Mr Dore Support: **No** Object: **Yes**

These are well described in the Core Strategy Doc. What is 'realistic' can only be determined through the test of time. This list is not dealing with planning for educational space sport and leisure and domestic safety.

1776/6 Dorset Wessex Link Association Support: **No** Object: **Yes**
Mrs Powell

More houses means more traffic chaos.

1787/5 Mr & Mrs Harris Support: **No** Object: **Yes**

If you can have more control over less of family homes then you can also resist other government policies. Cannot control affordability of new housing after first purchase!!

1813/3 Chalwyn Ltd Support: **Yes** Object: **No**
F W A

Yes

1885/3 South West RSL Planning Consortium Support: **Yes** Object: **Yes**
Mr Tetlow

We represent the South West RSL Planning Consortium, which is supported by the National Housing Federation, and which includes leading Registered Social Landlords (RSLs) active in Dorset. Our client's concern is that opportunities for the provision of social/affordable housing are optimised over the Plan period.

Tetlow King Planning has extensive experience of the interrelationship between social/affordable housing and the development plan system. We are retained by the National Housing Federation and the Housing Corporation, and have acted for over 250 RSLs and over 100 Local Authorities to advise on land, planning and housing issues. In particular, we have acted for the National Housing Federation and leading member RSLs in relation to more than 200 development plans, including the Dorset Structure Plan and local plans throughout Dorset, over the past twelve years. Government ministers have encouraged RSLs to become directly involved in the planning process, and see it as an important means of enabling social/affordable-housing provision.

Our representations are as follows:

VISION FOR POOLE

Supported

PRESSURES FOR DEVELOPMENT A & B

We support the provisions contained in Option 2. The delivery of 11,000 new dwellings in Poole during the plan period is a significant task. To achieve this, encroachment on surrounding areas will be unavoidable, as the delivery of affordable housing must take priority whenever and wherever possible. It is our view that through the use of suitable mitigation and compensation measures, damage to sensitive environments can be avoided.

With regard to Issue B, we believe that a combination of some of the Options provided offers the most appropriate model to follow. We believe that the highest quality urban design principles should always be utilised in new developments, this to ensure the maximisation of housing densities on appropriate sites and to ensure the highest quality of accommodation is provided. The provision of high-density housing offers a sustainable approach to development and it allows sites be used with maximum efficiency. We do not believe that the LPA should strictly limit the provision of any dwelling type. The type of dwelling provided on a site should be determined on a site by site basis, and should be influenced by local need which would be indicated an up to date Housing

Assessment and Housing Strategy.

HOUSING SUPPLY

We believe that the Council should continue to negotiate for 40% affordable housing provision on larger sites when appropriate. However, we believe that the type and size of a dwelling on a site should be determined by local need, as indicated by a regularly updated Housing Assessment. We support the use of both greenfield and Council sites to accommodate housing, with a special emphasis being placed to secure the delivery of exception sites for affordable housing.

Within the Core Strategy it is important that a clear framework is provided to demonstrate how affordable housing needs will be monitored inline with advice given in Paragraph 19 of PPG3. We would welcome use of the following 'key indicators' in the continuous assessment of affordable housing needs although this list is not exhaustive;

- § Average income levels and income distribution;
- § Waiting lists of social housing and registered homeless;
- § Progress in improving the quality of the housing stock e.g. unfitness, energy efficiency;
- § Progress in reducing those in temporary accommodation;
- § Net progress in reducing the number of vacant dwellings;
- § Net change in the number of social housing dwellings in the plan area.

EMPLOYMENT LAND

We believe that employment land should be taken forward through mixed-use redevelopment.

ACCESSIBILITY OF DEVELOPMENT

We believe that higher density developments should be provided in the Town Centre, this would assist in reducing reliance on private car usage. Circular 6/98 Paragraph 14 notes that car ownership is generally lower amongst affordable housing dwellers, therefore measures to improve public transport provision facilitates the establishment of more inclusive and sustainable communities, ensuring ease of access to opportunities for all.

TRANSPORT CHOICE

We believe that the Options presented by the Council here should be employed in unison and not as alternatives, as all these measures can be used together to assist the establishment of sustainable and socially inclusive communities. Therefore we believe that local community facilities ought to be protected where they exist and that new shops and developments be brought forward through mixed-use developments.

We believe that travel plans should accompany all major applications and that the Council should encourage sustainable transport practices. We support the positioning of high-density developments closer to jobs, employment sites and shops. We support the use of staggered or tidal parking measures and car free developments in sustainable locations. We support the integration of transport facilities and nodes. We support the drafting of an SPD on transport contributions. Therefore we support the use of all the options muted here, as they all accord with the provisions contained in PPG13.

Through the promotion of sustainable practices, these measures assist in the creation of sustainable communities. As already indicated, the degree of access to private cars varies with income, therefore we support any measures which would contribute to reduced car dependency, this beneficial to the delivery of balanced and sustainable communities.

COMMUNITY FACILITIES

Again we support all the options as it is our view that the utmost should be done to protect all community facilities when, where and however possible.

GREEN SPACE

We believe that the Council should redevelop existing open spaces which are either redundant or poorly located to provide better facilities on-site or to accommodate residential development with complimentary provision of new or improved facilities elsewhere. Redundant or under-utilised sites are often magnets for antisocial behaviour and we are of the view that every opportunity should be taken to deliver affordable housing to address the housing need of all within the Borough. Where such spaces are lost, developer contributions should be sought to provide suitable replacement spaces or facilities.

TOWN CENTRE

We support measures to restrict the levels of out of town retailing permitted. We believe that higher order retail services should occur in the town centre, where access can be achieved by a sustainable modes of transport. Concentrating growth in centres and away from retail parks would ensure access to employment opportunities and retailing for all by a choice mode of transport.

LOCAL CENTRES

We support efforts to control the uses permitted in local centres, this to ensure their continued vitality. The continued sustainability of such centres is vital in addressing the needs of the entire community, and strong local centres permit those without use of a private car, access to services.

TIMING OF DEVELOPMENT

We support Option 2. Considering the importance of delivering affordable housing, priority must be given to its delivery through the plan period. Therefore we believe that contingency mechanisms should be evoked should the Poole Bridge Regeneration Initiative be delayed. As noted previously, we believe that suitable affordable housing sites should be used to cater for any shortfalls in the level of affordable housing provision as they emerge.

CHECKLIST OF ISSUES

The checklist below indicates the full range of issues relating to affordable housing we wish to see addressed in the Core Strategy:

§ Ensuring that affordable housing is given sufficient weight and status within the LDF as a whole.

§ Ensuring proper linkages between the LDF and the housing strategy of the council.

§ Ensuring proper linkages between the LDF and other local authority strategies are forged, such as the community care plan, economic development strategies, transport plans et cetera and that affordable housing is given due prominence within a corporate approach.

§ Ensuring that there are credible estimates of affordable housing needs projected over the Plan period.

§ Ensuring that there are credible district-wide and sub-district affordable housing targets.

§ Ensuring that there is a proper local definition of affordable housing encompassing both rented and low cost market housing, and taking full account of local relationships between house prices and incomes.

§ Ensuring that the site size thresholds for negotiating affordable housing from private developers are properly derived in the light of the local housing and land markets. We would anticipate that the Council will consider and articulate the 'circumstances' across the Borough which justify the proposed site size thresholds as per Circular 6/98.

§ Ensuring that a realistic approach is taken towards the identification of brownfield sites in the light of local circumstances and affordable housing needs and that the sequential approach is not rigidly applied so as to impede the deliver of affordable housing.

§ Ensuring that there is proper targeting of individual sites for affordable housing, including identifying some sites for 100% affordable housing.

§ Ensuring that opportunities for affordable housing provision are maximised in the right locations.

§ Ensuring that there is a proper recognition of the full range of special housing needs, including for the provision of lifetime homes.

§ Ensuring that there is reasonable flexibility regarding design and development control standards, densities etc., to assist in achieving affordable housing.

§ Ensuring that car parking standards for affordable housing accord with PPG13, Circular 6/98 and PPG3.

§ Ensuring that the provision of affordable housing is recognised per se as both a positive material planning consideration and a planning benefit.

§ Ensuring that the provision of affordable housing is viewed within the context of achieving balanced and mixed communities; and the wider social exclusion and housing plus agendas.

§ Ensuring that there is a proper recognition of the advantages of working with RSLs and a suitably flexible approach to conditions/S106 Agreements.

§ Ensuring that there are policies to maximise the use of empty properties for affordable housing.

§ Ensuring that housing demand factors are fully considered. For a variety of reasons there is likely to be a continuing demand for family sized accommodation, especially in the affordable housing sector.

§ Ensuring that social progress in meeting affordable housing needs is regularly monitored. PPG3 and RPG9 place increasing emphasis on the need to monitor the performance of LDF affordable housing policies. By referring to such indicators, the success or otherwise of the policies can be measured and the approach can be amended accordingly as part of 'plan monitor and manage'. It is important that such indicators are measurable against clearly stated targets, allowing measurements to be taken on an annual basis.

1897/4	The Arts Institute at Bournemouth Ms Dixon	Support: Yes	Object: No
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Yes

1898/4	Friends of Poole Park Mr Chick	Support: No	Object: Yes
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They are realistic enough, but are they achievable bearing in mind the restrictions placed on local authorities by central government.

1909/5	Brookfield Trust Mr Snow	Support: No	Object: Yes
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a) Conflict of 'loss of family homes' with Government policy and 'type size and affordability of new housing'.

b) Community facilities and cultural provision would no doubt include places of worship and faith schools: it is not practical to provide these in town centre (parking, play space) or local centres (neighbouring homes): provision should be included in redevelopment schemes.

1952/3	Taylor Woodrow Developments Mr Elliott	Support: No	Object: Yes
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Issue a: Taylor Woodrow believes that elements of Options 1, 2 and 3 will be required in the Borough. The preferred Option should not restrict the development of sites that can provide mitigation/buffer zones in tandem with development. It is noted that strategic development can offer a package of mitigation measures and habitat restoration that small-scale/incremental developments may not be able to offer.

Issue b: A mix of approaches is required in accordance with national and regional policy, including design of the highest quality, provision and protection of good green space, higher intensity of development - particularly along good public transport corridors. Development of suitably located greenfield sites to meet growth needs should be allowed to avoid excessive pressure for development within the existing urban area.

Issue c: Taylor Woodrow proposes the following as a hybrid to some elements of the Options presented:

- Provide a range of mix, type and size of dwellings appropriate to site and context, taking account of housing market factors and an up to date survey of local needs;
- Balancing the development obligations/contributions that will be necessary with economic viability factors to ensure delivery;
- Promoting a portfolio of types of sites to meet needs, including greenfield sites to guarantee future supply.

Issue f: Taylor Woodrow disagrees with Option 3 - it is not appropriate to spread development around Poole evenly. Whilst the Town Centre should continue to be a main focal area for high-density development in Poole, opportunities for development should be explored along (and at the end of) the key transport corridors linking to the town centre and/or other key nodes. The role of local centres/other focal points of services and community infrastructure could be supported and enhanced through new housing development locally, to increase opportunities for existing and new residents to link trips and hence reduce the need to travel.

Issue g: Taylor Woodrow considers that all of the Options as set out are complementary elements of an overall approach to accessibility and sustainable transport choices.

Issue j: The future role of existing and new green spaces needs to be considered on a case by case

basis, informed by the views of all local stakeholders. No single Option is dominant or overriding.

