

The Core Strategy provides the strategic overview for planning in Poole over the next 20 years. The favoured approach, as depicted in the Preferred Options that have recently been subject to public consultation, is to focus future development, like housing and jobs, in the Regeneration Area and central sites of Poole. It introduces a spatial dimension to planning, by including social, economic and community factors into potential future land use allocations.

The Site Specific Allocations Development Plan Document will build upon the strategic needs set out in the Core Strategy by identifying **where** and **how** we can deliver the future requirements for the town. Central Government, together with its "creating sustainable communities" agenda, now places greater emphasis on public consultation at the early stages of the plan making process so that we are seeking your views on appropriate sites for accommodating development.

Evidence already gathered demonstrates five distinguishable areas that need to be addressed in shaping future development in Poole. In order to plan for them effectively and efficiently, whilst balancing the sometimes conflicting issues facing the town, your views are sought to ensure that all alternatives are considered.

The areas include providing enough homes and jobs for everyone, addressing transport problems throughout the Borough, providing improved community facilities and appropriate respect for the environment. The demand for homes, jobs, businesses and community facilities means that the Borough is set to continue to grow in the future and the challenge is to ensure that this growth is managed in a sustainable way. Accompanying this, and future stages of the plan making process, will be a sustainability appraisal to ensure that the sustainability objectives are considered (and this appraisal can be viewed on www.boroughofpoole.com).

Issues that stem from the overarching areas include the need to make provision for affordable homes, better health care facilities, a supply of employment land and improved transport, whilst at the same time protecting and improving our environment. To encourage thinking, and generate feedback, some initial options are identified. It is hoped that the posed questions will generate response and present fresh ideas, bearing in mind that the options are in no way exhaustive.

Responses received to this consultation will be considered and used to inform the next stage, the Preferred Options to the Site Specific Allocations Development Document, due for publication in the summer of 2008.



Further information available from:-
Strategic Planning Services, The Borough of Poole, 2nd Floor, the Civic Centre, Poole, Dorset BH15 2RU
01202 633298 or strategic.planning@poole.gov.uk or www.boroughofpoole.com/opinions

Issues & Options

July 2007

Homes For Everyone

The key elements for planning for future housing in the Borough are to ensure the right number, mix, and types of homes are provided in the most suitable locations.

The number of new homes Poole is required to provide per year is between 450 and 500 dwellings, as stipulated in the draft Regional Spatial Strategy. However, these projections are also dissected into 700 dwellings per annum up to 2016 and 300 dwellings per annum between 2016 and 2026. These housing requirements have implications for the delivery of land, with the Regeneration Area being the primary focus for more of the immediate land for housing up to 2016, and managed growth for housing sites up to 2026. An option would be to consider further new housing provision in other parts of the Borough, either on previously developed land (that is, land that unexpectedly comes forward for redevelopment) or on urban infill sites.

It is not just the number of new housing units that needs to be planned for, but also the type and size of dwellings and flats. We need to provide for affordable units and create greater choice and opportunity in the housing market, as outlined in the 2005 Government document entitled "Sustainable Communities - Homes For All". Increasingly older people are comprising a greater proportion of our population, and we need to plan accommodation to suit their needs accordingly. There is a forecast shortfall of 720 bed spaces within nursing facilities in Poole by 2025, and an increasing demand for additional care homes and warden assisted flats.

A higher proportion of smaller households exists in the inner and older parts of the town, whereas larger family properties are more prevalent at peripheral locations. Poole has also provided more flats than houses in the last 5 years than the region's average. We need to consider whether this is addressing need and whether it is appropriate for these trends to continue.

Affordable housing is a crucial issue in Poole because the town is one of the least affordable local authority areas in the country where house prices increase out of step with the rise in earnings. Local and young people will be forced to move away because they are unable to afford to live in the area, which in turn can have a negative impact upon the economy and vitality of the town.

There is a general shortage of transit facilities for the travelling community in the wider conurbation. Poole does have a gypsy and traveller site at Mannings Heath but its restricted size and limited facilities can lead to the use of other areas for illegal encampment, for instance on private land or public facilities like car parks.

ISSUES TO BE ADDRESSED:

1. Do you consider there to be specific sites appropriate for certain types of housing?
2. Do you agree with the issues identified above, and if not, how would you change or re-prioritise them?



Supporting Business and Delivering Economic Prosperity

The Regional Economic Strategy for the South West identifies the Poole/Bournemouth conurbation as having the potential to fulfil a more significant role in the economic growth of the South West region. As a consequence, the economy of Poole is expected to grow over the next twenty years, providing up to 18,900 additional jobs in the Poole Travel to Work Area.

