

Travel is a fundamental human requirement. When matters about transport are discussed it is clear that there are very serious challenges facing Christchurch and East Dorset. Major road congestion is regularly experienced and those without cars in the outlying parts of the Districts are badly served by public transport. The Core Strategy must find ways of enabling people to travel safely and conveniently to meet their needs.



Where are we now?

Christchurch is close to Bournemouth with access to the A338 to the north and the A35 to the east. The Borough has two railway stations at Christchurch and Hinton Admiral, relatively high frequency bus services and a regionally significant airport.

East Dorset has sparse rural villages in the north of the district and suburban settlements to the south. There is no railway and bus services are far less frequent than Christchurch. Wimborne Verwood and Ferndown are important towns for the district and provide many services and facilities to the surrounding areas. Access to town centres and facilities both locally and in the main centres of the conurbation is a key issue.

Many people drive to work, and to access shops and services from outlying areas in Christchurch and East Dorset. Over the last 20 years traffic on Dorset's roads has doubled. Increasing traffic raises problems of congestion, road safety and environmental impact, especially in the main urban areas and along major routes. Reliance on the car is greatest in rural areas of East Dorset and Christchurch where public transport services are infrequent. Reducing traffic levels in these areas is particularly difficult because of the lack of viable alternatives.

Access to work, and particularly outlying industrial areas, can be difficult. This is a problem for people wanting to take up jobs and for employers looking for workers. This issue cross-relates to Theme 9 on Employment, and may hamper economic growth.

Rules, regulations and advice

The Government advises that new development should reduce the need to travel. Planning proposals and policies should make it easier for people to get to work and to key facilities by sustainable transport modes, especially walking, cycling and public transport. Where required, traffic management measures should improve local neighbourhoods, enhance streetscape and the natural environment and improve road safety.

THEME 7 Transport

The Government's main objectives linked to transport are to:

- Promote more sustainable transport choices for both people and freight.
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport; walking cycling and public transport.
- Reduce the need to travel, especially by single-occupancy cars.
- Reduce carbon emissions
- Reduce the impact of traffic on the built and natural environment.

The Government advises us to achieve these objectives by:

- Increasing the use of previously developed land.
- Increasing housing densities;
- Focusing more development in urban areas, towns and key service centres.
- Supporting new development by sustainable transport choices with the provision of essential infrastructure.

Achieving government objectives for transport requires effective integration of transport planning and spatial planning. This is particularly to enable new development to be accompanied by the necessary transport services and infrastructure to promote accessibility to everyday facilities for all.

The evidence

Regional Context

The draft Regional Spatial Strategy advises that we must ensure investment in infrastructure and identify clearly the links with development.

The Strategy promotes changes in travel patterns and the use of sustainable modes of transport that reduce greenhouse gas emissions.

The Panel report on the draft Regional Spatial Strategy recommends the following priorities:

- Investment in public transport, walking and cycling provision with better buses and trains;
- Increased demand management by transferring more road space to priority vehicles and managing the supply and use of parking (with the possibility of congestion charging);
- Prime transport corridor improvements and the A31 improved to dual carriageway standard through the conurbation.
- Improvements on the A31 to Poole corridor;
- Provision of new local rail services and stations and use of rail for local Park and Ride;
- Improvements to rail links to other major centres;
- Improved accessibility by public transport, cycling and walking to significant areas of countryside recreation, including Cranborne Chase and the New Forest.
- Route management along the A350 corridor (links from South East Dorset to the M4).
- A new passenger terminal at Bournemouth Airport;
- A package of measures to improve access to the airport, including a link road to the A338;

The Panel report recommends strengthening the requirement for local authorities in South East Dorset to work together to deliver transport improvements. This will require the pooling of resources and developer contributions to deliver the transport strategy for the conurbation.

Christchurch Borough Council's Corporate Plan

The Borough's Corporate Plan says "Locally, many people think that road congestion is one of the biggest problems in Christchurch" and the Corporate Plan has among its objectives

TR1 Encourage the use of a variety of sustainable and fuel-efficient modes of transport to help reduce congestion

TR3 Develop speed management and pedestrian improvements in areas of greatest need

The Community Strategy for Dorset 2007 - 2016

The Community Strategy supports delivery of the SE Dorset integrated transport package, improved surface access to Bournemouth Airport and improvements to the A31 to Poole corridor.

Christchurch Community Strategy 2007-2010 East Dorset Community Strategy 2007

The Community Strategies for Christchurch and East Dorset raise similar issues of accessibility. The strategies want more sustainable modes of transport, reducing dependency on the car where practicable with improvements to public and community transport services and the promotion of cycling

The Christchurch Community Strategy also identifies the need to review and update signage to facilities, parking, shops and other places of interest in the Borough. A project to enhance facilities at Christchurch Railway Station is also part of the Community Strategy. In East Dorset there is concern in many areas over the speed and volume of traffic. Meetings with the business community have shown serious worries about poor roads, congestion and unreliable travel times.

Local Transport Plans

Planning for accessibility is a central part of this Core Strategy and is also a key theme for Dorset's Local Transport Plans (LTPs) and community strategies. The Core Strategy provides the spatial expression for the transport strategies contained in Local Transport Plans and for the Community Strategies.