Issue k: Taylor Woodrow is pro-active in a range of projects throughout the UK involving the introduction of new measures to increase energy efficiency in the built environment and support the production and use of renewable energy sources in tandem with residential development. Options 1 and 3 are supported in principle, subject to a demonstration of the viability/deliverability of each in the circumstances of a particular development scheme/development area.

Issue n: Until the scale of Poole's growth needs is confirmed through the South West RSS it is difficult to make recommendations on appropriate Options for phasing in the Borough.

Issue o: Taylor Woodrow supports an approach that fairly and reasonably seeks both public and private sources of finance along the lines of Option 3; using an innovative approach to seeking opportunities where this increases prospects of delivery.

2002/5	Ms Weightman	Support: No	Object: Yes
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Why not aim high?! That way at least we can get close if not right to the top!

2016/5	Canford Estates c/o Savills Mr Lofthouse	Support: No	Object: Yes
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Issue A: The need to protect the environment and character of Poole is rightly acknowledged. The options for reconciling the pressures for new development with the need to conserve and enhance the environment need to recognise that certain forms of development can be successfully accommodated alongside areas of importance for nature conservation. Employment related development avoids many of the indirect impacts such as recreational pressures and the introduction of predatory pets. Careful planning of new developments can protect and enhance nature conservation interests. The options should acknowledge that employment development can in itself provide a buffer between residential areas and areas of nature conservation.

Issue C: Land in the ownership of the Canford Estate between Dorset Way and Verity Crescent is suitable for family housing. The site available for a mix of residential, open space and nature conservation uses and is the subject of a current planning application. A plan showing the location of the land is also enclosed.

Issues D and E: The identification of a major new development site at Bearwood would make a significant contribution to meeting an acknowledged shortfall in strategic employment land across Bournemouth and Poole. Such a site is essential if Poole is to compete successfully in a highly competitive global economy. The sub-regional economic strategy 'Raising the Game' recognises the need to improve on the quality and strength of the economy in SE Dorset, priorities include improvements to transport infrastructure, skills, innovation, enterprise and productivity. The Roger Tym report produced as background to the replacement Structure Plan states clearly that there is a need for the allocation of new sites for employment and notes the need to allocate land for employment uses at locations and for forms of development which will be attractive to the market and will create a profile for the conurbation. The strategy needs to recognise that there will be continued pressure to rationalise existing employment sites, often resulting in their re-use for housing or mixed use development. Redevelopment of former employment land is a key driving force the regeneration of the town centre, and such sites are not generally suitable for high value knowledge based sectors which typically seek to locate on campus / technology park type sites. Recent consultation events on the emerging RSS and RES have also identified the need for strategic employment allocation to attract high value business uses in the knowledge based sector. Particular issues that have been highlighted include the need to identify a site to accommodate and promote clusters of successful local business sectors, and the potential for a science or technology park with links to Bournemouth Uni. A strategic employment allocation at Bearwood offers the opportunity for high quality development incorporating major business uses served by quality public

transport links within a landscaped setting. This will help to attract high value added knowledge based employment to Poole, allow successful local businesses the opportunity to expand without moving away from the area, and foster developing business sectors with links to Bournemouth Uni. Such an approach will ensure that opportunities are available in the sectors which support a knowledge economy in order to retain skilled young people in the area.

Issue F: Land at Bearwood is well located in relation to the emerging prime transport corridor strategy and in particular proposed improvements to the A348 Ringwood Road corridor. The site provides the opportunity to integrate land use with improved public transport links to Poole and Bournemouth.

Issue N: There are significant limitations to an approach that relies on Bournemouth Airport as the major strategic employment allocation for the conurbation. The airport has environmental and access constraints and the significant infrastructure that is required in order to bring the site forward is unlikely to be in place for at least 5-10 years. A range of sites are needed within Poole to meet its employment needs, inc sites that can be delivered in the short to medium term. Land at Bearwood is well located to meet Poole's immediate needs for a strategic site for knowledge based employment.

Issue O: Continued reliance on brown field and windfall sites within the urban area will not provide the level of investment required to implement the strategy. A balanced strategy is required that supports sustainable urban extensions alongside urban regeneration. A number locations for strategic extensions to the PUA are identified in the accompanying concept statement within Poole this includes land at Bearwood which is identified for strategic knowledge based employment.

2018/5	Lytchett Minister and Upton Town Council Cllr Moore	Support: Yes	Object: No
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Yes

2021/5	Waitrose Ltd Mr Harrison	Support: No	Object: Yes
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In respect of retail, the plan should be flexible to allow different formats and alternative locations, if, existing centres cannot cater for food/retail demand.

Pressures for Development

Issue a) How to reconcile the pressures for new development in Poole with the need to conserve and enhance Poole's internationally and nationally recognised environment.

2.1 Option 1) English Nature's primary concern with regard intensification of development adjacent to designated nature conservation sites is primarily related to residential development. The option of other development such as employment uses should not be ruled out in such locations, likewise residential development can take place in such locations providing mitigation is included within a residential scheme.

2.2 Option 3) The Local Planning Authority is already promoting the strategy of urban containment through the 'Final First Detailed Proposals for the South East Dorset Sub-Region', as informing the Draft South West Regional Spatial Strategy (RSS). The Borough are promoting no urban extensions beyond the present urban limits so therefore it will be reliant on urban sites to satisfy its employment land requirement as to be identified in the forthcoming RSS. A range of densities of development will be appropriate depending on the site characteristics.

3.0 Pressures for Development

Issue b) How to ensure that focussing development within Poole's urban area leads to improvements in the quality of life and does not lead to deterioration of the character and environment of Poole.

3.1 Option 2) No option should be adopted that restricts the density of employment development. Rather the Local Planning Authority should support the approach that density of development should be high where local characteristics and site sensitivity allow. The Local Planning Authority when making decisions on releasing urban sites will have to be positive in allowing employment development so as to ensure the overall employment land allocation, as to be set out in the RSS, will be actually delivered.

3.2 Any emerging Local Development Framework (LDF) policy on density, scale and siting of employment developments will have to be flexible in order to counteract the restrictive approach to allowing no urban extensions for such uses. The LDF site allocations development plan document should plan positively for employment developments having particular regard to the viability of bringing sites forward and allocate these accordingly. Development allocations need to be implemental and realistic, the borough employment land review will need to assess the viability of sites and plan positively in order to achieve implementation on sites that are likely to come forward for employment development.

Employment Land

Issue d) How to achieve the necessary supply and type of employment land to meet Poole's needs when employment land is becoming an increasingly scarce resource.

4.1 There is a recognised need in the Borough to provide more brownfield land for employment development. This need will be amplified due to the increase in economically active population likely as a result of the dwellings requirement as to be determined in the forthcoming RSS. The latest thinking of the strategic authorities, advising the Regional Assembly, is that there will be a requirement to provide for the development of a net increase of 110 hectares of employment land, on a variety of site type and locations.

4.2 Through its 'Employment Land Review' the Borough will be assessing whether existing employment land allocations and existing employment sites are 'fit for purpose'. If sites are shown to be not fit for purpose, government policy encourages that such sites should be released for other purposes. Stage 1 of the review requires the local authority to undertake a preliminary review of their employment land portfolio. Should sites be reallocated to non employment uses this will put an increased emphasis to plan for alternative sites. Those sites where potential does exist should be recognised through the employment land review and the forthcoming Site Allocations DPD should allocate such sites for increased employment development.

4.3 My client's site at Francis Avenue straddles the Bournemouth Poole boundary, the majority of the site lies within Poole. The site carries no 'saved' local plan designation, apart from a Site of Nature Conservation designation. The site is principally used for employment purposes. Within the existing site boundary potential exists for new build and redevelopment opportunities for employment uses. Rather than express my clients aspirations and case for maximising the development potential for employment purposes in these, more strategic representations, a separate letter has been sent to the Borough expressing the benefits of promoting the site for employment purposes through the employment land review. Detailed comments will however be made at the Site Allocations Development Plan Document stages.

Existing Strategic Planning Policy

Bournemouth, Dorset and Poole Structure Plan 2000

4.4 The need to provide for realistically available employment land through Local Plans has been an issue for some time. The existing Bournemouth, Dorset and Poole Structure Plan 2000 draws attention to this in its reasoned justification paragraph 4.21, it states:

'The matter of genuine availability is a serious one for companies requiring industrial, warehouse or

office buildings. For many years, on paper, Dorset has had a generous supply of employment land. Indeed, at September 1994, 417 hectares were earmarked for this purpose. However there have been continuing reports of difficulties in finding land by companies looking for new sites. This was borne out by a Dorset County Council study which found that only 8% of land identified for employment at September 1994 was realistically available and attractive to the market Therefore, when the local planning authorities identify land for employment use to meet the provision of the Structure Plan, they must ensure that it is realistically capable of being developed to meet that provision throughout the period of the Plan.'

4.5 The Structure Plan allocates Poole a target of 29 hectares of employment land to be developed between 1994 and 2011. The emphasis is on developing sites in more sustainable locations, utilising underused urban land.

Regional Planning Guidance Note 10 (RPG10)

4.6 Similarly Regional Planning Guidance Note 10 (RPG10) seeks to ensure that a sufficient choice and range of employment land to meet the varying demands for different types of economic activity are provided for. Policy EC3 encourages the identification of employment sites, emphasising that the location of sites should meet the sustainable development criteria of the strategy, in particular sites should be preferable in the urban area, being well related to the existing settlement pattern and being accessible to sources of labour and business services.

4.7 The main policy for the conurbation, Policy SS13: Bournemouth and Poole, encourages agencies to work together to further economic expansion of the area while making more efficient use of land and buildings within the existing urban areas through conversion, appropriate redevelopment and through increased building densities.

Emerging South West Regional Spatial Strategy

4.8 The 'Final First Detailed Proposals for the South East Dorset Sub-Regional Study' as prepared by the South East Dorset Strategic Authorities has been submitted to the Regional Assembly to inform the emerging RSS. The emphasis in the study is not allowing the outward expansion of Poole will result in a more pressing need to identify realistically developable employment land within the existing urban area. Background work to the study has shown that limited site availability presently exists. Consultants carrying out research concluded that there is 'a very limited supply of employment land and a shortage of light industrial/warehouse units on the market'. The Sub-Regional Study concluded a need to concentrate the majority of development in the urban area and to provide for the development of 110 hectares of employment land.

4.9 The latest draft RSS, as considered by the Regional Assembly on the 21st October 2005, emphasises the need to plan positively for increased employment opportunities. The South East Dorset Spatial Strategy, section 5.6, highlights the need for a dynamic economy making minimal demands on natural resources, the promotion of economic potential and the reduction of out-commuting. The need to make the best use of urban sites is emphasised throughout the study. My clients' site has potential to help implement this strategic policy direction.

5.0 Knowledge Economy Issue (e) How to achieve the necessary skill levels in the sectors which support a knowledge economy when there is continuing loss of young skilled people from Poole.

5.1 In order to retain the skills base in Poole it is essential that realistically implementable employment sites are identified through the LDF process. The employment land review should highlight these sites and actively promote the intensification of employment development for a variety of knowledge based industries, while continuing to recognise the requirements of all businesses.

