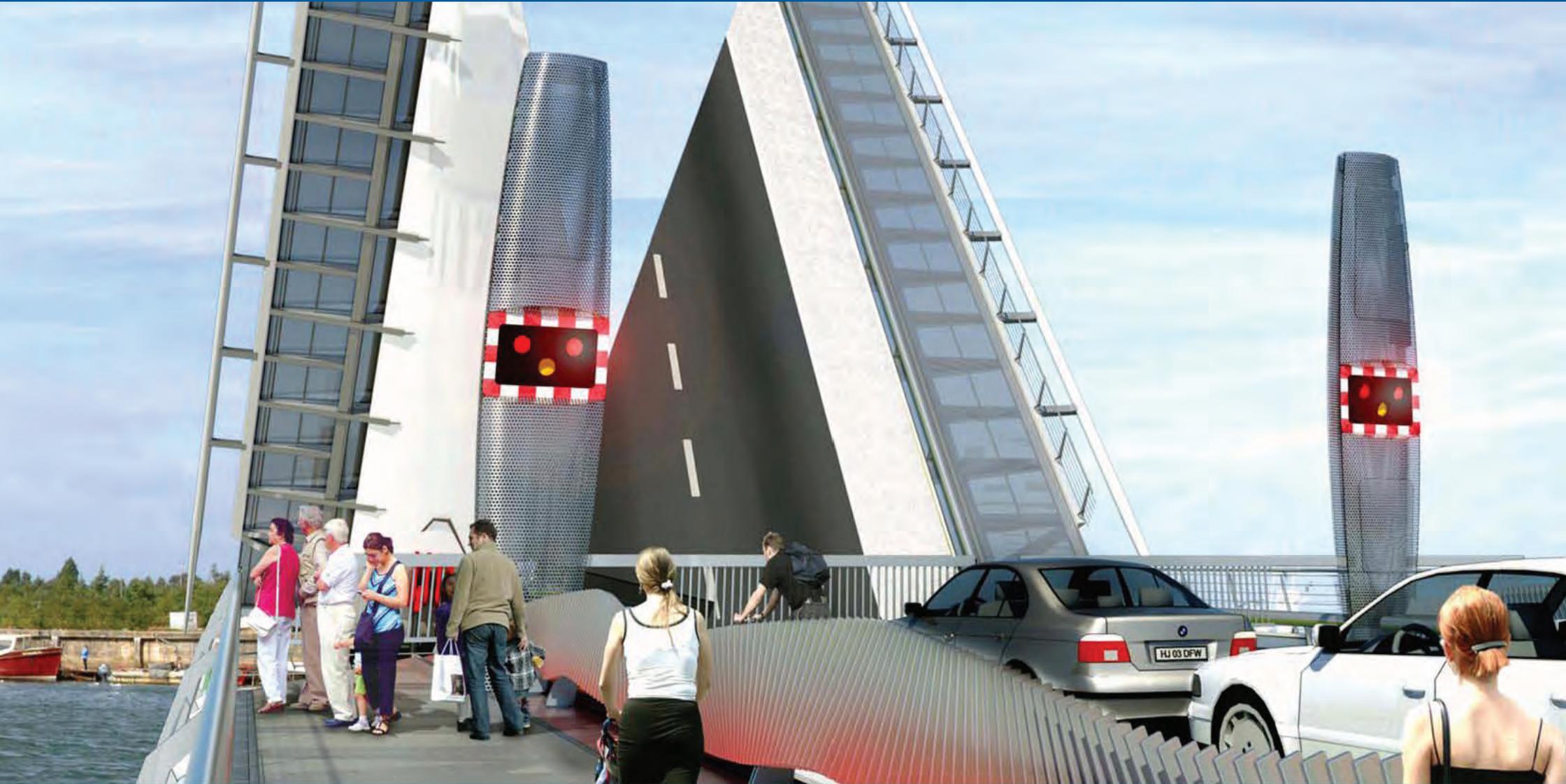


Delivering Poole's Infrastructure Development Plan Document



Planning and Regeneration Services
Representations and Borough of Poole Response

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Delivering Poole's Infrastructure Development Plan Document – Representations and Borough of Poole Response

ID	Consultee	Comment	BoP Response
<p>Question 1 - Do you consider that the Delivering Poole's Infrastructure Pre-submission DPD meets the PPS12 tests of soundness in that is it JUSTIFIED , EFFECTIVE and consistent with NATIONAL POLICY?</p> <p>YES (The document is supported)</p> <p>NO (The document needs changing)</p> <p>If you consider the Delivering Poole's Infrastructure Pre-submission DPD to be UNSOUND, how does the document need to be changed?</p> <p>(Please set out the evidence that supports your view).</p>			
3	McCarthy and Stone Retirement Lifestyles Ltd (c/o The Planning Bureau Ltd, Mr David Williams)	For the reasons expanded in the individual questions parts of the document are not considered to be Sound in that they have not been fully justified and are not consistent with National Policy.	Noted – specific matters addressed and commented upon where relevant later in this report.
12	Inland Development plc (c/o Rippon Development Services, Mr Roger Rippon)	As previously stated, the consultation document is generally well presented and cogent but we have a number of specific comments on matters of detail.	Noted – specific matters addressed and commented upon where relevant later in this report.
15	Neptune Consulting Limited (c/o Terrence O'Rourke, Lindsay Thompson)	We feel that there are a number of the points that the above DPDs need to clarify in order to be sound.	Noted – specific matters addressed and commented upon where relevant later in this report.
19	South West RSL Planning Consortium (RSL) (c/o Tetlow King Planning, Mr Jamie Sullivan)	<p>Infrastructure Provision and Development Viability (Paragraphs 1.16 to 1.18). We are concerned that this pre-submission version of the DPD has been published without an accompanying economic viability assessment.</p> <p>The DPD is at risk of being found unsound at Examination due to not having been fully consulted on; the absence of the viability assessment also indicates that the evidence is being drafted to fit the</p>	The DPD is a policy document setting out the overarching planning approach in Poole to delivering infrastructure. This includes confirming how the Council expects development to contribute to delivering the Borough's infrastructure needs

ID	Consultee	Comment	BoP Response
		<p>aims of the DPD, risking the DPD being found unsound due to it not being based on a robust evidence base.</p> <p>Based on our comments throughout this letter, we consider the DPD is not sound in its current context due to it not being justified by a full, robust evidence base and being ineffective in its current form.</p>	<p>through the adoption of CIL and the use of s106 where necessary in line with CIL Reg 122.</p> <p>The DPD contains no information on proposed CIL rates. Accordingly, there is no requirement for the DPD to be supported by a viability assessment.</p> <p>However, it is recognised that the Borough's CIL work will have to be underpinned and supported by viability assessment to support future CIL rates. The CIL Viability assessment has been completed and submitted with the DPD as supporting information for the Examination in Public.</p>
24	Natural England (Mr Nick Squirrell)	No. Our reasons are set out below in responses to the DPD at Questions 3, 4 and 5	Noted – specific matters addressed and commented upon where relevant later in this report.
29	RSPB South West Region (Mr Renny Henderson)	No. Our reasons are set out below in responses to the DPD at Questions 3, 4 and 5	Noted – specific matters addressed and commented upon where relevant later in this report.
35	Bourne Leisure Limited (c/o Nathaniel Litchfield & Partners, Margaret Baddeley)	Bourne Leisure welcomes the publication of the pre-submission consultation of the DPD in the light of the Government's announcement on 18 November 2010 that it intends to retain and reform the Community Infrastructure Levy (CIL), and the CIL (Amendment) Regulations 2011, which came into force on 6 April. Bourne Leisure notes and supports the general approach to infrastructure provision and development viability in Poole, as set out in para 1.16 of the consultation DPD, which states that:	Noted – Detail on charge setting and viability will be brought forward in the Council's CIL work; a separate statutory process.

ID	Consultee	Comment	BoP Response
		<p><i>“It is acknowledged that planning obligations and CIL contributions can affect the financial viability of certain developments and will therefore not always be appropriate or reasonable to apply. The Borough Council does not want to impose a regime that will see the viability of development compromised by planning contributions. To assist with this process, the Delivering Poole’s Infrastructure DPD and emerging Community Infrastructure Levy Charging Schedule will be supported by an economic viability assessment of the impact of any proposed levies and charges. ”</i></p> <p>Bourne Leisure considers that a fundamental issue with regard to imposing charges under CIL, or entering into planning obligations, is the legitimacy of the charges/obligations sought and the subsequent impact that they can have on the viability of development.</p> <p>In response to Question 1, whilst Bourne Leisure considers that the pre-submission DPD is broadly sound, the Company believes that additional clarification is required with regard to the application of charges sought and in the approach to viability testing. The consultation DPD refers to considering the viability of development throughout, but fails to provide sufficient explanation or clarification on how viability will be examined and tested. Bourne Leisure considers that this point should be addressed with regard to the:</p> <ul style="list-style-type: none"> • Viability Assessment of Future Standard Charges; and • Development Viability of Individual Schemes. <p>This additional clarification would ensure that approach taken in the emerging DPD is comprehensively justified, and that it is effective and consistent with national planning guidance.</p>	
38	Highways Agency (Meghann Downing)	<p>No, we consider that it needs to be changed.</p> <p>We support the recognition that off-site strategic infrastructure will be</p>	<p>The Highways Agency’s point about the need to classify the A31 Strategic Road Network works as</p>

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		<p>necessitated by the combined and cumulative impact of a number of developments, and that developments should be expected to make a proportional contribution towards mitigating the cumulative impacts.</p> <p>However we wish to highlight that mitigation measures for the SRN must be included, as the Agency is unable to secure funding for improvements to the SRN that are required as a result of development. Currently mitigation for the A31 appears to be specifically excluded from being part of the list of schemes to receive CIL contributions.</p> <p>The Agency supports in principle the inclusion of the A31 Ameysford-Merley improvements within the schedule of projects supporting the Delivering Poole's Infrastructure DPD. However this project is not included in the current list of major schemes to be delivered by the Highways Agency within the spending period (to 2015), nor is it one of the 18 schemes currently highlighted for possible construction in future spending review periods.</p> <p>The Supplementary Planning Guidance on the previous South East Dorset Transport Contributions Scheme proposed that 18% of an A31 Ameysford-Merley dualling scheme would be provided by SEDTCS. This contribution does not appear to be a consideration within the Infrastructure Delivery Framework pre-submission document, which is of great concern to the Agency. I would draw attention to the DfT announcement in October 2010 'Investment in Highways Transport schemes', which included an acknowledgement that some SRN schemes may include contributions from nearby developers, who benefit particularly from extra road capacity in the area, and the intention to ensure that these contributions properly reflect the value of the scheme to the third party developer. (Whilst this refers to schemes already identified for possible future construction, it gives an indication of the role of development in future schemes on the SRN.) The DfT has not yet clarified the mechanism</p>	<p>critical infrastructure is agreed. Accordingly, the submission DPD and supporting Infrastructure Delivery Plan (now called Poole's Infrastructure Programme) incorporates amendments which make clear that the Council considers the A31 works as critical infrastructure and can benefit from CIL receipts in the future. This addresses the issues raised by the Highways Agency.</p>

ID	Consultee	Comment	BoP Response
		<p>for new schemes to be added to the SRN major schemes list for consideration in future spending periods; however there is a substantial risk that any funding bid would not receive approval if it did not include developer contributions, when much of Poole's future development will be dependent upon the improvements.</p> <p>The Agency is very concerned that the implementation of the growth strategy identified in the Core Strategy may be delayed as a result of concerns about the A31, since if the Agency cannot be satisfied about the results of development on the network, there will be no choice but to object to proposals unless sufficient demand management can be provided to remove detrimental impact upon the SRN.</p>	
42	<p>CPRE - Dorset Branch, Branksome Park, Canford Cliffs & Sandbanks Neighbourhood Watch, Chair of the Southern Poole Chairmens' Group (Mr Terry Stewart)</p>	<p>Poole CPRE would like to totally support all responses from the attached submission from the Poole Old Town Conservation Group. The Policies are UNSOUND because :</p> <ol style="list-style-type: none"> 1. The Policy assumption of 3.2% economic growth every year to 2026 is undeliverable. 2. The policy must include the Lower High Street and Old Town as Key Locations of Change. 3. The Policy says that if a development cannot provide its CIL or meet its planning obligations it may still be allowed to proceed. These Strategic Plans are laying down the criteria of Poole's development for the next 50+ years, the Council must not make short term wrong and ineffective decisions just because a developer cannot afford to pay for essential infrastructure. The application must be refused until the finances are available. 4. The Council should publish annual targets defined for each of the Infrastructure Projects listed in the Infrastructure 	<p>The Core Strategy was adopted in February 2009 and sets out the Borough's spatial vision up to 2026. The Infrastructure DPD provides a framework to ensure that development can make an appropriate contribution towards providing the infrastructure to support whatever growth is actually achieved over the plan period.</p>

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		Hierarchy, with annual monitoring reports on how much money is actually spent.	
43	Poole Old Town Conservation Group (Mr Christopher Allenby)	<p>NO (The document needs changing)</p> <p>To be “justified”, means that the document must be founded on a robust and credible evidence base, and we do not believe this is true. Notably there are problems with the following.</p> <p>We believe that the section headed Poole’s Spatial Strategy (section 1.9) is deeply flawed. Although it does nominate some areas for special treatment, we believe that there are other areas that also should be nominated as Key Locations of Change. These include the Upper and Lower High streets, the area generally known as the Old Town and the areas surrounding the regeneration areas. We also believe that the figures quoted in Poole’s Spatial Strategy for Housing and for Employment (Section 1.9) are based on old figures that do not take the current economic climate into consideration, Developers are already stalling on projects in the regeneration area and therefore the expectation of a growth of 3.2% providing 13,700 jobs is optimistic in the extreme.</p> <p>In section 1.11 the document states that the Borough’s Infrastructure needs will be greatest in the Town Centre, and while this is generally true, it does not recognise that the areas immediately surrounding the greatest growth will also need more infrastructure delivery that the more outlying areas.</p> <p>There are also problems with the section headed Infrastructure Provision and Development Viability (Section 1.16) which appears to say that if a development cannot provide its CIL or meet its planning obligations it may still be allowed to proceed. We believe that the Council has an obligation to ensure all “large” developments that will affect the infrastructure of Poole should have to contribute and all obligations for Green Spaces, Affordable Housing and Houses for</p>	<p>The Spatial Strategy section is taken from the adopted Core Strategy and is therefore included as context. The Infrastructure DPD will not replace the Core Strategy (which is the appropriate document to set out the Borough’s spatial vision and strategy) and serves to support it by providing a framework for infrastructure delivery to support the Core Strategy growth aspirations.</p> <p>In terms of consideration of options, the infrastructure DPD has followed due statutory process in consulting upon the development and selection of options.</p>

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		<p>Life, etc are provided as part of the development. This would enable developers to include these charges from the start and cost their projects accordingly, rather than expecting the Council to bail them out if they can't make a profit. For this document to be "justified" it also needs to provide the most appropriate strategy when considered against the reasonable alternatives. This document we believe fails this test on two counts, firstly because it only provides the readers with the Council's selected solutions, without any discussion on alternative strategies, and secondly it appears that the council have based their arguments on the use of CIL and s106 payments even though the Secretary of State for Communities (Hon. Eric Pickles) has stated that he is going to outlaw s106 payments other than on large developments.</p>	
48	The Environment Agency (Mr Michael Holm)	<p>No, the documents as submitted are currently unsound (effectiveness) as the strategic flood defences are necessary to ensure the safe delivery of new development in areas identified to be at flood risk.</p> <p>The Flood Risk Management Strategy and the Infrastructure Development Plan Document identifies that new flood defences are critical infrastructure (paragraph 2.51) for the safety of current and future development. However, this is not consistent with the Infrastructure Delivery Plan.</p> <p>The following changes should be made in order to make the document and associated policies sound:</p> <p>Paragraph 2.26 - i. Critical Infrastructure. This should include a specific reference to strategic flood defences for the Town Centre. Infrastructure Projects Schedule (within the Infrastructure Delivery Plan) must have the status change from „Key' to „Critical' for Cells 2 and 4.</p>	<p>It is agreed that strategic flood defences must be identified as critical infrastructure and benefit from future CIL receipts. The submission DPD and supporting Infrastructure Delivery Plan (now called Poole's Infrastructure Programme) incorporate amendments where necessary to reflect this point.</p>
54	Talbot Village Trust (c/o Nathaniel Litchfield &	<p>Our principal concerns relate to the need first, to ensure that the CIL charging schedule does not prevent development coming forward</p>	<p>The Council will be unable to adopt a charging schedule which</p>

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	Partners, Mr Gareth Morgan)	<p>because it does not take full account of development viability, and secondly, the need to ensure that CIL only meets future infrastructure needs arising from growth and does not seek to address existing shortfall.</p> <p>In relation to the first, we have previously suggested that it would be helpful for the Council to establish a working group, with relevant experts (such as experts in valuation) with this group advising on and guiding the viability testing of future standard charges to avoid a situation where future charging levels are set too high, rendering development unviable. We suggest that an addition committing to a detailed consideration of development viability should be set out in the reasoned justification to either para. 2.17 or para. 2.33.</p> <p>We welcome the recognition in para. 2.32 that CIL is only to be used for infrastructure required to support the development of the area, not to remedy pre-existing deficiencies.</p> <p>However, we consider this should be specifically included in Policy IN2. We suggest the first sentence of this policy should be amended to state: <i>“The Council will implement the Community Infrastructure Levy to support the provision of infrastructure in Poole required to support the future development of the area.”</i></p>	<p>prevents development coming forward as it would be in conflict with the CIL Regulations and therefore will fail at the requisite Examination in Public into the Poole CIL Charging Schedule. Therefore, the Poole CIL will be brought forward in accordance with the due statutory process; this includes undertaking detailed viability assessment to identify realistic rates which does not prevent development coming forward. This point about the mechanics of CIL, however is not a matter of soundness in relation to this DPD.</p> <p>The point about a working group is noted.</p> <p>The suggested amended wording for IN2 is considered unnecessary and repetition of the statutory CIL framework which confirms that CIL can only be spent on infrastructure required to support the future development on an area.</p>
56	Hall and Woodhouse Ltd (c/o Lynne Evans, Southern Planning Practice)	It is recognised that the DPD seeks to set out the overarching policies relating to the introduction of the Community Infrastructure Levy. However without the full details relating to such matters as the Charging Schedules, it is impossible to conclude whether or not this DPD is justified, effective and consistent with National Policy. At this	Noted

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		<p>point in time it is therefore considered to be unsound. The DPD needs to await the further information which is referenced throughout the document so that the whole policy position can be properly assessed.</p>	
59	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	<p>Thank you for the opportunity to comment on the above consultation document.</p> <p>As you will appreciate, our clients have a significant interest in the future planning policies and strategy of the Council – being joint owners and developers of the former Poole Power Station site. This 13ha site is the largest single development site in the Regeneration Area and will therefore play a significant role in delivering the Council’s development objectives for the period of the plan. Viability is a significant consideration in the current economic climate and beyond, particularly for a development which has major on-site and off-site costs. The importance of the former Power Station site to the Borough is recognised by the allocation of this and other key sites in the Regeneration Area in the Core Strategy. We recognise the importance of providing the necessary infrastructure to facilitate the growth of the town and we note that the introduction of the Community Infrastructure Levy (CIL) is intended to assist in the delivery of such infrastructure.</p> <p>It is welcomed that the draft DPD confirms that such infrastructure contributions can affect the financial viability and delivery of development and therefore it will not always be appropriate or reasonable to apply. However, it is stated that the DPD and emerging Charging Schedule “<i>will be supported by an economic viability assessment of the impact of any proposed levies or charges</i>”.</p> <p>At this stage, in the absence of this important background evidence, it is difficult to comment that the draft DPD is sound as it is not based upon a robust and credible evidence base at the present time.</p>	<p>The DPD is a policy document setting out the overarching planning approach in Poole to delivering infrastructure. This includes confirming how the Council expects development to contribute to delivering the Borough’s infrastructure needs through the adoption of CIL and the use of s106 where necessary in line with CIL Reg 122.</p> <p>The DPD contains no information on proposed CIL rates Accordingly, there is no requirement for the DPD to be supported by a viability assessment.</p> <p>However, it is recognised that the Borough’s CIL work will have to be underpinned and supported by viability assessment to support future CIL rates.</p> <p>In light of the above, it is not considered that the DPD is unsound on this issue. The CIL Viability assessment has been completed and submitted with the</p>

ID	Consultee	Comment	BoP Response
		<p>Furthermore, it is understood that the Draft Charging Schedule is not due to be considered by the Council's Economy Overview and Scrutiny Committee until 2 June and therefore until this is available for consultation it is difficult to make fully meaningful or comprehensive comments. It is therefore considered that the DPD and supporting Infrastructure Delivery Plan are premature until such time as an economic viability assessment has been completed and a charging schedule published to enable the Infrastructure DPD to be placed in context and properly assessed by landowners in relation to other development costs. Notwithstanding the above comments, the following observations are made without prejudice to the underlying concern that the Infrastructure DPD is premature and must therefore be considered "unsound" for the reasons stated above.</p>	<p>DPD as supporting information for the Examination in Public.</p>
60	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	<p>In conclusion, whilst we accept the principle of appropriate and reasonable financial contributions towards essential infrastructure where justified, the draft DPD and Infrastructure Delivery Plan are premature and do not address the tests of either the CIL Regulations or Circular 05/2005.</p> <p>In advance of proper assessment and the provision of full justification and costing of relevant infrastructure components, we must therefore object to the consultation at this time. Consequently it is considered that the DPD and Delivery Plan are unsound owing to the lack of an evidence base and the need to ensure that the Council only seek to mitigate impacts which are directly related to the development concerned rather than a blanket levy on all development.</p> <p>This is how we are therefore proceeding as we assemble an outline planning application for the site. At this stage and until we have seen the next stage of the Council's work we cannot comment further, hence (subject to the outcome of that later stage) we feel that we must object and request the opportunity to appear at any future Examination.</p>	<p>The DPD provides an overarching policy framework which seeks, in summary, to:</p> <ul style="list-style-type: none"> ▪ Establish an overarching delivery framework which aims to direct CIL and any other contributions towards delivering the Council's infrastructure priorities; ▪ Provide a suitable policy basis from which to introduce CIL; ▪ Confirm how the Council will use s106 in line with the CIL Regulations 122; ▪ Establish a strategic policy framework to assist with the delivery of strategic flood

ID	Consultee	Comment	BoP Response
			<p>defences</p> <p>The infrastructure identified in the IDP (now called the Poole's Infrastructure Programme) has been known for some time following the considerable work undertaken to provide information on costing to assist with achieving Growth Point status and evidencing (in part) the Core Strategy (adopted in 2009). The DPD in combination with the emerging CIL charging schedule will provide a robust framework from which the Council can clarify development's role in assisting with the delivery of the critical infrastructure required to stimulate and accommodate growth.</p> <p>In light of the above, and the fact that the Council's CIL is due for adoption in the next 6 months, the DPD is not premature and will serve to promote infrastructure delivery in a timely fashion, which is currently being affected due to continued uncertainty in the transition period between pooling of s106 tariffs and CIL.</p>
61	Mrs Joan Jarvis	No. Questions 5 and 6 not sound	Noted.

ID	Consultee	Comment	BoP Response
66	English Heritage (Mr Rohan Torkildsen)	<p>In the context of the Community Infrastructure Levy (CLG Community Infrastructure Levy – An overview, November 2010, and the Planning Act 2008), a wide definition of infrastructure is promoted in terms of what can be funded in support of the development of an area. Of most relevance to the historic environment in this case includes:</p> <ul style="list-style-type: none"> • Open space: this can include wider public realm improvements, historic area appraisals and plans ; • Repairs and improvements to heritage assets where they are an infrastructure item as defined by the 2008 Act, such as cultural or recreational facilities. <p>Poole’s heritage assets are expected to play a role in the town’s future economic performance supporting regeneration and business growth and as such can be considered as a component of the economic infrastructure. Great play is made within the Core Strategy to the importance of the towns ‘quality of place’ and its role in Poole’s future economic prosperity, social cohesion and environmental sustainability. We therefore encourage you to consider an appropriate reference in the CIL to supporting the funding of heritage related initiatives required to deliver the vision and objectives for the town. The specific items that could be supported will need to be determined but could include assistance for the preparation of Local Area Design Statements (LADS), or physical works to communal historic spaces and places that will be expected to provided an amenity for new residents, an attractive backdrop for new business and a tourist draw.</p>	Noted.
70	The Coal Authority (Rachael Bust)	<p>Thank you for consulting The Coal Authority on the above.</p> <p>Having reviewed your document, I confirm that we have no specific comments to make on this document at this stage.</p>	Noted.
71	The Health and Safety Executive	The Health and Safety Executive (HSE) does not comment on individual Local Development Plans.	Noted.

ID	Consultee	Comment	BoP Response
		<p>Local planning authorities are required by:</p> <ul style="list-style-type: none"> ▪ Regulation 20 of the Town and Country Planning (Development Plan) (England) Regulations 1999* <p>to have regard to the objectives of Article 12.1 of the Seveso II Directive in formulating their general policies in Part 1 of a unitary development plan.</p> <p>These objectives are:</p> <ul style="list-style-type: none"> ▪ to prevent major accidents and limit the consequences of such accidents for man and the environment; ▪ the need; <ul style="list-style-type: none"> i. in the long term, to maintain appropriate distances between establishments and residential areas, areas of public use and areas of particular sensitivity or interest; and ii. in case of existing establishments, for additional technical measures in accordance with Article 5 of the Directive so as not to increase the risks to people. <p>The HSE extranet system, to which all planning authorities have access, contains lists of all major hazard sites and major hazard pipelines, along with consultation zone maps where available. This information, in conjunction with "PADHI -HSE's Land Use Planning Methodology", which is available on the HSE website (http://www.hse.gov.uk/landuseplanning/padhi.pdf), will allow you to identify incompatible developments within each consultation zone.</p> <p>If there are any major hazard sites and pipelines, or associated consultation zones, within the Local Development Plan area, it would be helpful to indicate to potential developers the constraints likely to be imposed by their presence. The paragraphs in the attached annex could form the basis of a policy statement for inclusion in the plan, which may subsequently avoid the submission of planning applications containing inappropriate proposals.</p>	

ID	Consultee	Comment	BoP Response
		<p>In addition, we suggest that the proposals maps be marked to show the location of any major hazard sites. We particularly recommend marking the routes of any major hazard pipelines as, in our experience, most incidents involving damage to buried pipelines occur because third parties are not aware of their presence.</p> <p>HSE will advise you should there be any changes in how HSE provides land use planning advice as a result of recommendations on the integration of societal risk into the planning system around major hazard sites made by Major Incident Investigation Board into the fire and explosions at the Buncefield Oil Storage Depot, HSE's proposals for revised policies to address societal risk around onshore non-nuclear major hazard installations, or other developments in the planning sphere.</p> <p>Annex</p> <p>Suggested general statement on major hazard sites</p> <p>Certain sites and pipelines are designated as major hazards by virtue of the quantities of hazardous substances present. The siting of such installations will be subject to planning controls, for example under The Planning (Hazardous Substances) (Amendment) (England) Regulations 2009 aimed at keeping these separated from housing and other land uses which might be incompatible from the safety viewpoint. In accordance with Department for Communities and Local Government Circular 04/00, the Local Authority will consult the Health and Safety Executive, as appropriate, about the siting of any major hazard installations.</p> <p>The area covered by this Local Development Plan already contains a number of major hazard sites and pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. For this reason the Planning Authority has been advised by the Health and Safety Executive of consultations zones for each major hazard site and pipeline. In</p>	

ID	Consultee	Comment	BoP Response
		<p>determining whether or not to grant planning permission for a proposed development within these consultation zones, the Planning Authority will consult with the Health and Safety Executive about risks to the proposed development from the major hazards in accordance with Circular 04/00.</p>	
Question 2 - Do you have any general comments on the Delivering Poole's Infrastructure Pre-submission document?			
7	<p>McCarthy and Stone Retirement Lifestyles Ltd (c/o The Planning Bureau Ltd, Mr David Williams)</p>	<p>The DPD appears to be seeking to use both s106 and CIL contributions to provide a raft of contributions to fund all aspects of infrastructure in Poole. The potential is for there to be an over complicated mechanism criteria for so called site related and non site related elements. The balance as set out in the DPD is not considered to be in line with National Policy as set out in the CIL regs.</p> <p>Many schemes coming forward in the foreseeable future will be Viability led with limited residual development value left to fund the ambitious shopping list of desired infrastructure. What happens when the level of CIL is say 25% of that planned for in the first 5 years or no money filters down beyond the essential infrastructure list?</p>	<p>The DPD clearly states how s106 and CIL will be used to provide separate types of infrastructure i.e. CIL for strategic infrastructure to support the development of the area and s106 to secure site-related infrastructure necessary to enable the grant of planning permission. This approach is in full accordance with the relevant legislation and guidance.</p> <p>Therefore, with the DPD being in accordance with national policy, it is considered „sound’.</p>
20	<p>South West RSL Planning Consortium (RSL) (c/o Tetlow King Planning, Mr Jamie Sullivan)</p>	<p>Whilst we recognise the need to mitigate residential development impacts on the Dorset Heathlands SPA and Poole Harbour SPA, we consider there to be a strong need to reduce the financial contributions from affordable housing. Affordable housing must be seen as a benefit in itself and one that is already reliant on funding. Requesting planning contributions from RPs only increases the level of public subsidy required, essentially redirecting scarce public money originally prioritised for housing. We strongly recommend affordable housing be assigned a reduced contribution rate for protected site mitigation and that detail of this rate be set out in an appendix for clarity.</p>	<p>The DPD entirely promotes the concept of affordable housing being exempt from most form of contributions bar the absolutely essential items required to grant planning permission (i.e. making an appropriate contribution towards mitigating impact on Dorset Heathlands SPA; an absolute requirement to accord with the Habitats Regulations for the Local Planning Authority to grant planning permission.</p>

ID	Consultee	Comment	BoP Response
23	South West RSL Planning Consortium (RSL) (c/o Tetlow King Planning, Mr Jamie Sullivan)	<p>Though we agree with the scope of the DPD we consider the above amendments to be necessary for it to be found sound at Examination. Affordable housing should either be exempt or have reduced rate of contributions applied where site specific circumstances requiring financial contributions arise.</p> <p>We agree that the DPD needs to be regularly reviewed and the implementation of the plan will need to be closely monitored on a regular basis.</p>	Affordable housing generally will not be expected to make contributions in the same way as market housing. However, where affordable housing comes forward it is essential that the heathland mitigation contribution is paid (either by associated market housing or by the affordable housing itself) to enable the grant of planning permission. This is a requirement of European legislation and therefore the DPD reflects this position.
25	Natural England (Mr Nick Squirrell)	Our general comments on the document are set out below.	Noted – specific matters addressed and commented upon where relevant later in this report.
30	RSPB South West Region (Mr Renny Henderson)	Our general comments on the document are set out below.	Noted – specific matters addressed and commented upon where relevant later in this report.
34	Bourne Leisure Limited (c/o Nathaniel Litchfield & Partners, Margaret Baddeley)	Test	N/a
39	Highways Agency (Meaghann Downing)	<p>The Agency welcomes the wide scope of infrastructure included in the document, which will help to promote self containment and reduce the need to travel. We particularly support the inclusion of pedestrian and cycle facilities as part of site related infrastructure, and also the emphasis placed on travel plans as being an integral part of that infrastructure.</p> <p>It is of concern to the Agency that the A31 Ameysford-Merley dualling highlighted within the Infrastructure Delivery Plan is considered to be a „key’ element of infrastructure, rather than a „critical’ one. As per</p>	Agreed - Reference to A31 Ameysford-Merley changed from „key’ to „critical’ where relevant in the DPD and supporting Infrastructure Delivery Plan (now called Poole’s Infrastructure Programme). This addresses this issue raised by the Highways Agency.

ID	Consultee	Comment	BoP Response
		<p>the Inspector's report following the Examination in Public, and our own strategic level modelling, the A31 is unable to accommodate additional traffic without improvements being made. Any development coming forward in advance of improvement works to the A31 would need to satisfy the Agency that there would not be an unacceptable impact on the SRN. We believe that its definition as a 'key' project should be urgently reviewed, and I discuss this further below under 'Poole's Infrastructure Delivery Plan – schedule of projects'.</p>	
49	The Environment Agency (Mr Michael Holm)	<p>We would comment that the strategic flood defences required to protect the Borough could be driven forward at a neighbourhood level. Especially those neighbourhoods shown to be at risk within your Strategic Flood Risk Assessment and Flood Risk Management Strategy. You therefore may within the Infrastructure Delivery Plan Document wish to assign the wider flood defence costs for Cells 1, 3, 5 and 6 as 'Key Infrastructure' necessary for those communities.</p> <p>The documents submitted explain how your Authority intend to deliver the required infrastructure, including flood defences, to support growth. It confirms that the DPD provides 'a robust evidence and policy base to support the Council's negotiation of Section 106 planning obligations as well as being able to underpin a Community Infrastructure Levy (CIL) Charging Schedule'.</p> <p>However, the documents provided to us as part of this consultation process do not include such evidence, or demonstration of the economic viability of collecting an appropriate CIL from developers. Whilst we do not necessarily need to see all the supporting evidence base, including the economic viability appraisal, at this time we request that you confirm that you are satisfied that the 'funding gap' identified in the IDP (£56million for FRMS cells 2 & 4) can, in part, be bridged by developer contributions (CIL).</p> <p>We seek assurance on this matter given the requirement to balance</p>	<p>It is agreed that strategic flood defences must be identified as critical infrastructure and benefit from future CIL receipts. The submission DPD and supporting Infrastructure Delivery Plan (now re-named as the Poole Infrastructure Programme) incorporate amendments where necessary to reflect this point.</p>

ID	Consultee	Comment	BoP Response
		<p>the Borough's competing infrastructure needs with the economic viability of development, and the impact this may have on the CIL Charging Schedule (when developed).The robustness of the evidence base is paramount to demonstrating the soundness of the DPD, and hence critical, in the longer term, to the delivery of future flood defences. There is also a requirement for your Authority to consider alternative options for associated funding the gap if developer contributions fall to meet the expected target set by your Authority. We note the monitoring target for contributions towards flood defences in the town centre area are £10million of the anticipated funding gap of £56million identified in the infrastructure projects schedule. This funding should be tied in to the development phases of the required flood risk management solutions identified in your Flood Risk Management Strategy.</p>	
55	Sainsbury's Supermarkets Ltd (c/o White Young Green Planning & Design, Rachel Robinson)	<p>We note that the Delivering Poole's Infrastructure DPD recognises that the contribution towards infrastructure provision from development will be made in relation to development viability, scale and location as specified in the Council's Community Infrastructure Charging Schedule, which has not yet been formulated.</p> <p>We would like to clarify that policy relating to future contributions towards infrastructure should be fair and equitable and in accordance with CIL regulations. We would also note that, in accordance with government policy, planning obligations must accord with the requirement of Circular 05/05 and therefore must be:</p> <ul style="list-style-type: none"> ▪ Relevant to planning; ▪ Necessary to make the proposed development acceptable in planning terms; ▪ Directly related to the proposed development; ▪ Fairly and reasonably related in scale and kind to the proposed development; and ▪ Reasonable in all other respects. 	Noted.

ID	Consultee	Comment	BoP Response
62	Mrs Joan Jarvis	<p>Funding complexities concerning site related and off-site strategic infrastructure when economic changes are likely to occur for an indefinite period would impede delivery. Core Strategy home building targets (3.12 and 6.31) are unlikely to be met.</p> <p>Delayed delivery of residual sections of protective infrastructure as implied in the Sustainability Appraisal (Habitats Regulations Assessment (pages 26-30) Delivering Poole's Flood Risk Management Strategy: Potential impact) would not be satisfactory.</p>	Noted.
65	Dorset County Council (Mr Graham Clarke)	<p>Thank you for consulting the County Council on the above documents, which have been considered by the relevant officers. We do not wish to make any formal representations relating to the soundness of the documents, but there are a number of points which we would like to draw to your attention, in respect of which we feel some amendments and deletions would improve the robustness of the proposals, and avoid possible challenges at examination:</p> <p>1. Transportation</p> <p>1.1 We are generally supportive of the content of this document and have identified no serious cross-boundary conflicts. We are very pleased to see that due weight is given to the importance of sustainable transport in improving quality of life, promoting healthy lifestyles, improving the quality of local environment and reducing carbon emissions.</p> <p>1.2 There are, however, a number of inconsistencies between this DPD and the terminology, policies and timescales contained within LTP3 which should be resolved before the plan is adopted. These inconsistencies may have arisen because the documents were produced in parallel, during which time the policy landscape underwent considerable change.</p> <p>1.3 LTP3 has now been adopted and the following should be noted:</p>	These comments regarding infrastructure were actually made in reference to the Site Specific Allocations & Development Management Policies DPD and are listed here for information and noted.

ID	Consultee	Comment	BoP Response
		<ul style="list-style-type: none"> ▪ The terms Bus Showcase Corridors and Urban Renewal Corridors are no longer in use and have been replaced by Quality Bus Corridors and Prime Transport Corridors or Sustainable Transport Corridors respectively. • References to the emerging status of LTP3 should be replaced by “adopted”. ▪ The phrase “demand management” (paragraphs 6.9-6.12) has caused some sensitivity at the consultation stage, and so care will be needed to ensure consistency with the wording in the final LTP . ▪ The policy document “Delivering a Sustainable Transport System” (6.12) no longer has the backing of Government, and references to it have been removed from the LTP . <p>1.4 Tables 6.3, 6.4 and 6.5 are contained neither within LTP3 itself nor within the Implementation Plan. Indeed they are quite contentious. There is debate about whether Cost Benefit Analysis (CBA) takes into account the wider economic, social and environmental benefits of sustainable transport interventions. As the tables stand, they convey the message that road schemes and junction improvements are better value than Sustainable Transport or Smarter Choices interventions. This contradicts the central thrust of LTP3. Therefore we suggest that the Cost Benefit columns be removed entirely.</p> <p>1.5 The list of schemes and their timescales need to be made consistent with adopted LTP3. For example Table 6.4 states that Phase 2 Major Scheme bids are Medium term measures when in fact they have been deferred until after 2026. In Policy DM 8, there is also a need to ensure that the named schemes accord with the final LTP3/SEDMMTS programme.</p>	

ID	Consultee	Comment	BoP Response
67	Borough of Poole (Transportation, Mrs Helen Jackson)	Main concern is that the South East Dorset Transport Contributions Scheme (SEDTCs) is not referred to specifically by name throughout the document; CIL is mentioned on numerous occasions. We need to ensure that SEDTCs is mentioned by name in the Infrastructure DPD otherwise the Planning Inspectorate will give it little, or no weight in planning appeals. We need a "hook" in the DPD for the emerging SEDTCs supplementary planning document.	Not relevant to the issue of assessing soundness of the DPD. CIL is due for adoption by April 2012 and will replace the SEDTCs SPD. In any event, paragraph 2.34 of the submission DPD refers to the Council's approach of continuing to use existing guidance until CIL is adopted.
<p>Question 3 - Do you consider that Policy IN1: Poole's Infrastructure Delivery Framework meets the PPS12 tests of soundness in that it is JUSTIFIED and EFFECTIVE?</p> <p>YES</p> <p>NO</p> <p>If not, how does the policy need to be changed to make it Sound?</p> <p>(Please set out the evidence that supports your view).</p> <p>Are there any additional comments you wish to make in respect of the policy?</p>			
4	McCarthy and Stone Retirement Lifestyles Ltd (c/o The Planning Bureau Ltd, Mr David Williams)	<p>The policy is not considered to be Sound as it is not in line with National Policy. As set out in the supporting text elsewhere in the document the legal tests for CIL have been set out in legislation. Subject to the correct thorough consultation, scrutiny, viability analysis and examination the CIL should enable the general infrastructure contributions to be provided.</p> <p>Paragraph 2.7 (Site Related Infrastructure) however appears to be setting out several elements that should ordinarily be covered under CIL and as such would be contrary to CIL Reg 122. The regulations explicitly exclude the use of s106 agreements for elements that are not directly related to the development and necessary for the scheme</p>	<p>The Council is aware of the need to not double charge developers through s106 and CIL and will be therefore carefully manage infrastructure deliver so not intend to do so.</p> <p>The list at paragraph 2.7 is intended to be contextual but has been refined in the submission version to make the point more clearly that site related</p>

ID	Consultee	Comment	BoP Response
		<p>to be considered acceptable. Whilst accepting that certain elements may be directly related and are necessary on site related element others appear to be creeping into the realms of CIL eg:</p> <ul style="list-style-type: none"> •Provision of land or works for new schools to be provided as part of the development; •Local open space ; •Specific Public Realm enhancements ; •Environmental improvements; •Community facilities i.e. Surgeries, libraries, public halls. <p>There is a real danger that a duplication of monies will be sought and the "shopping wish list "gets ever bigger. At the same time the viability of many schemes will be close to the limit for progressing and this will add further to the decision to go ahead or for land to be released by land owners.</p>	<p>infrastructure required to grant planning permission will be provided through s106 in line with CIL Reg 122. .</p> <p>Therefore, the Council will ensure through compliance with the CIL Regulations (in particular Regulations 122 and 123) that s106 and CIL will deliver the separate types of infrastructure they are designed to and therefore will not be double charging.</p>
8	Woodland Trust (Mr Justin Milward)	<p>Policy IN1 – Poole’s Infrastructure Delivery Framework – Support, Yes.</p> <p>We support the reference in IN1 to the inclusion of „critical infrastructure’ and the reference to this category including green infrastructure.</p> <p><u>Reasons</u></p> <p>Planning Policy Statement (PPS) 12 requires that Core Strategies are supported by evidence of green infrastructure (Communities & Local Government, 2008, para 4.8). Natural England’s „Green Infrastructure Guidance’ (NE 176, Natural England, 2009) states that: „The provision of green infrastructure in and around urban areas is now widely recognised as contributing towards creating places where people want to live and work. The concept of green infrastructure is embodied in the Government’s Planning Policy</p>	Noted.

ID	Consultee	Comment	BoP Response
		<p>Statements (PPS) 1 and 12. It is an essential component of good planning for urban and rural areas, particularly in the face of climate change'. The Commission for Architecture and the Built Environment has called for greater levels of funding for GI by shifting spend from 'grey' to green infrastructure as outlined in „Grey to Green: How we shift funding and skills to green our cities' (CABE, 2009): „... direct spending on GI represents a relatively small proportion of total spending; green expenditure is probably less than 1 per cent of total spending at local authority level.</p> <p>Given the range of wider benefits that accrue from green infrastructure, this suggests that in principle we could grow GI expenditure significantly (in proportionate terms) by shifting a relatively small absolute amount of resource „from grey to green'. From a strategic perspective, the custodians of public spending at national and local level might well explore further the opportunities for shifting spending from grey to green while maintaining the delivery of other public benefits and goals. ' The report goes on to say: „The debate so far relates to how we might be able to „grow the green'. That is, transfer some expenditure from grey to green infrastructure.</p> <p>However, given increasingly straitened public finances, it is worth noting that significant benefits would also be achieved by „greening the grey' – by integrating green requirements into all mainstream infrastructure projects. This could be achieved, for instance, if the bidding process for all infrastructure projects was used to incentivise the development of green infrastructure'.</p>	
13	Inlands Development Ltd (Rippon Development Services, Mr Roger Rippon)	(i) Paragraph 2.23 - there is no mention here or elsewhere of the important new form of Government funding, the New Homes Bonus, which applies to new residential development from April 2011. I believe your Council's allocation for Year 1 is £506,000. In coming years this should continue to be a significant source of funding for the local area which no doubt the Council will seek to maximise. As such, it should be	(i) Reference to New Homes Bonus added to submission document; (ii) Amended wording in IN1 to reflect this point; (iii) Agreed and IN1 amended in submission version to

ID	Consultee	Comment	BoP Response
		<p>recognised in this DPD.</p> <p>(ii) Policy IN1 - it is welcomed that the Council recognise that the site-related infrastructure commitments within the Regeneration Area will be onerous. In order to provide appropriate clarity and certainty under this policy, the words "...the Council will consider setting a reduced CIL rate..." should be replaced by "...the Council will set an appropriately reduced CIL rate..." This change is essential in order to make this policy justified, effective and in accordance with national policy i.e. 'sound'.</p> <p>(iii) Also under Policy IN1 Part B, the reference to District Heating Systems implies that this is a requirement on sites within the Regeneration Area. The wording should be amended to make it clear that the bullet points are items that will require detailed consideration/investigation, but are not all necessarily requirements on every site. For example, a DHS on the Pilkington Tiles site may not be financially viable, in which case some other way will have to found to address the requirements of Core Strategy Policies PCS 31 - 33.</p> <p>(iv) Paragraph 2.32 – this paragraph contains an apparent contradiction. The first sentence states that CIL cannot be used to "...remedy pre-existing deficiencies." The second sentence states that CIL can be used to "...repair failing existing infrastructure." These two sentences appear to contradict each other in this important respect and this issue requires clarification.</p>	<p>(iv) reflect this point; Agreed and wording amended in submission version at Para 2.31.</p>
16	Neptune Consulting Limited (c/o Terrence O' Rourke, Lindsay Thompson)	We support policies IN1, 2 and 3 in its recognition that the regeneration area's site related infrastructure improvements are expensive requirements that will benefit the Borough of Poole and therefore should be taken into consideration with regard to the CIL payment.	Noted.

ID	Consultee	Comment	BoP Response
26	Natural England (Mr Nick Squirrell)	<p>Natural England notes the infrastructure hierarchy set out in paragraphs 2.19 – 2.28, which establishes the priorities for infrastructure delivery. Natural England supports the priority given to mitigation required by European legislation, as set out in paragraphs 2.19 – 2.21. Natural England advise the authority that European and national legislation require the mitigation of impacts arising from developments on not only SPAs but also the Special Areas for Conservation (Dorset Heaths) and as a matter of national policy the Ramsar sites (Dorset Heathlands and Poole Harbour). The DPD must acknowledge all the European and Internationally designated sites as well in a consistent manner throughout.</p> <p>Within paragraph 2.19 ne welcomes the description of the issues associated with the Dorset Heathlands SPA. (See comments above on inclusion of relevant SAC and Ramsar). In paragraph 2.20, reference is made to Poole Harbour SPA (See comments above on inclusion of relevant Ramsar). The Habitats Regulations Assessment (HRA) supporting Poole’s Core Strategy identified a number of possible impacts on the SPA from residential development.</p> <p>Subsequent work by Footprint Ecology has identified a suite of projects that will inform mitigation measures necessary to avoid harm to the SPA. The Natural England welcomes the explicit reference to these measures within paragraph 2.20 and the priority given to its funding from Community Infrastructure Levy (CIL) funds within paragraph 2.21.</p> <p><i>Question 3 Do you consider that Policy IN1: Poole's Infrastructure Delivery Framework meets the PPS12 tests of soundness in that it is justified and effective?</i></p> <p>No. On the grounds we are objecting Policy IN3 which a central component of IN1.</p>	<p>Submission DPD amended to correct references to European and Internationally protected sites.</p> <p>Other points are noted – specific matters addressed and commented upon where relevant later in this report.</p>

ID	Consultee	Comment	BoP Response
31	RSPB South West Region (Mr Renny Henderson)	<p>No. On the grounds we are objecting Policy IN3 which is a central component of IN1. The delivery framework – a coordinated approach Establishing an Infrastructure Hierarchy RSPB comments We note the infrastructure hierarchy set out in paragraphs 2.19 – 2.28, which establishes the priorities for infrastructure delivery.</p> <p>We support the priority given to mitigation required by European legislation, as set out in paragraphs 2.19 – 2.21. Within paragraph 2.19 we welcome the description of the issues associated with the Dorset Heathlands SPA. In paragraph 2.20, reference is made to Poole Harbour SPA. The Habitats Regulations Assessment (HRA) supporting Poole’s Core Strategy identified a number of possible impacts on the SPA from residential development.</p> <p>Subsequent work by Footprint Ecology has identified a suite of projects that will inform mitigation measures necessary to avoid harm to the SPA. The RSPB welcomes the explicit reference to these measures within paragraph 2.20 and the priority given to its funding from Community Infrastructure Levy (CIL) funds within paragraph 2.21.</p>	<p>Submission DPD amended to correct references to European and Internationally protected sites.</p> <p>Other points are noted – specific matters addressed and commented upon where relevant later in this report.</p>
36	Bourne Leisure Limited (c/o Nathaniel Litchfield & Partners, Margaret Baddeley)	<p>In response to Question 3, Bourne Leisure consider draft Policy IN1 to be sound, but as commented above, the Company believes that additional clarification/justification is required throughout the emerging DPD, including in draft policy IN1, to ensure consistency and in turn a more comprehensively justified policy position.</p> <p>Regulation 14 of the CIL Regulations 2010 requires that in setting rates (‘including differential rates’) for their areas, charging authorities should strike an appropriate balance between the desirability of funding infrastructure from CIL and the potential effects of the imposition of CIL on the economic viability of development across their area. Supporting text to draft Policy IN1 at paragraph 2.17 confirms that the Council’s CIL Charging Schedule will be developed</p>	<p>In terms of their suggested amendments to IN1:</p> <p>(i) It is not felt necessary to include reference to the statutory tests in the policy. They are referred to in the reasoned justification.</p> <p>(ii) Noted but no change made.</p>

ID	Consultee	Comment	BoP Response
		<p>striking a balance between the Borough's infrastructure needs and the demands on the economic viability of development. Bourne Leisure strongly supports the above approach, but notes that neither draft Policy IN1 nor associated supporting text provides sufficient explanation/clarification as to how the viability assessment will be undertaken.</p> <p>This forms a key component of the proposed Infrastructure Delivery Framework and therefore sufficient details need to be provided and consulted on at this stage, throughout the emerging DPD, prior to the adoption of the CIL Charging Schedule. As advised in previous submissions, Bourne Leisure considers that it would be appropriate for the Council to establish a working group, with relevant experts (in valuation etc.). This Group could advise on and guide the viability testing of all future standard charges, to ensure that the economic viability of future development across the Borough is carefully considered and future charging levels are not set prohibitively high, at a level which may render future development opportunities unviable. This is especially important in the current economic climate. The most appropriate area in the emerging DPD to set out this additional clarification would be the supporting text to Policy IN1.</p> <p>With specific reference to Policy IN1, Bourne Leisure considers that the following amendments should be made to ensure that the emerging policy is both justified and effective:</p> <ul style="list-style-type: none"> <li data-bbox="719 1114 1581 1214">i. Planning obligations, and the tests for their use that are set out in the 2010 CIL Regulations, should be specifically referred to at Part A, point (i); <li data-bbox="719 1249 1581 1378">ii. Paragraph 2.19 of the emerging DPD advises that infrastructure required through European legislation to mitigate the impact of development on Poole's Special Protection Areas (SPAs) will be limited to new housing 	<p>(iii) Site related infrastructure required to grant planning permission should not be subject to viability testing as it has to be provided for such development to proceed and therefore should not be waived.</p>

ID	Consultee	Comment	BoP Response
		<p>development only. This point needs to be specifically reflected in Part A, point (ii); and</p> <p>iii. Whilst Bourne Leisure endorses the policy approach advocated at Part B in respect of site-related infrastructure being assessed and secured on a case by case basis, specific reference should be made to viability testing.</p>	
40	Highways Agency (Meaghann Downing)	<p>No. The A31 is already operating above capacity, and any future development would need to satisfy the Agency that there would not be an unacceptable impact on the SRN. Unless demand management measures can be implemented to manage the impact upon the SRN of Poole's growth strategy to an acceptable level, the strategy will not be deliverable without improvements to the A31. By excluding the A31 Ameysford-Merley project from receiving CIL contributions, despite its vital contribution to Poole's growth, the scheme will be at risk of not receiving funding, leaving the Agency in a position of having to object to future applications</p>	<p>The Highways Agency's point about the need to classify the A31 Strategic Road Network works as critical infrastructure is agreed. Accordingly, the submission DPD and supporting Infrastructure Delivery Plan (now called Poole's Infrastructure Programme) incorporates amendments which make clear that the Council considers the A31 works as critical infrastructure and can benefit from CIL receipts in the future. This addresses the issues raised by the Highways Agency.</p>
44	Poole Old Town Conservation Group (Mr Christopher Allenby)	<p>with reservations, as there appears to be no monitoring of this policy other than an annual review of charges, which could mean it would fail the "Effective" test.</p> <p><i>Are there any additional comments you wish to make in respect of the policy?</i></p> <p>Although the document sets out what the CIL and s106 Contributions will be used to provide, it then goes on to suggest that these monies will be pooled and used where the Council deems appropriate rather than allocated to the specific infrastructure project it was collected</p>	<p>CIL of course can be spent on any identified infrastructure project and is not ring fenced so spending patterns may vary as priorities for infrastructure which can benefit from CIL change over time.</p> <p>However, the Council will publish and report CIL expenditure in accordance with the CIL</p>

ID	Consultee	Comment	BoP Response
		<p>for. Although we do not object to this in principle, we do believe that it should be monitored and published. We strongly believe that the council should have published annual targets defined for each of the Infrastructures Projects listed in the Infrastructure Hierarchy. (European Legislation, Strategic and Neighbourhood, Critical Infrastructure, and Key Infrastructure.) These figures could then be monitored by publishing the amount of each s106 or CIL that is spent on each of the Infrastructures, allowing the public to see whether s106 and CIL payments collected from developers for specific infrastructure projects are being used for their intended use, and what percentages and amounts are being allocated to which Infrastructure projects.</p>	<p>Regulations; This will include showing exactly where CIL has been spent.</p> <p>Any S106 monies which are collected and found to be in accordance with CIL Reg 122 will continue to be spent on the infrastructure item it relates to.</p>
50	The Environment Agency (Mr Michael Holm)	<p>Yes, providing that the above changes in response to Q1 are made to ensure that flood defences in the town centre are defined as critical infrastructure. We would question the necessity to specify a reduced CIL contribution for regeneration areas within this policy. As we believe that this should be negotiated on site specific viability, as each site will have different local characteristics that may affect contributions and viability.</p>	<p>It is agreed that strategic flood defences must be identified as critical infrastructure and benefit from future CIL receipts. The submission DPD and supporting Infrastructure Delivery Plan (now called Poole's Infrastructure Programme) incorporate amendments where necessary to reflect this point.</p>
57	Hall and Woodhouse Ltd (c/o Lynne Evans, Southern Planning Practice)	<p>It is recognised that the DPD seeks to set out the overarching policies relating to the introduction of the Community Infrastructure Levy. However without the full details relating to such matters as the Charging Schedules, it is impossible to conclude whether or not this DPD is justified, effective and consistent with National Policy. At this point in time it is therefore considered to be unsound. The DPD needs to await the further information which is referenced throughout the document so that the whole policy position can be properly assessed.</p>	Noted.

ID	Consultee	Comment	BoP Response
<p>Question 4 - Do you consider that Policy IN2 meets the PPS12 tests of soundness in that it is JUSTIFIED and EFFECTIVE?</p> <p>YES</p> <p>NO</p> <p>If not, how does the policy need to be changed to make it Sound?</p> <p>(Please set out the evidence that supports your view).</p> <p>Are there any additional comments you wish to make of the policy?</p>			
5	McCarthy and Stone Retirement Lifestyles Ltd (c/o The Planning Bureau Ltd, Mr David Williams)	<p>Soundness is questioned. My Client wishes to flag up at this early stage how some of the assumptions and mechanics of the Community Infrastructure Levy will be forthcoming if the DPD is approved and Policy IN2 is used as the basis for the CIL charging schedule to progress. Viability will for the foreseeable future remain the main stumbling block for development progressing, economic growth and the wider priorities and targets of the Council being achieved. If the CIL has not been rigorously appraised in terms of viability across a wide range of development types including variations within the same use classes then the introduction may well stifle schemes coming forward and land owners being prepared to sell land. Consideration needs to be given to how such CIL will be applied to specialist forms of accommodation for older people such as retirement and extra care schemes.</p> <p><u>CIL Rate Setting:</u></p> <p>It is noted that the intention in finding an appropriate measure to use in calculating CIL rates is to ensure „uniformity’, or put another way, fairness for all classes of development liable to CIL payment. One of the principle intentions is to avoid producing a system that inadvertently produces advantages or disadvantages upon certain</p>	<p>Overall points noted. However, CIL is being brought forward in accordance with separate legislation and therefore the due statutory process, including viability testing, will taken with regard to different types of development in the work relating to bringing forward the Poole CIL.</p> <p>As the DPD serves only to confirm that CIL is to be introduced it does not need to set out the detail of CIL as this is a separate process.</p> <p>The comment about it being unfair on certain developments being charged CIL on „pounds per square metre of gross internal floor space’ is not relevant to the DPD. The £ per square metre reference is as per the CIL</p>

ID	Consultee	Comment	BoP Response
		<p>developers.</p> <p>My Client would wholly concur with the intention that CIL rates should be uniform, fair and avoid bias towards certain developments. However, it is considered that the chosen use of ‘pounds per square metre of gross internal floor space’ unfairly penalises my Client and other developers of similar retirement housing and extra care accommodation when assessed against other forms of residential accommodation.</p> <p>A retirement/sheltered or assisted living extra care housing development typically has 30-40% of its internal floor area devoted to necessary communal areas and facilities, such as residents lounge, laundry, guest suites, restaurants and associated kitchens, house manager’s accommodation etc. It is these specific communal areas and facilities that differentiate retirement / older peoples’ housing developments from other forms of accommodation for the wider population. These communal areas are a necessary part of a retirement housing development that are non-saleable floor space which the developer has to build but does not receive any direct revenue from.</p> <p>Therefore, to apply a CIL rate based on ‘pounds per square metre of gross internal floor space’ would unreasonably penalise a retirement housing developer who would have a building of typically 65-70% net saleable area to acquire revenue from, compared to other forms of residential accommodation that would have 90-100% net saleable floor area to acquire revenue from. This would place those providers of retirement housing at a disadvantage in land acquisition as the ratio of CIL rate to net saleable area would be disproportionately high when compared to other forms of residential accommodation. It is considered that this would threaten the delivery of much needed specialist accommodation for older people, contrary to the Government’s aims and objectives to ensuring the provision of</p>	<p>Regulations. In any event, viability testing for CIL will look at the constraints within each use class and identify an appropriate rate.</p>

ID	Consultee	Comment	BoP Response
		<p>appropriate specialist accommodation for older people as set out in „A National Strategy for Housing in an Ageing Society’.</p> <p>It is respectfully suggested that a reduced pounds per square metre of gross internal floor space be adopted for specialist housing schemes for older people, or alternatively a metric based on pounds per square metre of net saleable floor space as opposed to gross internal floor space. This could be used for all forms of residential development and would ensure fairness and uniformity of CIL payments across the residential development industry.</p>	
9	Pennyfarthing Homes (c/o Tanner & Tilley, Mr Peter Tanner)	<p>In addition to those types of development exempted from CIL in Section B to Policy IN2, we suggest that development providing accommodation for the frail elderly and other forms of specialist care, e.g. acquired brain injury units or accommodation, should be added. In the majority of those developments, whilst they may not be operated by charitable institution, nevertheless the residents of those scheme are unlikely to give rise to pressure on much of the infrastructure listed in paragraph 2.37. Therefore, it would not be reasonable or fair, nor would it satisfy the tests of s.122 of the CIL Regulations 2010 to apply a levy on those types of developments.</p>	<p>IN2 was amended following pre-submission consultation following a separate representation which noted that there was unnecessary repetition from the CIL Regulations in IN2; this included the pre-submission Part B IN2 which listed the exemptions and has been therefore removed from the submission version..</p> <p>In terms of exemptions, they are in any event clearly set out in the CIL Regs; this does not include accommodation for the frail, elderly and other forms of specialist care. The CIL rate for such development will be determined on viability grounds.</p>
10	Pennyfarthing Homes (c/o Tanner & Tilley, Mr Peter Tanner)	<p>Is it proposed that the CIL levy for proposed development will be offset by any funds the Local Authority receives from New Homes Bonus?</p>	<p>Not a matter for this DPD. CIL is subject to a separate process.</p>
14	Inland Developments plc (c/o Rippon	<p>Policy IN2 Part A - the recognition of the importance of financial viability in this policy is welcomed. However, it is necessary to make</p>	<p>The suggested wording was added to Policy IN2 in Part B of</p>

ID	Consultee	Comment	BoP Response
	Development Services, Mr Roger Rippon)	<p>clear that it is the totality of contributions, both financial and 'in kind', that determines viability. Consequently, the following sentence (or similar) should be added to the end of the second paragraph of this policy: <i>"where appropriate, Section 106 Obligations will also be taken into account in assessing economic viability of development"</i></p> <p>This change is essential in order to make this policy justified, effective and in accordance with national policy i.e. 'sound'.</p>	the submission document.
17	Neptune Consulting Limited (c/o Terrence O'Rourke, Lindsay Thompson)	We support policies IN1, 2 and 3 in its recognition that the regeneration area's site related infrastructure improvements are expensive requirements that will benefit the Borough of Poole and therefore should be taken into consideration with regard to the CIL payment.	Noted.
21	South West RSL Planning Consortium (RSL) (c/o Tetlow King Planning, Mr Jamie Sullivan)	Whilst we support the Council's intention to progress a Community Infrastructure Levy Charging Schedule, the length of its description is considered unnecessary and should be reduced. The text should not be used as a policy, but integrated with the introductory section, indicating only that the Council will develop CIL and that affordable housing will be exempt, in line with CIL Regulations 2011	Agreed. The repetitive elements from the CIL Regulations in the pre-submission version of IN2 are removed from the submission version.
27	Natural England (Mr Nick Squirrell)	<p>We note the discussion (paragraphs 2.40 – 2.41) on CIL Regulations and the provision of affordable housing. We note that it is Poole's decision to exempt affordable housing from CIL, on development viability grounds, but will collect the appropriate heathland mitigation contributions via Section 106 planning obligations.</p> <p>No mention is made of the approach to Poole Harbour SPA (See comments above on inclusion of relevant Ramsar). Similar arrangements will need to be applied to ensure that the necessary mitigation to protect the Harbour SPA (See comments above on inclusion of relevant Ramsar) are delivered in a timely and co-ordinated manner.</p> <p><i>Question 4</i></p>	<p>As a point of reference, affordable housing is exempted by the CIL Regulations and not a decision taken by Borough of Poole.</p> <p>References to Poole Harbour SPA as suggested by Natural England have been added into the IN2 submission version thereby overcoming Natural England's objection on this issue.</p>

ID	Consultee	Comment	BoP Response
		<p><i>Do you consider that Policy IN2 meets the PPS12 tests of soundness in that it is justified and effective?</i></p> <p>No.</p> <p>Natural England comments: Policy IN2 requires a clear reference setting out the need for affordable housing to make a contribution to the mitigation of the effects of residential development on Poole Harbour SPA (See comments above on inclusion of relevant Ramsar). This needs to be reflected in the policy, analogous to the positive measures already included in favour of the Dorset Heathlands SPA, SAC and Ramsar.</p>	
32	RSPB South West Region (Mr Renny Henderson)	<p>No.</p> <p><u>Community Infrastructure Levy (CIL) and affordable housing.</u></p> <p>We note the discussion (paragraphs 2.40 – 2.41) on CIL Regulations and the provision of affordable housing. We note that it is Poole’s decision to exempt affordable housing from CIL, on development viability grounds, but will collect heathland mitigation contributions via Section 106 planning obligations.</p> <p>No mention is made of the approach to Poole Harbour SPA. Similar arrangements will need to be applied to ensure that the necessary mitigation to protect the Harbour SPA are delivered in a timely and co-ordinated manner.</p> <p>RSPB comments - There is no comment in Policy IN2 of the need for affordable housing to make a contribution to the mitigation of the effects of residential development on Poole Harbour SPA. This needs to be reflected in the policy, analogous to the positive measures already included in favour of the Dorset Heathlands SPA.</p>	<p>As a point of reference, affordable housing is exempted by the CIL Regulations and not a decision taken by Borough of Poole.</p> <p>References to Poole Harbour SPA as suggested by RSPB have been added into the IN2 submission version thereby overcoming RSPB’s objection on this issue</p>

ID	Consultee	Comment	BoP Response
37	Bourne Leisure Limited (c/o Nathaniel Litchfield & Partners, Margaret Baddeley)	<p>Bourne Leisure notes and supports the general approach to the application of CIL and the formulation of the CIL Charging Schedule as set out in the first two paragraphs of draft Policy IN2, Part A.</p> <p>In response to Question 4 therefore, Bourne Leisure considers draft Policy IN2 to be broadly sound. This comment is made, subject to the need to include reference in the first paragraph of part A) of the draft policy to the type of development also influencing the contribution to infrastructure provision, as well as “development viability, scale and location”. This amendment would make this part of the policy consistent with Part A) ii of the policy.</p> <p>With regard to the development viability of individual schemes however, Bourne Leisure notes that Part C of draft Policy IN2 advises that relief from CIL will be granted subject to exceptional circumstances being successfully demonstrated. Bourne Leisure accepts this policy approach in principle, but considers that the matter of development viability is more complicated than is currently set out in the draft DPD.</p> <p>The Company therefore considers that the above referred-to working group (please see comments in relation to draft Policy IN1) could also develop a robust approach to testing development viability, which should be incorporated in the DPD before it is finalised.</p> <p>In any event, Bourne Leisure does not consider that the proposed verification of the viability assessment by the Council’s appointed professional should be fully funded by the applicant. It is common and good practice for the cost of any independent assessor to be shared by the applicant and Council. This approach ensures that both parties can feel confidence in the fairness of the independent appraisal.</p>	Noted.
41	Highways Agency (Meaghann Downing)	No.	The Highways Agency’s point about the need to classify the A31

ID	Consultee	Comment	BoP Response
		<p>We note that the document highlights a funding gap of approximately £180m in the Borough's required infrastructure. This does not appear to take into account the A31 Ameysford-Merley project, which raises the concerns expressed above. The Agency notes that affordable housing will be exempt from CIL, but that contributions from affordable housing will still be required for heathland mitigation.</p> <p>The Agency would require all development to make some contribution to mitigation measures for the SRN, if the development were to have a detrimental impact.</p>	<p>Strategic Road Network works as critical infrastructure is agreed. Accordingly, the submission DPD and supporting Infrastructure Delivery Plan (now called Poole's Infrastructure Programme) incorporates amendments which make clear that the Council considers the A31 works as critical infrastructure and can benefit from CIL receipts in the future. This addresses the issues raised by the Highways Agency.</p>
45	Poole Old Town Conservation Group (Mr Christopher Allenby)	<p>YES</p> <p><i>Are there any additional comments you wish to make of the policy?</i></p> <p>Section D states that monies collected under CIL will be spent according to policy IN1, and although we do not object to this, we do believe that it should be monitored and published as in question 3.</p>	Noted.
51	The Environment Agency (Mr Michael Holm)	Yes	Noted.
58	Hall and Woodhouse Ltd (c/o Lynne Evans, Southern Planning Practice)	<p>It is recognised that the DPD seeks to set out the overarching policies relating to the introduction of the Community Infrastructure Levy. However without the full details relating to such matters as the Charging Schedules, it is impossible to conclude whether or not this DPD is justified, effective and consistent with National Policy.</p> <p>At this point in time it is therefore considered to be unsound. The DPD needs to await the further information which is referenced throughout the document so that the whole policy position can be properly assessed.</p>	Noted.

ID	Consultee	Comment	BoP Response
<p>Question 5 - Do you consider that Policy IN3 meets the PPS12 tests of soundness in that it is JUSTIFIED and EFFECTIVE?</p> <p>YES</p> <p>NO</p> <p>If not, how does the policy need to be changed to make it Sound?</p> <p>(Please set out the evidence that supports your view).</p> <p>Are there any additional comments you wish to make of the policy?</p>			
6	McCarthy and Stone Retirement Lifestyles Ltd (c/o The Planning Bureau Ltd, Mr David Williams)	Soundness is questioned as with Question 4 over the use of £ per sqm which penalises specialist retirement and extra care development where communal space is significantly higher than that for ordinary residential flats which are not age restricted.	Not relevant to this DPD although it should be noted that the £ per square metre is a requirement of the CIL Regulations.
11	Pennyfarthing Homes (c/o Tanner & Tilley, Mr Peter Tanner)	We consider that it would be unreasonable and unfair to seek contributions towards strategic flood defences for developments that are not within or adjoining those areas. To do so would not satisfy the tests set out in S.122 of the CIL Regulations 2010.	CIL is the appropriate mechanism for development to make a contribution towards strategic infrastructure required to support growth. Critical strategic infrastructure to support growth in Poole includes flood defences, which will defend the town from future flood events. All development in the Borough will benefit from defending the town centre (which is the key centre in the Borough for employment, leisure, housing and community needs) and therefore it is appropriate for the Borough's Community Infrastructure Levy to be able to be used for delivery of

ID	Consultee	Comment	BoP Response
			such infrastructure. Policy IN3 confirms this position.
18	Neptune Consulting Limited (c/o Terrence O' Rourke, Lindsay Thompson)	We support policies IN1, 2 and 3 in its recognition that the regeneration area's site related infrastructure improvements are expensive requirements that will benefit the Borough of Poole and therefore should be taken into consideration with regard to the CIL payment.	Noted.
22	South West RSL Planning Consortium (RSL) (c/o Tetlow King Planning, Mr Jamie Sullivan)	<p>Where development sites are identified as being at risk of flooding we acknowledge that on-site mitigation will be expected. However, we consider that contributions towards strategic infrastructure should not be requested from RPs where there is no justification.</p> <p>Furthermore, indication that mitigation measures will be funded through CIL or Section 106 is inappropriate and ineffective as the DPD is meant to provide certainty and clarity to developers which at present the DPD does not.</p>	Noted.
28	Natural England (Mr Nick Squirrel)	<p>Question 5</p> <p><i>Do you consider that Policy IN3 meets the PPS12 tests of soundness in that it is justified and effective?</i></p> <p>No.</p> <p>Natural England comments - Natural England has with the RSPB reviewed the Borough of Poole Flood Risk Management Strategy (FRMS) prepared by Royal Haskoning dated January 2011. The FRMS underpins this section of the Delivering Poole's Infrastructure DPD. Our response to Question 5 below details Natural England's views of the Habitats Regulations Assessment of the FRMS.</p> <p><u>Sustainability Appraisal, Delivering Poole's Infrastructure Development Plan Document and Habitats Regulations Assessment</u></p> <p>Natural England has also considered the above documents which</p>	<p>The purpose of Policy IN3 is to establish a framework from which the Council can plan for and deliver flood defences (as identified in the Poole Flood Risk Management Strategy) required to defend the town and support growth.</p> <p>It is relevant to note that the defences do not need to be provided for at least another 50 years meaning there may limited funding opportunities to deliver a significant proportion of the defences over this plan period.</p> <p>However, what the policy does do</p>