Supply of Employment Land

Since 1994, the high level of employment completions, particularly on allocated employment sites, together with current development commitments, is serving to create a situation where there will soon be a serious shortage of allocated employment land. The limited availability of development land in Poole has resulted in increasing pressure on existing employment sites from a number of other uses, although to date, planning policy has been relatively successful in preventing the loss of employment land to other forms of development.

The Core Strategy sets out the guiding principles for the future development of Poole. The preferred approach promotes the Central Area as a driver for both economic and retail growth. It aims to secure 36,000 square metres of high quality business floorspace, predominantly in the form of office accommodation and to continue the current policy of directing major office development to central area locations.

Should the planned provision of employment floorspace in the central area prove unachievable, an option would be to adopt a strategy of reinventing and rejuvenating Poole's existing employment areas to make more efficient use of existing employment land and premises. Land south of Sopers Lane and the Hamworthy Engineering site at Fleetsbridge are examples of existing employment areas which offer scope for a comprehensive approach to redevelopment and improvement and the prospect of delivering employment sites of strategic significance.

Priority Growth Sectors

The Regional Economic Strategy identifies eight priority growth sectors. These are: bio-technologies, creative industries, environmental technologies, food and drink, information and communication technologies, marine (including manufacturing and leisure), advanced engineering and tourism - the latter three being well represented in Poole. Consideration will need to be given to whether specific provision should be made to accommodate growth sector businesses in the future. One option might be to identify existing employment areas where clusters of businesses from the same priority sector could be located together. An example would be the creation of a 'Medipark' development from businesses related to the health care sector.

ISSUES TO BE ADDRESSED

1. Should future policy continue to protect existing employment sites and premises from other forms of development and if so, how should the current pressures on existing employment sites from other uses be addressed?
2. Given the severely limited availability of land, what options are there for the provision of new employment development sites?
3. Should specific provision be made for accommodating businesses in the priority growth sectors, in preference to other forms of employment development?



Your Feedback (Site Specific Allocations - Initial Options)

Please Send the attached feedback form to Strategic Planning Services 2nd Floor, the Civic Centre, Poole BH15 2RU by 10th September at the latest. Alternatively visit www.boroughofpoole.com/opinions or email: strategicplanning@poole.gov.uk

For official use

Respondent No

Representation No

Date Acknowledged

Name and Address	
Organisation or Company you represent (if applicable)	
E-mail	
Telephone	

How to Respond

In forming your response we would particularly welcome your thoughts on:

Do you agree with the issues identified, and if not, how would you change or re-prioritise them?

Do you consider there to be specific sites appropriate for certain types of housing?

Should existing employment sites be protected from other forms of development, having regard to the limited availability of new sites? Should preference be given to the priority growth sectors - employment development?

Do you agree that local centres and target areas should form the focus for community facilities? If not, where do you think the focus should be?

In the environment, is the identification of Character Areas a positive contribution to managing growth appropriately? Where can site be established for generating renewable energy?

Should facilities be improved along Prime Transport corridors, including more space dedicated to bus lanes, pedestrians and cyclists? Where could a new bus depot be located?

Community Facilities

The provision of community facilities to meet local needs is essential to the vitality, amenity and sustainability of the areas that they support. In other words community facilities are key to providing sustainable communities. These are facilities that should be equally accessible to all.

Poole's 16 local centres are focal points for the immediate communities that they serve, but there is room for improvement, particularly for enhancing the facilities available for young people. Some local centres could be more successful, for example, Creekmoor, Canford Heath (Culliford Crescent and Adastral Square), Hamworthy and Wallisdown, and priority will be given to these areas where opportunities for enhancement occur. The Local Area Agreement identifies the "target areas" of West Hamworthy, Alderney, Poole Town and Bourne Valley Estate where social exclusion and deprivation are higher.

Poole's aging population has been linked to a need to improve health care in the community, with emphasis upon "care in the community" as a new focus for providing more routine treatments, and an example of this has been the setting up of the NHS Health care centre within the town centre "Boots" store. There is also a need to provide further care home spaces and dementia beds, as trends show that there will be increasing demand for these facilities in the future.

The "Schools for the Future" project aims to simplify the town's existing school structure, and increase equal opportunity for children to attend the Town's schools. As part of this, an option may be to find new school sites, and these may become emerging community focal points in the areas that they serve. Other schools, like Longspee, Montacute and Langside Schools, (that specialise in behavioural, emotional or other educational needs), will need to be extended, refurbished, rebuilt or amalgamated with mainstream schools, to ensure local provision for these children in our communities.

In the past, community facilities have been lost and not necessarily replaced, which has been at a cost to residents and community spirit, and so an option would be to promote new community facilities and seek alternative facilities where loss of existing cannot be avoided.

The improvement to recreational spaces, such as strategic sites like Poole Park, district parks like Alderney Recreation ground, major built facilities like Ashdown Leisure Centre or public access routes to the harbour and water front, can provide environmental uplift to the surrounding areas and their communities. Such sites can also provide alternative recreational space to the Heathland, thereby relieving pressure on the Heath as required by Natural England. An option may be to concentrate improvement on recreational sites that already form a central or focal point in the communities that they serve.