2378/4	Reid And Seal Architects Mr Honor	Support: No	Object: Yes
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My choice of options:

Issue a: Option 2
Issue b: Options 1 and 3
Issue c: Options 2 and 5
Issue d: Options 3 and 6
Issue e: Options 1 and 2
Issue f: Options 1 and 2
Issue g: Options 1 and 3
Issue h: Options 1 and 3
Issue i: Options 3 and 4
Issue j: Options 2 and 3
Issue k: Options 2 and 3
Issue l: Options 2 and 3
Issue m: Options 2 and 3
Issue n: Option 1
Issue o: Option 3

2417/5	Sainsburys (C/O White Young Green Planning) Mr Lowin	Support: Yes	Object: No
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Yes

2453/1	Bournemouth and West Hampshire Water Plc. (C/O Goadsby) Mr Axford	Support: No	Object: Yes
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Pressures for Development

Issue a) How to reconcile the pressures for new development in Poole with the need to conserve and enhance Poole's internationally and nationally recognised environment.

2.1 Option 1) English Nature's primary concern with regard intensification of development adjacent to designated nature conservation sites is primarily related to residential development. The option of other development such as employment uses should not be ruled out in such locations, likewise residential development can take place in such locations providing mitigation is included within a residential scheme.

2.2 Option 3) The Local Planning Authority is already promoting the strategy of urban containment through the 'Final First Detailed Proposals for the South East Dorset Sub-Region', as informing the Draft South West Regional Spatial Strategy (RSS). The Borough are promoting no urban extensions beyond the present urban limits so therefore it will be reliant on urban sites to satisfy its employment land requirement as to be identified in the forthcoming RSS. A range of densities of development will be appropriate depending on the site characteristics.

3.0 Pressures for Development

Issue b) How to ensure that focussing development within Poole's urban area leads to improvements in the quality of life and does not lead to deterioration of the character and environment of Poole.

3.1 Option 2) No option should be adopted that restricts the density of employment development. Rather the Local Planning Authority should support the approach that density of development should be high where local characteristics and site sensitivity allow. The

Local Planning Authority when making decisions on releasing urban sites will have to be positive in allowing employment development so as to ensure the overall employment land allocation, as to be set out in the RSS, will be actually delivered.

3.2 Any emerging Local Development Framework (LDF) policy on density, scale and siting of employment developments will have to be flexible in order to counteract the restrictive approach to allowing no urban extensions for such uses. The LDF site allocations development plan document should plan positively for employment developments having particular regard to the viability of bringing sites forward and allocate these accordingly. Development allocations need to be implementable and realistic, the borough employment land review will need to assess the viability of sites and plan positively in order to achieve implementation on sites that are likely to come forward for employment development.

Employment Land

Issue d) How to achieve the necessary supply and type of employment land to meet Poole's needs when employment land is becoming an increasingly scarce resource.

4.1 There is a recognised need in the Borough to provide more brownfield land for employment development. This need will be amplified due to the increase in economically active population likely as a result of the dwellings requirement as to be determined in the forthcoming RSS. The latest thinking of the strategic authorities, advising the Regional Assembly, is that there will be a requirement to provide for the development of a net increase of 110 hectares of employment land, on a variety of site type and locations.

4.2 Through its 'Employment Land Review' the Borough will be assessing whether existing employment land allocations and existing employment sites are 'fit for purpose'. If sites are shown to be not fit for purpose, government policy encourages that such sites should be released for other purposes. Stage 1 of the review requires the local authority to undertake a preliminary review of their employment land portfolio. Should sites be reallocated to non employment uses this will put an increased emphasis to plan for alternative sites. Those sites where potential does exist should be recognised through the employment land review and the forthcoming Site Allocations DPD should allocate such sites for increased employment development.

4.3 My client's site at Francis Avenue straddles the Bournemouth Poole boundary, the majority of the site lies within Poole. The site carries no 'saved' local plan designation, apart from a Site of Nature Conservation designation. The site is principally used for employment purposes. Within the existing site boundary potential exists for new build and redevelopment opportunities for employment uses. Rather than express my clients aspirations and case for maximising the development potential for employment purposes in these, more strategic representations, a separate letter has been sent to the Borough expressing the benefits of promoting the site for employment purposes through the employment land review. Detailed comments will however be made at the Site Allocations Development Plan Document stages.

Existing Strategic Planning Policy

Bournemouth, Dorset and Poole Structure Plan 2000

4.4 The need to provide for realistically available employment land through Local Plans has been an issue for some time. The existing Bournemouth, Dorset and Poole Structure Plan 2000 draws attention to this in its reasoned justification paragraph 4.21, it states:

'The matter of genuine availability is a serious one for companies requiring industrial, warehouse or office buildings. For many years, on paper, Dorset has had a generous supply of employment land. Indeed, at September 1994, 417 hectares were earmarked for this purpose. However there have been continuing reports of difficulties in finding land by companies looking for new sites. This was borne out by a Dorset County Council study which found that only 8% of land identified for employment at September 1994 was realistically available and attractive to the market Therefore, when the local planning authorities identify land for employment use to meet the provision of the Structure Plan, they must ensure that it is realistically capable of being developed to meet that provision throughout the period of the Plan.'

4.5 The Structure Plan allocates Poole a target of 29 hectares of employment land to be developed between 1994 and 2011. The emphasis is on developing sites in more sustainable locations, utilising underused urban land.

Regional Planning Guidance Note 10 (RPG10)

4.6 Similarly Regional Planning Guidance Note 10 (RPG10) seeks to ensure that a sufficient choice and range of employment land to meet the varying demands for different types of economic activity are provided for. Policy EC3 encourages the identification of employment sites, emphasising that the location of sites should meet the sustainable development criteria of the strategy, in particular sites should be preferable in the urban area, being well related to the existing settlement pattern and being accessible to sources of labour and business services.

4.7 The main policy for the conurbation, Policy SS13: Bournemouth and Poole, encourages agencies to work together to further economic expansion of the area while making more efficient use of land and buildings within the existing urban areas through conversion, appropriate redevelopment and through increased building densities.

Emerging South West Regional Spatial Strategy

4.8 The 'Final First Detailed Proposals for the South East Dorset Sub-Regional Study' as prepared by the South East Dorset Strategic Authorities has been submitted to the Regional Assembly to inform the emerging RSS. The emphasis in the study is not allowing the outward expansion of Poole will result in a more pressing need to identify realistically developable employment land within the existing urban area. Background work to the study has shown that limited site availability presently exists. Consultants carrying out research concluded that there is 'a very limited supply of employment land and a shortage of light industrial/warehouse units on the market'. The Sub-Regional Study concluded a need to concentrate the majority of development in the urban area and to provide for the development of 110 hectares of employment land.

4.9 The latest draft RSS, as considered by the Regional Assembly on the 21st October 2005, emphasises the need to plan positively for increased employment opportunities. The South East Dorset Spatial Strategy, section 5.6, highlights the need for a dynamic economy making minimal demands on natural resources, the promotion of economic potential and the reduction of out-commuting. The need to make the best use of urban sites is emphasised throughout the study. My clients' site has potential to help implement this strategic policy direction.

5.0 Knowledge Economy

Issue (e) How to achieve the necessary skill levels in the sectors which support a knowledge economy when there is continuing loss of young skilled people from Poole.

5.1 In order to retain the skills base in Poole it is essential that realistically implementable employment sites are identified through the LDF process. The employment land review should highlight these sites and actively promote the intensification of employment development for a variety of knowledge based industries, while continuing to recognise the requirements of all businesses.

2455/5	Strategic Land Partnerships	Support: No	Object: Yes
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Mr Stevens

But, it is important to only protect employment land where it is still realistically usable. Redundant employment land must not be left disused for the value of it. As it is a valuable resource for building new houses on previously developed land (Para 42a - PPG3) as opposed to greenfield.

2456/5	Mr Brown	Support: No	Object: Yes
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Yes - except for the proposed new lifting bridge...

2458/5	Wessex Water	Support: Yes	Object: Yes
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Mr Purvey

It is inevitable that the expansion of existing facilities will also require the purchase of additional land and the construction of new assets. Unfortunately this is no longer possible at our largest local works at Poole where development has been allowed to encroach up to the boundary of the existing works.

2473/5	Highways Agency	Support: No	Object: Yes
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Mr Davies

This policy relates to ensuring the improvement of accessibility both in Poole and to other areas using sustainable modes of transport.

In this case we support the proposed option 3, which aims to deliver higher density development in locations that well served by a variety of alternative transport or close to areas with high concentrations of jobs. Shops and services. This will minimise the need to travel, which will in turn, reduce the impact of development on the Trunk Road Network.

2485/5	Mr Maltman	Support: No	Object: Yes
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This section of the questionnaire seems to repeat the themes of the 'issues' section. I think too many 'of the moment' words such as 'issues & visions' have only combined to create.

2493/5	Ms Hudson	Support: Yes	Object: No
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Yes - maybe idealistic, but I believe it is better to have the right things to strive forwards.

2495/5	Mr Best	Support: No	Object: Yes
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Mostly rather 'woolly' & ill defined.

'Quote - "Locate new development close to facilities..."

What sat. industrial? Domestic housing? Commercial??? What facilities?

2496/5	Mr Parry-Davies	Support: No	Object: Yes
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Almost

1. Prevent the change of character of Sandbanks/Lilliput/Canford Cliffs by the replacement of family houses, bungalows, and flats by flats far too small or poorly designed to be lived in. Almost all new flats...

2500/5	Mr Mutlow	Support: Yes	Object: No
Yes			
2501/4	Mr Reed	Support: No	Object: Yes
Point 2 - major issue where residents doubt ability / will of the council to exercise such control. Point 6 - This only increases density around existing facilities - development should include new facilities.			
2504/3	Mr Percik	Support: Yes	Object: No
With the required amount of investment, yes. Much depends on exactly what is done - see attached sheet. <i>(entered as OQ2 please see page 78 ref. 2504/4)</i>			
2505/5	Mr Stephens	Support: No	Object: Yes
No. Idealistic, but not realistic. The biggest stumbling block to realising these options is the transport situation - especially in Hamworthy. Its so dangerous to cycle down Blandford Road because of the heavy goods vehicles. How are you proposing to encourage a range of transports choices in Hamworthy?			
2509/5	Mr Contance	Support: Yes	Object: Yes
Yes but! Consider the car and its impact on the town and surrounding area. This has to be planned. Parking for residents, businesses and tourists. Alternative forms of transport.			
2519/5	M. Batts	Support: No	Object: Yes
No - the only economy the Council supports is tourism. New homes without garage space are unrealistic.			
2548/1	Bourne Building Services (C/O Goadsby) Mr Axford	Support: No	Object: Yes

2.0 Pressures for Development

Issue a) How to reconcile the pressures for new development in Poole with the need to conserve and enhance Poole's internationally and nationally recognised environment.

2.1 Option 1) English Nature's primary concern with regard intensification of development adjacent to designated nature conservation sites is primarily related to residential development. The option of other development such as employment uses should not be ruled out in such locations, likewise residential development can take place in such locations providing mitigation is included within a residential scheme.

2.2 Option 3) The Local Planning Authority is already promoting the strategy of urban containment through the Final First Detailed Proposals for the South East Dorset Sub-Region, as informing the Draft South West Regional Spatial Strategy (RSS). The Borough are promoting no urban extensions beyond the present urban limits so therefore it will be reliant on urban potential sites to satisfy its housing requirement as to be identified in the forthcoming RSS. A range of densities of development will be appropriate depending on site and surrounding area characteristics. Higher density schemes at the upper range of PPG3/PPS3 will be appropriate in some circumstances.

3.0 Pressures for Development

Issue b) How to ensure that focussing development within Poole's urban area leads to improvements in the quality of life and does not lead to deterioration of the character and environment of Poole.

3.1 No option should be adopted that restricts the density of residential development. Rather the Local Planning Authority should support the approach that density of development should be high where local characteristics and site sensitivity allow. The Local Planning Authority when making decisions on releasing urban sites will have to be positive in allowing densities at the higher range of PPG and Draft PPS3 guidance so as to ensure the overall allocation, as to be set out in the RSS, will be actually delivered.

3.2 Any emerging Local Development Framework (LDF) policy on density will have to be flexible in order to counteract the restrictive approach to allowing no urban extensions. Satisfactory levels of residential development will only be delivered through increased density of existing urban area. No density constraints should be imposed through planning policies, rather in order to encourage higher densities individual assessments of planning applications should be carried out. Restricting densities where a higher density can be achieved will reduce the Boroughs potential to satisfy RSS dwelling requirements. The character of the area, even when dominated by large dwellings in large plots, need not be negatively impacted upon when developing higher density schemes. The forthcoming Character Assessment should positively encourage higher density schemes; it should not be drafted so as to act as a constraint to higher density development.

3.3 The emerging policy approach encouraged by the Local Planning Authority, restricting outward expansion onto the green field sites, will result in the development of more flats on urban sites as land within the urban area is not generally suitable to housing development. This is born out by the high percentage of flat completions compared to housing completions in the Borough and also the wider conurbation. Flat development will continue to dominate the Boroughs completions therefore a positive approach to new flat development and subdivision will have to be adopted by the LPA rather than the negative approach as suggested by option 4.

3.4 Particular areas of the Borough suffer from poor urban design standards and a resultant poor character; these areas would positively benefit from, and are in need of enhancement. This is likely to only be implemented through higher density, higher value, residential development. Scope exists to encourage such an approach providing research undertaken to inform the LDF strategy and more detailed policies recognises that the current policy approach in some regards restricts enhancement taking place.

3.5 One such area that would benefit from a positive approach towards encouraging residential development exists along the western side of Ringwood Road. Potential exists along this stretch of road to increase residential density, thereby satisfying overall dwelling requirements and enhancing the local environment. Such localities do not currently benefit from those characteristics found in other areas of the Borough, therefore higher density schemes have less scope to negatively impact on the built fabric of an area or its residents in terms of a loss of amenity.

4.0 Housing Supply

Issue c) How to achieve the necessary supply, type and affordability of housing to meet Poole's needs with much of Poole's new housing being delivered as high density flats on brownfield sites or infilling on small sites.

4.1 A reliance on brownfield sites will require the local planning authority to take a balanced approach with regards its affordable housing thresholds policy. The economics of provision being such that residential development will be unviable on small urban infill sites, should affordable housing thresholds be lowered to an unsustainable level. Such small sites will not be brought forward by the market, thereby reducing the numbers of dwellings supplied and adding to the affordable housing situation presently being faced. The principle and most effective mechanism to provide for the number of affordable units, as identified in housing needs assessments, will be to develop greenfield sites. By allowing for greenfield development the ease by which the mix of dwelling types, sizes and tenures required, can be supplied is enhanced.

5.0 Employment Land

Issue d) How to achieve the necessary supply and type of employment land to meet Poole's needs when employment land is becoming an increasingly scarce resource.

Employment Land Review

5.1 There is recognised need in the Borough to provide more brownfield land for residential development, in particular this is the result of restrictive green belt policy. The need will be amplified due to the dwellings requirement as to be determined in the forthcoming RSS. Currently draft RSS policy is advocating the development of 11,300 dwellings in Poole up to 2026. Through the LDF the Borough can reallocate land for residential use where currently that land is allocated for other uses, or it could allocate further brownfield sites where currently no allocation exists. Those sites shown to have limited or no actual potential for implementation as employment sites should be reallocated for alternative uses, in particular residential use, the opportunity to provide realistic employment land allocations on Greenfield sites should be explored.

5.2 Through its 'Employment Land Review' the Borough will be assessing whether existing employment land allocations are 'fit for purpose'. If sites are shown to fall into this category government policy encourages that such sites should be released for other purposes. Stage 1 of the review requires the Local Authority to undertake a preliminary review of their employment land portfolio.

5.3 My client's site is currently allocated for B1 uses through Local Plan Policy E12, namely 'Mannings Heath Residential Properties'. The specific area is situated between Ringwood Road, Wool Road and Fancy Lane. It is made up of 8 residential properties and their cartilages and a builders yard. The site has been allocated for B1 uses since at least the adoption of the previous Poole Local Plan in 1998, Policy E10 applied. Rather than express my clients aspirations and case for redeveloping the site for residential purposes in these, more strategic representations, a separate letter has been sent to the Borough expressing the possibility of promoting reallocation of the site for residential purposes through the employment land review. Detailed comments will however be made at the Site Allocations Development Plan Document stages.

5.4 The guidance on employment land reviews encourages local authorities to balance the competing demands for land use and, where it is shown that there is no realistic prospect of a site being developed for its allocated use, residential development should be viewed favourably. The local authority through its Site Allocations Development Plan Document should actively promote such sites for residential development. As stated in the guidance maintaining employment designations on sites that should be released adds little to the effective supply of employment land and merely distorts statistical analysis of supply. Without a thorough re-assessment, establishing the likelihood of such allocations actually being implemented, there is scope for an under provision of realistic opportunities to provide for employment development.

Existing Strategic Planning Policy Dorset and Poole Structure Plan 2000

5.5 The need to provide for realistically available employment land through Local Plan has been an issue for some time. The existing Bournemouth, Dorset and Poole Structure Plan 2000 draws attention to this in its reasoned justification paragraph 4.21, it states:

'The matter of genuine availability is a serious one for companies requiring industrial, warehouse or office buildings. For many years, on paper, Dorset has had a generous supply of employment land. Indeed, at September 1994, 417 hectares were earmarked for this purpose. However there have been continuing reports of difficulties in finding land by companies looking for new sites. This was borne out by the Dorset County Council study which found that only 8% of land identified for employment at September 1994 was realistically available and attractive to the market Therefore, when the local planning authorities identify land for employment use to meet the

provision of the Structure Plan, they must ensure that it is realistically capable of being developed to meet that provision throughout the period of the Plan'.

Regional Planning Guidance Note 10 (RPG10)

5.6 Similarly Regional Planning Guidance Note 10 (RPG10) seeks to ensure that sites identified for employment uses are actually capable of development. Policy EC3 encourages the reallocation of employment land allocations for alternative uses where implementation has not been easy.

Paragraph 5.14 states:

'Local Planning Authorities should review existing employment land commitments, together with unused or under used employment land and satisfy themselves that all such sites will continue to meet employment needs and are compatible with government guidance on the location of such development. They should take a realistic view of the availability of land, taking account of factors such as the attractiveness of land to the market and constraints (physical, servicing and legal) to its development.'

Emerging South West Regional Spatial Strategy

5.7 Recent research carried out to inform the preparation of the South West Regional Spatial Strategy has reiterated this point. A paper produced for the Regional Assembly, entitled 'Market Facing Assessment of the Demand for and Supply of Employment Land, and an Assessment of the Supply of Employment from Non-Industrial Sources' September 2005 by Consultants, King Sturge, examined the demand for and supply of employment land in the region.

5.8 Some of the key messages from the King Sturge Report are summarised as:

- *There is a need to increase the frequency of the review of the allocations of employment land together with a more detailed qualitative assessment of sites to consider whether they match market expectations and are deliverable and sustainable. This should take account of the analysis and priorities in Sub-Regional Employment Space Strategies.*
- *The three stage process of review set out in the Guidance from ODPM, if followed, should provide a portfolio of the 'best' sites that should be safeguarded and identify those that can be released for development for other uses. The aim should be to deliver an appropriate balance between competing uses as the market alone will not necessarily deliver that balance.*
- *The process of monitoring and reviewing employment land allocation should be given higher priority to ensure that the sites that are allowed for employment reflect the constantly changing requirements of businesses and local economies.*

The report makes a series of recommendations including:

- *Need to reflect changing market conditions, partly influenced by Government policy, in move towards mixed use developments, both in terms of provision of employment land for new development and potential reuse of 'brownfield land' for alternative uses such as housing.*
- *PPG3 places a far greater onus on Councils to defend why employment land should be protected particularly 'brownfield sites'. They will need to demonstrate a realistic prospect of allocated sites being taken up, based on need, rather than relying on a blanket of protection policy.*
- *Each Local Authority should prepare a portfolio of the 'best' employment sites, with no building size threshold, that should be safeguarded, thus by implication those sites that*

could be released for other forms of development or indeed should not be allocated for development at all.

- *Authorities will have to allocate more resources to the process of monitoring and reviewing employment land allocation to ensure allocated sites reflect the changing market conditions.'*

5.9 The Regional Assembly will be considering the report in drafting the Regional Spatial Strategy, even though the draft RSS is not expected until March 2006, there is clearly a need for the Local Authority to take a consistent approach with the emerging RSS when considering their own Local Development Framework Policy approach to re-allocating existing employment allocations for alternative uses.

Government Policy

5.10 Central government Policy with regard the need to plan realistically for employment land provision, balanced against the need to provide for residential development, is also clearly set out in revisions to Planning Policy Guidance Note 3: Housing, 2000. An extract from PPG3, paragraph 42 reads:

'Reallocating employment and other land to housing

42. Some local planning authorities have allocations of land for employment and other uses which cannot realistically be taken up in the quantities envisaged over the lifetime of the development plan. Equally, since planning policies may have changed since some of this land was designated for particular land uses, it is possible that the designation is not longer compatible with policy set out in current PPGs. The Government regards this as a wasted resource, especially where such sites include previously-developed land. Local planning authorities should therefore review all their nonhousing allocations when reviewing their development plan and consider whether some of this land might be better used for housing or mixed use developments.'

5.14 PPG3 guidance, in particular paragraph 42, was updated by amendments in January 2005 through the ODPM document 'Supporting the Delivery of New Housing'. In a Planning for Housing Statement the Minister of State for Housing and Planning, Office of the Deputy Prime Minister (Mr Keith Hill) supporting amendments to PPG3 stated:

'This statement concerns the planning system's role in providing sufficient homes to meet the variety of housing needs in England. The intention is to remove barriers to delivering the housing needed in our communities and ensure the planning system is not a brake on an adequate and continuing supply of sites for housing in sustainable locations.

The Office of the Deputy Prime Minister is publishing today two updates to planning policy guidance note 3: housing (PPG3), entitled "Supporting the Delivery of New Housing" and "Planning for Sustainable Communities in Rural Areas". Both updates will help to increase the supply of housing where it is needed in the most sustainable way possible. They reflect the changes to the planning system made in the Planning and Compulsory Purchase Act 2004.

These updates were the subject of consultation in July 2003. The remainder of the PPG3 update "Influencing the Size, Type and Affordability of Housing", of which "Planning for Sustainable Communities in Rural Areas" was a component, is being further consulted upon. I am making a separate statement on this today.

Supporting the Delivery of New Housing

PPG3 requires local planning authorities, when preparing their local development frameworks, to review all their non-housing allocations and to consider whether some of this land might be better used for housing or mixed use development. The Government's experience is that nevertheless

many local planning authorities continue to reserve an excess supply of land when it would make sense to consider this for housing.

The consultation update proposed an approach to the handling of applications for housing and mixed use development on land allocated or previously used for industrial or commercial use which is no longer needed for that use, and which is both suitable for and needed for housing. The Government have considered the responses to the consultation and are adding today the following new paragraph 42 (a) to PPG3:

"Local planning authorities should consider favourably planning applications for housing or mixed use developments which concern land allocated for industrial or commercial use in saved policies and development plan documents or redundant land or buildings in industrial or commercial use, but which is no longer needed for such use, unless any of the following apply:

- *the proposal fails to reflect the policies in this PPG (including paragraph 31), particularly those relating to a site's suitability for development and the presumption that previously-developed sites (or buildings for re-use or conversion) should be developed before greenfield sites;*
- *the housing development would undermine the planning for housing strategy set out in the regional spatial strategy or the development plan document where this is up-to-date, in particular if it would lead to over-provision of new housing and this would exacerbate the problems of, or lead to, low demand;*
- *it can be demonstrated, preferably through an up-to-date review of employment land¹ (refer to annex D for practice guidance), that there is a realistic prospect of the allocation being taken up for its stated use in the plan period or that its development for housing would undermine regional and local strategies for economic development and regeneration."*

¹ 'Employment Land Reviews: Guidance Note' ODPM 2004'

In December 2004, the Office of the Deputy Prime Minister published practice guidance for local planning authorities on carrying out employment land reviews to assess the demand for and supply of land for employment. The guidance aims to help local planning authorities assess the suitability of sites for employment development, safeguard the best sites for employment and identify those which are no longer suitable for employment development and which should be made available for other uses.'

5.12 More recently during December 2005 Planning Policy Statement 3 (PPS3): Housing has been issued for public consultation. This updates PPG3 and PPG3 amendments in order to ensure that residential development is delivered in accordance with the governments aims. Paragraph 41 of PPS3 states:

41. When considering planning applications for housing which are received in advance of the relevant development plan document being reviewed (particularly the first development plan document), local planning authorities should take into account the policies in this statement as material considerations, as they may carry greater weight than the relevant policies in the development plan. In these circumstances or for sites not allocated in the development plan, local planning authorities should consider favorably planning applications for housing development:

(a) where there is evidence of an imbalance between housing demand and supply, having regard to affordability issues and housing market conditions;

(b) if the site is suitable for housing development (including land allocated or previously used for industrial or commercial use, which is no longer needed for that use; and

(c) the planning proposal makes an efficient use of land, offers a good housing mix, is of high quality design and does not have an unacceptable impact on the environment.

5.13 Again there is a clear requirement for local planning authorities to plan positively for residential development and review existing employment land allocations through an employment land review. Should the local planning authority consider it appropriate to reallocate existing employment allocations there will be a need to provide for an additional range of employment sites that can be realistically delivered over the plan period to satisfy the employment land requirements of the RSS. The possibilities of allocating green field sites should not be restricted. The Local Planning Authorities restrictive attitude to outward expansion of the urban area into the green belt already appears to have been established through the drafting of the Final First Detailed Proposals for the South East Dorset Sub-Region, as informing the Draft RSS. At this early stage in LDF preparation, in particular at the early employment land review stages, the headline strategic approach of resisting extensions to the urban area should not be limiting the scope of such a review. There is a danger that such a strategic approach will influence the findings of the review without having considered all the evidence on a site by site basis, it is essential that the initial 'fit for purpose' assessment has no parameters imposed on its methodology through strategic decisions already taken.

5.14 More recently the ODPM has released for consultation draft practice guidance designed to accompany draft PPS3, namely the 'Housing Land Availability Assessments: Identifying Appropriate Land for Housing Development'. Existing urban potential studies have relied on a particular methodology as promoted through the ODPM guidance note 'tapping the Potential'. The latest guidance gives additional guidance on the preparation of urban potential studies. In particular the guidance examines the sources of potential housing supply, paragraphs 38 to 41 reiterate the theme that local planning authorities should reassess the suitability of existing local plan allocations (for example employment land allocations) and plan positively for housing provision.

Poole Urban Housing Capacity Study 2005

5.15 The Borough carried out an Urban Housing Capacity Study in 2005 to inform the emerging LDF policy. During this process the existing employment land allocations were reassessed as to their potential for residential development. The study assesses such a source of supply as 'Category 10 – Other Allocations'. Paragraph 2.4.23 concluded *'Housing development on land which is allocated for non-residential purposes, such as retail, employment or historic parks, would be contrary to the Poole Local Plan First Alteration (Adopted March 2004). It is reasonable to treat policies which restrict residential development as a constraint to potential. In effect, it is likely that any site allocated for non-residential use will have a discounted potential of zero.'*

5.16 It is unclear from the study whether the allocation E12 'Mannings Heath Residential Properties' has been included in the overall assessment of potential from employment land allocations, for the purpose of these representations this assumption has been made.

5.17 The study is making the assumption that no potential exists on 'Non Housing Allocations'. Table 2.4d 'Yield from other allocations' identified a net unconstrained capacity of 8714 dwellings on existing employment land allocations of 293.47 hectares, the development of these areas for employment uses is estimated to result in a loss of 90 dwellings.

5.18 The study concludes that all the employment land allocations re-assessed no potential exists for residential or other alternative land uses. This assumption of zero capacity has however been drawn without the findings of the ongoing employment land review or without consideration of the increased emphasis in PPS3 on releasing employment land for housing. Existing policy appears to have been taken as an absolute constraint, this is inappropriate in light of more recent advice and

guidance. Across the Borough potential does exist for residential development on existing employment land allocations, in particular the Mannings Heath Residential Properties allocation.

5.19 The potential of employment land allocations should also be re-examined having regard to the need to find sites for the 11,300 dwellings in Poole between 2001 and 2026 as identified in the South East Dorset Final First Detailed Proposals, informing the emerging RSS. A comparison with the urban housing capacity study findings can be made although the timescales of each are at odds. Even so it can be assumed therefore there is a need to identify capacity for 1799 additional dwellings over that already identified in the study. This additional dwelling need could come from allowing development on non housing allocations. Of course should the RSS set a higher housing requirement for the Borough the need to supply more housing will become more acute.

Options Question 2 (OQ2)

Are there any other options?

2/5	Sign It! Ms Charlton	Support: No	Object: Yes
<p>Insist on the highest quality of design of buildings and public spaces - for the use and enjoyment of all. Poole - we could be a gateway to a brighter future for all.</p>			
25/6	Hamside Residents Association Mrs Smeaton	Support: No	Object: Yes
<p>Travel interchange Well managed open space with good lighting Neighbourhood policing / CCTV More use made of school playing fields / parking facilities, etc. Well maintained public conveniences. The Council should stop selling Educational Land, as well as taking commuted payments for open space.</p> <p>If we are to believe that the Council indeed has a Vision for the Future it must demand whenever possible that the full allocation of open space be provided (in accordance with council policies as set out in the newly published Local Plan).</p>			
218/6	East Alderney & Rossmore Residents Association Mrs Moore	Support: No	Object: Yes
<p>Find ways of using council homes more effectively. Build more one bedroom accommodation. Improve the home choice service to allow elderly and disabled people in 3-4 bedrooms to be located to shelter homes at their choice. To monitor tenants occupancy.</p>			
226/6	Poole Agenda 21 Community Forum Mrs Tibbles	Support: Yes	Object: Yes
<p>Have a Climate Change Strategy so that the planning process can deliver truly sustainable developments and communities.</p> <p>Possibly the phrase we started with - 'meets the challenges of the 21st Century' is intended to cover this issue, but unless the Council signals that it recognises that climate change is a real and immediate threat and evolves a strategy to deal with its likely impacts in Poole, then this challenge will not be met and the Vision will become a mirage - an illusion.</p> <p>It is clear from the masses of information, guidance and support made available to local authorities by Central Government that they will be failing in their duty to their local communities if they fail to act. Areas with long planning horizons are especially highlighted - it is here that the impacts of climate change must be taken into account early in the planning process so that communities are created that are sustainable in every sense of the word.</p> <p>Climate Change is a central part of sustainable development, and as such should be at the centre of the Core Strategy, enabling the issues of carbon emissions, resource efficiency, renewable energy, micro-generation, and sustainable construction to be dealt with in an open and integrated manner.</p>			

The Poole Regeneration programme surely provides the impetus and once in a lifetime chance to seize the opportunity to tackle the problems in time and demonstrate the solutions which will eventually benefit the whole of the town.

533/6 Healthpoint Support: **No** Object: **Yes**
Ms Grier

Make the best use of your local fund-raising staff/other agencies for additional money to finance more projects.

599/4 Borough of Poole Support: **No** Object: **Yes**
Ms Bombardiere

Build environmentally + with sustainability in mind - pop projections vital for planning have new developments made - more younger people mean more youth facilities otherwise future research will be spent on tackling a range of potential issues.

626/6 DEED - Development Education in Dorset Support: **No** Object: **Yes**
Ms Boston-Mammah

I'm sure that within the decision making process there is the opportunity for education and information dissemination around the issues and their resolutions.

699/6 Poole & East Dorset Art Society Support: **No** Object: **Yes**
Mr Tofield

Plan for the people of Poole, and make items 6,7,8,9 happen.

Develop bus park to cinema / café etc area. Probably retain 1 bus lane there, definitely move bus park to central travel exchange at rail station with suitable pedestrian corridor for safe access.

Remove forbidding entrance to Dolphin Centre at bus park and redevelop dual carriageway site.

Examine local transport, public and private. Try to improve flow - reduce need to drive across the town for separate needs.

Provide suitable sites community space for hire for activity / display by local organisations.

876/4 Higher Merley Farm Ltd Support: **No** Object: **Yes**
Morison

More affordable housing should be sited in Merley area along-side bus corridors bearing in mind higher Merley Farm not viable or used for farming.

1012/5 Mr Wareham Support: **No** Object: **Yes**

Plant some pines before they are all lost. The few lone trees in Evening Hill make that view. We will all be the poorer when they are gone.

I repeat, you must dress the front window to attract tourists and investors - or am I wasting my time?

1039/6 Mr Galpin Support: **No** Object: **Yes**

How can you undo the bad decisions? Government (national) should be told to butt out if its not financing change. There are always alternatives. Its just a question of cost, the cheaper option is not necessarily the best solution. If we had to wait X number of years to get what Poole needs most even if expensive bite the bullet. The Quay is disaster.

1045/6 Mr Cockbaine Support: **No** Object: **Yes**
What are your plans to keep the youth occupied at evenings and weekends? Unless there are opportunities the youth will soon start to become destructive. Communal playing fields. Youth clubs.

1049/4 Mr Broadley Support: **No** Object: **Yes**
Making sure you clear up all the eye sore sites that still exist around Poole town itself I.e. Grain Silo on Quay been like it for twenty years or so to my knowledge.

1056/6 Mr Clapp MIFE Support: **No** Object: **Yes**
How can the issues best be resolved?

- An overall picture of how the Borough should look in twenty years time should be agreed. The Borough could be divided into sections or areas, each one of which has a strict planning concept of what type and style should be allowed within its perimeter. Every planning application should then fall within the agreed design etc. within that section or area. Thus, the build up to the agreed conceived picture for the Borough should emerge and the Borough not develop haphazardly.
- Look carefully at the existing road layout and operating systems. Some roads are under used, while others are over populated. Re-look at the areas used by vehicles over 7.5 ton.
- Re-view the situation of through traffic through Poole Park from Poole to Whitecliffs, Branksome Park and Sandbanks areas, then perhaps the discussion on a Whitecliff to Baiter road should be re-opened.
- Every individual plan, project, design, rejuvenation scheme or development, proposed and executed, within the Borough and old town of Poole must at every level preserve, protect and, where possible, enhance the history and traditions of Poole.