The promotion of travel plans is an important measure to promote alternatives to single-occupancy car journeys e.g. car sharing, public transport, walking and cycling. Travel plans are also an essential tool in reducing congestion, CO₂ emissions and travelling costs. The requirements for preparation of travel plans to serve new development in Christchurch and East Dorset is set out in adopted supplementary planning guidance, 'Travel Plans in Dorset'.

Other evidence

A major new traffic model is being prepared by the local transport authorities for South East Dorset. This study will not be completed in time to inform this Core Strategy but will be available for future revisions of the strategy.

A **Transportation Study** has been commissioned by Dorset County Council to develop an integrated transport strategy for North Dorset and the northern part of East Dorset. This will try to reduce the need to travel, optimise the choices between travel modes and reduce the impact of travel on the environment.

The **Dorset Residential Parking Study** is also underway. This will provide parking standards appropriate to the location of new development. This study is due for completion in March 2008.

A **Parking, Access and Signage Strategy** has been completed by Colin Buchanan for Christchurch Council. This study has made detailed recommendations about car parking capacity, parking hierarchy, tariffs, signing and routing and opportunities for park and ride schemes.

A number of transport studies are currently being prepared for Bournemouth International Airport which include.

- Options for a link road from the Airport North East Sector to the A338.

- Road and junction improvements required in step with growth at the airport.
- Transport contributions required in step with the scale of new development.

The Regional Spatial Strategy panel recommend a total of 3,450 homes in Christchurch and 6,400 in East Dorset to be provided during the period 2006 - 2026. If this is agreed by the Secretary of State, a proportion of this development will need to be accommodated in urban extensions.

Transport modelling work is currently being undertaken to assess impacts of proposed development upon the road network and to identify specific transport improvements required to serve potential urban extensions. These studies will be available to inform the preferred options stage of the Core Strategy.

Benefits and Costs

This issue raises a number of trade offs which need to be carefully considered:

- Focusing development on town centres and along existing transport corridors ensures that people can choose alternatives to the car, but may also concentrate development in areas already suffering congestion and lead to higher housing densities.
- Continuous and worsening traffic congestion has serious implications for the economy, general travel time and air quality.
- Taking contributions from development for transport improvements ensures that each development compensates for its potential impacts on the transport network. However, the pot of money from many small developments takes time to fill up, thus delaying the delivery of the new transport infrastructure and services.
- Constraints on private car use, for example charging for cars carrying only one person, or higher parking charges, may help to reduce congestion and encourage public transport use, but are unpopular because many people want the convenience of using their cars.
- Relief roads can reduce the impacts of through traffic. However these are costly major projects for which resources likely to be very limited, and could have significant environmental impacts.
- Better public transport can also be costly and often requires ongoing subsidies from taxpayers.

Dependency on the private car

Within Christchurch and East Dorset there is a reliance upon the private car. This adds to congestion and CO₂ emissions. Car ownership is predicted to rise over the plan period with more two-car households.

SUGGESTED ISSUES

How can we reduce dependency on the private car and encourage the use of more sustainable forms of transport?

Go to Response Paper
KEY Issue TR1



Extent of Prime Transport Corridors

Prime transport corridors form the network of key routes within the conurbation where high quality transport services can be provided - at a cost. Regional and Local Transport Plan policy is that new development should be concentrated along these. Since substantial new development is proposed in the outer parts of the conurbation, should these Prime Transport Corridors be extended into these outer areas?

SUGGESTED ISSUES

Should a prime transport corridor be extended to the following settlements?