ISSUES TO BE ADDRESSED

1. Do you agree that local centres and "target areas" should form the focus for community facilities? If not, where do you think the focus should be?



The Natural Environment

The natural environment plays an enormous part in Poole's identity. The Harbour is the second largest in the world, the Heathland is internationally acclaimed, and both are protected by EC Directive. These designations, together with the current boundaries of the Green Belt to the north of the Borough, reduce the amount of land available for development. However, Poole is under pressure as a Strategically Significant Town to accommodate a large proportion of the sub region's growth. The role of green corridors and natural open spaces will remain important links supporting bio-diversity.

The joint Dorset Heathlands Interim Planning Framework aims to avoid adverse cumulative impacts from residential development on the Heath. A long term strategy is being developed through another Development Plan Document to identify a method for avoiding adverse impact from additional residential development. One option would be to provide suitable alternative natural greenspace (SANG), for example at Upton Country Park.

Strategic Flood Risk Assessment has identified that there are several sites bordering the Harbour that are at risk of flooding in the future. The central sites and Regeneration Areas lie within the some of the most vulnerable areas to flooding. These key locations will need to accommodate appropriate flood defence measures to mitigate against future sea level rise.

The Core Strategy identifies 15 character areas in the Borough to help guide the type of development in these areas. Sites will therefore be expected to respond to the particular character features (for example tree cover or changing topography) of their locality whilst contributing to the overall need to accommodate homes and other uses.

There are currently 21 Conservation Areas and 200+ listed buildings in the Borough which make a valuable contribution through their architectural and/or historic interest. A programme of appraisal of conservation areas is in place and it may be that changes to these will come forward but this process is outside the remit of the Local Development Framework.

Managing the impacts of climate change and reducing the carbon footprint are now at the forefront of debates about planning. The Core Strategy proposes an overall approach to this issue but it may be that certain sites could go beyond the requirement to accommodate 10% of energy needs on site (e.g. at the regeneration sites in the centre of Poole). It may also be necessary to identify locations where renewable energy projects can be established and your views on possible locations are sought.

ISSUES TO BE ADDRESSED

1. Do you agree with the issues identified above and if not, how would you change or re-prioritise them?
2. Is the identification of Character Areas a positive contribution to managing growth appropriately?
3. Should sites be established for generating renewable energy, and where should these sites be?



Transport

Accessibility is vital to effective communication, economic prosperity and sustainable communities. However, greater use of transport networks is not without costs, such as poor air quality, congestion, noise pollution and road safety. It is for planning to minimise these harmful impacts whilst enhancing accessibility throughout and beyond the Borough.

The South East Dorset Local Transport Plan (2006 –2011) identifies the importance of joint working to provide effective and attractive public transport options, including school journeys, the need to plan for cycling and walking, to improve highway maintenance and facilities for the disabled.

A main objective in the management of the transport network will be to locate future development so as to reduce the proportions of journeys that need to be undertaken by single occupancy cars. The Core Strategy Preferred Options expresses an aspiration that development schemes that would generate a high number of trips, such as large offices or shopping centres (for example Holes Bay Asda), should be located in places that are easy to get to for a large number of people. Such schemes would be appropriate for Travel Plans to encourage better transport and commuting practices, and they may lend support to park and ride provision.

Poole has 3 Prime Transport Corridors (PTC's); these are the most highly accessible transport arteries across the Borough, and include major roads, high frequency bus routes and rail connections. These routes are expected to promote better external links and maximise the efficiency of movement.

- ♦ The A35 provides the main east-west corridor.
- ♦ Wallisdown Road is a further east-west link from Bournemouth to Poole via the University.
- ♦ The main north-south route to the A31 is the A350 (Holes Bay Road) and the A349 (Gravel Hill) route.

An option would be for these routes to be the focus for new bus and cycle lanes, but this should not lead to community segregation at key locations, like local centres. Ashley Cross is in the need of traffic management along the A35 PTC route, but any road improvement must respect community use of the area, its central park and surrounding Conservation Area. Wallisdown Road and Alder Road are busy routes close to local centres where the introduction of wider pedestrian paths and planting could help to separate people from road noise and traffic pollution.

The Town Centre North Area Action Plan proposes the relocation of the depot element of the Bus Station as part of the plans for the regeneration of this part of the town. An alternative location will therefore be required for a bus depot.

ISSUES TO BE ADDRESSED

1. Do you agree with the option of improving facilities along PTC's? If not, how would you prioritise improvements?
2. Should more road space be dedicated to buses, pedestrians and cyclists generally along PTC's?
3. Where best could a bus depot be relocated?



Please write your response here: