



Report to Poole Borough Council

by David Fenton BA(Hons) MSc
Dip TP MRTPI

an Inspector appointed by the Secretary of State
for Communities and Local Government

The Planning Inspectorate
Temple Quay House
The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 8566

date 28 January 2009

PLANNING AND COMPULSORY PURCHASE ACT 2004

SECTION 20

REPORT ON THE EXAMINATION INTO THE BOROUGH OF POOLE CORE STRATEGY

DEVELOPMENT PLAN DOCUMENT

Document submitted for examination on 27th May 2008

Examination hearings held between 4th and 14th November 2008

File Ref: Pins/Q1255/429/5

1 Introduction and Overall Conclusion

- 1.1 Under the terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004, the purpose of the independent examination of a development plan document (DPD) is to determine:
 - (a) whether it satisfies the requirements of s19 and s24(1) of the 2004 Act, the regulations under s17(7), and any regulations under s36 relating to the preparation of the document.
 - (b) whether it is sound.
- 1.2 This report contains my assessment of the Core Strategy DPD in terms of the above matters, along with my recommendations and the reasons for them, as required by s20(7) of the 2004 Act.
- 1.3 I am satisfied that the Core Strategy DPD meets the requirements of the Act and Regulations.
- 1.4 In terms of the soundness of the submitted Core Strategy DPD, when the DPD was submitted, PPS12(2004) : *Local Development Frameworks* was in force, but in June 2008, it was replaced by PPS12(2008): *Local Spatial Planning*. Although the tests of soundness are now presented in a different and simpler way, they cover the same matters as before. The revised PPS12 requires that to be sound, a DPD should be justified, effective and consistent with national policy, along with a continuing requirement for the DPD to satisfy the legal/procedural requirements and to be in conformity with regional planning policy. PPS12(2008) also confirms that the rigour of the examination process remains unchanged and Inspectors will be looking for the same quality of evidence and content as before.
- 1.5 Consequently, the publication of the new PPS12 does not materially affect the procedure or matters examined in terms of this DPD. Given the examination was in progress prior to publication of the new PPS12 I have assessed the Core Strategy DPD having regard to the tests of soundness as set out in the earlier version of PPS12.
- 1.6 The changes I have specified in this binding report are made only where there is a clear need to amend the document. None of these changes should materially alter the substance of the overall plan and its policies, or undermine the sustainability appraisal and participatory processes already undertaken.
- 1.7 My report firstly considers the procedural tests, and then deals with the relevant matters and issues considered during the examination in terms of the tests of conformity, coherence, consistency and effectiveness. My overall conclusion is that the Core Strategy DPD is sound, provided it is changed in the ways specified in the appendices. The principal changes which are required are, in summary:
 - a) The North Poole area to remain as safeguarded land
 - b) The threshold for affordable housing to be set at 6+ dwellings
 - c) A commitment to prepare a Flood Risk Management Strategy
 - d) The deletion of locally based carbon reduction requirements
 - e) A rejigging and expansion of the Implementation and Monitoring section, including the inclusion of more details of infrastructure projects.

The appendices to my report sets out all the detailed changes required, including those suggested by the Council, to ensure that the plan meets all the tests of soundness. The changes I have recommended are ones that I consider are necessary to make the plan sound, together with those needed to correct errors, improve clarity and up-date the plan. It has not been my role to otherwise redraft the plan.

2 Procedural Tests

- 2.1 The Core Strategy DPD is contained within the Council's Local Development Scheme, the updated version being approved in March 2007 (CD73). There, it is shown as having a submission date of 29th November 2007, with an adoption date of April 2009. Although missing the submission date, the plan is on target for adoption by April 2009. Test i of paragraph 4.24 of PPS12(2004) is met.
- 2.2 The Council's Statement of Community Involvement (CD74) has been found sound by the Secretary of State and was formally adopted by the Council in February 2006. It is evident, from the documents (CDs 75 to 91) submitted by the Council, including the Regulation 28 and 31 Statements (CD90) and its Self Assessment Paper (CD89) that it carried out an exhaustive process of community involvement, which included writing to all Residents Associations. I am fully satisfied that the Council has met the requirements as set out in the Regulations.
- 2.3 Alongside the preparation of the DPD it is evident that the Council has carried out a parallel process of sustainability appraisal (CDs 77, 81, 82, 86 and 91). I comment on the exclusion of consideration of the land at Canford from the preferred options and subsequent stages under employment land issues below.
- 2.4 In accordance with the Habitats Directive, I am satisfied that an Appropriate Assessment (CD43) has been undertaken and that there would be no significant harm to the conservation of the Dorset Heathlands SPA, SAC and Ramsar sites or the Poole Harbour SPA and Ramsar site as a result of the policies and proposals within this DPD.
- 2.5 Accordingly, I am satisfied that the procedural tests i, ii and iii have all been satisfied. In addition, the South West Regional Assembly has indicated that the DPD is in general conformity with the approved Regional Planning Guidance 10 and the Draft Regional Spatial Strategy (CD90).

3 Sustainable Community Strategy

- 3.1 It is quite clear from the plan and the evidence submitted in its support that the Core Strategy has had due regard to the Council's Sustainable Community Strategy and thus meets test v.

4 Conformity, Coherence, Consistency and Effectiveness Tests (tests 4, 6-9)

General comments

- 4.1 The plan runs to 201 pages, with a further 34 pages of Appendices. This is far too long for a Core Strategy. Whilst not directly a soundness issue, it has the

effect of diluting the message, making the key themes and approach of the strategy less readily accessible to the reader. It also, in my view, lends some incoherence to how the document hangs together; how issues translate into the vision and objectives and how these lead into the spatial strategy and policies. As I have said, it is not my role to redraft the plan and I make no recommendations in this regard, beyond those advanced by the Council, but for the record I consider that the plan could have been considerably tightened and made more focussed by, for example:

- a radical reduction of the first 3 chapters, to give a very brief explanation of the purpose of the plan, a brief description of the area, leading to the setting out of those issues faced, which the plan seeks to respond to. This would help to more clearly focus on the issues to be tackled by the strategy.
- A reduction of the vision to the single spatial vision.
- Combining the indicators, targets and delivery framework into a single implementation chapter.
- Removing the sections on responding to the sustainability appraisal, which essentially relate to earlier stages of the plan preparation process.
- A radical reduction in the text to that which is entirely necessary to support the policies, with brief cross references to any supporting studies. In so doing, unnecessary repetition and detail can be removed.
- A removal of the descriptive Character Area Profiles which add nothing to the plan.

- 4.2 In response to my comments about the length of the plan the Council has proposed the deletion of some background text, *PC6*, and the deletion of the unnecessary tables titled "Responding to the Sustainability Appraisal", *PC19*. These changes help to focus the plan and make it clearer for the reader. Although the plan does make reference to its timescale, it needs to be quite clear and explicit about this. Changes, *PCs 2, 3 and 4*, put forward by the Council meet this concern.
- 4.3 The reproduction quality of the maps, especially the Key Diagram, is extremely poor. The Council, in *PC1*, recognises that this needs to be addressed in the final version of the plan. The content and form of the various maps contained within the plan is also not as helpful to the reader as they might be; for example the plans of town centre and Regeneration Area sites could be brought together to give a sense of their spatial relationship. In addition to a Key Diagram, those sites that are clearly of key significance (the Regeneration sites, the Town Centre North area, Fleets Corner and Sopers Lane, together with areas at risk of flooding) need to be more clearly defined. I recommend accordingly, *PCs 55, 58 and 102*.
- 4.4 I indicated at the outset of the hearing sessions that the plan's coverage of implementation and monitoring issues was quite inadequate and in response the Council has come back with major changes in this regard. I comment on this matter later in my report.
- 4.5 Further general concerns I set out on the first morning of the hearing sessions, based on my reading of the plan, its supporting documents and the representations made, included - the surprising absence in the plan of much

debate about the position of Poole within the conurbation and in turn its relationship with Bournemouth, particularly their respective town centres; the very limited references to what is to happen post 2016, the latter half of the plan period; the limited grasping of the role of the DPD as a spatial plan, it appearing at times as little more than a carry-over update from the 2004 First Alteration Local Plan; the timing of the preparation of part of the evidence base in relation to the adoption of the preferred strategy, which suggests in some cases that the evidence was being sought to justify the plan rather than generate it; the apparent limited degree of flexibility and the lack of contingencies; a lack of information on the infrastructure needed to support the strategy, where, when, by whom and how to be provided. During the course of the hearing sessions the Council was able to satisfy me on many of these points, but where some concerns remain I comment upon these within the relevant sections below.

General issues

- 4.6 *Relationship with the Regional Spatial Strategy (RSS)* The Secretary of State has issued for consultation her proposed changes to the draft RSS (CD6 and CD7). I understand that a number of Dorset Councils are discussing seeking Counsel's opinion to see if there is ground for challenging the SoS's revised housing figures, on the basis of insufficiency of justification for the changes. However, neither that nor the uncertainties over other matters which might affect deliverability, such as the effects of the credit crunch, doubts about the achievement of development at Bournemouth Airport, the need for flood defences, the completion of transport studies, the timing of development of the Regeneration Area sites, would lead me directly to the view that this plan should be delayed.
- 4.7 The RSS is at an advanced stage of production. The SoS's proposed changes as they affect Poole are primarily limited to employment requirements and carbon management policies. Otherwise, the requirement for 10,000 new dwellings, the need to provide 19,000 new jobs and the focus on the existing urban area, in particular the town centre, rather than any urban extension, provide a consistent thread through the stages of the RSS. Accordingly, for the most part, considerable weight can be given to the emerging document, although in the 2 matters referred to, the weight needs to be a little more circumspect, pending final decisions on these matters, following the period of consultation.
- 4.8 *Effect of the credit crunch* On the general question of the effect of the credit crunch I would comment that at the present time there is no saying as to how long or deep the difficulties will be. Certainly, the projected timelines for many of the projects in the plan, the major strategic developments, and housing supply generally are likely to slip. It may be that the only impact is that of a relatively short delay in relation to the 20 year time-span of the plan. Bearing in mind the 20 year time period, there is no basis for me to seek to revisit the RSS requirements in respect of the assumed economic growth rates adopted therein.
- 4.9 Having regard to the heavily front-loaded housing trajectory, I agree with the Council that any initial slowing of the delivery of the strategy need not affect its thrust and direction. However, in a sluggish market there could be some impact on the ability of developments to fund the support infrastructure and affordable

housing required in the plan. Should the national economic difficulties continue well into the future, then it may be necessary to revisit the strategy and certain elements of it sooner rather than later.

- 4.10 *Development post 2016* Given Poole's status as a Growth Point, and the early availability of a number of major sites, it is inevitable that much of the growth is focussed on the first half of the plan period. To a degree it is understandable that much of the detailed implementation is focused on this early period. The broad approach of the strategy will still be relevant beyond the first ten years. I understand that the Council is likely to begin a review of this plan in 6 to 7 years time. In these circumstances I do not consider the strong bias towards the early period renders the plan unsound.
- 4.11 *Sustainability* The view was forcefully put to me throughout the hearing sessions that the plan was unsustainable. It was suggested that Government policy is confused with the result that national guidance fails to recognise that some matters, such as economic growth, are incompatible with the prudent use of resources; and that in view of the impending environmental crisis faced, then other objectives will have to be sacrificed. As I explained at the outset of the hearing sessions, my role is not to rewrite national guidance; nor is it to revisit regional guidance. Rather, it is on the basis of the evidence available to see that the plan is consistent with or in general conformity with that guidance. Thus I do not consider that the plan is unsound in seeking to provide for economic growth and, for example, increases in retailing within the Borough. The implications of revised national targets for carbon emissions in 2050 will need to be considered at national, regional and local levels in the very near future, but I do not consider that this long-term national revised target gives clear reason to find this plan unsound.
- 4.12 The Council accepts the urgent need to reduce carbon emissions and has in its view done what it has been able to, given the constraints of the policy framework within which it works. I agree generally with the Council that the plan recognises and reacts to the problems of climate change and the need for development to be sustainable. Indeed, in places I have found that the plan has been trying to run too far ahead of national guidance, sometimes in a way that is not justified in the particular circumstances.
- 4.13 The plan's strategy is based on directing development to the most accessible locations, using previously developed land. Its approach has sustainability as a prime focus. The role of local centres, for example, is fully recognised and supported in the plan, with higher densities being encouraged in or close to such centres. I conclude that, in the context in which this plan has been prepared, the plan is not fundamentally flawed in respect of issues of sustainability. As a consequence, I have not seen it necessary or appropriate to add a new policy specifically directed to global warming nor to adopt the detailed changes in respect of the sustainability of the plan that have been promoted, except where these are needed to make the plan sound or improve its clarity; (*PCs 5, 12, 13 and 14*).
- 4.14 I turn now to consider the main planning issues that were the subject of discussion at the hearing sessions.

Employment matters

- 4.15 *Employment land requirements.* The Core Strategy seeks to provide the equivalent of 39.5ha of employment land up to 2026, providing for about 13,900 new jobs. Unfortunately, there is no certainty from a regional perspective as to the level of employment land that should be aimed for in this Core Strategy. The draft RSS seeks up to 19,000 additional jobs in the Poole Travel to Work Area (TTWA), a figure largely based on the Regional Development Agency's (SWRDA) aspirations for growth in this area. The SoS's proposed changes to the RSS retain the aim of 19,000 new jobs. Despite the recent economic downturn, I do not consider that a lower overall growth rate than that adopted in the RSS process should be applied.
- 4.16 In respect of translating this into land requirements, the EIP Panel reported that Poole had a supply of only 13ha of available employment land, compared with a demand of 85ha, a shortfall of 72ha; the equivalent figures for Bournemouth being 12 ha, 67ha and a shortfall there of 55ha. The Panel, based on technical work, including that by DTZ Consulting (CD54, and CD54(i) January 2007); past rates which suggested a need for 104ha; and primarily estimates of requirements prepared by the Dorset authorities, determined that there was a need for 110ha of employment land across the whole conurbation, with no specific figure for Poole Borough. It also remains unclear as to whether this includes a contribution from Bournemouth Airport and whether this includes existing available employment land or relates solely to additional land for employment.
- 4.17 To add to this uncertainty, the SoS's proposed changes raise the requirement to 152ha (including 20ha at Ferndown). The Council is not aware if the SoS knew of the technical error (referred to below), nor is it aware of the basis for her raised requirement, though it believes this could be largely historic and has not, in its view, been clearly tested. It was suggested that the SWRDA is objecting to the SoS's new requirement.
- 4.18 Subsequent to the EIP, further work has been undertaken which appears to demonstrate a need for new land at a significantly lower level than previously thought. Work by the Dorset Ips uncovered a significant data error, which had the effect of over-representing past losses of industrial floorspace by almost 357,000 sqm. This would have exaggerated the scale of need for new land and, in turn, may put in doubt the Panel's identification of a need in Poole for 85 ha. SWRDA, supported by the Dorset local authorities, has very recently prepared, with GVA Grimley, the Workspace Strategy and Delivery Plan 2008 (CD33c). This forecasts the employment land requirement (adjusted for local circumstances) at 39.5ha for the District. This is considerably below take up rates over the past 20 years (CD33b, CD33c, CD54). At the same time, I understand that the conclusions of a Regional Assembly review, considering floorspace requirements by District, translate into a lower land requirement than that of the GVA Grimley study.
- 4.19 In addition, Roger Tym and Partners have now forecast the jobs requirement as being up to 13,700 for the District. The Poole TTWA is geographically significantly larger than the administrative area. On this basis, the Roger Tym figure of 13,700 new jobs may not be at odds with the higher figure of 19,000

jobs which runs through the stages of the RSS. The difficulty arises in the translation of this overall level of need to that of provision of land. The process of the emergence of a requirement from the regional strategy is not complete. There seems to be some doubt over the accuracy and dependability of the base figures used. There appears also to be a lack of transparency as to how the final needs have been determined and insufficient precision as to what is being required.