1064/6 Mr Brown Support: **No** Object: **Yes**
See Q1 above. ([please see page 3 ref. 1064/1](#))

1127/6 Woodpark Properties Limited Support: **No** Object: **Yes**
Mr Ely
It would be interesting to see the feasibility studies which you have based this paper on. I am sure no one has looked at the commercial reality. You need a real master plan and keep to it. I think you need now the input from the private sector. The council is not qualified to talk this on its own.

1136/6 St Michaels Church Hamworthy Support: **No** Object: **Yes**
Mr Thompson
Encourage communication/liaison between different providers of similar facilities.

1387/6 Dorset Lake Residents Association Support: **No** Object: **Yes**
Mr Bowman

1. Invest in and rejuvenate of the town centre, especially the Dolphin centre Bus Station - Kingland Road area and the lower High Street which looks (and is) neglected, shoddy and poor.
2. Attract more passenger ferry options.

1530/6 Hawkins Marine Ltd Support: **No** Object: **Yes**
Ms Norman
Do not lose sight of what is intrinsically Poole - 'a beautiful place' - not a concrete grid locked jungle.

1563/6 Harris Support: **No** Object: **Yes**
To develop/expand westwards.

1724/2 Mr Clayton Support: **No** Object: **Yes**
Maximise domestic security by incorporating Security by Design in all new residential developments.

1733/6 Mr Webster Support: **No** Object: **Yes**
Make employment land contribute to social housing by provision of contribution. Make all developments contribute to social housing not just schemes of is+. Current policy promotes avoidance planning and is not equitable.

1738/4 Mr Martin Support: **No** Object: **Yes**
I am of the opinion that some major individual issues, affecting the achievement of the Poole Vision, may have been or are being implemented against criteria which might not be capable of fulfilling the longer-term interests of the Town.

Examples:

Issue: locate shops etc in the town and local centres

Result: The new Asda Store could have been a part of Poole Town, but pedestrian access from the High Street has not been included in the development and we have created an 'out of town' retail park on an inner town site.

Issue: Encourage a range of transport choices

Result: The proposed development of the abandoned Rail Marshalling Yard appears to be proceeding towards Retail/Residential use where we could have relocated the Bus Station and created a Travel Interchange with increased vehicle parking. This could create an opportunity for the redevelopment of the whole Seldown/Bus Station area, which could allow new housing on the Gasworks site to blend into the Town, and could reduce the heavy traffic flow around the George and Seldown roundabouts.

Issue: Locate development away from areas of environmental importance

Result: A continuing drive to build on Canford Heath. An area which is already densely populated for the local infrastructure to support, and which is recognised as being of increasing value in the protection and preservation of Heathland wildlife.

1739/5 Mr & Mrs Nisbet Support: **No** Object: **Yes**
NHS dentists. We need more. Rename the Lighthouse. Everyone knew it was an Arts Centre. If it was on the Quay, we could understand Lighthouse. We go there infrequently. The selection of plays and films are in no longer to our taste, and you must go to the grounds floor for a cup of tea in the interval.

1742/6 Mr Dore Support: **No** Object: **Yes**
Anticipate possible dangerous activities in industrial estates and safeguard people and utilities infrastructure.

Response Received 13/12/05 as supplementary to the point made about infrastructure - "I referred to the importance of all basic infrastructure provisions. Naturally roads and transport facilities are foremost (including that bloody bridge). However, every aspect of waste management is very important for an age when fuel supplies and pollution will take on greater significance. I enclose a recent article on one aspect of spatial planning that could be easily overlooked. Possibilities for combined heat and power should be considered for all substantial regeneration schemes. May I ask that you draw attention of this issue to the appropriate engineering officer to the research

project for a code of practice for planners dealing with Local Development Frameworks as sponsored by the ICE. (Article attached with original letter)

1776/6	Dorset Wessex Link Association Mrs Powell	Support: No	Object: Yes
Yes - build relief roads A.S.A.P. Then talk about 'transport hub'.			
1787/6	Mr & Mrs Harris	Support: No	Object: Yes
Manage traffic by making routes easier. Set up more youth participation schemes for their input into the development of the town.			
1813/4	Chalwyn Ltd F W A	Support: Yes	Object: No
Where an industrial estate such as our own has been partially surrounded by residential developments over time (complain of noise etc when there used to be just heathland around us). We would like the option to have mixed redevelopment on the site when the buildings reach the end of their lives.			
2016/6	Canford Estates c/o Savills Mr Lofthouse	Support: No	Object: Yes
The attached statement outlines a vision for a strategic expansion of the PUA to provide sustainable communities and address infrastructure deficits. A balanced strategy of urban renewal combined with sustainable urban extensions to the north of Bournemouth and Poole would allow development to be accommodated in locations that can deliver strategic and local transport and social infrastructure whilst making a substantial contribution to economic diversification and regeneration. Land at Bearwood should be identified as a strategic allocation for knowledge based employment as part of a comprehensive and strategic approach to the long term needs of the SE Dorset conurbation.			
2018/6	Lytchett Minister and Upton Town Council Cllr Moore	Support: No	Object: Yes
Position building and public spaces to suit environment with view for long time development. Ensure that there is sufficient infrastructure for development.			
2021/6	Waitrose Ltd Mr Harrison	Support: No	Object: Yes
Allowance should be made for sites outside town and local centres to be considered on a sequential basis.			
2456/6	Mr Brown	Support: No	Object: Yes
Yes - build a proper fixed bridge four lanes wide OR - provide a tunnel with four lanes under the Harbour.			
2458/6	Wessex Water Mr Purvey	Support: Yes	Object: Yes
Early identification of the impacts and the need to safeguard land for expansion is therefore imperative to ensure that the proposed levels of development can be adequately serviced.			
2473/6	Highways Agency Mr Davies	Support: No	Object: Yes
In relation to Poole's town centre, this policy indicates that it should fulfil its role as a sub regional shopping centre and destination for leisure pursuits.			

We support option 3, which discourages the promotion of retail parks on the edge of the town and focus retail and leisure development in the town centre. We believe that this will instead encourage people to travel into Poole's centre using alternative mode of transport which can be focussed into the town centre, so reducing the need for people travel by private cars.

2485/6 Mr Maltman Support: **No** Object: **Yes**
A very confused and typically self-answering survey. It is very difficult to be specific unless one totally ignores the questions.

2493/6 Ms Hudson Support: **No** Object: **Yes**
See before - terrorism, global warming, the latter being the main, long term problem. What funds are/will be available? How long will the SBS stay?

2495/6 Mr Best Support: **No** Object: **Yes**
The options should be as decided by the elected councillors and not the planning engineers.

2496/6 Mr Parry-Davies Support: **No** Object: **Yes**
Even new houses, are now being built/bought as second homes, or lets. Nobody comes to live here any more.

2. Make design part of the planning permission. Far too many new developments (ie 34 Ravine rd, or anything by seven developments) are totally out of character with surrounding, existing buildings.

2501/5 Mr Reed Support: **No** Object: **Yes**
Wider involvement of local residents through local panels established to identify and discuss issues surrounding particular developments.

2502/3 J. D. Cheesman Support: **No** Object: **Yes**
I believe Poole should be more at the forefront of 'sustainable' issues as befits the area. Insistence upon, say, 15% of all energy from renewable sources for all new developments would be a smart.

2504/4 Mr Percik Support: **Yes** Object: **No**
It is quite difficult to disagree with the vision, issues and to a large extent with the options, because of their general nature and desirability. Interestingly, the note at the bottom of the form asks us to be specific, and I agree with this approach. Consequently, the points I make refer to the Alderney area and surroundings.

With its industrial area at Mannings Heath and already dense housing, Alderney contributes a lot to the Borough. It deserves its valuable open space and planned improvements to that space. Traffic issues need careful planning, especially for Mannings Heath road, Rongwood Road, Wallisdown Road, alder Road and Herbert Avenue. So please, no more roads, just less traffic - mainly by improving public transport, preventing unnecessary journeys and staggering work times. Cheaper fares will also help.

I believe the core strategy assumes a population growth of current proportions for the next 20 years. Even if the resulting traffic problems could be overcome, this would ruin the character of this ward, Such growth without huge improvements in infrastructure would surely be unworkable.

It was of great concern to me that the map shown in the leaflet does not show the areas of urban heathland (Canford Heath, Bourne Bottom, Alderney Rec) requiring that vital recognition and protection. The aim here should be to prevent any more buildings, and encourage respectful leisure use, with improved security (policing and wardening).

2505/6 Mr Stephens Support: **No** Object: **Yes**
Yes! Build a fixed span bridge. A second lifting bridge is going to prove a costly mistake. The existing bridge is 78 years old. What is going to happen when it eventually gives up the ghost. Come on Poole Council. You are trying to have your own 'Angel of the North' or Spinnaker Tower by way of a fancy lifting bridge. Look what happened recently with a fire in Blandford Road - only one way out, and the bridge was up. Gridlock.

2506/2 National Offender Management Service C/O Lambert Smith Hampton Mr Gleeson Support: **Yes** Object: **No**

I am writing in relation to your emerging LDF on behalf of the National Offender Management Service (NOMS) which incorporates HM Prison Service. NOMS would wish to be involved with the LDF process within your district. I would be grateful if you would address future correspondence on this matter to Lambert Smith Hampton on behalf of NOMS / HM Prison Service.

PPS12 'Local Development Frameworks' notes that the core strategy development plan document should set out broad locations for delivering the housing and other strategic development needs such as essential public services. Paragraph 4.1 encourages early involvement of government agencies in the preparation of LDF's while paragraph B3 requires local planning authorities to develop a strategic approach to infrastructure provision (including community facilities) when preparing local development documents.

Circular 3/98 'Planning for Future Prison Development' highlights the continuing overcrowding within the prison estate and the need to replace outdated and inadequate facilities. Specifically there is a need to identify more sites for new prisons. The Secretary of State expects that local planning authorities will work together with the Prison Service to identify land for new prisons through the development plan process. The Circular advises that in order to enable authorities to make provision for prisons within their development plans the Prison Service will consult with authorities about likely areas of future need (paragraph 7).

Circular 3/98 recognises at Paragraph 2 that there should be guidance in development plans on community facilities and infrastructure requirements and also that they should take account of the need for new prison developments, which should be identified through the planning system.

The Circular notes that in identifying potential prison sites, the Prison Service has to take account of local and regional requirements for additional prison places, the court catchment areas served and the relationship of the site to nearby population centres. It goes on to specify a number of other site development considerations and also recognises that the objectives of sustainable development and in particular the need to reduce unnecessary travel should apply to site selection. Prisons should not be located too far from the centres of population they serve and there should be reasonably good accessibility to public transport services.

The Circular also recognises that new prisons have potential for a substantial and beneficial impact on the economy of a local area. New jobs are created on site (both during construction and permanent jobs), goods and services are purchased in the community and extra local income is generated as a result of the disposable income of prison staff.

In recent years there has been a significant increase in the prison population. In the 1970's the prison population in England and Wales was in the order of 40,000; in October 2005 that figure had risen to 77,800.

The prison estate is experiencing serious overcrowding. NOMS is doing everything it can to maximise capacity at existing prisons by bringing buildings back into use through refurbishment, new house blocks, temporary units and 'ready to use' units. However, many prisons are already

operating at capacity and there is limited potential to significantly increase the number of places at existing prisons. The prison system is therefore heavily dependent on new prisons to provide the additional places.

2509/6 Mr Contance

Support: **No** Object: **Yes**

Developing and managing tourist facilities.

Capitalise on Poole's waterways.

Encourage and facilitate the pleasure boater'.

The vision does not include boating.

2519/6 M. Batts

Support: **No** Object: **Yes**

Why is there no mention of costs? Financial cost is the best indicator of environmental cost and council spending should be minimised to avoid waste. Why do we need so many environmental studies and outside contractors to waste our money?

4. Responses forwarded to a relevant department

Adult Social Services (Elderly Services)

470/3, 2018/2, 2495/4, 2496/2

Cultural and Community learning services

599/4, 626/4, 1136/6, 1045/6, 1739/5

Finance

533/6, 2494/2, 2519/6

Housing and community services

2/4, 25/3, 218/4, 533/4, 637/3, 1733/3, 1742/5, 1742/6, 2493/4, 2493/6

Leisure Services

599/4, 1012/4, 1045/6, 1136/6, 1739/5, 1742/5, 1995/1

NHS (Poole Primary Care Trust)

1739/5

Planning Design and Conservation Services

2/5, 226/4, 1012/1, 1012/3, 1012/5, 1049/4, 1421/1, 1541/1, 1724/2, 1898/1, 2002/2, 2496/6, 2505/2, 2519/4

Schools advise and support / Pupil and Parent Support Services

1058/2, 1136/4

Strategic Planning (Community Strategy)

2/4, 226/6, 599/2, 599/3, 626/4, 1455/1, 1909/2, 2496/2

Strategic Planning (Economic Development)

2/3, 626/2, 782/1, 1045/4, 1121/1, 1387/4, 1530/5, 1733/6, 2002/4, 2016/2, 2016/5, 2310/1, 2455/4, 2509/2, 2517/1, 2519/5

Adult Social Services

2495/4

Marketing Services (Tourism)

988/1, 988/2, 2509/6, 2519/1

Transportation Services

1039/5, 1049/2, 1058/4, 1127/3, 1387/3, 1739/3, 1776/3, 1787/3, 1885/2, 1909/4, 2456/4, 2456/6, 2473/4, 2498/2, 2505/5, 2509/5, 2519/2, 2519/3, 2519/4, 2521/1

Youth Services

599/4, 1045/6

5. Consultation outcomes from stakeholder event

On 31st October 2005, a stakeholder conference was held at the RNLI Conference Centre, Poole. This involved presentations from experts on issues facing Poole over the next 20 years, followed by themed discussion groups. About 60 delegates attended the event, representing a wide range of environmental, social and economic interests (a full list of attendees is attached after the notes of the discussion groups). There were 7 discussion groups:

- **Culture**
- **Economy**
- **Environment**
- **Social**
- **Residents**
- **Sustainable communities**
- **Transportation**

Notes of each discussion group, together with the complete list of attendees, follows:

Culture Group

- The impact of people and cars coming into Poole was raised – do we want 3m car visits per year to Poole and does this affect the cultural success of Poole – are people put off by the traffic?
- Poole needs to give an offer that is attractive to employers and employees to come here e.g. Grosvenor , High St.
- What are we missing? The Lighthouse is improved, Dolphin Centre refurbished, RNLI presence but no town centre cinema.
- Evening culture does attract people into Poole – buildings of some merit and Lower High St already has raw materials.
- Eating places are not a problem.
- Poole is in fact oversubscribed for cinemas.
- Need to provide a centre that does not close: shopping environment to 10pm, something that is interesting, something that is exciting, people mean safety.
- Culturally Poole and Bournemouth people go home after work leaving no-one in the town centre 4.30pm to 8pm. Bristol in contrast has a young dynamic workforce who stay in town after work. Traffic congestion may be an incentive for people to stay in town and eat, drink and take leisure to avoid peak travel times.
- Need to encourage a whole mixture of uses not like White Ladies Rd in Bristol which has become an eating and drinking location only – the right mix is important.
- Need to create something in Poole that doesn't replicate Bournemouth
- Poole is an 'untidy' town with the Lighthouse emptying onto a bus park rather than a square – in London one wouldn't park buses on Trafalgar Square!
- The most significant cultural improvement would be to do something with the bus depot and an improvement. The bus station should stay but only as a dropping off point. This would be a major amenity for the new development as at Poole Gateway. The logo for the latter is to the effect of 'calm by day and alive by night'.
- The issue of an ageing population should be addressed as to how to bring this age group back into the town but BSO concerts are well attended by this age group whereas the Lighthouse generally attracts a wider age group.
- The success of a town depends on being: well designed, well used and with an agreeable good retail area.
- University College London has undertaken research on market towns of about the same size as Poole and concluded problems of standardisation. Local distinctiveness is very important and the need for safe and secure environments. Must make sure they are not homogenised.
- Poole has suffered by being very spread out from the Quay to the Lighthouse. An attractor at Sainsburys can give a reason to walk from one end to the other. Need wide safe routes.
- A new population the size of Wimborne is going to be accommodated in the centre of Poole and these people will be able to walk to facilities.
- Should consider building over the railway although Network Rail may resist this.
- Need to concentrate the cultural offer in the town centre – at present there is no soul in the town.
- Need to relocate the bus depot – there is absolutely no need to service buses in the heart of the town.
- Need to create a square between the bus station and the Lighthouse.

- A vision is needed to bring everything together to promote Poole and to send a message to all the Council's Service Units.
- Need a unified user-friendly product: retail, leisure and culture in town centre. At present the other centres in the town have equivalent retail capacity. Should reassess some of the district centres and get commercial advice as to whether the district centres are viable.
- Housing in the town centre is important as people living there will take ownership.
- Should use innovative lighting, project onto buildings, outdoor cinema.
- Consider how the space on upper floors is used.
- Ensure a feeling of legibility.
- Self policing but not intrusive, ensure a mix of uses to encourage people to move in – as in Oxford. Key is natural surveillance which is preferable to CCTV. Designs should not include high blank walls.
- Could theme the town – maritime theme, pottery theme
- Need for a conference centre to complement the Lighthouse – the BIC is very successful - Poole lost its ice rink with the nearest in Basingstoke, hotels are going to be very scattered.
- Need to raise the profile of Poole and encourage people to come for the day with retail and leisure
- The strategy should be to build the critical mass of the centre. If development isn't focused in the town centre, then the centre will be undermined and will fall behind Centre Point and could become another Boscombe.
- Need to ensure adequate parking, in fact there is over capacity in the town centre, could run the park and ride – there is very ugly parking particularly at the Dolphin Centre. There are safety issues with multi-storey parking and some people prefer not to park there
- Advantage in having 2 adjacent sites which want to work together and do something and may have to put pressure on Network Rail to achieve an Area Action Plan
- If the retail offer is reinvigorated then the transport will adjust to that
- Grosvenor can accommodate another store, can attract better provision than at present. Dolphin Centre has room for at least 2 extra department stores – there is considerable wealth and spending power in the area
- Need for a good swimming pool – there are only 8 50m pools in the country – the area is underserved – an Olympic pool divided in 2 is needed. Innovative pools may have children's play areas.
- Need a better sports facility in Poole, not attractive currently. The sports centre, library and swimming pool inadequate
- Should promote Poole more – it currently turns its back on RNLI and Sunseeker – raise the profile
- Core Strategy should bring all this together
- There is a Cultural Strategy for Poole and unfortunate that Cultural Services not represented

Economy

Aspirations at Sub-Regional Level

“Raising the Game” – Quest for Quality!

- Seeks to Improve
 - Jobs
 - Strength of the economy
 - Create choices in jobs
 - Retain young people

- Priorities
 - Transport connectivity
 - Infrastructure improvements
 - Skills
 - Availability of affordable housing
 - Enterprise and productivity

- Inward investors need to believe in the vision/aspirations for the sub-region.
- Need to build on existing strengths.

Concerns

- Need to balance growth of the economy with the environment.
- Recognise that we are in competition with global and national businesses.
- Need to look at availability of employment land in the short term (next 5 years), as well as the longer term.

Critical Issues for Poole

Future of Bournemouth International Airport

- Strategic site (200ha): What will be its role and importance in the future and what will its development mean for economic growth in Poole?
- BIA is unlikely to be major factor in next ten years – long lead in time due to infrastructure deficiencies.
- Likely to be centre for aviation and high quality/high technology businesses, although mix of other business types could be accommodated.

Poole Town Centre

- Prime location for mix of employment and housing.
- Potential for providing live/work units above retail and mixed in with residential within the Town Centre and regeneration area.
- Strong evidence to support development of brownfield sites in the Town Centre. (88% of Poole consumer spend leaks to Bournemouth and beyond).
- Tension between high residential land values and value of employment land.

How do we retain high-tech businesses, currently occupying incubator units, when they look to expand?

- Identify needs for next 5-10 years.
- Local Development Framework needs to provide reinforcement for employment policies.
- Also needs comprehensive/integrated approach through LDF, particularly with regard to transport, housing etc.
- High value employers can be attracted but physical environment is critical. How do we deliver the requirements of this market sector?
- Effect of growth in Hampshire could have major impact on the economy of Poole and South East Dorset conurbation.
- Need to look at Poole /Bournemouth/Christchurch as *City Region* to counter strength of Southampton/Eastleigh City Region.
- What potential is there for growth outside the Principal Urban Area? Look at GREENBELT?
- Need to consider location of businesses in terms of access by workforce. Where are workers to come from? – SKILLS.
- What opportunities are there to accommodate growth in the marine sector in the port area?
- What threat will be there be from the recent change in pension fund arrangements to allow residential property to be held in a pension fund – purchase of homes for investment in the regeneration area.

Quality of Life

In considering the predicted growth of the elderly population, how do we ensure sufficient housing for young people and their ability to afford to live in Poole?

What role will the University/College/Schools play in the future growth of Poole? Will the LDF provide opportunities for growth of these institutions or ultimately act as a constraint?

Need to retain a mixed ability labour force.

Crucial that Action Area Plans are integrated and do not operate in isolation to each other.

Important to market Poole Town Centre as a “SingleDestination” with integrated linkages between the action areas, regeneration sites and the water frontages.

Environment Group

Main points from discussion and feedback:

- The chief aspiration should be to maintain a high quality of life. New development should not be at the expense of quality of life. The problem is how to achieve this in conjunction with other demands.
- Nature conservation should not be seen---as it usually is---as a constraint on development, but as something of value in its own right which has a positive place as part of modern life.
- Both the Green Belt and areas designated for nature conservation interest should be protected from development. Since Poole is constrained by these areas, new development and facilities should be provided elsewhere in the conurbation once brownfield land is built out.
- New developments need adequate areas of open space. This is both part of ensuring quality of life and protecting areas of nature conservation value from undue pressure.
- Principal areas of 'greenspace' should be arranged as part of a 'green infrastructure'. This needs to be achieved by starting at a strategic level to identify areas which will not be developed and ensuring that they are designed to form a connected whole---areas which can't be developed because of flood risk, noise attenuation areas, landscape elements---all should be designed to connect to together.
- The Stour Valley as floodplain land of low agricultural productivity should be considered for setting aside as recreation land as part of this green network.
- An efficient public transport system is essential, in order to promote the restraint of car use by offering viable alternative transport.
- Among other reasons, car use needs to be restrained because of rising concerns about air quality, which is already at serious levels in a few areas.
- Proposals for the A 31 link road need to be considered carefully in the light of likely nature conservation objections. It is possible that it cannot be achieved in the way that is currently being considered, and genuine alternatives should be factored in at this stage. Engineers tend not to appreciate this and to assume that in the end nature conservation can be discounted. This is the reason why much time and money was wasted on pursuing the abortive Sandford By-Pass.
- Water resources are likely to become scarcer with time. This should be planned for.
- Both waste production and disposal need to be dealt with properly.
- All homes should be of sustainable construction.
- European courts have determined that Strategic Environmental Assessment is needed for Local Plans. This needs to be taken into account in the approach to preparing plans.