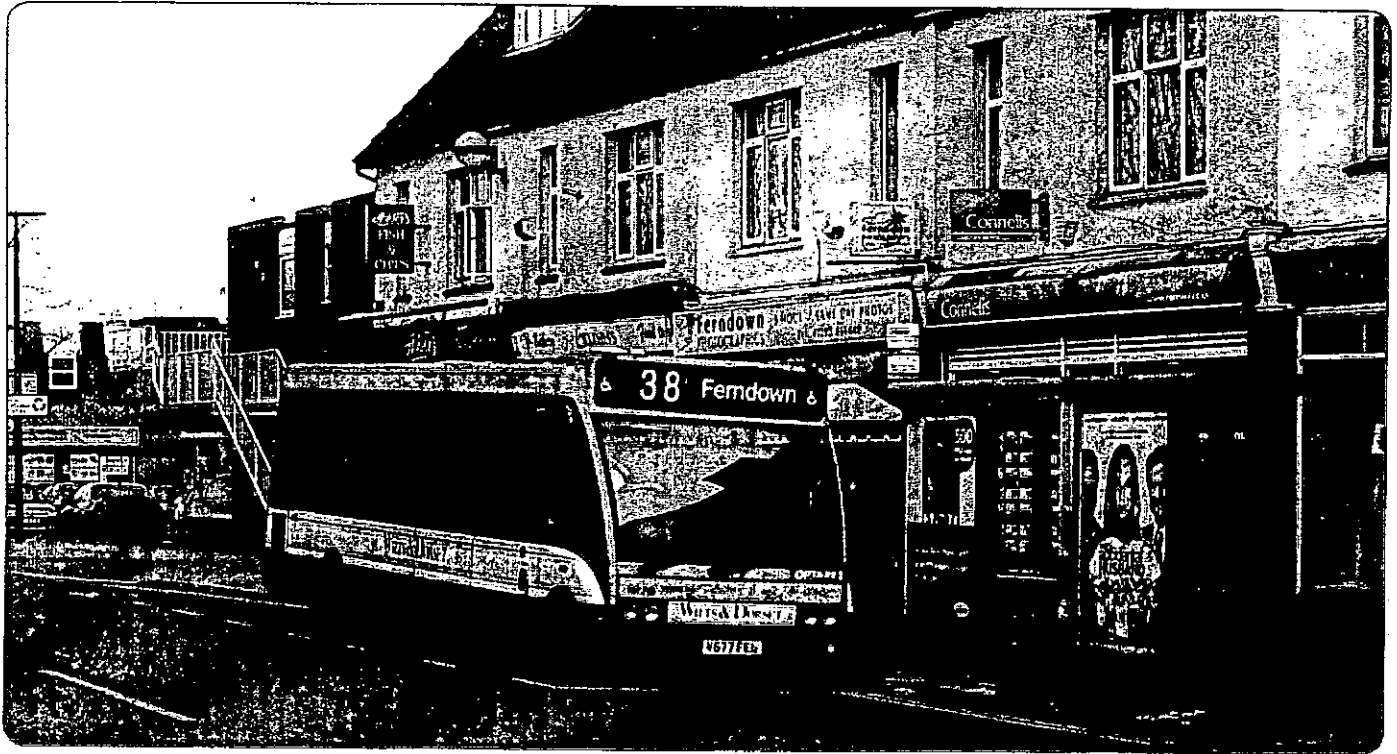
Go to Response Paper
Issue TR2



What can we do to increase the potential of rail as a means of transport in the area?

Go to Response Paper
Issue TR3





Major Trip Generating Development

In accordance with national policy new development should not contribute to generating unsustainable commuting / travel patterns. Therefore, the location of major new trip generating development and its proximity to appropriate transport infrastructure is very important.

SUGGESTED ISSUES



Should approval of major new trip generating development be conditional on any of the following?

Go to Response Paper
Issue TR4



Major Transport Improvements

In order to improve accessibility and support the local economy a number of major transport improvements are likely to be required. A package of transport improvements have been identified in the draft Regional Spatial Strategy and the Local Transport Plan. The Core Strategy must also consider Issues for transport improvements in addition to those considered in these strategies.

SUGGESTED ISSUES



Which major highway improvements are required?

Go to Response Paper
Issue TR5



Car parking hierarchy / Car parking capacity

A car parking hierarchy can direct the use of public car parks for shoppers, employees and retailers. The need for car parking must be balanced against the need to reduce levels of congestion and promote the use of more sustainable modes of transport.

SUGGESTED ISSUES



What approach should we adopt for car parking provision?

Go to Response Paper
Issue TR6



What type of proposals can be developed to improve safety on our roads and our local environment?

Go to Response Paper
Issue TR7



Have we identified all of the issues under this Theme?

Go to Response Paper
Issue TR8







Bournemouth International Airport fulfils a major sub regional role both as a regional airport and as an employment site. In terms of passenger growth it is the UK's fastest growing airport.

Where are we now?

Bournemouth International Airport lies within Christchurch Borough, and the parish of Hurn. It is approximately 5km (3 miles) from Christchurch town centre and 7km (4.5 miles) from Bournemouth town centre. The site is reasonably close to the trunk road network, approximately 2km (1 mile) from the A338 Bournemouth Spur Road, which connects to the A31 trunk road at Ashley Heath. The airport has no rail connection, the nearest station being Christchurch, approximately 4km away. An hourly airport bus service connects the airport with Bournemouth travel interchange and the town centre and main hotels.

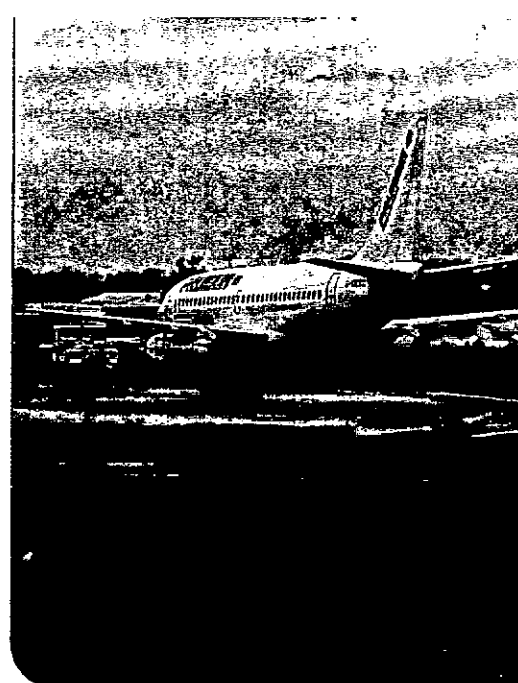
The airport is sited on low lying land between the Moors River and River Stour. The site extends to 366 hectares (900 acres). It is a major employer in the area and fulfils two distinct functional roles, providing:

- The primary airport for the local and wider area; and
- An existing Business Park and future employment opportunity of strategic importance to South East Dorset.

The site is often described as different sectors:

- The southeast sector comprising the main passenger terminal buildings, the NATS Air Traffic Control College, Museum of Aviation, flying club and other associated airport buildings and uses, including car parks.
- The southwest sector, essentially comprising runway and taxiways.
- The northeast sector comprising a mixture of significant aviation related businesses, and other low key employment uses.
- The northwest sector comprising a varied range of business uses, including high quality office development at Aviation Park. The two northern sectors are known as the airport business park.

The airport is almost unique in the UK in containing significant nature conservation designations within the airport site (some 67 hectares of such designations). These comprise internationally protected SPA and SSSI heathland, and local Sites of Nature Conservation Interest (SNICIs).



Theme 10

Bournemouth International Airport

The past 5 years have seen significant growth in air passenger numbers, particularly with the growth of low cost airlines. In 2000 passenger throughput at the airport was 271,000 passengers per annum, by 2006 it had risen to 917,000 and last year it broke through the 1 million passengers per annum figure. The business park has continued to fulfil an important role as an employment centre, estimated to employ around 2,500 people.

The status of the business park and the airport itself has also been recognised in the Bournemouth, Dorset and Poole Structure Plan and the emerging South West Regional Spatial Strategy.

Development of the airport as a whole has however been constrained both by sensitive nature conservation designations which lie within and adjoining the site, and by inadequate local transport infrastructure. Fulfilling the potential of the site will depend upon overcoming these constraints, and ensuring a sustainable pattern of development.

Rules, regulations and advice

National Policy

Airport Growth - Government policy on airports is set out in the Civil Aviation Act 2006 which implements a number of commitments of the Future of Air Transport White Paper. Government policy supports the principle of providing additional terminal capacity at the airport in the context of minimising impacts on environmentally sensitive sites and providing improvements to transport access.

In response to the Future of Air Transport White Paper, Bournemouth Airport prepared a Master Plan to set out how the airport can accommodate the projected levels of growth up to 2030 identified in the White Paper.

Employment at the Airport Business Park - The government promotes economic development compatible with environmental objectives. In promoting sustainable economic growth we are required to provide sufficient land for employment development well served by infrastructure. In this context the infrastructure constraints at the airport must be addressed to ensure a sufficient supply of land and premises is brought forward in an appropriate timescale to meet business requirements. This is important not only because of the contribution the business park already makes to the local economy but also due to the significant reliance placed on the site in providing land to meet future employment needs in the local and wider area.

Climate Change - Future development of the Airport must adhere to policies which provide a framework for achieving zero carbon development, reducing emissions, stabilising climate change and taking into account unavoidable consequences.

Green Belt - The southern operational sector of the airport is set within

the green belt while the business park is excluded. National guidance presumes against development in the green belt except in very special circumstances.

Biodiversity and Geological Conservation

- The Airport site as a whole includes and abuts several international, national and locally designated sites of nature conservation importance. The New Forest National Park lies approximately 5.4 km (3.5 miles) to the east of the Airport.

As part of the process of preparing the Core Strategy and Airport Area Action Plan we are required to undertake an Appropriate Assessment (AA). This assesses the impacts of a land use plan against the conservation objectives of a European nature conservation site. Where significant effects are identified, alternatives should be examined to avoid any potential damaging effects.

Transport - Future development at the Airport should offer a realistic choice of access by a range of transport modes with particular emphasis on the provision of public transport services. It is anticipated that the Airport and Business Park Travel Plans will play a pivotal role in reducing single occupancy car based travel. The Core Strategy should promote sustainable transport choices and reduce reliance on the car for work and other journeys.

Noise - Future development of the Airport should consider current levels of noise exposure and any

increase that can be reasonably expected in the future. We should ensure that development does not cause an unacceptable degree of disturbance.

Regional Context

The draft Regional Spatial Strategy promotes the continued economic development of Bournemouth International Airport and airport related development. As part of the region's Air Strategy the draft Regional Spatial Strategy supports the growth of Bournemouth as a strategic regional airport to meet the region's demand for air services and to reduce journeys to airports outside the region.

The emerging Regional Spatial Strategy identifies the importance of promoting aerospace and advanced engineering related development at the airport business park. The Regional Spatial Strategy also sets out a requirement to provide a ready supply of high quality sites at the right time in suitable locations to support the economic growth of the region. Employment land at Bournemouth Airport plays a significant role in achieving this objective as it constitutes the bulk of existing supply for the sub region.

The Regional Spatial Strategy Panel Report implies that employment development at Bournemouth Airport should complement development in the town centres of Bournemouth and Poole. The report suggests that we should be clear on the type of employment to be promoted at the airport so as not to conflict with employment

development in Bournemouth and Poole. The report also states that the Poole Regeneration Area should be the priority for publicly funded infrastructure.

The Panel Report identifies the importance of a link road from the airport to the A338, as part of a package of transport measures, to make the business park more marketable, ease traffic problems and allow a higher level of development. The report identifies the provision of a link road as a longer term project and emphasises that implementation of the link road is dependent on the commercial judgement of the airport owners..

The report also states that land at Bournemouth Airport should be removed from the green belt with the detailed boundary to be established through the LDF process.

The evidence

Christchurch Borough Council's Corporate Plan Priority BT4 is to *"Support expansion at the Airport which promotes economic growth and mitigates environmental impacts"*.

The Christchurch Community Strategy supports development at the airport which promotes economic prosperity and meets environmental objectives.

The East Dorset Community Strategy states that the development of the Airport will enhance transport connections and open up possibilities for international trade. However the

strategy also raises concerns that airport growth may contribute to increased noise levels, pollution and traffic congestion.

Manchester Airport Group, the owners of the Airport, produced a Master Plan for the operational Airport in 2007. This sets out a range of proposals to meet passenger growth up to 2030. The Group is currently preparing a Planning Framework for the Northern Sectors and this will feed into the Core strategy when completed.

The Airport Master Plan, which covers the southeast and southwest sectors, was prepared by Bournemouth Airport and was formally adopted by the Airport in May 2007. Although the Master Plan does not form a statutory part of the Council's Local Development Framework, it was subject to wide consultation and in accordance with the Air Transport White Paper, such Master Plans should be used to inform the preparation of the Local Development Framework.

A Planning and Spatial Framework for the Business Park is being prepared by the Airport, who are responsible for developing and managing the Business Park. Publication of the draft Framework is pending completion of an associated transport study being prepared by the Airport's transportation consultants in consultation with Dorset County Council. The Framework will focus mainly on the northwest sector and is to update a previous Master Plan study for the Business Park led

by consultants EDAW completed on behalf of the owners and the South West Regional Development Agency. The EDAW study concluded that the development proposals identified were not commercially viable, due largely to the costs of the link road and also abnormal external costs, including conditions in the lease applying to new development.

An economic study is currently being prepared for Bournemouth International Airport which assesses the future role of employment land at the airport in the context of the sub regional economy. The study will assess the level of employment development that can be delivered at the Airport in the short, medium and long term and the range of employment uses that can be promoted.

Manchester Airports in consultation with Dorset County Council have commissioned transport modelling work to examine a range of proposals for transport improvements to enable phased growth of the northern business parks.

An ecological study has been commissioned which will assess the impact of development issues for the airport on areas of environmental sensitivity within and abutting the airport site. This includes an ecological assessment of the route for a link road from the north east sector to the A338. This study will be complete in time to assess the preferred options stage of the Core Strategy.

The Dorset Workspace Strategy will assess the role of employment land at the airport in the context of provision across Dorset County. This study is scheduled for completion in May 2008 and will inform the preferred options stage of the Core Strategy.

The Strategic Flood Risk Assessment shows that large areas of the Airport are at risk of flooding.

Benefits and Costs

Bournemouth Airport is the largest single development site within Christchurch and East Dorset. Aviation development is an increasingly contentious issue nationally and globally due to its environmental impacts. Benefits and costs to consider under this theme are:

- There are major benefits to residents and to the local economy from having a growing and thriving international airport within our area. We need to ensure however that aviation growth and demand can be managed sustainably, both in terms of impacts on climate change and on the local environment.
- The airport's employment land offers a significant resource to serve the needs of Christchurch, East Dorset and the whole of South East Dorset. It will be important to ensure that its development does not result in development and economic activity being "sucked out" of the existing town centres across the conurbation.

- Provision of significant new transport infrastructure and services will be a key component of delivering sustainable development at the airport. Some of this infrastructure comes at a high cost, and identifying funding will be a major consideration.

Operational Airport Growth

SUGGESTED ISSUES

What are the priority issues which should determine the limits to which growth at the airport should be controlled?

Go to Response Paper
KEY Issue BA1



Employment Growth and Transport Capacity

Future growth of the airport northern business parks is constrained by the transport improvements required in step with new development. In particular this concerns the need for a package of transport measures including junction improvements and the provision of a link road to the A338. Dorset County Council and Manchester Airports are undertaking work to assess detailed options for road improvements.

SUGGESTED ISSUES

Which transport improvements should the Core Strategy consider as part of the transport requirements for the Airport?

Go to Response Paper
KEY Issue BA2



Employment Development Issues

In planning for the growth of the airport northern business parks it is important to consider that it

may not be possible to implement all of the transport improvements currently being considered. In particular Issues must consider the constraints and time scales involved in providing a link road to the A338. The recently permitted proposals for the upgrading of the airport terminal will provide junction improvements to the airport access with the B3073 and to Hurn Roundabout. Work is also being undertaken by the Airport's transportation consultants in consultation with Dorset County Council to seek to identify the level of additional development above that already permitted that can be accommodated at the airport and business park in highways terms, in advance of the link road and subject to phased improvements to local junctions.

SUGGESTED ISSUES 

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

Go to Response Paper
KEY Issue BA3 

Airport Green Belt Boundaries
The Business Park already lies outside of the Green Belt. The RSS Panel Report recommends that land at the operational airport should also be removed from the green belt. The Regional Spatial Strategy suggests that the detailed boundary should be established through the Local Development Framework process. The green belt boundary should be amended with regard to the development needs of the airport and to prevent

encroachment into the open countryside, unrestricted sprawl and the setting and character of surrounding settlements. The Airport Master Plan identifies existing buildings and operational areas at the airport together with the Airport's vision in terms of future development necessary to accommodate the predicted aviation growth.