- 4.20 The GVA Grimley study for the SWRDA (CD33c) is the most up-to-date study, albeit it has yet to be formally published. I understand that its preliminary findings helped to underscore the more recent stages of the Core Strategy in this respect. One further difficulty is that the assumptions underlying the various studies are extremely sensitive and critical to the outcome, as borne out in the GVA Grimley study. A change of any of the inputs can have a significant effect on the results; as suggested at the hearings, for example in the choice of a median or average figure for the loss of employment land in the GVA Grimley Study. Whilst the GVA Grimley study is the most up-to-date study it does need to be treated with some circumspection.
- 4.21 Weight should be given to the most recent studies. However, these need to be placed in a context; one that has indicated over the years that there has been a continuing shortage of employment land in the Borough. The regional guidance is still uncertain, with the added problem of trying to disassemble any conurbation wide figure into the requirement for just this Borough. In this context of uncertainty over the level of requirements I turn now to look at the supply provided by the Core Strategy.
- 4.22 *Employment land supply* The Core Strategy seeks to provide for an almost identical number of jobs as identified by Roger Tym and Partners. The jobs figure derives from the application of plot ratios and worker densities to the main sites identified. Subject to my comments below, the approach in the Core Strategy seems to be broadly on the right lines. Poole is a very constrained Borough. There is not a huge range of options available to the Council. The strategy is to make the most of the previously developed and sustainable sites that are likely to come available over the plan period. Thus the Regeneration Area sites and those in the town centre should provide the opportunity for about half of the new jobs sought over the plan period.
- 4.23 The Council calculates that the Regeneration Area would provide the equivalent of about 9 hectares of employment land, though no similar figure is given for the town centre sites. I comment more fully on these areas below. Now that the funding of the Twin Sails bridge has been secured and given my conclusions on flooding constraints, I consider that a substantial element of employment provision should come forward within the plan period, although some doubt remains that the full amount of employment floorspace will be provided. The precise amount of new employment provision in this area will depend upon the details of the individual schemes coming forward. Policy PCS12 sets out the framework for provision.
- 4.24 As land on existing employment sites comes forward for redevelopment there is likely to be some intensification of activity and jobs there and I do not quarrel with the Council's estimate of some 2,100 jobs coming forward from that source

over the plan period. Its May 2008 Economy of Poole (CD33a) identifies 18.74ha of remaining allocated employment land as at April 2007. Not all of these sites are likely to be developed, but further sites may well be identified as part of the Council's Allocations DPD. In addition, it is not unreasonable to estimate that a considerable number of jobs are likely to come forward in the Health, Education and Services sector, much of it on land that has not traditionally been identified as employment land. The plan gives a figure of 2,500 jobs from that source.

- 4.25 I am, however, more concerned about the 2 specific employment sites identified in the plan as being key employment sites, Sopers Lane and Fleets Corner. I comment more fully on these 2 sites below. For the reasons given there, I am not convinced that new jobs will necessarily come forward in the numbers forecast by the Council.
- 4.26 Overall, it seems to me that the Council may struggle to provide the 13,900 jobs aimed for. The same goes for the overall amount of employment land required. Put into the context of such uncertainty over what is needed in the Borough, then all avenues should not be unnecessarily closed. Options for new employment provision within this tightly constrained area are limited. There is currently no leeway provided or fall back position, should some of these sources of supply not materialise. There needs to be some flexibility built into the supply, with possible contingencies available where possible. The only significant alternative that was debated at the hearings is the land at Canford.
- 4.27 The *Canford, North Poole area*, a greenfield site partly in the existing green belt, was considered by officers in 2005 in sub-regional studies alongside greenfield land at Ferndown and the Airport. Regional Assembly members, whilst supporting greenfield development elsewhere, decided not to include any proposed greenfield areas of search within Poole Borough in the draft RSS. At the more local level, at the Issues and Options stage of this Core Strategy, members did not support this site, nor land at Creekmoor, and in September of that year it was dropped as an option and not included within the Core Strategy Preferred Options documents. That the site was not formally considered as one of the preferred options at that stage does not, to my mind, in itself render the current plan unsound. Although other greenfield sites around the conurbation were supported, and whilst the reasons for this are not as clear as they might be, it seems that at the time the decision was made that in Poole it was felt that requirements could be met from previously developed land and that this particular greenfield site was not needed.
- 4.28 I am not in a position to consider the individual merits of the Canford land. Part of it is within the green belt and it also adjoins an area of Dorset heathland. There may also be significant highway considerations that could affect its potential to provide a sustainable employment location. I have no sustainability appraisal in its support. However, what I would say is that the plan seeks to include the non green belt part of the site in the green belt, effectively determining its long term future. I believe that, in all the uncertainties, that approach is premature. I recommend elsewhere that the green belt boundary not be changed, so as to avoid the removal of this potential opportunity to meet employment needs if required.

- 4.29 Reflecting national guidance, a wide choice of types and sizes of sites needs to be provided to give flexibility so that all parts of the economy have the opportunity to expand. It is not just a matter of exactly numerically matching the requirement with sites. On paper, if all the assumptions made by the Council come to fruition the latest identified requirements could be met. However, any shortfall in any of those assumptions, then there could be a serious shortfall. Over the past 20 years there has been a steady take up of employment land. Allied with this, there has been a well documented acceptance that there has been a continuing shortfall of suitable employment land in the locality. All these various factors point to a reluctance to close off the one significant opportunity to provide employment land in the Borough without a cast iron case for doing so. The plan has sought, in a robust manner, to provide as much employment land as it can, but with the uncertainty at the present time over regional requirements and how these should translate into Borough provision, I conclude that the remaining significant greenfield option should be retained. This is a matter that will need revisiting in the very near future. To reflect this, I propose to add some wording to paragraph 6.6 to explain the position, *PC23*.
- 4.30 *Fleets Corner* The Council identify this as a principal location where a high density employment development could replace the existing rather run down and less intensive development. Although the Council promotes a site of 6.5 hectares, the agents indicate that the potential site suitable for redevelopment over the plan period could be about 11 ha, though, conversely, their estimate of job potential is that, even if the larger site were to be redeveloped, this would be unlikely to achieve the Council's minimum of 1,300 additional jobs (PCS1). In the agent's view the assumptions made by the Council in respect of the types of employment uses and plot ratios are unrealistic for this site. Whilst 1,300 additional jobs could be retained as an aspiration, it would be wrong, on the basis of the evidence available, to require this as a minimum number. I propose to add a note at the end of PCS1 to indicate that the figure given is an aspiration and that, while seeking to maximise the number of jobs, the achievable figure may be lower, *PC28*.
- 4.31 The Table after paragraph 6.5 indicates B1/B2 – high tech/R&D uses, whilst policy PCS1 goes on to specify particular uses as being suitable. The owners are looking for a degree of flexibility in terms of the range of potential uses. The key consideration seems to me to be the achievement of a significant intensification of uses, to maximise the number of jobs from this well established and well located site. As the Consultation Draft of PPS4 indicates, the aim should be to facilitate a supply of land which will be able to cater flexibly for differing needs, avoiding restricting potential uses unnecessarily.
- 4.32 In PCS1 the aspirations are listed under the heading "suitable uses". Whilst this implies other uses would also be permitted the danger is that they might be perceived and applied as requirements. To be too prescriptive could serve to limit the achievement of the overall goal of increasing the employment base here. At the same time any loosening of requirements should not have the effect of encouraging unacceptable uses, such as out of centre retailing, to the detriment of the town centre proposals, or lead to under-use of this important resource.

- 4.33 Policy PCS3 requires a master plan, which, again, the owners feel creates an extra hurdle to be crossed, one which could constrain unnecessarily their options for the site. The Council's proposed changes delete this requirement, with the Sites Allocation DPD to set out the vision for the area.
- 4.34 *Sopers Lane*. The Council envisages this 4.5ha site providing a minimum of 1,000 additional jobs, also in B1/B2 – high tech/R&D, with policy PCS1 again giving a prescriptive list of "suitable" uses. The owners have tried to market the site for B employment uses with no success and also have highlighted problems achieving a satisfactory access. As a result they are seeking to widen the range of uses to include residential development.
- 4.35 Whilst there is current uncertainty about the ability of the site to come forward to provide any significant scale of new jobs, I agree with the Council that this land forms part of a much larger, well located employment area and I do not, on the evidence before me, conclude that it is any more significantly constrained than other employment land in the Borough. Given my concern about the adequacy of employment land and my view of the relative sufficiency of residential land I come to the opinion that this land should be retained for employment uses. It seems that there is some likelihood of some development on the adjoining portion of the employment area. Retention of the identified site for employment uses would allow for further thought to be given as to how this wider site might be looked at on a comprehensive basis and more intensively developed over the plan period.
- 4.36 The more general concerns about the detailed wording of the policies in respect of Fleets Corner similarly apply to this site. The Council has recognised the legitimate concerns expressed in relation to the way the Sopers Lane and Fleets Corner sites have been approached in this plan. On reflection, it now proposes a series of changes, *PCs 24, 27, 29 to 39*, which provides for a clearer vision for these sites, with flexibility and delivery framework to be developed through the emerging Allocations DPD. I endorse this revised approach.
- 4.37 The Council does not envisage any significant growth in tourism. I am slightly surprised that more significant references are not made to the role of tourism in the plan. However, some reference is made and I do not consider that it is necessary in this instance to suggest further wording. I was also surprised to find the role of the port to be quite understated. In response, the Council has suggested some additional wording, *PCs 40 and 41*. Whilst these only go part way towards a full explanation of the role of the port within the life of the Borough, I do consider that the additional wording assists in clarifying the plan and I recommend the wording changes. I also support the changes *PCs 22, 25, 26, 43 and 44*, which improve clarity in respect of monitoring the balance of employment and housing supply, delete an unnecessary footnote and help to clarify the need for good access to health care facilities.

Housing matters

- 4.38 *Housing land supply* The emerging RSS provides for 10,000 dwellings to be provided in the Borough for the period of this plan, at a rate of 700 per year to 2016 dropping to 300 per year from 2016 to 2026. The plan responds positively to this target and sets out in paragraphs 6.30 to 6.32 and policy PCS6 how it

intends to achieve this. Although the plan read as a whole is clearly committed to meet this requirement, it is not expressly stated in those terms. A wording addition put forward by the Council, *PC47*, provides that commitment, helping to clarify the intent of the plan.

- 4.39 Bearing in mind my comments above, and below, about the town centre and Regeneration Area, I am confident that these areas will provide the 4,000 dwellings anticipated. The remaining 6,000 dwellings would be mainly focussed upon local centres and major transport routes. The evidence presented by the Strategic Housing Land Availability Analysis 2007 (SHLAA), CDs 44 to 53a, reflected in the housing trajectory, CD52, indicates a supply of 4,183 dwellings in the first 5 years, with a further 1,623 in years 6 to 10, from those under construction, those with planning permission, those allocated and those newly identified by the SHLAA, to be included in the Allocations DPD. Minimal sites are identified for the years 10 to 15.
- 4.40 Given that Poole is a heavily constrained urban area, with a tightly drawn green belt and extensive areas of protected heathland, it is to be welcomed that sufficient sites can be identified for the first 10 year period. The provision, with the Regeneration Area and town centre providing significant front-loading, an early boost to supply, is a robust one. That the third 5 year period relies on windfall sites is understandable. Windfalls have historically provided a very substantial source of new housing, averaging over 400 per year over the past 3 years. No doubt, there will continue to be a significant number coming forward from this source, including some continuing provision from house conversions and blocks of flats replacing houses. Updates of the SHLAA will over time identify further sites for the latter half of the plan. Even if the supply of windfalls reduces very substantially, the RSS requirements are likely to be fully met. I am satisfied that the housing supply is soundly based and meets the requirements of the regional strategy and national guidance in PPS3.
- 4.41 *Housing densities* Policy PCS6 sets out a hierarchy of indicative densities across the Borough. The Council recognises that these are indicative only and states that they would not be applied prescriptively. A rigid range of densities is not appropriate in my view, particularly in relation to the Regeneration Area, where the emphasis should be on the creation of a new "place", with its own character. A hierarchy of densities is helpful, setting minimum requirements, but should not be too prescriptive or preclude more intensive development where this could be achieved without harming the amenity of the area. Accordingly, I support a change to policy PCS6 in this respect, *PC47*, based in part on wording put forward by the Council, with a fuller clarification as to how the approach will be applied.
- 4.42 *A mix of housing types* The Strategic Housing Market Assessment 2008 (SHMA), CD38, provides details of the housing mix to be sought in order to provide a balanced housing market. The Table after paragraph 6.34 seeks to summarise the Table in the SHMA. In view of criticism of the form of the summary the Council is content to clarify the position by substituting a Table from the SHMA, that better reflects the housing needs in terms of dwelling sizes, *PC 45*. I recommend accordingly.

- 4.43 *The approach to flatted development* Over the past 5 years between 70% and 80% of new dwellings have been in the form of flats. It is expected that, in the light of current permissions and proposals for the Regeneration Area, the proportion of dwellings in the form of flats, mostly 1 and 2 bedroom, will continue to be very high. The established housing stock is split into thirds, by one bedroom, two bedroom and three plus bedroom units. Accordingly, the Council is keen to give some protection to 3 and 4 bedroom properties.
- 4.44 The Local Plan approach to flatted development, with flat character areas, is being replaced by a more holistic one, with the emphasis being placed upon the character of areas. To that end policy PCS6 allows for redevelopment for flats on streets or parts of streets where flats predominate, but on streets or parts of streets comprised mainly of houses flats will be resisted. The loss of houses to blocks of flats has been a very contentious issue locally. Any prescriptive restriction on redevelopment for flats purely on the basis of a change of character to an area would in my view be inappropriate, both because it would restrict the supply of much needed housing and that individual impact could and should be judged on its particular merits, on how the existing character and amenity would be affected.
- 4.45 However, bearing in mind the reasonable desire to maintain a range of dwelling sizes and types, in accord with the SHMA, it is reasonable to offer some protection to larger properties. Combining this concern with the wish to develop a character area approach, I accept that policy PCS6 represents a reasonable approach, allowing for flats in some areas, but protecting existing houses where these remain the predominant form.
- 4.46 **Affordable housing** *Overall target* That Poole has a substantial need for affordable housing, in excess of the totality of proposed housing provision, is without question, CDs 37 and 39. The plan, rightly, seeks to maximise provision of affordable housing. Although the RSS identifies an overall target for affordable housing of 35%, the plan sets its target at 3,000 units, 30% of provision. The Council considers this to be a realistic target. Although it is not a ceiling, there is the danger that it is setting its sights too low. The very high housing need in the area justifies setting an overall target that is demanding. At the hearings the Council expressed their willingness to revise this target to bring it into line with RSS guidance. I recommend accordingly, PC48.
- 4.47 *Percentage by site* The local plan has applied a site target of 40%, which has proved workable, achieving an overall contribution above that figure; albeit in years when smaller developments have predominated actual provision has been more limited. The Council, through Three Dragons, has undertaken very detailed viability studies, CD58, dividing the Borough into sub market areas and tested for a range of affordable housing for different types of development, on 0.5 hectare sites. This has resulted in a raft of different figures as to viability. One of the main critical elements that emerged is the existing use value of the site, with existing residential sites proving much less able to provide a significant amount of affordable housing.
- 4.48 This evidence leaves a choice to be made; whether the strategy should adopt a detailed approach, setting different percentages for different areas and existing uses, or setting a Borough wide figure, recognising that it could be more

challenging in some places and circumstances. Most places achieve a positive value with a 40% provision. The exception is for residential to residential sites across most of the Borough. As the SHLAA indicates, these sites are likely to continue to form a minority, but still significant element of new housing. This needs to be clearly accommodated in the policy approach adopted.