Social Issues Discussion Group

Issues:

- It was noted that all of the speakers covered social inclusion to some extent.
- Regeneration should not just be about consumers or spending money. It is driven too much by development.
- There needs to be more provision for young people.
- A need to dedicate areas for community use? Hamworthy 'village' and Poole Quarter: will there be provision for community activity? Important, for instance, to provide some form of centre/club for young people.
- Important to allow communities to develop and grow organically, and standards need to be raised (housing etc.). Important to avoid creating polarised or gated communities.
- People need a stake in the place.
- Between the ages of 8 and 17 there is a need to provide opportunities for structured and/or supervised activities. Multi-use and integrated spaces (for example school sports halls and playing pitches, community halls); management; surveillance.
- The Council can better manage its buildings to deliver more efficient and effective use serving a wider range of community needs. Cross-working between different service units within the Authority will be crucial. (Noted that management is critical, but there is also a fear of litigation and liability which is a barrier to multi-use of facilities).
- It is important for developers to include the needs of people with disabilities from the outset: be proactive rather than just meeting the minimum standards.
- Would it be worth setting up a disabilities liaison group?
- Need to allow for 'desire lines' when planning layouts. What is the most convenient way to get from one place to another? Why put up barriers to stop this when it should have been accommodated in the first place?
- More compact urban spaces tend to be healthier – people find it easier to move through the space on foot.
- We should avoid urban sprawl as this discourages people from moving around natural corridors.

Aspirations and Solutions:

- We need to have an aspiration to look after our elderly citizens.
- The gap between high and low wages should not increase – this needs to be monitored.
- Education: the places we build should enable and encourage everyone to be able to learn, and should not disadvantage some groups over others.
- Get rid of cars!
- More information and education about how to travel with less impact on the environment (including people)
- Elderly people in flats need flat management 'communities' with democratic procedures which will encourage wider participation and involvement in things which affect them. Can this be done in principle for children as well?
- Health clinics which double up as community facility could host this kind of interaction.
- Aspiration to devolve more to local groups to take on responsibility.
- Closer working with voluntary groups?
- Meet basic needs locally – area-based action. Regeneration area needs to provide facilities for all the new residents.
- Single cards/passes for older people which cover buses, library, other services.

Residents Discussion Groups

Aspirations:

- Good design
- Recognise and protect character
- Quality design and development
- A place for people who want to live not leave
- Protect existing quality
- Infrastructure provision that supports the Port/Harbour e.g. new road links to the north
- Improved accessibility
- Mix of employment opportunity
- The provision of all infrastructure. Need to ensure community facilities, open spaces, health are provided by development
- Retaining young people
- Public transport provision-the need for greater reliability and frequency. Make provision before people will give up, need carrots!
- Need for communities to integrate
- Make provision for home working
- Plan for the elderly-significant proportion of the population
- Need for a travel interchange

Concerns:

- Movement of people in and out for employment purposes-unsustainable
- Overdevelopment of Poole-cannot support additional development, how is the infrastructure to be provided?
- Loss of green belt-leave it alone!
- Increasing number of second homes and impact on accessibility to housing
- Better use of greenspace-too many spaces e.g. school playing fields inaccessible and underutilised
- Ageing population
- Cherry picking of development sites-need to phase in public benefits to ensure full range of uses provided
- Need to control developers and get what we want
- Flooding/sea level rise

Solutions:

- Adopt 'Is design good enough to approve' position
- Ensure proper phasing of development to deliver public benefits
- Improvements to bus services (carrot before stick) and promote concessionary fares
- Flood defences

‘Sustainable Communities’ discussion group

Aspirations:

- To achieve the commercial and economic aspirations of Poole, but not at the expense of the quality of life and quality of choice of the wider community.
- To achieve a real sense of ‘community’, where individuals have a sense of responsibility towards themselves and their local communities and the wider Borough of Poole.
- To ensure that our communities are cohesive, safe and supportive, and not divided along economic, cultural, geographic or other lines.
- To enable young people to live, work and *stay* in Poole.
- To ensure that Poole fulfils its sub-regional role.
- To build on the benefits and opportunities offered by the local distinctiveness of the communities included within the Poole-Bournemouth-Christchurch conurbation.
- To ensure that our community members have a decent, affordable home in which to live.

Concerns:

- Are we fulfilling the town’s sub-regional role?
- Do we have a vibrant place to retain the young?
- What is our *total offer*? Is it enough to make Poole a vibrant and attractive place to live and work in the medium and long term?
- Are we able to achieve the affordable housing quota?
- Climate change – are we giving this global issue the appropriate level of consideration at a local and regional level? Are we in danger of building *in* problems for the future because we are not taking this issue seriously enough?
- Are we able to provide for the needs of all members of our community – the young, the old, the excluded, the disenfranchised?

Solutions:

- Ensure that policies adopted across the conurbation are complementary, but also enable each town to retain and benefit from its individual and unique identity.
- Ensure that the planning/development control processes and policies are able to respond to the changing demographic and environmental climate, effect good design, and extol the principles of energy efficient design and practice.
- Affordable Housing – this is a cross-boundary issue, and we all have a responsibility to ensure that we generate innovative solutions to the problem. Encouraging a society in which people feel comfortable enough to offer accommodation lodgers, for example, could provide a valuable housing resource.
- Continue to work at encouraging and facilitating a sense of community at a local, Borough-wide and sub-regional level.
- Raise the profile of what affordable housing is, who it is for, and what it does.
- Respond to the potential of our changing demographic make-up, for example, an increasing elderly but healthy and mobile population presents perhaps economic benefits to the town and the conurbation.
- To continue to recognise and build on our strengths and opportunities.

Transportation Group findings

Aspirations:

- Economic Wellbeing without congestion
- Manage Capacity Particularly During Peak Hours
- Better management of valuable town centre land for parking (between shoppers, commuters and residents)
- High quality design in the town centre in terms of access and movement (build on Home Zone successes, Kingland Road etc...)
- Central Area – improve connectivity between Quay, Core Shopping Area and Regeneration Area

Concerns:

- Unpredictability of where growth will go:
- EMPLOYMENT – Danger of ‘decanting’ of employment opportunities from Poole to ‘soft’ employment uses at the airport and subsequent unsustainable travel patterns.
- HOUSING – Will the growth actually be at the Local Centres main transport hubs? Is that where the urban housing capacity is?
- RETAILING – Castlepoint – Does Poole want to compete with it as a retail destination?
- Impact on wider highway network (growth in Poole means more trips outside Poole)
- Town Centre Infrastructure
- If growth is going into the town centre then infrastructure in the central area needs to keep pace.
- High density development seen by some as the only way of securing transportation infrastructure improvements – eg second harbour crossing
- East-west routes in the conurbation – at capacity

Solutions:

- Manage use of the road network, but difficult as
 - Tends to be the more difficult schemes left to be implemented e.g. Wallisdown Road.
 - Need more joint working
- Shared use of car parking
- Promote smarter choices – car sharing, bike, walking etc...
- Contributions policy – now of strategic importance to the conurbation
- A31 – Preserve its capacity as a LINK to the national road network. Ie as a link to a network that serves strategic / long distance journeys. Must not be used as a ‘commuter run’ for the sub region.

STAKEHOLDER EVENT, RNLI CONFERENCE CENTRE, 31/10/05 – ATTENDEES

NAME		ORGANISATION	DISCUSSION THEME
Richard	Archer	RSPB	Environment
Nigel	Barney	Branksome Residents Association	Residents' Groups
Bridget	Betts	Dorset Coast Forum	Environment
Steve	Bone	Government Office for the South West	Sustainable Communities
Jim	Bright	Borough of Poole	Transport
Nikki	Brunt	Dorset Wildlife Trust	Environment
Jonathan	Burke	Poole Partnership Communications subgroup	Sustainable Communities
Katherine	Burt	Environment Agency	Environment
Ian	Cambrook	Bournemouth, Dorset and Poole Economic Partnership	Economy
Robin	Cave	Lighthouse – Poole's Centre for the Arts	Culture
James	Cook	Grosvenor Estates C/O CWHB Ltd	Culture
Peter	Cooper	Poole Youth Forum	Social
Lucy	Cooper	Borough of Poole	Sustainable Communities
Helen	Crawford	Poole Town Centre Management	Culture
S	Davies	Highways Agency	Transport
Adrian	Dawson	Poole Primary Care Trust	Social
Richard	Dimbleby	Poole Partnership Steering Group Chairman	Sustainable Communities
Chris	Francombe	Borough of Poole	Transport
Mike	Garrity	Borough of Poole	Social
Bill	Gordon	Borough of Poole	Economy
David	Granger	Poole Maritime Trust	Environment
Cllr. Roger	Gregory	Borough of Poole	Culture
Chris	Heighway	Borough of Poole	Economy
Simon	Hendey	Borough of Poole	Social
Tim	Hoskinson	Canford Estates c/o Savills	Economy
R	Hughes	Bournemouth University	Culture
Dudley	Hull	Broadstone Residents' Association	Residents' Groups
Nigel	Jacobs	Borough of Poole	Residents' Groups
Dave	Jones	Government Office for the South West	Transport
Esther	Kurland	Commission for Architecture & Built Environment (CABE)	Culture
Malcolm	Lamb	Poole Christian Fellowship	Social
Jenny	Lee	Grosvenor Limited	Economy
Jill	Legg	Poole Older People's Strategy Group	Social
Cllr. Brian	Leverett	Borough of Poole	Transport
David	Lowen	J Sainsbury Plc	Culture
Nick	Molland	Borough of Poole	Social
Peter	Moore	Borough of Poole	Social
Jeff	Morley	Borough of Poole	Environment
Cllr. Ron	Parker	Borough of Poole	Economy
Vicky	Parsons	Environment Agency	Environment
Gary	Pattison	Dorset County Council	Culture
Jonathan	Pearce	Dorset Police	Social
Judith	Plumley	Christchurch Borough Council	Sustainable Communities

...CONT'D.

NAME		ORGANISATION	DISCUSSION THEME
Ben	Ratcliffe	Borough of Poole	Social
Bill	Richardson	Borough of Poole	Transport
Howard	Richings	Royal National Lifeboat Institution	Culture
Phil	Robinson	Bournemouth Borough Council	Sustainable Communities
Ann	Smeaton	Hamside Residents Association	Residents' Groups
Brett	Spiller	Purbeck District Council	Sustainable Communities
John	Sprackling	Branksome Park, Canford Cliffs & District Residents Assn	Residents' Groups
Peter	Stratford	Borough of Poole	Sustainable Communities
Lois	Taylor	Bearwood Community in Action	Residents' Groups
Richard	Tazewell	Borough of Poole	Environment
Sue	Thurley	Borough of Poole	Culture
Mary	Tibbles	Poole Agenda 21 Community Forum	Sustainable Communities
Brian de F.	Tofield	Poole & East Dorset Art Society	Culture
Bernie	Topham	Borough of Poole	Economy
Lorna	Trent	Dorset Chamber of Commerce and Industry	Economy
Peter	Wheelhouse	Borough of Poole	Economy
Jim	White	English Nature	Environment