SUGGESTED ISSUES 

Which part of the airport do you think should be released from the green belt?

Go to Response Paper
KEY Issue BA4 

Promoting the Sustainable Economic Growth of the Airport
Employment land at Bournemouth Airport constitutes the vast majority of supply for the South East Dorset sub region. Given the strategic status of the site the type of future development permitted will have a significant impact upon the South East Dorset economy.

SUGGESTED ISSUES 

What policy approaches should be pursued at the airport to effectively promote sustainable economic growth?

Go to Response Paper
Issue BA5 

Employment uses to be promoted at the airport business park.
The business park already contains a wide range of occupiers. The occupancy rate is consistently high, currently averaging in excess of 95%. There is also a very broad variety in the type, size and quality of premises, ranging

from workshops, hangars (either in storage, industrial or aviation use), light industrial units and high quality office and research and development buildings. Many buildings are also coming to the end of their economic life.

The approach to guiding future development at the airport business park therefore needs to be aspirational and market facing in respect of the types of business activity and other uses which can be attracted to the site. There is a balance to be struck between promoting the airport for higher order businesses and those that can realistically be attracted to locate at the airport.

SUGGESTED ISSUES 

What type of business activity should we be promoting at the airport?

Go to Response Paper
Issue BA6 

What type of premises should be provided in the north west and north east areas?

Go to Response Paper
Issue BA7 

Have we identified all of the issues under this Theme?

Go to Response Paper
Issue BA8 



**Suggested Issue UE15**

Should there be additional facilities to support the employment development?

OPTIONS - TICK ALL THAT APPLY		Agree	Disagree	No Opinion
A	Hotel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Shop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Café/restaurant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Leisure/gym	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Other, please specify:			

1,000 houses are proposed on other sites around the main towns and built up areas of East Dorset

**Suggested KEY Issue UE16**

How should the proposed 1,000 homes be distributed?

OPTIONS - TICK ALL THAT APPLY		Agree	Disagree	No Opinion
A	Spread on small sites around the edge of the settlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Focused on a few large sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Other, please specify:			

**Suggested Issue UE17**

Do you have any suggestions for sites where this development could go?

Location	No. of dwellings

**Suggested Issue UE18**

Have we identified all of the issues under this Theme?

Options	Agree
Yes	<input type="checkbox"/>
No, please let us know what else we should consider	

THEME 7 | Transport**Suggested KEY Issue TR1**

How can we reduce dependency on the private car and encourage the use of more sustainable forms of transport?

OPTIONS - TICK ALL THAT APPLY		Agree	Disagree	No Opinion
A	New development should be located close to jobs, shops, schools and other facilities and where there are good bus services in order to reduce the need to travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Promote higher density development in and around town centres minimising the need to travel and promoting more alternatives to the car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Where required, new development should be accompanied by enhanced public transport services and links to the cycle network even if this requires public subsidy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	There should be bus lanes and bus priority at selected junctions, so that buses are faster and more reliable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Car sharing should be encouraged by favouring cars carrying more than one person – for example by allowing them to use bus lanes or providing special lanes in roads for them	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	Local facilities should be retained close to local neighbourhoods which can be accessed easily by a range of sustainable transport modes other than the car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G	Demand management measures such as congestion charging and higher charges for parking should be used to reduce traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H	People should be discouraged from using cars by providing less parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I	There should be more working from home and workplaces mixed-in with housing areas so people can work close to where they live	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Improvements and extensions should be made to public and community transport services and cycle networks to reduce dependency upon the car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K	Other, please specify:			

Suggested Issue TR2
Should a prime transport corridor be extended to the following settlements?

Options	Tick all that apply	Agree	Disagree	No Opinion
A	Verwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Three Legged Cross	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	St Leonards and St Ives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	West Moors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Other, please specify:			

Suggested Issue TR3
What can we do to increase the potential of rail as a means of transport in the area?

Options	Tick all that apply	Agree	Disagree	No Opinion
A	Enhance facilities and infrastructure at railway stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Enhance railway station interchange facilities for bus users, cyclists and pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Identify sites for new rail stations (e.g. linked to urban extension proposals)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Examine potential routes for new light or heavy rail services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Other, please specify:			

Suggested Issue TR4
Should approval of major new trip generating development be conditional on any of the following?

Options	Tick all that apply	Agree	Disagree	No Opinion
A	Proximity to existing public transport or prior approval of suitable new transport infrastructure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Options	Tick all that apply	Agree	Disagree	No Opinion
B	Industrial development should not be allowed on outlying sites like Ferndown or the Airport unless it provides for easier access for those who do not have cars.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Commercial developments should contribute to new transport infrastructure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Housing developments should contribute to new transport infrastructure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Other, please specify:			

Suggested Issue TR5
Which major highway improvements are required?

Options	Tick all that apply	Agree	Disagree	No Opinion
A	A31 dualling across the conurbation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	A31 to Poole corridor improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	A Sixpenny Handley Bypass (Back Lane Improvements)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	A West Moors bypass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	An A350 Sturminster Marshall, Spetisbury and Charlton Marshall Bypass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	A link road from the A338 spur road to the Airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G	A Christchurch bypass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H	Other, please specify:			

Suggested Issue TR6
What approach should we adopt for car parking provision?

Options	Tick all that apply	Agree	Disagree	No Opinion
A	Maintain existing levels of town centre parking provision unless it can be provided in other locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Provide new public parking in town centre locations in conjunction with any new development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Options - Tick all that apply	Agree	Disagree	No Opinion
C Manage parking more efficiently by reducing the pressure on our core car parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Reduce long stay parking and season ticket (non shoppers) in the core shoppers car parks, relocating these to outer car parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E Restrict on street parking in the town centre shopping core to very short stay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F Review the use of car parking places to ensure the best use of space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G Take advantage of any redevelopment proposals to rationalise town centre car parking and reduce traffic intrusion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H In the longer term, consider opportunities for increasing the public parking stock.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I Introduce park and ride schemes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J Other, please specify:			

Suggested Issue TR7
 What type of proposals can be developed to improve safety on our roads and our local environment?

Options - Tick all that apply	Agree	Disagree	No Opinion
A Identify areas for comprehensive traffic management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Identify villages or hamlets for speed reduction schemes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Encourage the provision of 'home zones' in residential areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Provide more segregated footpaths and cycleways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E There should be tighter controls on traffic around schools, open spaces and key services and facilities to reduce impact and speed of vehicles and enhance pedestrian environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F Other, please specify:			

Suggested Issue TR8
 Have we identified all of the issues under this Theme?

Options	Agree
Yes	<input type="checkbox"/>
No, please let us know what else we should consider:	

THEME 8 | Town Centre Vitality

Suggested KEY Issue TC1
 What range of uses should be promoted in the town centres to enhance their vitality?

Options - Please tick all that apply	Employment	Retailing	Recreation/ Open Space	Residential	Food/Drink	Restaurants	Tourism/Cultural	Evening Economy	Other (function you would like to see (please specify))
Christchurch	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Highcliffe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ferndown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Verwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
West Moors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wimborne	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Suggested KEY Issue TC2
 How can we improve the vitality and viability of our towns and villages?

Options - Tick all that apply	Agree	Disagree	No Opinion
A Designate a town centre boundary within which commercial development will be encouraged	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Designate core retail areas in town centres where non-retail uses will be restricted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Designate local shopping areas where local shops and services will be encouraged and protected	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Prevent the loss of village shops, pubs and services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E Other, please specify:			



Suggested Issue EG7

How can we influence the availability of labour to meet the needs of local business toward investment?

Options - tick all that apply. Agree Disagree Opinion

- We should adopt positive policies to encourage the provision of education and training facilities
- We should seek to establish links between Bournemouth University and local business to promote innovation and the sharing of knowledge such as examining potential satellite sites for university departments
- Other, please specify:

Suggested Issue EG8

How can we promote employment development which offers high quality employment opportunities?

Options - tick all that apply. Agree Disagree Opinion

- The use of employment policies to promote high quality employment uses on established and allocated employment sites
- Provide a sufficient range of sites in appropriate locations meeting the locational requirements of key growth sectors. (evidence derived from the employment land review process)
- Other, please specify:

Suggested KEY Issue EG9

Which measures should be adopted to support the rural economy?

Options - tick all that apply. Agree Disagree Opinion

- Farmers should be allowed more freedom to diversify into business not directly related to farming
- Farmers should be helped to re-use redundant farm buildings for commercial and business uses

New small scale business development in the countryside should be located near to larger settlements, to minimise travel and car use

Maintain land for agriculture and restrict alternative use diversification

Encourage equestrian related activity and other leisure related activities

Live / work units should be encouraged as exceptions to normal housing policy in rural areas

Other, please specify:

Suggested Issue EG10

Have we identified all of the issues under this Theme?

Options - tick all that apply. Agree

- Yes
- No, please let us know what else we should consider:

THEME 10 Bournemouth International Airport

Suggested KEY Issue BA1

What are the priority issues which should determine the limits to which growth at the airport should be controlled? (NOTE - please tick whether they should be high, medium or low priority)

Options High Medium Low

- A Flood Risk
- B Emissions from air traffic / road traffic
- C Impact upon environmental designations
- D Traffic generation beyond existing highway capacity
- E Aircraft noise
- F Provision of public transport services
- G Landscaping
- H Provision of other sustainable forms of transport e.g. walking and cycling
- I Other, please specify:



Suggested KEY Issue BA2

Which transport improvements should the Core Strategy consider as part of the transport requirements for the Airport?

OPTIONS - TICK ALL THAT APPLY		Agree Disagree No Opinion		
A	A new alignment of the A338 link road to minimise impact on sites of environmental importance and on the operational airport.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Extra capacity on the A338 by provision of additional lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	New alignment of B3073 between Chapel Gate and Blackwater Junction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Improvements to public transport serving the northern business parks and airport.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Improvements to Parley 'crossroads'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	Improvements to Canford Bottom roundabout on the A31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G	Chapel Gate roundabout improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H	Hurn Roundabout improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I	Investigate potential for light rail connection to airport from Bournemouth/Christchurch	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J	New and enhanced walking and cycling links	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K	Other, please specify.			



Suggested KEY Issue BA3

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

OPTIONS - TICK ALL THAT APPLY		Agree Disagree No Opinion		
A	Only permit development which can be accommodated by improvements to the B3073 (Parley Lane) and its junctions and by other transport improvements to reduce car use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OPTIONS - TICK ALL THAT APPLY Agree Disagree No Opinion

B	Permit development in line with option A through phased development of the site while also seeking funding for the link road to allow development of the remainder, and assembling S106 contributions towards this	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Do not permit any new development prior to the provision of a new road link to the A338	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Other, please specify:			



Suggested KEY Issue BA4

Which part of the airport do you think should be released from the green belt?

OPTIONS - TICK ALL THAT APPLY		Agree Disagree No Opinion		
A	Only land within the existing airport boundary required for operational development should be removed from the green belt	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Land within the existing airport boundary should be removed from the green belt	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Additional land from outside the existing airport boundaries serving employment or operational needs should be considered for removal from the green belt in order to support development in addition to land within the airport boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Other, please specify.			



Suggested Issue BA5

What policy approaches should be pursued at the airport to effectively promote sustainable economic growth?

Options	TICK ALL THAT APPLY	Agree	Disagree	No Opinion
A	A zonal approach should be adopted in the business park for the promotion of different types of employment. This approach could identify zones within the site for specific uses / clusters of related activity e.g. zones for growth industries offering high quality employment opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Provision should be made for aviation related uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	There should be general flexibility in the location of different types of employment development to respond to market demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Options	TICK ALL THAT APPLY	Agree	Disagree	No Opinion
D	Design policies should be used to influence the type of inward investment that can be attracted to the airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Development at the airport should be restricted to uses which would not be appropriate in town centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	Other, please specify:			



Suggested Issue BA6

What type of business activity should we be promoting at the airport?

TYPE OF EMPLOYMENT PREMISES - TICK ALL THAT APPLY	Level of provision in North West Business Park (NW)				Level of provision in North East Business Park (NE)			
	None	Low level	Medium level	High level	None	Low level	Medium level	High level
A Business Aviation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Aircraft Maintenance, Repair and Overhaul	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Air Freight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Light/General Industry / Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E Advanced Engineering	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F Environmental Technologies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G General Office and Financial Business Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H Bio-Technology and Medical – Related Sectors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I Marine Technologies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J Cultural / Creative Sectors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K Leisure and Hospitality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L Distribution and Logistics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M Other, please specify:								



Suggested Issue BA7

What type of premises should be provided in the north west and north east areas?

OPTIONS - TICK ALL THAT APPLY	North West Business Park	North East Business Park
A Small business units / industrial	<input type="checkbox"/>	<input type="checkbox"/>
B Larger business units / industrial	<input type="checkbox"/>	<input type="checkbox"/>
C Large purpose built office units	<input type="checkbox"/>	<input type="checkbox"/>
D Small purpose built office units	<input type="checkbox"/>	<input type="checkbox"/>
E Warehouses	<input type="checkbox"/>	<input type="checkbox"/>
F Sites for expansion of businesses for specific occupiers	<input type="checkbox"/>	<input type="checkbox"/>
G Start up / Incubator premises	<input type="checkbox"/>	<input type="checkbox"/>
H Recycling / environmental industries e.g. waste recycling plants	<input type="checkbox"/>	<input type="checkbox"/>
I Other, please specify:		



Suggested Issue BA8

Have we identified all of the issues under this Theme?

OPTIONS	Agree
Yes	<input type="checkbox"/>
No, please let us know what else we should consider	<input type="checkbox"/>

THEME 11

Delivering Suitable and Sufficient Housing



Suggested KEY Issue HO1

Should we have a policy which specifies which mix of dwelling sizes and types should be built even if this might restrict market choice?

OPTIONS - TICK ALL THAT APPLY	Agree	Disagree	No Opinion
A No, the mix of properties should be determined on a site-by-site basis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Yes, but restricted to allocated sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Yes, the policy should apply to all sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Other, please specify:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Suggested Issue HO2

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

OPTIONS - TICK ALL THAT APPLY	Agree	Disagree	No Opinion
A Number of bedrooms of housing unit (1 bed, 2 bed etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Size of rooms - ensuring that there is an adequately sized living area, kitchen area and bedrooms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Size of external living space - gardens, amenity space, communal areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Other, please specify:			



Suggested KEY Issue HO3

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

OPTIONS - TICK ALL THAT APPLY	Agree	Disagree	No Opinion
A Higher density in town centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Higher density on edge of town centre locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Higher density outside the town centres but in locations highly accessible by public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Taking into account the character of the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E Higher density in areas where there is a high level of need for affordable housing or on land already owned by housing associations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F Other, please specify:			



Suggested Issue HO4

Should we protect certain areas from increased redevelopment and infilling for any reason?

OPTIONS - TICK ALL THAT APPLY	Agree	Disagree	No Opinion
A No, we should not protect any particular housing areas from redevelopment and infill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>