- 4.49 The viability exercises tested 2 levels of Community Infrastructure Levy (CIL), £5,000 and £15,000. They did not, however, test the impact of Lifetime Homes or Code for Sustainable Homes requirements, the effect of which would be to reduce viability levels. Aside of this, I note concerns as to how the exercise allowed for acquisition costs, but have no substantive evidence that they were not carried out in a robust and sound manner.
- 4.50 The viability exercise was conducted on the basis of a normal housing market and does not reflect current financial circumstances. How long these last is a matter of conjecture. Given the long time-span of the plan it is not appropriate at this stage to revisit the viability exercise, in the expectation that the market will pick up in a reasonable time. If it does not, then it may be that a review of this aspect, and others, may become necessary.
- 4.51 In my view it would become very complicated to give a percentage figure for each type of site by existing use, given that the figures would also vary by sub market area. Policy PCS7 indicates that affordable housing will be subject to a number of criteria, including the economics of provision, allowing for negotiation. The Council intends to make available a "viability toolkit" to assess the financial viability of individual developments. The policy includes what is referred to as a "benchmark" figure, of 40%. Whilst it may be largely a matter of semantics whether it is a benchmark or a target, this figure has been tested and is a reasonable one, bearing in mind that it is only a starting point, with individual provision reflecting individual site circumstances.
- 4.52 However, given the wide variation in viability levels demonstrated by the testing, to make the approach sound the policy needs to draw specific attention to the taking into account of existing use values and other site specific factors, reflecting that the circumstances of residential to residential sites are likely to be much more difficult than commercial to residential. I support the wording change, *PC50*, put forward by the Council, subject to further wording to draw specific attention to the challenges faced by developments on existing residential sites.
- 4.53 *Thresholds* The Council intends that its affordable housing requirements apply to all housing developments. The supporting text suggests that large extensions/replacement houses could also be subject to an affordable housing contribution, though the wording in this respect is very vaguely expressed. The inclusion of extensions/replacement housing goes well beyond established practice. In effect, the requirement would operate unreasonably as a local charge, working as a distinct disincentive to people seeking to upgrade in some way their existing accommodation. Its application appears from the wording of the plan to be uncertain and its impact on the improvement of the existing housing stock cannot readily be estimated. On reflection, the Council now proposes, *PC49*, to delete the paragraphs 6.41 and 6.42, thus limiting the requirement to net additional dwellings. I support this change

- 4.54 PPS3 indicates that Councils may set lower minimum thresholds where viable and practicable. The viability testing was carried out down to a site for 6 dwellings. The evidence available suggests that size of site is not the main factor in determining viability. The Council also indicated that at its affordable housing workshop the feedback confirmed that view. The evidence is that small sites will continue to make a sizeable contribution to housing supply and that there is not a natural point or break at which to set the threshold.
- 4.55 The high level of need certainly supports the case for lowering the level below the national indicative minimum threshold. Further, the evidence suggests that viability is not a function of site size and that sites below the 15 dwelling size could support an affordable housing contribution. That said, I consider that the case has not been fully made out to justify the inclusion of all housing development within the policy, taking the policy down to a single dwelling.
- 4.56 There is no specific evidence from the testing exercise that the threshold can be reduced right down to a single dwelling. The lowest size looked at was for 6 dwellings. The danger is that lowering the threshold this far could materially damage the continuing supply from these very small sites. I was offered the opportunity, at the hearings, to await an update of the viability study to specifically test down to one dwelling. I declined this offer as this is a matter that should have already been fully supported by evidence and any new evidence would require very careful consideration and need to be subject to public consultation. In the absence of strong evidence in support, I do not consider that the threshold should be reduced to below the tested level of 6 dwellings. I recommend accordingly, *PC50*.
- 4.57 *Elderly persons housing* Reflecting its strategy for old people (CD80) the Council places an emphasis on home care. The plan provides support for additional Care Homes (PCS8) to meet the anticipated demand and for the all new development to meet the Lifetime Homes Standard (PCS9). The Council takes the view that any sheltered housing can be supplied as part of market housing provision and that it is not necessary to have a specific policy or site identified. I think this is a very limited view and that the role that sheltered housing can play in keeping older people in their community is an important one. Whilst I do not consider that this goes to the issue of soundness of the plan the Council may wish to consider and address this matter in due course, to give guidance, through some form of future policy document.
- 4.58 As regards the requirement in policy PCS9 for all new dwellings to be built to Lifetime Homes Standards, the Council draws attention to the frontloading of the housing delivery, such that most housing will be provided within the first 10 years - without an early commitment to this requirement, much of the opportunity would be lost. Whilst the provision of housing to this standard is a laudable aim, I am not persuaded that this requirement is appropriate or reasonable at this time. Time may be needed for developers to adjust to the new requirements and, in any event, this appears to me to be a matter that is best required through a national approach, via the Building Regulations, rather than through local Core Strategy planning policies. The principles in this respect are similar to those relating to the application of the Code for Sustainable Homes, considered below.

- 4.59 In particular, provision of homes to this standard could well have a knock-on effect locally on the ability of developers to provide affordable housing and other community benefits. In this regard, it is not clear in the plan as to which requirements or aspirations would have priority; the Council suggests that priorities will be set out in its Infrastructure DPD. However, that information is not available at this time and there is a distinct danger of too many requirements being imposed upon developers. In all these circumstances I consider that the plan is unsound in insisting upon all new homes meeting these standards, without qualification of any sort. Given the likely level of need for housing in the Borough suitable for the elderly, I consider it would be reasonable for the plan to retain a policy in relation to Lifetime Homes, but one that only offers general encouragement. I recommend accordingly, *PCs 52 and 53*.
- 4.60 *Gypsy and Traveller accommodation* The EIP Panel, having regard to the Gypsy and Traveller Accommodation Assessment, recommended a reduction in the number of residential pitches needed in the Borough from the 35 in the draft RSS to 13. The SoS's proposed changes indicate a requirement of 35 residential pitches and 8 transit pitches. Until the RSS is formally adopted there will remain some uncertainty as to the precise needs of this community. In these circumstances I am fully satisfied that the Core Strategy approach accords with national guidance: Policy PCS10 commits the Council to addressing the remaining required provision in its Site Specific Allocations DPD. The policy then sets out the criteria that will be applied in the determination of locations for new provision.

The town centre

- 4.61 The town centre is to be the focus for major development over the plan period. It represents the most sustainable location and, through a number of key areas, provides the opportunities for a significant scale of development, reflecting the area's designation as a Growth Point. The central area forms the keystone of the plan's strategy. Given the constrained nature of much of the Borough and the amount of growth that needs to be accommodated, a strong focus on the central area is the logical and appropriate approach. The crucial test is whether the central area can live up to the expectations placed upon it and deliver the scale of development in the manner sought.
- 4.62 The town centre is not specifically defined in the plan, though the main areas of principal change are shown on a map base. I am content with this approach, with policy PCS11 setting the broad spatial approach and subsequent policies focussing in on specific areas where most change will take place. Whether individual sites can be treated as part of the town centre will be a matter of judgement, based on their location, accessibility and functional relationship with the core areas.
- 4.63 *The Regeneration Area* Work has been underway for some years on the Regeneration Area. Of the original identified sites 2 have been developed. As far as the remainder are concerned, the evidence is that there is strong commitment from the Council and from owners to achieve development in the next few years. This would create a new identity for this largely run down and

underused area, provide a major new sector of the town centre and so achieve a significant and substantial upgrading of its profile.

- 4.64 Two fundamental constraints have to be faced before the whole area can be developed. Those sites to the west are substantially dependent upon the provision of the Twin Sails Bridge, and associated infrastructure, to serve the development. Transport and Works Act approval has been achieved. There has been a £9 million shortfall in its funding which has only now, in December 2008, been overcome, with funding support gained from the SWRDA Regional Infrastructure Fund. There appears, now, to be no impediment to the bridge finally being built, to open up the western sites. The other major concern, safety arising from the risk of flooding has largely been accommodated through the bridge, as I indicate below.
- 4.65 Now that the major constraints appear to have been overcome, there is no reason, apart from the economic downturn, that the area should not see radical change over the next few years. The economic situation may lead to some delays, but on the assumption that the financial situation will return fairly soon to a more normal state, then progress should not be prejudiced in the longer term. However, the uncertainties of the economic situation may mean that a more flexible approach needs to be taken to the form and content of the redevelopment schemes.
- 4.66 Negotiations have been progressing on the individual sites, reflecting a wish of owners to progress their interests. A number of viability exercises have shown that development is achievable. Whilst the negotiations have been somewhat protracted, and to a large degree unfinished, they do confirm that there is real potential here to create a significant new "place". A Masterplan, (CD22), has been prepared for the area, but attempts to bring all the partners together in joint working, through the preparation of an Area Action Plan, have failed through lack of co-operation between the various parties
- 4.67 As a result, the Council is, in essence, left in a rather unsatisfactory position, with a dated Masterplan and this Core Strategy with which to set out its requirements and guide development in a co-ordinated manner. Policy PCS12(i) requires that the principles of the SPG are delivered. The policy then goes on to be quite specific about what is required for each of the 4 remaining main sites. It is entirely understandable, that in the absence of a working partnership between all the parties involved, that the Council needs to be specific about what it wants the development to provide. The key driver is housing provision, but without an overall guiding hand, there is a real danger that other uses that would contribute to a vibrant and mixed area could be lost. To this extent a clearer expression of the overall vision for the Regeneration Area would have been welcomed. To a degree the Masterplan, read alongside policy PCS12, provides this. However, this Masterplan is dated and, not being part of the Development Plan, hasn't been through a rigorous examination.
- 4.68 The latest emerging schemes appear to suggest that housing levels could be considerably higher than the minimum shown in policy PCS12, whilst there may be an element of doubt as to the full achievement of the employment floorspace indicated. Care will need to be taken that the cumulative effect of individual decisions does not undermine the achievement of the broad mix of uses sought.

I heard that work undertaken on one of the sites suggests that the form and content of development shown for that site in the Masterplan, cannot be achieved and that effectively they have had to go "back to the drawing board". Some degree of flexibility is clearly needed so as not to unnecessarily inhibit development coming forward, whilst trying to provide as much certainty as possible.

- 4.69 The Council suggests that the Masterplan and its requirements are illustrative of what the Council wishes to achieve here and that negotiations, which will consider issues of viability, will determine what can be provided in practice. In turn, the danger expressed by the developers is that without a clear vision and clear priorities the dated Masterplan would provide the decision makers with reasons to refuse planning permission. In my view the Core Strategy needs to set out its requirements as clearly as possible, to provide a degree of certainty, in the absence of any up-to-date alternative vehicle for this. Without this, this key element of the Core Strategy could fail to deliver the vision of the plan.
- 4.70 The Council has proposed to remove the reference to the SPG from the policy and place it within the supporting text, *PCs 57 and 59*. In my view that more properly reflects its illustrative role. It is also appropriate for the policy to continue to set out the individual site aspirations, subject to an explanation that these key requirements and figures given are aspirational, with flexibility between sites; that they may need to be subject of negotiation, having regard to both to issues of deliverability and the overall vision and strategy for the area. In addition to the Council's proposed changes and for the avoidance of doubt I recommend some further wording to reflect my concerns, *PC60*.
- 4.71 *Town Centre North* The Council proposes to prepare an Area Action Plan, (CD23), for the Town Centre North area. The Council is a major landholder here and the other landholder interests appear to be supportive of significant changes to the centre. The policy sets the appropriate approach to achieving the much needed upgrading of the centre. The opportunities are available for a significant improvement to the range and quality of services and facilities which the plan is seeking. This is the most sustainable of locations and I see no reason why the aspirations of the Council could not be met over the plan period.
- 4.72 The aspiration for an additional 35,000 sqm of retail floorspace may be a little ambitious, but bearing in mind my conclusions in respect of retail development, below, I consider that over the length of the plan there should be the opportunity for a considerable expansion of the retail offer in the town centre.
- 4.73 *Other matters* The historic Old Town is an important part of the wider town centre, of historic interest and with a character attractive to tourists. The plan does contain a range of mentions of this area, in the Vision, Spatial Objectives and in policy PCS24. Extant Local Plan policies provide a more detailed approach to conservation issues. It may well have been preferable to include a more direct reference to this area within the town centre section of the plan, in a similar way that the Lower High Street is considered. However, on balance I do not consider that the plan is unsound without such coverage and I make no recommendation on this issue.

Retailing

- 4.74 The Council relies on the Retail and Leisure Capacity Study 2005 and its 2007 update, CD35, to support the retail content of the plan. That study adopted conventional methodology and concluded that there was sufficient expenditure capacity to support major expansion of the town centre. Clearly, if Poole town centre's status is to be enhanced, raising its retail profile, then there may be some expectation of additional expenditure clawback from other centres.
- 4.75 My one concern is that Poole is part of a larger conurbation, whose catchment it shares with Bournemouth town centre. The study looked only at Poole, and not at the wider area and did not therefore have full cognisance of the respective roles of and aspirations for both centres and the interaction between the two. Without that more considered approach I am a little uneasy that the study might have overstated the expenditure available to the town centre. Nevertheless, the capacity is likely to be available for a significant amount of new retailing, with the opportunities being available in the most sustainable location, the town centre. I do not accept the view that the approach of making available opportunities for additional retailing is in some way unsustainable. I am satisfied that the plan's approach accords with guidance in PPS6.
- 4.76 Poole is very well served by retail parks and, in the interest of protecting and enhancing the status of the town centre and directing retail developments to locations accessible to modes other than the car, I fully endorse the approach of policy PCS14 that there is no net increase in floorspace in retail parks. Any spare capacity that might otherwise have been accommodated in the retail parks should be directed to maximising the potential for new retailing within the town and local centres.
- 4.77 Policy PCS14(i) supports retailing outside the town centre subject to it not undermining the central thrust of the strategy to support the town centre and it being appropriate to the location. In terms of the town centre it is important, in particular, that any new development does not prejudice the delivery of new retailing in the Town Centre North area. A particular reference to that point should be added, to avoid any potential undermining of the strategy in this respect.
- 4.78 The term "appropriate to the location" is unclear in its meaning, though I understand it is intended to relate to any development being in scale and complementing the role, function and nature of the particular local centre. Local centres provide the opportunity for more locally based shopping, in reasonably accessible locations and I therefore support the approach, subject to an explanation of what is meant by "appropriate to the location". To ensure that new retailing is provided in a sustainable manner, it is also desirable, reflecting the emphasis on defined local centres, that new development is only permitted where there is good quality access by non car modes.
- 4.79 I recommend some revised wording to clarify these aspects of the policy, *PCs 64 and 65*. The opportunities for new retailing in local centres are likely to be limited and it would be difficult to suggest particular levels of new floorspace

that might be appropriate in each. The revised policy should provide a reasonable basis by which to assess the suitability of any proposals that may come forward.

Transport

- 4.80 The key challenges facing the Borough are the managing of the growth proposed in the area, whilst trying to ensure sustainable pattern of movements. There is a low level of public transport usage. Existing roads are congested, with the A31 trunk road being at capacity and unable to accommodate additional traffic without improvements being made. The Council accepts that the Core Strategy is short of detail as to what, where when and how these problems are going to be tackled. The Highways Agency has expressed strong concern that the plan contains no firm indication of what improvements can be made and how they are to be achieved in practice.
- 4.81 Part of the problem stems from the fact that the South East Dorset Multi Modal Transport Study (SEDMMTS) is still being carried out and that detailed proposals have yet to emerge from that. The Council has put forward additional wording that better sets out and summarises the position, *PCs 8 to 11, 17, 66 to 71, 76, 98 to 100*. That still leaves a gap in terms of what the plan intends to do in practice to try and accommodate growth whilst at the same time try and resolve congestion problems and achieve a modal shift away from private car usage. The Council intends that the Infrastructure DPD will go into more detail as to what is needed, the priorities and the mechanics of achieving that.
- 4.82 There appears to be some confidence that major upgrading of the A31 will come forward, albeit that is not expected before 2016. In the meantime any development will need to satisfy the Highways Agency that there would not be an unacceptable impact on the trunk road. From what I am told, it appears that there may be some scope for interim improvements and that as far as the Council is concerned there need not be a delay in the major town centre and Regeneration Area schemes because of potential impact upon the A31. The nearer schemes are geographically to the A31, then the chance that they could be delayed increases. Nevertheless, all schemes will need to be assessed as to the capacity of the road network to accommodate the additional traffic generated. Potentially, therefore, there is a chance that the implementation of the strategy could be slowed down, particularly as a result of the concerns about the A31.
- 4.83 Proposed changes to the Monitoring and Implementation section, PC101, introduce much needed detail in terms of significant transport proposals over the plan period. Until the results of the SEDMMTS are known it will not be clear whether these schemes are sufficient to accommodate the planned development. These schemes will also take some years to come on stream. As a result the Highways Agency still expresses its concern.
- 4.84 Poole is a Growth point and the RSS has no doubt been prepared fully cognisant of the major infrastructure shortcomings. With the Core Strategy running in advance of the SEDMMTS, it may be that the Strategy will need to be reviewed. However, whilst it would be wrong to ignore the highway capacity problems I do not consider that this gives reason to delay the overall implementation of the

strategy. The town centre is clearly the most sustainable area in the Borough and is appropriately the focus of major developments. The Council points to there being an adequate transport model in place to enable decisions to be made. A careful balance will need to be struck to ensure that development can proceed in line with the Growth Point aspirations, alongside adequate infrastructure improvements. The revised wording seeks to achieve this.

- 4.85 In terms of trying to achieve a modal shift the Council points to on-going improvements funded through the LTP and through developer levies. These will continue and will enable further incremental improvements to be made to the main transport corridors to ease movement and improve the attraction of buses, cycling and walking. Bus passenger numbers have risen very sharply, though this may in part reflect the low base point. It may well be that, in managing highway capacities and modal split, the Council's parking strategy for the Borough will need reviewing in the near future. Nevertheless, on the evidence presented, I consider that broadly, the Core Strategy policies provide a sound and realistic basis for this work continuing and in this regard I consider that the plan sets out a realistic framework. Whilst it would have been preferable for more detail of the works intended, their costs and who is to provide them, I do not consider that the plan is unsound without this information.

Locally distinctive places

- 4.86 Policy PCS24 sets out the basis for creating locally distinctive places, for the Borough generally and for distinct areas. Appendix 1, the Character Area Profiles, provides little practical help in the application of this policy and I understand further work is underway on the character areas of the Borough. A future SPD will seek to give more detailed guidance for the various areas. *PC103*, put forward by the Council, proposes their deletion. To a degree policy PCS24 overlaps with policies PCS6 and PCS12, each of which uses slightly different terminology as to what tests should apply. This could potentially be confusing, particularly in areas of significant change, such as in the Regeneration Area. To better set out the context for the SPD the Council proposes some changes, *PCs 77 to 80*, which I endorse. I also endorse the proposed changes, *PCs 18 and 100*, which help to clarify issues related to the environmental quality.
- 4.87 Policy PCS24A requires development to respect the setting and character in all areas, with PCS24B requiring development on Poole Quay to respect and reflect the historic environment. Particularly in areas of change, where development may have the opportunity to create, of itself, a new character and "place", the firm emphasis on development respecting the existing setting and character may not be appropriate. On the other hand, a test based simply on not causing harm would not set the positive tone rightly sought.
- 4.88 Ideally, the plan should set out the outcomes sought, the vision for an area, rather than concentrate on the processes to achieve an outcome. However, I do not have any wording to assist me in this matter and note that the Council will be preparing an SPD to give greater guidance on townscape character. A test requiring that positive regard be had to the setting and character and, in particular, the overarching vision for the area set out in the plan, and as to be

set out in future SPD, would be more appropriate and allow some degree of flexibility. I recommend some revised wording to the policy, *PC81*.

- 4.89 Local Centres are promoted in policy PCS23 and elsewhere in the plan. That policy prioritises action for those centres most in need of support. Those areas of multiple deprivation identified in chapter 3 of the plan are the subject of various multi-agency approaches described at various points in the plan. Whilst it might have been helpful to draw these together into one place as a single, coherent strategy, I am satisfied that the overall approach to these areas is sound.

Internationally protected habitats

- 4.90 As part of the process of preparing this plan the Council carried out a Habitats Regulations Assessment, (HRA), CD43, to consider the impact on the Dorset Heathlands and Poole Harbour protected areas. CD43(i), May2008, concludes that subject to the inclusion of avoidance and mitigation measures the Core Strategy would not have an adverse effect on the integrity of the protected areas. Reassurances have been given over some technical issues, which are reflected in revised wording.
- 4.91 Policies PCS29 and PCS30 both indicate that development will not be permitted where it would be likely to lead to a direct or indirect adverse effect on the integrity of the protected areas. That clearly gives some firm assurance. It is appropriate, and reflects national guidance, that any restrictive policy relating to development within 400 metres of the Heathlands allows for exceptions since this is firmly subject to the requirement that development would be permissible only where there would not be an adverse effect on the site's integrity. A restrictive ban on development is not justified or appropriate.
- 4.92 There is already a Harbour Management Scheme in place, CD13, although this would need to be revisited. South East Dorset Councils also have an Interim Planning Framework, CD15, in place to test the effects of individual proposals on areas of heathland. However, it is in the area of certainty over the delivery of the mitigation measures set out on pages 10 to 13 of the HRA, CD43(i), that the principal concern has been expressed. At the time of the hearings a template of the Implementation Plan (page 5 of the original Statement of Common Ground with the RSPB) had been prepared, but with no details filled in. It would take some time to provide the level of detail required in that template.
- 4.93 Since then, some further, extensive wording changes have been put forward in the later Statement of Common Ground between the Council and the RSPB. This gives a clear timetable as to what needs to be done, when and by whom. I am content that with these wording changes appropriate protection is given to these habitat areas. These wording changes, *PCs 82 to 86, together with changes to the delivery framework*, provide a clear commitment to prepare a detailed implementation plan, with necessary mitigation measures and should ensure that these measures are delivered within the appropriate timescale.

Green Belt

- 4.94 Policy PCS31 provides for a change to the green belt boundary in the North Poole area. North Poole was originally allocated for housing, alongside the provision of the A31 Link Road, reflecting the 1990 South East Dorset Structure Plan. The road was subsequently shelved, with the land being safeguarded in the 1998 Local Plan. Following the abandonment of the road proposal the 2004 Local Plan First Alteration (LPFA), in policy NE6, treated the land as safeguarded land pending the outcome on a strategy review, in effect the preparation of this plan.
- 4.95 In the Council's view the exceptional circumstances for a change in green belt boundaries are provided by: the existing boundary being an interim one; the original allocation being unjustifiable; the changed trunk road position; the lack of reason to bring the site forward for development, and the existing boundary being a false one, elsewhere it having followed the edge of the built-up area since about 1980.
- 4.96 I accept that these reasons could provide the necessary exceptional circumstances to change the boundary of the green belt. It is the only case, where to any significant degree, the existing boundary does not follow the built-up edge. The original reasons for its exclusion from the green belt now no longer apply. Strategic changes to the green belt in Poole are not required by the RSS. However, there is one factor that potentially weighs against placing this land within the green belt at this time. That is the possible requirement for flexibility, for an alternative approach to the provision of employment land, should the Core Strategy's approach fail to deliver the necessary land.
- 4.97 In this regard, I refer to my conclusions on employment land supply. I have found there that there is uncertainty about the scale of need for employment land and in turn the ability of the sites identified to fully deliver it. The land at North Poole is the only significant remaining area of undeveloped land in the Borough. Notwithstanding the desire to give priority to previously developed land, its potential to help meet a possible shortage of employment land should not be lightly lost. I fully appreciate that this land may not be suitable for development given its proximity to an area of heathland, though employment land is less likely to have an adverse impact than residential development. I am not in a position to judge the merits of this site in terms of its impact on a protected area, or indeed in any other respect.
- 4.98 Given my conclusions on employment land I do not consider that the case has been made out conclusively that the plan makes sufficient land available to meet the strategic employment needs. Indeed, at the time of writing there remains some uncertainty as to requirements and to supply across the conurbation. Until such time as there is more convincing evidence that the site is not needed at a strategic level for employment development over the period to 2026 then policy NE6 of the LPFA should continue to apply. I recommend the necessary wording changes, *PCs 87 and 88*.

Climate change

- 4.99 The urgency of taking action over carbon emission levels is underlined by the recent change in national targets for 2050 from a 60% reduction to an 80% reduction. National policy is to achieve carbon neutral housing by 2016, which

will be required by national, and binding, Building Regulations; with the aim for all non-domestic buildings to be zero carbon from 2019. The SoS did not agree with the RSS Panel's recommendation to accelerate the introduction of more demanding standards of building sustainability for the region. She saw a considerable value in a strong national framework. At the same time there may be situations where it could be appropriate for Councils to anticipate levels of building sustainability in advance of those set out nationally. However, Councils must be able to demonstrate the local circumstances that warrant and allow this.

- 4.100 That the provision of much of the proposed development is intended to be made in the early part of the plan period gives added impetus to the desirability of achieving as early as possible reductions in carbon emissions. Otherwise much of the local opportunity to contribute to carbon reductions could be lost. However, I do not consider that the case is made out that circumstances properly allow for this to be achieved. Some evidence was presented to the RSS on viability. However, I understand that work has not been carried out locally on the viability and deliverability implications of the additional costs involved.
- 4.101 Costs will vary and over time the technologies will improve, so issues of viability are difficult to predict. I have no convincing evidence that the requirements set out in policies PCS33 and PCS34 can be met without seriously impacting upon delivery rates and/or other priorities of the Council, such as affordable housing. It is also not apparent that all the technology is available at the current time to meet these locally generated targets. Developers may also need time to adjust their working practices and techniques to respond to the demanding targets being set nationally. In my view the targets in PCS33 and PCS34 are not reasonable or appropriate at this time.
- 4.102 It is not sufficient for the Council to simply add some wording that questions of viability will be taken into account when considering individual proposals against these policies. That creates too much uncertainty for all concerned and could lead to delays in achieving new development. Accordingly I recommend that the specific targets be deleted from these policies and replaced by a general statement that every effort should be made to achieve a significant carbon reduction in new developments, at least matching the national targets, *PCs 89 to 92*. The improvement of the energy efficiency of the existing housing stock is clearly a desirable aim, but is one that can best be pursued through avenues other than this spatial plan.

Flooding

- 4.103 Level 1 and level 2 Strategic Flood Risk Assessments (SFRA) have been prepared alongside the plan, CD40 and 41. These show that much of the town centre and Regeneration Area would be subject to flood risk, from sea water, based on a 1 in 200 year flood, and a rise in sea levels of about 1.3 metres over the next 100 years or so. The extent of the town centre potentially subject to flooding is shown on revised plan, *PC93*. In any flood, it is likely that the flooding would have a duration of about 24 hours; that is a cycle of 3 high tides, with depths of water up to about 1.4 metres in 2126, the design life of the buildings. I have no reason to adopt different figures to those supplied by the Environment Agency (EA) in these respects.

- 4.104 PPS25 sets out 2 principal tests to be met before development should be permitted in areas of high probability of flooding, zone 3a, such as the town centre. The first of these, the sequential test, is passed, as there can be no doubt that there are no reasonable available sites in either flood risk zones 1 and 2 that could provide the scale and range of development that is proposed here. The whole strategy in the plan is based upon making the most of the opportunities presented by the town centre and the Regeneration Area. These are by far the most accessible and sustainable locations for development, with significant land either available now or likely to become available over the plan period.
- 4.105 The key test in my view is the third arm of the exceptions test. The development provides wider sustainability benefits to the community, outweighing flood risk and the development is proposed on previously developed land, there being no reasonable alternative. The third arm is that development will be safe, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall. The SFRA has identified the risks and that further work is needed. In turn the EA strongly argues that new development should not be allowed until safe access and egress could be provided to the development sites. This, in total, could be provided by way of the erection of the Twin Sails bridge, together with raised access to it, and the general raising of sea defences around the town centre by about 1.3 metres by 2126 (about 0.7 metres by 2086).
- 4.106 The EA require that delivery of a Flood Risk Management Strategy (FRMS) be secured before the plan can be considered sound. That strategy would identify the works needed, how it was to be funded and how the strategy was to be implemented. In its view, there must be a clear commitment for the work to be done, with funding streams certain. It considers that, having regard to the advice in PPS25 that development should be safe, no permissions should be granted until the mechanisms are firmly in place.
- 4.107 Clearly, if the EA line is taken there could be considerable delay in any town centre and Regeneration Area sites coming forward. Whilst the necessary finance for the Twin Sails bridge appears now to have been secured, some of the sites in the Regeneration Area would still have to show how raised access could be provided to it and, more problematically, those sites in the wider town centre not served by the bridge would still have to wait for the wider sea defences to have been secured. That securing, by way of a FRMS, could take some time. The EA's approach is reflected in the original Statement of Common Ground it prepared with the Council. That prompted a very strong reaction from developers and hence was superseded by a more general Statement of Common Ground, dated 7th November 2008.
- 4.108 The Council's position has been that it has envisaged preparing a FRMS as part of its intended Infrastructure DPD. The revised statement of Common Ground provides for an additional reference in the policy to PPS25 and some extra supporting text which makes reference to a FRMS through the Infrastructure DPD. The Council recognises that aside of the bridge, which should facilitate safe access for much of the area, provision of town centre wide defences could be extremely expensive. No details of necessary works have been drawn up

and, thus, no evidence is possible regarding overall costs. Nevertheless, it feels funding is likely to be available through future CIL, growth point funding and possible EA/DEFRA funding, reflecting the fact that much of the town centre, regardless of any new development, would require upgraded defences. Physical development of the sites themselves should help towards the defences. In all, the Council remains confident that funding can be provided for incremental development of the necessary defences.

- 4.109 In my view there are strong grounds for allowing this plan and individual sites to proceed in advance of the adoption of the FRMS. The Practice Guide to PPS25, at paragraphs 4.53 to 4.61, considers in more detail access and egress. At paragraph 4.58 it indicates that in some exceptional cases developments will be proposed where the building remains safe, but safe access cannot be guaranteed during a flood. In these cases it indicates that the potential implications of this should be considered, when assessing the acceptability of the proposals, having regard to a number of factors.
- 4.110 In the town centre and the Regeneration Area all new developments can be built at a base level above the expected 1 in 200 year flood level. They can, therefore, all provide for a safe refuge at time of flooding, both for their occupants and for neighbours. The sole matter of concern is the necessity of achieving safe access and egress during a flood period. The probability of flooding has been assessed in terms of a 1 in 200 year flood. Even at the worst period in the design life, that of 2126, the depth of flooding would not be expected to exceed 1.4 metres; and bearing in mind the much slower rates of sea level rise forecast in the early years, the depth of any flooding in the first half of that period is likely to be considerably less than that 1.4 metres.
- 4.111 Flood water velocities are likely to be low, with the flooding coming from the sea rather than from overflowing rivers. Any periods of flooding are not likely to extend much beyond 3 high tides, over a period of 24 hours. Given these factors the degree of disruption is likely to be limited. With the sites themselves being above flood levels, the provision of key services to those buildings should not be affected. Whilst the emergency services may not be fully equipped at present to deal with flooding, there is no reason to think that in the event of a flooding of the nature predicted that they would not be able to provide any necessary emergency support as might be appropriate.
- 4.112 Although the advice in the Practice Guide is for planning applications, I consider that its approach offers a realistic context for considering the approach to be taken in this Core Strategy. The development of the town centre and Regeneration Sites will themselves help bring forward the flood defences by raising their own ground levels to that of above the flood level and so contribute towards the provision of a town centre wide defence system. In accord with the spirit of paragraph 18 of PPS25, the Core Strategy can manage flood risk while still allowing necessary development.
- 4.113 The positive contribution to the community of developments in this area is so great that they firmly outweigh the concerns about the risk of flooding. The revised wording put forward for the Core Strategy, *PCs 56, 94 and 95*, commit to the production of an Infrastructure DPD which will provide the details of a FRMS. That is currently scheduled for adoption in 2010, though this additional

work could delay its production. Any development coming forward in the interim would still, under the terms of policy PCS35, have to carry out a detailed flood risk assessment which could indicate its contribution to wider defence considerations and how it might relate to emerging guidance on safe access and egress from the area. It should only be for a very short period that schemes could be promoted in the absence of the formal adoption of the FRMS and its securing the necessary flood works.

4.114 In these exceptional circumstances I am satisfied that development can be permitted in advance of the FRMS which would secure delivery of the necessary flood works. Whilst a precautionary approach is advisable I do not consider that in the circumstances here in Poole it is necessary or appropriate to place an embargo on development until such time as the FRMS is adopted. Accordingly, I propose to recommend the wording changes contained in the latter SCG, subject to a minor change, adding to the policy itself a reference to the Infrastructure DPD.

Monitoring and Implementation

4.115 In response to my concerns about the inadequacy of the monitoring and implementation sections of the plan, with details split between the Strategic Objectives and the Delivery Frameworks and insufficiently detailed targets and milestones the Council has proposed a major rewrite, *PCs 16, 21, 96, 97 and 101*. This combines the two sections into one, under the heading of "Implementing and Monitoring the Core Strategy" and introduces much greater detail, with more specific targets and time lines, which should enable progress on the strategy to be monitored on a regular basis. I fully support this change, which incorporates many of the issues discussed at the hearings.

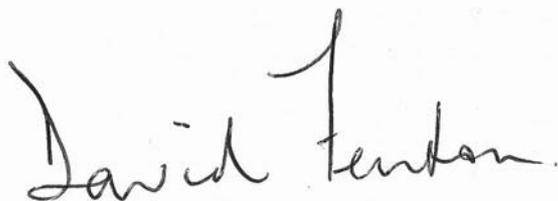
Minor Changes

4.116 The Council wishes to make several minor changes to the submitted DPD in order to clarify, correct and update various parts of the text, *PCs 7, 15, 20, 42, 46, 51, 54, 61 to 63 and 72 to 75*. Although these changes do not address key aspects of soundness, I endorse them on a general basis in the interests of clarity and accuracy. These changes are included within Appendices 1 and 2 to this report.

4.117 Accordingly, subject to the proposed changes recommended, I am satisfied that the conformity, coherence, consistency and effectiveness tests, tests 4, 6 – 9, have all been satisfied.

5 Overall Conclusions

- 5.1 I conclude that, with the amendments I recommend, the Borough of Poole Core Strategy satisfies the requirements of s20(5) of the 2004 Act and the associated Regulations, is sound in terms of s20(5)(b) of the 2004 Act, and meets the tests of soundness in PPS12.

A handwritten signature in black ink that reads "David Tendon". The signature is written in a cursive style with a large initial 'D' and 'T'.

INSPECTOR

Appendix 1 - Schedule of changes

Change number	Policy/ paragraph	Change
1		Maps and diagrams to be improved in terms of quality.
2	1.5	Delete from "ranging from that which" to end
3	1.5a	Add "The Core Strategy sets out the vision, broad principles and spatial approach for the period 2006-2026. During this period the plan will be reviewed to reflect progress in its delivery, and it is anticipated that this would be carried out in time to have a revised Core Strategy adopted by not later than the mid-point of the plan period (ie 2016). Other development plan documents, which will include more detailed management policies, will take the lead from the Core Strategy to ensure that they are in conformity with its vision, spatial strategy and policies."
4	1.5b	Add: "Other development plan documents concern more specific policy and implementation details. Over time, the LDF will replace Poole Local Plan First Alteration (adopted in March 2004). Appended to the Core Strategy is a schedule of local plan policies setting out which documents in the LDF are expected to review and replace these. The statutory documents set out in the Local Development Scheme as at April 2007 are...."
5	1.13	Amend to read "... key strategic issues such as mitigating the threat of climate change, meeting housing...."
6	1.18 – 1.26	Delete sub heading "The story so far" and paragraphs 1.18 – 1.26 and picture 1.3
7	3.19	Amend penultimate sentence to read: "the provision of a second lifting bridge, construction of which is expected to start in 2010."
8	3.24	Amend sub-heading to read: "Managing Traffic Growth and Reducing the Need to Travel."
9	3.24	Delete second sentence. Amend next sentence to read: "Congestion in South East Dorset is getting worse and recent opinion...." Delete final sentence.
10	3.25	Delete and replace with: "A key aim of the Spatial Strategy is to reduce the need to travel by locating homes, jobs, shops and services in the most accessible places. Schemes in Poole which generate a high number of trips, such as large offices or major shopping centres, therefore need to be located in places that are easy to get to for a large number of people by means other than the car. However, this will be insufficient to deliver the growth potential of Poole without significant improvements to the transport system. Forecasts show that the level of development proposed in the RSS for South East Dorset will increase traffic flows by 18% to 24%, even with the development being sustainably located. As a means of minimising congestion and its many harmful impacts the transport strategy for South East Dorset, Local Transport Plan 2006-2011 (LTP2), which provides the transport policy framework for the local authorities within the sub-region, expresses a firm commitment to managing the transport network."
11	3.25a	Add: "Managing traffic growth will be a priority not only in Poole, but also the wider South East Dorset sub-region. Work undertaken for South East Dorset to inform the Regional Spatial Strategy indicates that rising levels of congestion will occur across South East Dorset as a result of growth and that significant investment in transport infrastructure is required just to maintain the status quo. For this reason, achieving the LTP target of a 1% decrease in road traffic mileage by 2010 (from 2004 base year) is the toughest challenge in the LTP."
12	3.28	Add: "Poole is working with sub-regional partners to promote carbon reduction through the Bournemouth, Dorset and Poole Energy Efficiency Strategy and Action Plan (publication anticipated in early 2009), which will seek to promote energy efficiency across the domestic, business, public and voluntary sectors, including measures to promote better energy efficiency in the existing housing stock. In parallel to this, Borough of Poole is committed to its own carbon management programme, prepared with assistance of the Carbon Trust. These initiatives will help Poole to realise lower carbon emissions, but it will be critical also for developers to take on board new challenges in construction and renewable energy provision."
13	3.29	Delete paragraph and amend table heading to read: "Proposed national residential carbon reduction programme."
14	3.30 – 3.31	Delete second sentence of paragraph 3.30 and merge the 2 paragraphs
15	4.3	Replace "Nine" with "Eight"
16	Strategic Objectives 1 to 8	Move all the indicators and targets tables from all the Strategic Objectives to a revised "Implementing and Monitoring the Core Strategy" section in chapter 7.
17	Strategic Objective 4	Delete main paragraph and replace with: "The Spatial Strategy places a significant emphasis upon the Town Centre and other accessible locations in accommodating new development over the next 20 years. This will help to reduce the need to travel by car but the strategy will also require careful management of traffic growth and investment in alternatives to the car. Key local centres and other suitable locations on main routes within the Bournemouth and Poole (A35) Corridor will accommodate higher density new development, and other prime transport corridors which have high frequency bus services will also be suitable. The roads along these corridors will be managed to improve the efficiency of public transport, promote walking and cycling and minimise the adverse impacts of traffic. There will be continued commitment to developing an integrated approach to spatial planning and transport strategies across South East Dorset. Transport priorities will include managing the road space and traffic growth, supporting improvements to the frequency and reliability of bus services, improvements to "local" rail services, and complementary parking strategies, including the extension of controlled parking zones. There will also be a need to plan, prioritise and deliver infrastructure in accordance with the South East Dorset Multi-Modal Transport Study (SEDMMTS) and Local Transport Plan priorities in order to manage traffic growth and

		protect and maintain the function and capacity of the A31.” Amend 1 st key outcome to read: “Reduced proportion of single occupancy trips by car.” Amend last key outcome to read: “More reliable bus journey times and improved public satisfaction.”
18	Strategic Objective 6	Amend last 2 sentences of first paragraph to read: “Poole also contains Listed Buildings, Conservation Areas, Scheduled Ancient Monuments and Registered Historic Parks and Gardens as well as areas of archaeological interest, locally listed buildings and other landscape and townscape features. All such assets can make an important contribution to creating a sense of place and local identity.” Amend 3 rd sentence of first paragraph: “Each part will.....”
19	Chapters 4-6. Responding to the Sustainability Appraisal	Delete the 10 tables and their headings in the Core Strategy which are titled “Responding to the Sustainability Appraisal” at the end of chapters 4, 5 and the eight themed sections of chapter 6.
20	Chapter 5	Delete “It is” from second sentence, under heading of employment
21	Chapter 6	Move all the Delivery Framework tables from the end of each theme section in chapter 6 to an amended chapter 7, to form a comprehensive record of implementation and monitoring.
22	6.2	Add: “There will be a need to ensure that future developments of housing and employment land are balanced so that undue pressure is not placed on areas surrounding Poole to deliver additional housing, or results in an increase in net commuting into the Borough. A system of monitoring will be jointly developed with sub-regional partners, to monitor the delivery of housing and employment across the wider sub-region and Housing Market Area. The information derived from this monitoring system will be used to inform infrastructure delivery planning across the sub-region to enable any emerging imbalances to be addressed.”
23	6.6	Add the following to the end of the paragraph: “In order to provide a further degree of flexibility in the supply of employment land, land at North Poole, which is the last significant area of undeveloped land outside the protected areas of Heath and the green belt, should remain as safeguarded land and not be included within the green belt.”
24	PCS1 (v and vi)	Under location v and vi delete the text in the “suitable employment uses” column and, in both, replace with “Comprehensive rationalisation/redevelopment to deliver employment opportunities in relation to the priority sectors identified in the Regional Economic Strategy for South West England 2006-2015, and other employment generating sectors.”
25	PCS1	Add new text: “A system of monitoring, jointly agreed with sub-regional partners, will be implemented to monitor the development of employment land that will assist in managing the balance in labour supply across the sub-region. In Poole, this would mean ensuring a supply of land is readily available through the accelerated programme of housing delivery as evidenced by the Borough’s Housing Trajectory.”
26	PCS1	Delete footnote 1 in policy (referring to Bournemouth Airport)
27	PCS1	Add new footnotes (1&2), as referenced in the new text for PCS1 v & vi, which state: “1. Regional Economic Strategy priority sectors are Advanced Engineering; ICT; Marine; Food and Drink; Tourism; Creative Industries; Environmental Technologies and Bio-medical. 2. Other employment generating sectors will be those which are suited to existing employment areas in accordance with PCS2.”
28	PCS1	Add a footnote to read: “The minimum net additional job given for Fleets Corner and Sopers Lane should be treated as aspirational. While the aim is to maximise the number of additional jobs the final numbers achieved may be below that level.”
29	Picture 6.2	Amend title to read: “Sopers Lane – Area with development potential.”
30	6.14	Delete text and replace with: “Sopers Lane could offer great potential for development that will deliver employment opportunities in relation to the priority sectors identified in the Regional Economic Strategy for South West England 2006-2015. The site could also offer opportunities for job creation in other employment generating sectors such as health and education.”
31	6.15	Delete
32	6.16	Amend first sentence to read: “This site measures approximately 11 hectares....”
33	Picture 6.3	Amend title to read: “Fleets Corner Area with development potential.”
34	6.17	Delete 4 th , 5 th and 6 th sentences and replace with: “The site would lend itself well to development that will deliver employment opportunities in relation to the priority sectors identified in the Regional Economic Strategy for South West England 2006-2015. The site could also offer opportunities for job creation in other employment generating sectors such as health and education.”
35	6.18-6.20	Amend sub-heading to read: “The Approach to Delivering Change.”
36	6.18	Delete text and replace with: “The Sopers Lane and Fleets Corner sites will benefit from an approach that will deliver a vision for their respective areas. This will be achieved through the use of planning tools to guide their development and involve relevant stakeholders such as the Council, landowners and the Regional Development Agency. The Site-specific Allocations Development Plan Document provides the vehicle for bringing forward these sites, providing a greater degree of certainty for investment.”
37	6.19	Delete text and replace with: “The Site Specific Allocations DPD will set out a vision for the respective sites in terms of a strategic role within the conurbation and elaborate upon this by establishing the range and scale of employment sectors they would be suited to. Both sites are in prominent gateway locations and so the quality of development should be high. A delivery framework should also be included which identifies key prerequisites and other infrastructure, any phasing requirements and the role of different partners in helping to

		bring forward development on the site.”																																										
38	6.20	Amend sentence before the bullet points to read: Development will need to include:” Amend first bullet point, first sentence to read: “development schemes within each site.”																																										
39	PCS3	Delete																																										
40	6.23	Add new text: “The port is ideally placed to become a regionally significant feeder port, which will see more goods imported and exported via Poole. It is also the subject of interest from a number of cruise ship operators as Poole Harbour offers a particularly attractive point of entry which is also convenient for some of the UK’s most visited attractions, including London, Bath and Stonehenge. To facilitate this, Poole Harbour commissioners are considering options for improved quayside handling facilities which will improve the capacity of the port. The Commissioners are also preparing a master plan for the port which will set out its aspirations for the port over the next 30 years to maximise its potential in developing its niche role.”																																										
41	PCS4	Amend to read: “Development in Poole Port will support its growth as a regionally significant feeder port with capacity to accommodate cruise ships, as well as its continued sea-based handling of freight and passengers, in accordance with the following criteria....”																																										
42	PCS4	Amend criterion iv to read: “development does not adversely affect the integrity of Poole Harbour.....”																																										
43	6.28	Add the following to the end of the paragraph: “The site will need to be suitably located for the use proposed in terms of its accessibility. For instance, a specialist health facility which serves a regional or sub-regional need should be close to public transport links and suitable road access, while a local medical centre should be well-placed to serve the local community.”																																										
44	PCS5	Amend criterion i to read: “health or care-related uses, including care homes and specialist health facilities, where the site is suitably accessible for the use proposed.”																																										
45	6.34	Delete the table following paragraph 6.34 and replace with the following table: Balancing Housing Market results for Poole (per annum) <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="4">Size requirement</th> <th></th> </tr> <tr> <th>Tenure</th> <th>1 bedroom</th> <th>2 bedroom</th> <th>3 bedroom</th> <th>4+bedroom</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Owner occupied</td> <td>40</td> <td>126</td> <td>131</td> <td>63</td> <td>360</td> </tr> <tr> <td>Private rented</td> <td>87</td> <td>149</td> <td>-81</td> <td>-9</td> <td>145</td> </tr> <tr> <td>Intermediate</td> <td>104</td> <td>193</td> <td>38</td> <td>30</td> <td>364</td> </tr> <tr> <td>Social rented</td> <td>11</td> <td>261</td> <td>99</td> <td>81</td> <td>451</td> </tr> <tr> <td>TOTAL</td> <td>242</td> <td>728</td> <td>187</td> <td>164</td> <td>1,321</td> </tr> </tbody> </table> <p style="text-align: center;">Source: Poole HNDS Fordham Research 2007</p>		Size requirement					Tenure	1 bedroom	2 bedroom	3 bedroom	4+bedroom	TOTAL	Owner occupied	40	126	131	63	360	Private rented	87	149	-81	-9	145	Intermediate	104	193	38	30	364	Social rented	11	261	99	81	451	TOTAL	242	728	187	164	1,321
	Size requirement																																											
Tenure	1 bedroom	2 bedroom	3 bedroom	4+bedroom	TOTAL																																							
Owner occupied	40	126	131	63	360																																							
Private rented	87	149	-81	-9	145																																							
Intermediate	104	193	38	30	364																																							
Social rented	11	261	99	81	451																																							
TOTAL	242	728	187	164	1,321																																							
46	6.38	Amend text to read: “As part of the Strategic Housing Market assessment, a Dorset-wide Housing Needs and Demand Survey was produced in 2008.”																																										
47	PCS6	Amend PCS6 to read: “In order to meet Poole’s housing needs, provision will be made for a minimum of 10,000 dwellings in Poole between 2006 and 2026. Proposals for residential development will be expected to contribute positively to the character and function of Poole and its communities in accordance with the following criteria: (criteria i – v) The indicative densities are considered the most appropriate for the broad areas identified. Some change, increase or decrease, may be permissible where scheme design can demonstrate that this will not be detrimental to the vision for the Borough and the area concerned, the specific character of the area, its function or amenity; or where there are site-specific circumstances affecting viability and consequently delivery; provided that density levels do not fall below those of the guidance in PPS3 and provided that the ability of Poole to deliver its strategic housing need of 10,000 dwellings is not jeopardised.”																																										
48	6.40	Delete “3,000” and replace with “3,500”.																																										
49	6.41 – 6.42	Delete paragraphs																																										
50	PCS7	Amend the first sentence to read: “Affordable housing will be sought to meet local needs on all developments of 6+ dwellings. Amend paragraph following criteria a-d to read: “The capacity of a site to deliver a level of affordable housing that can be supported financially will be determined by individual site viability analysis. This analysis will take into consideration existing use values, recognising, in particular, the inherently more financially demanding position where existing residential use sites are being developed, as well as other site-specific factors. There is no upper limit to the potential affordable housing provision or contribution but a benchmark level of 40% will be sought as a starting point.”																																										
51	PCS8	Amend criterion iid to read: “the car parking is located in such a way that it.....”																																										
52	6.51	Amend the final sentence to read: “ For these reasons the Local Planning Authority will seek to encourage the adoption of Lifetime Homes Standards in new housing.”																																										
53	PCS9	Amend policy to read: “The adoption of Lifetime Homes Standards, or their equivalent, will be encouraged in all new housing developments.”																																										
54	PCS10	Delete “16 pitches” and substitute by “15 pitches”.																																										
55	Picture 6.4	Delete and replace with more detailed plan of the town centre, showing Flood Risk boundary, Regeneration Area, Town Centre North area and boundary for the purposes of retail planning.																																										
56	6.56	Add the following: “The Strategic Flood Risk Assessment Level 2 identified a need for the Borough of Poole to bring forward a flood risk management strategy for the town centre through an Infrastructure Development Plan Document, as identified within the Local Development Scheme.”																																										

57	6.59	Add new sentences to the end of the paragraph to read: "The Poole Bridge Regeneration Initiative volumes 2 and 3, which are current saved supplementary guidance, provide a long term vision for the Regeneration Area. At the appropriate time they will be reviewed and updated accordingly to ensure that the long term change for the town centre remains both realistic and yet aspirational."
58	Picture 6.5	Replace with an updated version of the Regeneration Area.
59	PCS12	Delete criterion i.
60	PCS12	Add to end of policy: "The requirements and uses set out in this policy are based upon the Masterplan and reflect the aspirations for each site. Individual site provision must reflect the overall vision and strategy for the area, though it is recognised that a degree of flexibility within and between sites may be necessary to ensure that the Regeneration area delivers the required development within the timescale envisaged."
61	PCS12	Amend criterion vi to read: ".....Throughout the Regeneration Area and connecting with the rest of the Town Centre."
62	6.60	Add the following after the first sentence: "The Council has identified a potential site at Mannings Heath suitable for a relocated bus depot and this is being taken forward through the Site Specific Allocations DPD."
63	PCS13	Delete "(A1)" from criterion i.
64	PCS14	Delete criterion i and replace by: "It is appropriate in scale, role, function and nature to its location and does not prejudice delivery of the Town Centre North proposals or otherwise undermine the strategy for retailing in the Borough."
65	PCS14	Add new criteria to read: "the site is capable of being accessed by good quality public transport, on foot or by cycle." And "it would not lead to levels of traffic which are beyond the capacity of the local or strategic highway networks."
66	6.78a	Add new paragraph to read: "A key challenge facing South East Dorset is how to manage traffic growth. Development planned in the RSS for the Bournemouth-Poole Housing Market Area will add to existing pressures upon the existing highway network, including the A31, which is currently operating at or above capacity between Merley (A349 junction) and Ashley Heath (A338 junction). Responding to this will require a package of measures, including reducing the need to travel by providing homes nearer to facilities and public transport, and "smarter choices" about travel, with greater use of alternatives to the car and more car-sharing. There will also need to be investment in transport infrastructure to manage growth in accordance with the LTP priorities."
67	6.78b	Add new paragraph to read: "Evidence prepared for South East Dorset (South East Dorset Strategy – Commuting (SED09), November 2005) showed that the number of commuters to South East Dorset from all locations is 21,149 and the equivalent from South East Dorset is 25,231. The numbers travelling to South Hampshire from South East Dorset represents 44.6% of the total number of all commuters, while the equivalent figure for those travelling from South Hampshire is 41%. The paper noted that "in terms of self-containment, South East Dorset scores very highly. 87% (173,601 people) of the working age population live and work in the area while 47,305 people commute to or from the area." (SED09, para 6.42). However, over 50% of commuters in South East Dorset travel less than 5km and 56% of commuting journeys of less than 2km in Poole are made by private motorised transport (LTP para 3.27). This illustrates that there is real potential to reduce car-based travel through smarter choices of travel modes (bearing in mind that about 85% of commuter trips are via single occupancy cars). This, combined with the relatively healthy degree of self-containment, provides a good basis for managing the transport network."
68	6.78c	Add new paragraph to read: "In recognition of this challenge, the three Local Highways Authorities of Poole, Bournemouth and Dorset County, together with national and regional partners (including the Highways Agency, Regional Assembly, Government Office for the South West and Regional Development Agency) have commissioned the South East Dorset Multi Modal Transport Study (SEDMMTS). This will provide a transport model to plan, prioritise and deliver necessary major infrastructure schemes, to ensure that such schemes are appropriately sequenced in line with future development, and that the necessary certainty over their timely delivery is provided. The Multi Area Agreement for Bournemouth, Dorset and Poole recognises that, during the 3 year MAA period, the Partnership will need to achieve certain milestones, including a sound delivery programme for major transport requirements, and notes that a priority will be to work with the Highways agency on the SEDMMTS and in considering planning applications for key employment sites (MAA, para 4.3)."
69	6.78d	Add new paragraph to read: "The South East Dorset LTP sets out a delivery mechanism for the South East Dorset transport strategy, including appropriate monitoring mechanisms and targets. The LTP is updated at regular intervals to provide an opportunity to review progress and amend targets if required."
70	PCS16	Amend criterion i to read: "...local needs and will help to reduce the need to travel, principally..." Add a new criterion ii, to read: "support continued improvements in public transport services, principally buses but also cross-conurbation rail, services, as a means of reducing the proportion of journeys made by single-occupancy cars." Re-number subsequent criteria Amend new criteria vi to read: "work jointly with neighbouring authorities and transport operators, other partners and, where required, with regional and national partners, to continue the development of a consistent and integrated approach to spatial planning and transport strategies across South East Dorset." Amend new criteria vii to read: "ensure new development or transport initiatives do not have a significant adverse effect upon the integrity of the Dorset Heathlands SPA and Ramsar sites, Dorset Heaths SCA or Poole Harbour SPA/Ramsar sites."

71	PCS16	Add new paragraph at the end to read: "The Council, in partnership with neighbouring authorities, the Regional Development Agency, the Regional Assembly, Government Office for the South West and Highways Agency, will develop a transport strategy (via the South East Dorset Multi Modal Transport Study) to plan and prioritise the delivery of transport infrastructure schemes across the sub-region in a manner which is appropriately sequenced with development, and which ensures that the necessary certainty over their timely delivery is provided. Where the transport strategy identifies schemes on the local or Strategic Highway Networks (including the A31) which are needed to enable future development to take place, proposals will be permitted only where they enable the implementation of such schemes in accordance with the model's delivery programme."
72	6.86	Amend heading to read: "The Bournemouth-Poole (A35) Corridor"
73	6.88	Amend first sentence to read: "Within the Bournemouth-Poole corridor..."
74	PCS17	Amend heading to read: "The East-West Bournemouth-Poole (A35) Corridor"
75	PCS17	Amend criterion ivd to read: "...do not divert traffic onto, or lead to adverse impacts upon..."
76	PCS20	Amend criterion i to read: "improvements to public transport, cyclist and pedestrian provision, combined with a range of demand management measures."
77	6.121 and following picture	Delete and replace with: "The policies in Poole Local Plan First Alteration (2004) were informed by a townscape character assessment which identified 15 character areas in Poole. Work has begun on a review of townscape character which will provide an up-to-date appraisal of the functional, physical and environmental characteristics of all parts of the borough. It is anticipated that this work will be carried out during 2009 and it is intended that this will be adopted as a supplementary planning document, which will inform the emerging Site-Specific Allocations Development Plan Document. PCS24, local distinctiveness, provides an overview of some of the key characteristics and principles which will be applied to development."
78	Picture 6.10	Delete
79	6.123, 6.124 and following table	Delete
80	PCS24	Delete third column of the policy
81	PCS24	Add to the end of the policy: "In those areas subject to significant change, where proposals are likely to change the "sense of place", regard should be had to their setting and character, and in particular developments should positively reflect the overarching vision for the area. Innovative and high quality design should contribute to a significant enhancement of these areas."
82	6.143	Delete sub-heading "Heathland Habitats" Delete third sentence and replace with: "Of particular significance to the spatial strategy are internationally protected habitats and the South East Dorset green belt." Add new text as paragraph 6.143a: "Wetland and heathland areas in and adjacent to south East Dorset contain internationally important habitats which are the subject of protection under European and national legislation. These are the Dorset Heathlands Special Protection Area, Dorset Heaths Special Area of Conservation, Dorset Heathlands Ramsar site, Poole Harbour SPA and Poole Harbour Ramsar site. In addition, the New Forest SPA, SAC and Ramsar designations are adjacent to South east Dorset. Unless specified otherwise, reference to the Dorset Heaths, Poole Harbour and New Forest will include the relevant international designations." Add new sub-heading after the above: "Heathland habitats" Add new text as paragraph 6.143b: "Impacts upon heathlands can arise from cumulative pressures, principally from residential development, across the wider sub-region. More direct appropriate mitigation measures."
83	6.144	In first sentence delete "Dorset Heathlands SPA/SAC/Ramsar site" and replace with "Dorset heaths."
84	PCS29	Amend heading to read: "Dorset Heaths International Designations" Amend policy to read: "Development in Poole will not be permitted where it would be likely to lead to an adverse effect upon the integrity, directly or indirectly, of the Dorset Heaths International designations. To ensure these sites are not harmed: i. no development involving would not have an adverse effect upon the site's integrity. ii. between 400 metres and 5 km, development will be expected to take all necessary steps on-site to avoid or mitigate any adverse effects upon the site's integrity, or, where this cannot be achieved within the development, make provision for mitigation measures designed to avoid such adverse effects taking place.... Borough of Poole will jointly prepare a heathland Mitigation Development Plan Document with affected neighbouring authorities to set out a long-term mitigation strategy to ensure that the growth planned for South East Dorset can be accommodated without having an adverse effect upon the integrity of the Dorset Heaths."
85	6.147	After paragraph 6.147 add the following paragraphs: 6.147a "Since the HRA of Poole Core Strategy was completed, subsequent work in neighbouring authorities, and in relation to the South West RSS, has highlighted particular concerns regarding the nutrient enrichment of Poole SPA/Ramsar site, leading to adverse effects upon site interest features. It is therefore anticipated that further increases in waste water discharges could further exacerbate this effect." 6.147b "New development will need to ensure that it takes the necessary steps to avoid such impacts. This is likely to involve sustainable use and disposal of water and the use of sustainable drainage systems, in accordance with PCS33 and PCS36. Where it depends upon other measures such as improvements to existing water treatment and discharge facilities, development will be expected to demonstrate that such measures will

		be taken, as required by PCS35.” 6.147c “The Environment Agency is currently reviewing discharge consents with a view to understanding more fully the impacts of this upon the Harbour. In the meantime, the sewerage works is being fitted with nitrogen stripping facility in response to the Waste Water Treatment Directive, which should assist in improving water quality. The Council will engage in discussions with the Environment Agency and water utility companies to consider what measures would enable further development to discharge to waste water treatment works in the area without exacerbating the problems in the Harbour. The Infrastructure Development Plan Document will set out how such measures are to be implemented in a timely fashion necessary to accommodate the levels of growth planned in the Core Strategy, including anticipated costs, key milestones, and responsibilities for action.”
86	After PCS30	Insert new sub-heading and text : “Implementing the Mitigation Measures. A series of measures is needed to avoid adverse effects upon the integrity of internationally protected sites in Poole and beyond. The Council’s implementation plan will detail the responsibilities for, and delivery of, this mitigation within a timeframe that avoids adverse effects. The Council will monitor the implementation plan and review it annually.”
87	6.151	Delete the paragraph and replace with: “The Structure Plan Review never reached adoption, it being superseded by the Regional Spatial Strategy. The RSS has not identified the North Poole sites as an area of search for new development. However, this land offers the only significant contingency for employment development should the need for further employment land be identified. This land will remain as safeguarded land until such time as it can be clearly demonstrated that the employment requirements for the conurbation to 2026, as identified by the RSS, can be met without this land needing to be considered.”
88	PCS31	Amend the policy to read: “Within Poole the South East Dorset green belt will continue to follow the existing built-up edge. No changes are proposed to the boundary from that shown in the Local Plan First Alteration, 2004. Land at North Poole will continue to be treated as safeguarded land until such time as it is determined that it would not be needed to help meet the employment land requirements of the RSS.”
89	6.159 to 6.162, including the tables	Delete
90	PCS33	Delete iii. and accompanying table and replace with: “Every effort to be made to achieve a significant carbon reduction in all new development, at least matching the national targets set out in the Code for Sustainable Homes.”
91	6.173	Delete
92	PCS34	Delete iiic and replace with: “Every effort should be made to achieve a significant carbon reduction in all new development, at least matching the national targets set out in the Building Regulations.”
93	Picture 6.11	Delete and replace with map showing the definitive extent of the area of the Town Centre for the purposes of applying the flood risk sequential tests as set out in PPS25.
94	6.174	Add the following at the end of paragraph: “The Strategic Flood Risk Assessment Level 2 identified a need for the Borough of Poole to bring forward a flood risk management strategy for the town centre through an Infrastructure Development Plan Document, as identified within the Local Development Plan Scheme.”
95	PCS35	Amend the second paragraph to read: “.....scheme in a manner which meets the requirements set out in PPS25 and is compatible with the comprehensive strategy for addressing flood risk as set out in the Strategic Flood Risk Assessment for Poole and in the emerging Infrastructure Development Plan Document.”
96	Chapter 7	Amend chapter title to read: “Monitoring and Implementation”
97	7.1	Amend to read: “Delivery and monitoring of progress will be crucial to the success of the Core Strategy policies. For this reason a delivery framework, together with indicators and targets, are given for each of the eight strategic objectives. The purpose of this chapter is to provide some added explanation which pulls together the various policy strands and to set out comprehensive policies regarding joint working and the role of developer contributions in delivering community infrastructure. All of these components combined make up the Delivery, Implementation and Monitoring Plan for the Core Strategy.”
98	7.12	Add new heading after 7.12: “South East Dorset Multi Modal Transport Study”
99	7.12	Add new paragraphs to follow 7.12: 7.12a “The South East Dorset Multi Modal transport Study, commissioned by the Council and other partners, will be used to develop a transport model and updated transport strategy for the sub-region. During the life of the Core Strategy this will identify priority schemes which are required to deal with existing pressures upon the local and Strategic Highway Networks as well as new growth pressures. This will include a range of demand management measures, major infrastructure schemes and proposals aimed at securing a modal shift away from single occupancy car use to other more sustainable forms of transport. The SEDMMS will inform the next Local Transport Plan and priorities identified in Poole’s emerging Infrastructure Development Plan Document.” 7.12b “It will be essential to monitor a range of indicators to ensure the effective delivery and prioritisation of the transport model’s schemes. Such matters will include commuting patterns, modal split of travel choices, overall levels of traffic, bus use levels and so on. Alongside this, the delivery of specific schemes identified in the model will also need to be monitored. The Council, in partnership with other Dorset authorities and the Highways Agency, will develop a series of suitable indicators and targets which will be used to monitor and inform delivery of the Local Transport Plan and Poole’s Infrastructure Development Plan Document.”
100	PCS38	Amend criterion i to read: “making better places: delivering high quality buildings, places and spaces will

		<p>require investment in a variety of physical enhancements including paving, street furniture, lighting, public spaces and public art, mainly in local centres and other focal points of community life which are capable of serving the development.”</p> <p>Amend criterion iv to read: “Impact minimisation: measures needed to avoid or mitigate a potentially adverse impact. Measures will include flood risk alleviation, heathland and other habitat impact mitigation, provision of essential transport infrastructure, and traffic impact mitigation on prime transport corridors (including managing traffic growth impacts in accordance with priorities arising from the South East Dorset Multi Modal Transport Study, and measures to minimize noise, air pollution and traffic hazards).”</p>
101	After PCS38	Insert new section on Implementing and Monitoring the Core Strategy. Note: For the avoidance of doubt the whole of this section is set out below in Appendix 2
102	Key Diagram	Produce at larger, fold-out, scale Delete “internationally important habitats” designation from Parkstone golf course.
103	Appendix 1	Delete the Character Area Profiles

Appendix 2 – Implementation and Monitoring section for inclusion in chapter 7

To be added after PCS38

Implementing and Monitoring the Core Strategy

7.22a The following section sets out the delivery framework for each of the eight strategic objectives. This includes:

- ❑ a Delivery Framework table, setting out the key outcomes sought in those Core Policies (in Chapter 6) which are most relevant to the particular strategic objective, and identifying how these will be delivered and by whom;
- ❑ a Monitoring table, setting out indicators of achievement and targets, with appropriate milestones during the Core Strategy period.

STRATEGIC OBJECTIVE 1: TO TRANSFORM AND REVITALISE THE TOWN CENTRE OF POOLE

Table 7.1a: Delivery Framework for SO1

Key Outcomes sought in Core Policies (refer to <i>Revitalising the Town Centre</i>)	How will these be delivered?	Who is responsible for delivery?
Regeneration Area		
Access and Public Realm <ul style="list-style-type: none"> • Core highway scheme and other links • Gyrotory and traffic management measures • Parking • Landscaping & streetscape works • Slipway provision for small boats • 10 year subsidy for enhanced town centre bus service 	LTP/DfT part funding for bridge (£14.1M) Potential Regional Funding Allocation Gap funding: Regional Infrastructure Fund (£9M) Public / Private sector partnership Developer funding Investment opportunities on primarily privately owned land/buildings Developer contributions (via <i>Poole Bridge Regeneration Initiative: Planning Obligations SPG</i> - adopted Dec 2004)	Borough of Poole; SWRDA; LTP funding/DfT; Landowners & private sector investment; Wilts & Dorset Bus Company
Affordable housing <ul style="list-style-type: none"> • At least 1,400 affordable units • Specified mix of tenure and dwelling size • On-site provision preferred 	Public / Private sector partnership Developer funding Investment opportunities on primarily privately owned land/buildings	Private sector; Borough of Poole (via planning & housing responsibilities); Housing Corporation; Housing Associations
Education <ul style="list-style-type: none"> • Additional accommodation at Old Town First 	Developer contributions (via <i>Poole Bridge Regeneration Initiative: Planning Obligations SPG</i> - adopted Dec 2004); Council's Schools for the Future programme	Primarily the private sector; Borough of Poole

School, Oakdale Middle School and Carter Community School			
<ul style="list-style-type: none"> New First and Middle School capacity in the Hamworthy Peninsula 			
Leisure/recreation			
<ul style="list-style-type: none"> Requirements based upon the established Local Plan obligations policy framework 	On-site provision of some facilities Developer contributions for off-site provision and enhancement	Primarily the private sector; Borough of Poole	
Community facilities			
<ul style="list-style-type: none"> Community learning centre, with library, ICT and meeting area Health provision Relocation of the Poole Rowing Club and Poole Sea Scouts Wider access to the water 	Public / Private sector partnership Developer funding Investment opportunities on primarily privately owned land/buildings Developer contributions (via <i>Poole Bridge Regeneration Initiative: Planning Obligations SPG</i> - adopted Dec 2004)	Private Sector; Borough of Poole; Bournemouth & Poole PCT; Poole Rowing Club; Poole Sea Scouts	
Town Centre North			
Improved bus terminus	Public / Private sector partnership. Developer & public funding.	Borough of Poole, Wilts & Dorset Bus Company, private developers, land owners and lease holders, SW RDA	
Better pedestrian links and public realm	Public / Private sector partnership. Developer & public funding.	Borough of Poole, private developers, land owners and lease holders, SW RDA	
High Street (south of North Street)			
On-going improvements to the vitality of the High Street which links the Quay and the Town Centre North Area	Introduction of creative industries, independent retailers, Cafe uses and improvements to public realm – to be secured through; investment opportunities on primarily privately owned land/buildings; and developer contributions	Primarily the private sector; Borough of Poole	

Table 7.1b: Indicators, Targets and Milestones for SO1

Indicators of Achievement	Targets
Number of new homes built in Town Centre	Major Sites. 279 net completions on major sites at April 2007 537 net completions on major sites at April 2008 At least 850 net dwellings completed on major sites by April 2011 (of which at least 297 to be

	<p>affordable)</p> <p>At least 1,650 net dwellings completed on major sites by April 2012 (of which at least 577 to be affordable)</p> <p>At least 3,000 net dwellings completed on major sites by April 2014 (of which at least 1,050 to be affordable)</p> <p>At least 3,700 net dwellings completed on major sites by April 2016 (of which at least 1,295 to be affordable)</p> <p>Other Sites.</p> <p>Ongoing redevelopment of existing sites within the Town Centre up to 2026. At least 4,000 net dwellings completed by 2026 (of which at least 1,400 to be affordable)</p>
New business floorspace built in Town Centre	<p>Major Sites</p> <p>About 19,000 sq m granted permission (Former Dalgety and Goods Yard sites) at April 2008</p> <p>At least 21,000 sq m completed by April 2011</p> <p>At least 28,200 sq m completed by April 2012</p> <p>At least 42,600 sq m completed by April 2014</p> <p>At least 55,000 sq m completed by April 2016</p> <p>Other Sites.</p> <p>Ongoing redevelopment and intensification within the Town Centre up to 2026</p>
New retail floorspace built in Town Centre (excluding regeneration Area)	<p>At least 7,000 sq m completed by April 2012</p> <p>At least 21,000 sq m completed by April 2014</p> <p>At least 35,000 sq m completed by April 2016</p> <p>Continued monitoring and review of retail needs pre and post 2016 up to 2026</p>
New retail floorspace built in town centre (Regeneration Area only)	<p>At least 1,300 sq m completed by April 2011</p> <p>At least 3,100 sq m completed by April 2012</p> <p>At least 7,000 sq m completed by April 2014</p> <p>At least 9,150 sq m completed by April 2016</p> <p>Continued monitoring and review of retail needs pre and post 2016 up to 2026. Appropriate development with regard to Poole's retail hierarchy.</p>
Net additional jobs created in the Town Centre	<p>Jobs growth on major sites:</p> <p>About 850 by April 2011</p> <p>About 2,150 by April 2012</p> <p>About 4,500 by April 2014</p> <p>About 7,000 by April 2016</p> <p>Jobs growth on other sites:</p> <p>Ongoing jobs growth within the Town Centre pre and post 2016 up to 2026</p>
New school places in Town Centre	<p>First School places: up to 115 additional places per year up to 2013/14</p> <p>Middle School places: up to 138 additional places per year up to 2017/2018</p> <p>Secondary School places: up to 143 additional places up to 2021/2022</p>
Provision of other community facilities	<p>Secured through delivery of Regeneration Area sites</p> <p>New library in Hamworthy: commencement in 2009; completion in 2010</p> <p>New accommodation for rowing club and sea scouts – by 2016</p>
Modal share of trips to/from town centre	<p>Year-on-year increase in bus passengers visiting the town centre</p>

Regeneration Area: delivery of new bridge and core highway scheme, public realm/access and improved Town Centre bus service	Construction of bridge to start in 2010; completion in 2011 Gyratory system and traffic management scheme to be completed by 2016 Public realm improvements – completed 2016 10-year developer-funded bus subsidy to start in 2010 – annual commitment until 2020
Provision of replacement slipways	One completed; 2 nd slipway in place by 2012
Resident satisfaction with Poole's centre (based on New Builds Survey - to be carried out every 3 years)	Progressive improvements on following baseline figures (Feb 2008): New home satisfaction level: 53% very satisfied; 37% fairly satisfied Local area satisfaction level: 43% very satisfied; 43% fairly satisfied
Engagement in arts - patronage levels and age profile	Year on year increases in total ticket issues as measured by the Lighthouse.
Town Centre health checks - % of vacant units, number of independent outlets	Vacancy levels not to exceed 5% of all stock in Poole town centre year on year. Proportion of independent to franchised stores to remain constant or increase on year on year basis. Source for both: Annual town centre health check.
Retail yield	5.5% by 2016 (currently 7.00%)
Design quality and accessibility for all	Progressive improvement in design quality and levels of accessibility for all (biennial audit in consultation/ partnership with LSP)

STRATEGIC OBJECTIVE 2: TO MEET POOLE'S HOUSING NEEDS AND PROVIDE THE RIGHT HOMES IN THE RIGHT PLACES

Table 7.2a: Delivery Framework for SO2

Key Outcomes sought in Core Policies (refer to Meeting Poole's Housing Needs)	How will these be delivered?	Who is responsible for delivery?
Direct highest densities to most accessible locations	Investment opportunities on primarily privately owned land/buildings, principally in Town Centre and at key locations along A35 east-west corridor	Primarily the private sector
Secure appropriate mix of housing types, sizes and tenures	Investment opportunities primarily on privately owned land to provide bulk of need for 1- and 2-bed market housing as well as larger units; Housing Association developments to provide mix of housing type and sizes; retention of existing family housing in appropriate cases	Private Sector; Housing Associations; Borough of Poole
Secure 3,500 new affordable homes	New housing development to provide a proportion of affordable units or contribute towards off-site provision	Private sector, Housing Corporation and Borough of Poole
Provide between 500 and 700 additional care home bed spaces	Investment opportunities on primarily privately owned land/buildings. Between 100-300 on former Power Station site	Primarily the private sector
An annual increase in the proportion of all dwellings achieving Lifetime Homes standards	Investment opportunities on primarily privately owned land/buildings.	Primarily the private sector, but also the Housing Corporation and Housing Associations
Meeting the needs of Gypsies and Travellers	Refurbishment of existing Gypsy site in Mannings Heath	Borough of Poole, Bournemouth Borough Council

Table 7.2b: Indicators, Targets and Milestones for SO2

Indicators of Achievement	Targets
Total number of all homes (net)	666 net housing completions at April 2007
	619 net housing completions at April 2008

	Town Centre (for details see Strategic Objective 1) At least 3,700 homes by 2016 (of which at least 1,295 should be affordable); At least 4,000 by 2026 (of which at least 1,400 should be affordable) Rest of the Borough - cumulative completions – At least 2,100 completions by April 2011 (minimum 735 affordable) At least 2,700 completions by April 2012 (minimum 945 affordable) At least 3,500 completions by April 2014 (minimum 1,225 affordable) At least 3,900 completions by April 2016 (minimum 1,365 affordable) At least 4,300 completions by April 2021 (minimum 1,505 affordable) At least 4,700 completions by April 2026 (minimum 1,645 affordable) Note: figures are minima based upon housing trajectory
Total number of affordable homes (net)	3,500 dwellings (2,450 by 2016; additional 1,050 dwellings by 2026)
% of new dwellings achieving Lifetime Homes standards	Year-on-year increase in the proportion of all new dwellings, to be monitored annually
Number of fixed and transit Gypsy and Traveller pitches	15 fixed pitches at Mannings Heath by 2010 Transit pitches – implementation to be determined pending adoption of RSS.
Net change in care home bed spaces	Average net gain in bed spaces of 25 per annum to 2025 (Target of 300 minimum net additional bed spaces by 2016) No net loss of care home bed spaces (annual measure)
Number of elderly patients staying in hospital due to unsuitable alternative housing	75 per annum reduction in bed blocking in hospitals
Mix of new dwellings	Annual monitoring of residential completions. Review of delivery of mixed communities both in terms of household size delivered and location of delivery. Indicative mix: Market housing: 1 bedroom: 25%; 2 bedroom - 54%; 3 bedroom - 10%; 4 bedroom - 11% Affordable housing: 1 bedroom: 14%; 2 bedroom - 56%; 3 bedroom - 17%; 4 bedroom - 13%
Affordable housing by tenure	70% social rented; 30% intermediate (monitored annually)

STRATEGIC OBJECTIVE 3: TO NURTURE ECONOMIC PROSPERITY

Table 7.3a: Delivery Framework for SO2

Key Outcomes sought in Core Policies (refer to <i>Realising Poole's Economic Potential</i>)	How will these be delivered?	Who is responsible for delivery?
Minimum 13,700 additional jobs in Poole	Regeneration of Town Centre for a mix of employment sectors; new investment in existing employment areas	Borough of Poole; landowners/developers; SWRA, GOSW & DCLG (regional infrastructure funding)
Regeneration Area: 36,000 sq m of business floorspace	Investment opportunities on primarily privately owned land/buildings Development-enabling public investment in bridge infrastructure (part only)	Landowners/ developers, Borough of Poole, SWRDA, GOSW/ DCLG

Town Centre North: 35,000 sq m of retail & leisure space in Town Centre North	Public / Private sector partnership. Developer & public funding.	Borough of Poole, Wilts & Dorset Bus Company, private developers, landowners & leaseholders, SW RDA
Town Centre general: retention/provision of major office developments	Investment opportunities on primarily privately owned land/buildings	Primarily the private sector
Existing Employment Areas and Poole Port: secure new investment and efficient use of sites for uses which require such locations	Investment opportunities on primarily privately owned land/buildings	Primarily the private sector; Poole Harbour Commissioners (for the port)
Sopers Lane: health sector employment specialisms	Investment opportunities on primarily privately owned land/buildings	Primarily the private sector in partnership with Borough of Poole, Bournemouth & Poole PCT, Wilts & Dorset Bus Company, SWRDA
Fleets Corner: marine/ advanced engineering specialisms	Investment opportunities on primarily privately owned land/buildings	Primarily the private sector in partnership with Borough of Poole, the marine sector, Wilts & Dorset Bus Company, SWRDA

Table 7.3b: Indicators, Targets and Milestones for SO3

Indicators of Achievement	Targets
Population aged 19-64 qualified to at least level 4 or higher (Base date: 2006 - 29.6%)	35.1% of population of Bournemouth, Dorset and Poole by Q4 of 2011 delivery mechanisms to be set out in delivery framework)
Retention of deep water frontages within Port area for uses which require it	100% retention
Provision of a second harbour crossing	Construction to start by 2010; completion by end of 2011
Amount of employment development delivered	Refer to SO1 for jobs / floorspace targets for the Town Centre Annual average of 1.5 ha of employment land to be developed (29.74 ha over the plan period)
Minimum number of net additional jobs delivered	<p>Services (excluding public administration, education and health) and tourism-related jobs:</p> <ul style="list-style-type: none"> 7,000 additional jobs by 2016 (average 700 per annum 2006-2016) <p>Services (public administration, education and health only):</p> <ul style="list-style-type: none"> 160 jobs per annum average 2006-2016 85 jobs per annum average 2017-2026 <p>Manufacturing/ other services (including distribution, hotels, finance, IT, other businesses):</p> <ul style="list-style-type: none"> 220 jobs per annum average over the plan period <p>Monitoring of delivery will be based upon Nomis official labour market statistics - annual breakdown by employment sector</p>

STRATEGIC OBJECTIVE 4: TO PROMOTE SAFE, SUSTAINABLE AND CONVENIENT ACCESS

Table 7.4a: Delivery Framework for SO4

Key Outcomes sought in Core Policies (refer to <i>Accessibility and the Prime</i>	How will these be delivered?	Who is responsible for delivery?
---	------------------------------	----------------------------------

Transport Corridors)		
Highest densities in most accessible locations	Development opportunities in Town Centre and other local centres; LTP/DfT funding to support provision of Twin Sails Bridge and enable development in Lower Hamworthy; private sector investment opportunities	Private developers; Borough of Poole; DfT/LTP
Improved public transport efficiency and reliability	Prioritisation of LTP funding within highway land; developer contributions	Borough of Poole; LTP; private developers
Supporting modal shift to public transport, walking and cycling	Prioritisation of LTP funding within highway land; developer contributions; travel plans; cross-conurbation parking strategy; developer contributions	Borough of Poole; private developers; LTP partners
Environmental enhancements at key locations such as local centres, main junctions and public spaces	Prioritisation of LTP funding towards sustainable communities agenda; development opportunities; developer contributions	LTP partners; Borough of Poole; private developers
Promoting improved links between Poole and the A31	Trunk Roads funding; Regional Funding Allocation; joint working with regional partners; Twin Sails lifting bridge and associated infrastructure	Borough of Poole; private developers; LTP funding; DfT/Highways Agency (Trunk Road funding; GOSW, SWRDA and Regional Assembly (Regional Funding Allocation))

Table 7.4b: Significant Transport Proposals for Poole 2006-2026

Scheme name Description	Start -end years	Main outcomes/ journeys per day benefit	Economic benefits / development released	Total cost / funding RFA/STATUS
Poole regeneration-Core Scheme. New harbour crossing incorporating Twin Sails lifting bridge and Intelligent Transport Systems	2009-11	Major reduction in congestion, reliable Port access and reliable bus services. 40,000	2000+ dwellings, 35,000sqm commercial at Lower Hamworthy and West Quay.	£36m (£14m DfT, £7M Poole, £6m from developer contributions, £9m RIF loan) RFA1 APPROVED
Port of Poole, dredging main channel to 7m draught.	2005-6	Allows port to continue operation of cross-channel ferries.	Loss of ferry business would cause significant job losses.	£3m Poole Harbour Commissioners
New rail service pattern with SW Trains new franchise	2007	Poole-Weymouth service doubled to 2 trains/hour. Improved cross-conurbation service. 10,000	Supports more intense development around rail stations.	Funded through rail franchising process
Poole Regeneration Area –remainder of network, including new pedestrian quaysides and traffic calming	2009-17	Additional benefits as Core Scheme 40,000	As Core Scheme above	£38m (13m DfT, £22m site developers, £3m SEDCIL)
Bus Showcase Corridors. Bus and traffic management Improvements in Winton and Wallisdown Prime Transport Corridors	2010-15	Major improvement in bus services, reduced congestion, two P&R sites. 35,000 Winton/Kinson 35,000 Wallisdown	@500 dwellings Talbot Village	£40m (£22m DfT, £15m SEDCIL, £3m) RFA1
Port of Poole, South Quay	2012/13	Deeper berths, more back-up land.	Allows expansion of conventional cargo business, and development of cruise market.	£7m, Poole Harbour Commissioners
SE Dorset Bus passenger	2002-10	Quality partnership initiative with bus operators	Parley @900 dwellings. 20ha of employment land at	@£3m bus operators

improvement package		-raised kerbs, real time information at bus stops -bus priority at signal junctions -new low floor buses 65,000	Airport	(excluding new buses) £3m Poole/Bmth/Dorset (LTP funds)
Poole-Bournemouth Prime Transport Corridor Bus and traffic management improvements.	2003-2011	Major improvement in bus services, reduced congestion. More space/time at junctions for pedestrians and cyclists. 45,000	Supports more intensive development around key centres in corridor.	£5m Poole, LTP funds plus developer contributions
A31 Merley-Ameysford dualling incl. Canford Bottom grade separation. Possible A349 Merley by pass may be included.	After 2016	Reduced congestion, reliable journey times for freight journeys. 45,000	3,000 dwellings in urban extensions. @40ha employment sites	HA cost update awaited £103m (£82m DfT, £21m SEDCIL)
Interim improvement at Canford Bottom junction	2011	Reduced congestion, reliable journey times for freight journeys.	Interim scheme may enable the release of some employment sites	HA are costing options
Poole-Wool rail resignalling	2011-12	Replaces life-expired signalling equipment. Additional line capacity at Poole. (Also allows reconnection of Swanage to the national rail network)	Assists redevelopment of Poole Goods yard site	£34m, Network Rail

Notes:

SEDCIL is the SE Dorset Community Infrastructure Levy (Transport) which will evolve from existing contributions schemes, and should be introduced by April 2008.

DfT: Department for Transport

RSS: Regional Spatial Strategy

HA: Highways Agency

PTC: Prime Transport Corridor

Table 7.4c: Indicators, Targets and Milestones for SO4

Indicators of Achievement	Targets
Modal split - walking / cycling / public transport / car	Year-on-year increase in non-car modes
Total local bus passenger journeys	Year-on-year increase: 2% pa (to be reviewed in LTP)
Provision of bus passenger waiting facilities	5 new bus shelters per annum (2008-2013)
Number of travel plans as a proportion of major planning applications	100%
Hospital referrals for asthma	Year-on-year reductions
Air quality	Vehicle emissions not to exceed 40 ug/m3 of nitrogen dioxide (NO ₂) - monitored annually. More specific local targets for air quality will be considered in the review of the LTP.
Location of new dwellings in places with good access to public transport and local facilities (criterion i (a-d) locations in PCS 6)	Accessibility hierarchy (highest first): <ul style="list-style-type: none"> • Town Centre (PCS 6, criteria ia & ib): 40%: <ul style="list-style-type: none"> ○ at least 400 pa average 2006-2016; • High accessibility locations outside of Town Centre (PCS 6 i (b-d)): 35:

	<ul style="list-style-type: none"> ○ at least 175 pa average 2006-2026; ● Other urban locations that offer appropriate levels of modal choice (PCS 6, ii & iii): 25%: <ul style="list-style-type: none"> ○ at least 125 pa average 2006-2026
--	--

STRATEGIC OBJECTIVE 5: TO PROVIDE BETTER LIFE OPPORTUNITIES AND IMPROVED QUALITY OF LIFE FOR ALL

Table 7.5a: Delivery Framework for SO5

Key Outcomes sought in Core Policies (refer to Priority Areas in Need of Investment and Improvement)	How will these be delivered?	Who is responsible for delivery?
Supporting LAA outcomes (including those for the target areas of Hamworthy East and West, Poole Old Town and Alderney)		
Schools, community centres, medical facilities, provision of new community infrastructure	Schools for the Future review; Health sector restructuring; private investment opportunities; partnership working with public, private and community sectors	Borough of Poole (principally through its role as responsible authority for education, highways and planning); private developers/ landowners; Bournemouth & Poole PCT; community & voluntary sectors
Employment opportunities which benefit LAA target areas	Investment opportunities in Town Centre, including new retail/ leisure jobs and new business floorspace in Lower Hamworthy; promoting new investment in existing employment areas	Borough of Poole (through its role as Planning authority and enabling via partnership work); LTP funding including £14.1M towards bridge infrastructure; Regional Infrastructure Fund towards bridge (£9M); private investment opportunities; links with university and schools to improve training & skills development
New development to support the creation of safe, healthy, inclusive, accessible and attractive places	Through private investment opportunities; partnership working; developer contributions	Borough of Poole (including partnership working with Bournemouth Borough Council on cross-boundary issues); private developers; community and voluntary sector
'Priority' Local Centres		
Highway schemes which support better pedestrian & cyclist links	Transportation schemes; LTP funding	Borough of Poole; LTP partners
Public realm improvements and reduced community severance	Transportation schemes; LTP funding; consultation with traders' associations in local centres; private developers & investment opportunities; developer contributions	Borough of Poole; LTP partners; local traders; private developers
Mixed development - shops, residential, community use	Private investment opportunities	Private developers
Bus prioritisation, servicing and general accessibility	Transportation schemes; LTP funding	Borough of Poole; LTP partners; Wilts & Dorset Bus company

Table 7.5b: Indicators, Targets and Milestones for SO5

Indicators of Achievement	Targets
Number of people aged 16-18 in education, employment or training	Reduce number of 16-18 year olds not in education, employment or training to 4.3% by 2010 and 4% by 2011 (100% of 16-18 year olds to be in education or

	training by 2013 in line with national requirements) Reduce rate of fixed term school exclusions in LAA target wards (monitor annually)
Improve health outcomes in neighbourhoods where there are more disadvantages	Halt the year-on-year increase in obesity in children aged 11 by 2010 100% of secondary schools accredited as Healthy Schools by 2010
Population aged 19-64 qualified to at least level 4 or higher (Base date: 2006 - 29.6%)	35.1% of population of Bournemouth, Dorset and Poole by Q4 of 2011 (delivery mechanisms to be set out in delivery framework)
Residents' satisfaction with Poole & quality of local services (Poole Opinion Panel and MORI surveys)	Increase in proportion for each survey
Recreation participation levels by age groups	To be determined in Community Infrastructure and Site Specific Allocations DPDs
Improved provision of open space & recreation facilities in Poole	Target for expenditure on providing new and enhanced open space and recreation facilities (including improved access to facilities): at least £500,000 per annum average
Income levels relative to GB and SW averages	Average incomes to exceed SW average and match GB average - trends to be monitored annually
Location of new dwellings in places with good access to public transport and local facilities (criterion i (a-d) locations in PCS 6)	Accessibility hierarchy (highest first): <ul style="list-style-type: none"> • Town Centre (PCS 6, criteria ia & ib): 40%: <ul style="list-style-type: none"> ○ at least 400 pa average 2006-2016; • High accessibility locations outside of Town Centre (PCS 6 i (b-d)): 35%: <ul style="list-style-type: none"> ○ at least 175 pa average 2006-2016; • Other urban locations that offer appropriate levels of modal choice (PCS 6, ii & iii): 25%: <ul style="list-style-type: none"> ○ at least 125 pa average 2006-2016
Net additional care home bed spaces provided	Average net gain in bed spaces of 25 per annum (Target of 300 minimum net additional bed spaces by 2016) No net loss of care home bed spaces (annual measure)
Infrastructure funding to support enhancement of quality, vitality and function of local centres	Infrastructure DPD – submission end 2009; adoption 2010 Qualitative assessment will be carried out via Poole Opinion Panel, with review every 2 years Health check of local centres to show on-going improvements (annual survey)

STRATEGIC OBJECTIVE 6: TO DELIVER HIGH QUALITY, DISTINCTIVE AND SELF-RELIANT PLACES

Table 7.6a: Delivery Framework for SO6

Key Outcomes sought in Core Policies (refer to <i>Locally Distinctive and Self-reliant Places</i>)	How will these be delivered?	Who is responsible for delivery?
All new development contributes positively to local distinctiveness	Preparation of a Townscape Supplementary Planning Document; Site-specific Allocations DPD policies; design panel to be set up to review progress (with Poole Partnership); Town Centre investment; private investment opportunities; developer contributions;	Borough of Poole (through its varied role as Local Authority and land owner); private landowners and developers; Poole Partnership (Building Sustainable Communities Sub-group)

People have access to local services and facilities	Preventing loss / securing replacement of community facilities, and directing new development to most accessible locations (through planning powers); private investment. To be measured through annual accessibility mapping	Borough of Poole; private landowners and developers; partnership working
Development and infrastructure provision helps to make communities safer	Partnership working to ensure objectives are shared by all sectors (through use of Poole Partnership and Community Infrastructure DPD); developer contributions; LTP & Regional Funding Allocation	Poole Partnership members; Borough of Poole; SWRDA; Regional Assembly; private developers; LTP partners

Table 7.6b: Indicators, Targets and Milestones for SO6

Indicators of Achievement	Targets
Local centre health check scoring (index and ranking of quality and range of uses) - including proportion of vacant units (as 6). Methodology for health check of 17 local centres is set out in Local Centres Background Paper, 2007.	Rankings for all local centres not to decrease on year on year basis. Targets for 2016 as follows: Hamworthy (To score overall ranking of 5 or more) Canford Heath, Creekmoor and Wallisdown to improve 'Public Realm' ranking to A or B
Residents' satisfaction surveys (MORI & Poole Opinion Panel)	Year on year improvements in satisfaction levels
Environmental enhancement schemes	Public water front (regeneration area): complete by 2016; New public space between Dolphin Centre & Lighthouse: complete by 2016; Priority Local Centres: schemes drawn up by 2010
Developer contributions - expenditure on improvements to public realm, accessibility and tackling community severance	To be determined in Infrastructure DPD
That new development preserves or enhances assets of historic or archaeological importance	No loss of, or harm to, Listed Buildings (including their setting); Conservation Area Appraisals and Management Plans: to adopt not less than 2 per annum with a 5-year rolling programme of review

STRATEGIC OBJECTIVE 7: TO PROTECT OUR NATURAL ENVIRONMENT

Table 7.7a: Delivery Framework for SO6

Key Outcomes sought in Core Policies (refer to Areas where Change will be Carefully Managed)	How will these be delivered?	Who is responsible for delivery?
No harm to integrity of Heathland SPA/Ramsar sites	<i>Preparation of HRA/ESMS Implementation Plan, setting out actions, responsibilities, funding and delivery milestones;</i> Through the adoption of a sub-regional Heathlands DPD; use of developer contributions to fund mitigation measures; no inappropriate development within 400 m of heathlands	Borough of Poole; sub-regional Heathlands Partnership (including affected local authorities and Natural England); private developers (via contributions) The Implementation Plan will be prepared by the Council, in partnership with Natural England, RSPB, Poole Harbour Commissioners and neighbouring local authorities. Subsequent delivery to be carried out in accordance with the Implementation Plan milestones.
No harm to integrity of Poole Harbour SPA/Ramsar sites	<i>Preparation of HRA/ESMS Implementation Plan, setting out actions, responsibilities, funding and delivery milestones;</i>	Borough of Poole; landowners; private developers; Natural England The Implementation Plan will be prepared by the Council, in partnership with Natural England, RSPB, Poole Harbour

	Development in Town Centre to make necessary provision to avoid harm to Poole Harbour	Commissioners and neighbouring local authorities. Subsequent delivery to be carried out in accordance with the Implementation Plan milestones.
Increase Green Belt to incorporate safeguarded land	Designation through Site-specific Allocations DPD	Borough of Poole
No net loss of Green Belt to inappropriate development	Through application of national Green Belt Policy	Local Planning Authority

Table 7.7b: Indicators, Targets and Milestones for SO7

Indicators of Achievement	Targets
Protection of European designations	No net loss in area of European designations; No net gain in area classified as in unfavourable condition (Heathland mitigation DPD targets to be determined through Joint Heathlands DPD)
Retention of Green Belt	No planning permissions granted for inappropriate development in the Green Belt
Quantity of green links (area/length)	No net loss
Improved Biodiversity in the Borough	Monitoring to show no net downward trend in the number or diversity of species
Preparation of Implementation Plan for the recommendations contained in the Core Strategy Habitat Regulations Assessment and Poole Harbour European Site Management Scheme, setting out actions, responsibilities, funding and delivery milestones.	Implementation plan key measures and milestones prepared by Spring 2009 – delivery of measures in accordance with milestones. Implementation plan to be reviewed and updated annually.

STRATEGIC OBJECTIVE 8: TO ADDRESS CLIMATE CHANGE

Table 7.8a: Delivery Framework for SO8

Key Outcomes sought in Core Policies (refer to <i>Preparing Poole for Climate Change</i>)	How will these be delivered?	Who is responsible for delivery?
Reductions in carbon emissions from dwellings, to be phased over plan period	Private developers; reduction in residential land values to take account of any additional costs; greater supply of renewable energy through on-site provision; Borough of Poole to explore possibility of renewables on Council-owned sites; higher energy efficiency in new buildings	Private developers; land owners; Housing Associations; renewable energy providers; Borough of Poole
Reductions in carbon emissions from commercial development, to be phased over plan period	Private developers; higher rentals and lower energy costs to compensate for up-front investment; greater supply of renewable energy through on-site provision; Borough of Poole to consider possibility of renewable energy on Council-owned sites; higher energy efficiency in new buildings	Private developers; land owners; renewable energy providers; Borough of Poole
Alleviating, and adapting to, flood risk	Flood alleviation and defence measures to be provided by new development in flood risk areas - on-site where feasible; development required to demonstrate adaptation/ mitigation measures	Private developers; Environment Agency; DEFRA

Table 7.8b: Indicators, Targets and Milestones for SO8

Indicators of Achievement	Targets
The number of new dwellings attaining 2006 Building Regulations standards for reductions in CO ₂ emissions	100% of new homes to meet the Code for Sustainable Homes
Improved energy efficiency for all of Poole's stock (existing and new)	To achieve an average SAP of 65-70 in the housing stock by 2016 (target aimed also at tackling fuel poverty - to be confirmed in emerging Bournemouth Dorset and Poole Energy Efficiency Strategy in early 2009)
Attainment of complete coastal defences	<p>100% of Town Centre waterfront sites capable of accommodating flood defences to incorporate these within development</p> <p>Delivery of, and targets for, other flood defences to be set out in Infrastructure DPD</p> <p>Flood defence management strategy to be commenced in early 2009 and completed in time for inclusion in Infrastructure DPD (submission – March 2010; adoption end-2010)</p>
Poole's CO ₂ emissions	<p>Reduce CO₂ emissions (from 2005 base data levels) by at least:</p> <ul style="list-style-type: none"> • 12% (112,000 tons) by 2011; • 14% by 2015*; and • 25% by 2020* <p>(*Figures taken from the emerging Bournemouth, Dorset and Poole Energy Efficiency Strategy, to be reviewed in light of a revised national target)</p>
Area of habitat creation (Ha)	100% of all flood alleviation measures and sustainable drainage systems which offer suitable potential for habitat creation (to be monitored through HRA/ESMS Implementation Plan)