ID	Consultee	Comment	BoP Response
		<p>support the Delivering Poole's Infrastructure DPD. Section 3 of the Sustainability Appraisal (SA) sets out the outcomes to screening the DPD for potential impacts on European sites. The two main issues identified at the screening stage were:</p> <ul style="list-style-type: none"> ▪ Community infrastructure levy (CIL) and Dorset Heathlands ▪ Delivery of Poole's flood defences <p>The first issue was not taken further given the development of Policies IN1 and IN2, which it is claimed addresses the issues. The second issue was taken forward and subject to a Habitats Regulations Assessment (HRA), as no avoidance measures could be found. The SA (paragraphs 3.10 – 3.15) summarises the findings of the HRA which are that:</p> <ul style="list-style-type: none"> ▪ Significant adverse effects on integrity of Poole Harbour SPA (See comments above on inclusion of relevant Ramsar) are expected ▪ There are no alternative solutions . ▪ The imperative reasons of over riding public interest (IROPI) test is passed ▪ Compensatory habitats will be required <p>The HRA notes that estimating losses due to coastal squeeze and erosion and hence the level and timing of compensatory habitat required, is difficult to assess. The current estimate is a loss of some 47.8 hectares by 2105. Locations are suggested within the Harbour where a proportion of this compensatory habitat could be theoretically delivered. However, there is insufficient land available within the Harbour, as well as technical issues at proposed sites, to deliver the entire estimated requirement and it is suggested that Poole will need to collaborate with the Environment Agency on delivering a substantial part of the requirement.</p>	<p>is put a framework in place seeking to maximise the opportunities to deliver any sections of the defences where viable opportunities exist. This framework will operate two fold; first by seeking defences to be delivered on-site design of proposals which are within areas where the defences are required and second seeking to require most development to pay CIL, which could then be used in whole or in part to build up a strategic flood mitigation fund which would be used to enable future delivery when other funding streams can come on board.</p> <p>In terms of on-site opportunities, realistically these will be limited to Regeneration Area sites only where it will be a planning requirement (through Policy IN3 and relevant sections of the Core Strategy and the Site Allocations & Development Management policies DPDs) to do so to enable the grant of planning permission. Policy IN3 therefore provides a strategic planning approach to enable the Council to deliver flood defences in this plan period if any opportunities become available,</p>

ID	Consultee	Comment	BoP Response
		<p>Natural England agrees with the conclusion of an adverse effect on integrity resulting from the indicated flood defence proposals. Considerable uncertainty remains over the both the timing, nature and deliverability of the flood defences described in the FRMS and any associated compensatory habitats requirements. Given this uncertainty, we object to Policy IN3, as the consequences of this policy on the European sites is still to be comprehensively assessed.</p>	<p>rather than defer the issue to future plans.</p> <p>Such is the nature of the policy, it does not go into the specific detail of the flood defences and necessary compensatory measures. The specific detail for flood defences would be expected to come forward through the planning application process and be supported by EIA to properly and effectively address the detailed impact of the defences and specific detail of compensatory measures. The strategic level HRA which supports the DPD is therefore considered sufficient to support the policy approach sought by IN3.</p> <p>A meeting was held between officers from Borough of Poole, Natural England and RSPB to explore further their combined objection on this issue. Following the meeting, amendments were made to IN3 and the supporting text to provide the greater certainty sought with regard to the need to ensure appropriate assessment of the impact on European Sites is carried out at</p>

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			<p>the appropriate juncture and that compensatory habitats are secured prior to the commencement of flood defence works. It is anticipated that the revised wording of IN3 now overcomes the concerns raised by Natural England and RSPB on this issue.</p>
33	RSPB South West Region (Mr Renny Henderson)	<p>No.</p> <p>We have reviewed the Borough of Poole Flood Risk Management Strategy (FRMS) prepared by Royal Haskoning dated January 2011. The FRMS underpins this section of the Delivering Poole's Infrastructure DPD. We address Question 5 below in connection with the Habitats Regulations Assessment of the FRMS.</p> <p>The environmental context for flood mitigation works should be highlighted within the „Issues and future needs’ section with respect to Poole Harbour SPA. We suggest a new section after paragraph 5.3. Although there is a section on Poole Harbour from page 19 the environmental context needs highlighting here.</p> <p><u>Sustainability Appraisal, Delivering Poole's Infrastructure Development Plan Document and Habitats Regulations Assessment</u></p> <p>We have also considered the above documents which support the Delivering Poole's Infrastructure DPD. Section 3 of the Sustainability Appraisal (SA) sets out the outcomes to screening the DPD for potential impacts on European sites.</p> <p>The two main issues identified at the screening stage were:</p>	<p>(n.b. The reference to para 5.3 relates to the Poole's Infrastructure Programme (previously called Infrastructure Delivery Plan) and is not commented upon here.)</p> <p>The purpose of Policy IN3 is to establish a framework from which the Council can plan for and deliver flood defences (as identified in the Poole Flood Risk Management Strategy) required to defend the town and support growth.</p> <p>It is relevant to note that the defences do not need to be provided for at least another 50 years meaning there may limited funding opportunities to deliver a significant proportion of the defences over this plan period.</p> <p>However, what the policy does do</p>

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		<ul style="list-style-type: none"> ▪ Community infrastructure levy (CIL) and Dorset Heathlands ▪ Delivery of Poole's flood defences <p>The first issue was not taken further given the development of Policies IN1 and IN2, which it is claimed addresses the issues. The second issue was taken forward and subject to a Habitats Regulations Assessment (HRA), as no avoidance measures could be found. The SA (paragraphs 3.10 – 3.15) summarises the findings of the HRA which are that:</p> <ul style="list-style-type: none"> ▪ Significant adverse effects on integrity of Poole Harbour SPA are expected ▪ There are no alternative solutions ▪ The imperative reasons of over riding public interest (IROPI) test is passed ▪ Compensatory habitats will be required <p>The HRA notes that estimating losses due to coastal squeeze and erosion and hence the level and timing of compensatory habitat required, is difficult to assess. The current estimate is a loss of some 47.8 hectares by 2105. Locations are suggested within the Harbour where a proportion of this compensatory habitat could be theoretically delivered. However, there is insufficient land available within the Harbour, as well as technical issues at proposed sites, to deliver the entire estimated requirement and it is suggested that Poole will need to collaborate with the Environment Agency on delivering a substantial part of the requirement.</p> <p>We concur with the conclusion of an adverse effect on integrity resulting from the indicated flood defence proposals. Considerable uncertainty remains over the timing, nature and deliverability of the flood defences described in the FRMS and any associated compensatory habitats requirements. Given this uncertainty, we object to Policy IN3, as the consequences of this policy on the</p>	<p>is put a framework in place seeking to maximise the opportunities to deliver any sections of the defences where viable opportunities exist. This framework will operate two fold; first by seeking defences to be delivered on-site design of proposals which are within areas where the defences are required and second seeking to require most development to pay CIL, which could then be used in whole or in part to build up a strategic flood mitigation fund which would be used to enable future delivery when other funding streams can come on board.</p> <p>In terms of on-site opportunities, realistically these will be limited to Regeneration Area sites only where it will be a planning requirement (through Policy IN3 and relevant sections of the Core Strategy and the Site Allocations & Development Management policies DPDs) to do so to enable the grant of planning permission. Policy IN3 therefore provides a strategic planning approach to enable the Council to deliver flood defences in this plan period if any opportunities become available,</p>

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		European sites is still to be comprehensively assessed.	<p>rather than defer the issue to future plans.</p> <p>Such is the nature of the policy, it does not go into the specific detail of the flood defences and necessary compensatory measures. The specific detail for flood defences would be expected to come forward through the planning application process and be supported by EIA to properly and effectively address the detailed impact of the defences and specific detail of compensatory measures. The strategic level HRA which supports the DPD is therefore considered sufficient to support the policy approach sought by IN3.</p> <p>A meeting was held between officers from Borough of Poole, Natural England and RSPB to explore further their combined objection on this issue. Following the meeting, amendments were made to IN3 and the supporting text to provide the greater certainty sought with regard to the need to ensure appropriate assessment of the impact on European Sites is carried out at</p>

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			the appropriate juncture and that compensatory habitats are secured prior to the commencement of flood defence works. It is anticipated that the revised wording of IN3 now overcomes the concerns raised by Natural England and RSPB on this issue.
46	Poole Old Town Conservation Group (Mr Christopher Allenby)	YES	Noted.
52	The Environment Agency (Mr Michael Holm)	Yes. However, we would wish to highlight that defence level that development would need to build would be the level for 2126 in order to deliver that section of the FRMS strategy.	Noted.
63	Mrs Joan Jarvis	No. Modelling work predicts sea level rise due to climate change (IDP 5.1 FRMS) but there is no indication that account will be taken of on-going research into the likelihood of damage and flooding from meteorological phenomena. It is understood that scientific research into changes in sea water temperatures and the jet stream are being carried out. Take account of on-going scientific research into changing weather patterns.	Noted.
<p>Question 6 - Do you consider that the monitoring framework meets the PPS12 tests of soundness in that it is EFFECTIVE?</p> <p>If not, how does the monitoring framework need to be changed to be Sound?</p>			
47	Poole Old Town Conservation Group (Mr Christopher Allenby)	NO <i>If not, how does the monitoring framework need to be changed to be Sound?</i> We believe that not all of the monitoring processes have enough	Noted.

ID	Consultee	Comment	BoP Response
		detail included, and although it states what monies are collected under CIL and s106 contributions, it gives no specifics, only totals. This, we believe does not provide enough public detail to consider the policy sufficiently monitored.	
53	The Environment Agency (Mr Michael Holm)	Yes, we support the target of £10million to be contributed towards the strategic flood defences required to protect the town centre.	Noted.
64	Mrs Joan Jarvis	No. Monitoring and Implementation 3.0 is limited to this framework. the consultative documents do not state whether there is another monitoring system incorporating employment and population. Ensure that a comprehensive monitoring system is in place to help the area cope with changes which will probably occur.	Noted.

Sustainability Appraisal – Representations and Borough of Poole Response

ID	Consultee	Comment	BoP Response
<p>Question 1 - Do you have any comments to make on the Habitats Regulations Assessment of the Delivering Poole's Infrastructure DPD?</p> <p>(If you disagree with the assessment and conclusions in the Habitats Regulations Assessment please state the reasons which support your view).</p>			
2	Natural England (Mr Nick Squirrell)	<p>Question 5</p> <p><i>Do you consider that Policy IN3 meets the PPS12 tests of soundness in that it is justified and effective?</i></p> <p>No.</p> <p>Natural England comments - Natural England has with the RSPB reviewed the Borough of Poole Flood Risk Management Strategy (FRMS) prepared by Royal Haskoning dated January 2011. The FRMS underpins this section of the Delivering Poole's Infrastructure DPD. Our response to Question 5 below details Natural England's views of the Habitats Regulations Assessment of the FRMS.</p> <p><u>Sustainability Appraisal, Delivering Poole's Infrastructure Development Plan Document and Habitats Regulations Assessment</u></p> <p>Natural England has also considered the above documents which support the Delivering Poole's Infrastructure DPD. Section 3 of the Sustainability Appraisal (SA) sets out the outcomes to screening the DPD for potential impacts on European sites. The two main issues identified at the screening stage were:</p> <ul style="list-style-type: none"> ▪ Community infrastructure levy (CIL) and Dorset Heathlands ▪ Delivery of Poole's flood defences <p>The first issue was not taken further given the development of</p>	<p>The purpose of Policy IN3 is to establish a framework from which the Council can plan for and deliver flood defences (as identified in the Poole Flood Risk Management Strategy) required to defend the town and support growth.</p> <p>It is relevant to note that the defences do not need to be provided for at least another 50 years meaning there may limited funding opportunities to deliver a significant proportion of the defences over this plan period.</p> <p>However, what the policy does do is put a framework in place seeking to maximise the opportunities to deliver any sections of the defences where viable opportunities exist. This framework will operate two fold; first by seeking defences to be delivered on-site design of proposals which are within areas</p>

ID	Consultee	Comment	BoP Response
		<p>Policies IN1 and IN2, which it is claimed addresses the issues. The second issue was taken forward and subject to a Habitats Regulations Assessment (HRA), as no avoidance measures could be found. The SA (paragraphs 3.10 – 3.15) summarises the findings of the HRA which are that:</p> <ul style="list-style-type: none"> ▪ Significant adverse effects on integrity of Poole Harbour SPA (See comments above on inclusion of relevant Ramsar) are expected ▪ There are no alternative solutions . ▪ The imperative reasons of over riding public interest (IROPI) test is passed ▪ Compensatory habitats will be required <p>The HRA notes that estimating losses due to coastal squeeze and erosion and hence the level and timing of compensatory habitat required, is difficult to assess. The current estimate is a loss of some 47.8 hectares by 2105. Locations are suggested within the Harbour where a proportion of this compensatory habitat could be theoretically delivered. However, there is insufficient land available within the Harbour, as well as technical issues at proposed sites, to deliver the entire estimated requirement and it is suggested that Poole will need to collaborate with the Environment Agency on delivering a substantial part of the requirement.</p> <p>Natural England agrees with the conclusion of an adverse effect on integrity resulting from the indicated flood defence proposals. Considerable uncertainty remains over the both the timing, nature and deliverability of the flood defences described in the FRMS and any associated compensatory habitats requirements. Given this uncertainty, we object to Policy IN3, as the consequences of this policy on the European sites is still to be comprehensively assessed.</p>	<p>where the defences are required and second seeking to require most development to pay CIL, which could then be used in whole or in part to build up a strategic flood mitigation fund which would be used to enable future delivery when other funding streams can come on board.</p> <p>In terms of on-site opportunities, realistically these will be limited to Regeneration Area sites only where it will be a planning requirement (through Policy IN3 and relevant sections of the Core Strategy and the Site Allocations & Development Management policies DPDs) to do so to enable the grant of planning permission. Policy IN3 therefore provides a strategic planning approach to enable the Council to deliver flood defences in this plan period if any opportunities become available, rather than defer the issue to future plans.</p> <p>Such is the nature of the policy, it does not go into the specific detail of the flood defences and necessary compensatory measures. The specific detail for flood defences would be expected</p>

ID	Consultee	Comment	BoP Response
			<p>to come forward through the planning application process and be supported by EIA to properly and effectively address the detailed impact of the defences and specific detail of compensatory measures. The strategic level HRA which supports the DPD is therefore considered sufficient to support the policy approach sought by IN3.</p> <p>A meeting was held between officers from Borough of Poole, Natural England and RSPB to explore further their combined objection on this issue. Following the meeting, amendments were made to IN3 and the supporting text to provide the greater certainty sought with regard to the need to ensure appropriate assessment of the impact on European Sites is carried out at the appropriate juncture and that compensatory habitats are secured prior to the commencement of flood defence works. It is anticipated that the revised wording of IN3 now overcomes the concerns raised by Natural England and RSPB on this issue.</p>

ID	Consultee	Comment	BoP Response
3	RSPB South West Region (Mr Renny Henderson)	<p>No.</p> <p>We have reviewed the Borough of Poole Flood Risk Management Strategy (FRMS) prepared by Royal Haskoning dated January 2011. The FRMS underpins this section of the Delivering Poole's Infrastructure DPD. We address Question 5 below in connection with the Habitats Regulations Assessment of the FRMS.</p> <p>The environmental context for flood mitigation works should be highlighted within the „Issues and future needs’ section with respect to Poole Harbour SPA. We suggest a new section after paragraph 5.3. Although there is a section on Poole Harbour from page 19 the environmental context needs highlighting here.</p> <p><u>Sustainability Appraisal, Delivering Poole's Infrastructure Development Plan Document and Habitats Regulations Assessment</u></p> <p>We have also considered the above documents which support the Delivering Poole's Infrastructure DPD. Section 3 of the Sustainability Appraisal (SA) sets out the outcomes to screening the DPD for potential impacts on European sites.</p> <p>The two main issues identified at the screening stage were:</p> <ul style="list-style-type: none"> ▪ Community infrastructure levy (CIL) and Dorset Heathlands ▪ Delivery of Poole's flood defences <p>The first issue was not taken further given the development of Policies IN1 and IN2, which it is claimed addresses the issues. The second issue was taken forward and subject to a Habitats Regulations Assessment (HRA), as no avoidance measures could be found. The SA (paragraphs 3.10 – 3.15) summarises the findings of the HRA which are that:</p>	<p>(n.b. The reference to para 5.3 relates to the IDP (now called the Poole's Infrastructure Programme) and is not commented upon here.</p> <p>The purpose of Policy IN3 is to establish a framework from which the Council can plan for and deliver flood defences (as identified in the Poole Flood Risk Management Strategy) required to defend the town and support growth.</p> <p>It is relevant to note that the defences do not need to be provided for at least another 50 years meaning there may limited funding opportunities to deliver a significant proportion of the defences over this plan period.</p> <p>However, what the policy does do is put a framework in place seeking to maximise the opportunities to deliver any sections of the defences where viable opportunities exist. This framework will operate two fold; first by seeking defences to be delivered on-site design of proposals which are within areas where the defences are required</p>

ID	Consultee	Comment	BoP Response
		<ul style="list-style-type: none"> ▪ Significant adverse effects on integrity of Poole Harbour SPA are expected ▪ There are no alternative solutions ▪ The imperative reasons of over riding public interest (IROPI) test is passed ▪ Compensatory habitats will be required <p>The HRA notes that estimating losses due to coastal squeeze and erosion and hence the level and timing of compensatory habitat required, is difficult to assess. The current estimate is a loss of some 47.8 hectares by 2105. Locations are suggested within the Harbour where a proportion of this compensatory habitat could be theoretically delivered. However, there is insufficient land available within the Harbour, as well as technical issues at proposed sites, to deliver the entire estimated requirement and it is suggested that Poole will need to collaborate with the Environment Agency on delivering a substantial part of the requirement.</p> <p>We concur with the conclusion of an adverse effect on integrity resulting from the indicated flood defence proposals. Considerable uncertainty remains over the timing, nature and deliverability of the flood defences described in the FRMS and any associated compensatory habitats requirements. Given this uncertainty, we object to Policy IN3, as the consequences of this policy on the European sites is still to be comprehensively assessed.</p>	<p>and second seeking to require most development to pay CIL, which could then be used in whole or in part to build up a strategic flood mitigation fund which would be used to enable future delivery when other funding streams can come on board.</p> <p>In terms of on-site opportunities, realistically these will be limited to Regeneration Area sites only where it will be a planning requirement (through Policy IN3 and relevant sections of the Core Strategy and the Site Allocations & Development Management policies DPDs) to do so to enable the grant of planning permission. Policy IN3 therefore provides a strategic planning approach to enable the Council to deliver flood defences in this plan period if any opportunities become available, rather than defer the issue to future plans.</p> <p>Such is the nature of the policy, it does not go into the specific detail of the flood defences and necessary compensatory measures. The specific detail for flood defences would be expected to come forward through the</p>

ID	Consultee	Comment	BoP Response
			<p>planning application process and be supported by EIA to properly and effectively address the detailed impact of the defences and specific detail of compensatory measures. The strategic level HRA which supports the DPD is therefore considered sufficient to support the policy approach sought by IN3.</p> <p>A meeting was held between officers from Borough of Poole, Natural England and RSPB to explore further their combined objection on this issue. Following the meeting, amendments were made to IN3 and the supporting text to provide the greater certainty sought with regard to the need to ensure appropriate assessment of the impact on European Sites is carried out at the appropriate juncture and that compensatory habitats are secured prior to the commencement of flood defence works. It is anticipated that the revised wording of IN3 now overcomes the concerns raised by Natural England and RSPB on this issue.</p>

ID	Consultee	Comment	BoP Response
<p>Question 2 - Do you have any comments to make on the Sustainability Appraisal of the Delivering Poole's Infrastructure DPD?</p> <p>(If you disagree with the assessment and conclusions in the Sustainability Appraisal please state the reasons which support your view).</p>			
n/a	n/a	n/a	n/a
<p>Question 3 - Do you have any comments to make on the Health Impact Assessment of the Delivering Poole's Infrastructure DPD?</p> <p>(If you disagree with the assessment and conclusions in the Health Impact Assessment please state the reasons which support your view).</p>			
n/a	n/a	n/a	n/a
<p>Question 4 - Do you have any comments to make on the Equalities Impact Assessment of the Delivering Poole's Infrastructure DPD?</p> <p>(If you disagree with the assessment and conclusions in the Equalities Impact Assessment please state the reasons which support your view).</p>			
n/a	n/a	n/a	n/a
<p>Question 5 - Do you have any general comments to make on the Sustainability Appraisal document for the Delivering Poole's Infrastructure DPD?</p> <p>(If you disagree with the assessment and conclusions in the Sustainability Document please state the reasons which support your view).</p>			
n/a	n/a	n/a	n/a

Poole's Infrastructure Programme (previously called Infrastructure Delivery Plan) - Representations and Borough of Poole Response

ID	Consultee	Comment	BoP Response
Question 1 - Do you have any general comments to make on the Poole Infrastructure Delivery Plan?			
16	Highways Agency (Meghann Downing)	<p>The Agency supports the wide range of infrastructure projects included within the Delivery Plan which will help to promote self containment and reduce the need to travel. We also welcome the role of the document as a live appendix to the DPDs, which can be updated and reviewed throughout the plan period.</p> <p>As noted under the above comments on the pre-submission DPD, the Agency believes that by excluding projects on the A31 trunk road from receiving CIL contributions, such projects may be rendered undeliverable, meaning that future developments may not be able to come forward if they have a detrimental impact upon the SRN which cannot be mitigated by demand management strategies.</p>	<p>The Highways Agency's point about the need to classify the A31 Strategic Road Network works as critical infrastructure is agreed. Accordingly, the submission DPD and supporting Infrastructure Delivery Plan (now called Poole's Infrastructure Programme) incorporates amendments which make clear that the Council considers the A31 works as critical infrastructure and can benefit from CIL receipts in the future. This addresses the issues raised by the Highways Agency.</p>
19	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	<p>The CIL Regulations place three important statutory tests to be met before a levy can be charged, namely the obligation must be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.</p> <p>In looking at a number of the projects listed in the IDP it is difficult to see how these meet the three tests. For example, it is difficult to justify a contribution towards the Poole Harbour SPA Infrastructure Project which includes water craft counts where this is not directly related to the development proposed.</p>	<p>The list of projects in the IDP (now called Poole's Infrastructure Programme) will in the main benefit from CIL finance, which is separate from the restrictions placed on planning obligations set out in CIL Reg 122.</p>
31	Mr S.I Martin	<p>Yes.</p> <p>But 'housing delivery' calls for locations at major 'local centres'. Yet Creekmoor, although a major local centre, has none identified for it.</p>	<p>Noted.</p>

ID	Consultee	Comment	BoP Response
		The obvious site is the field in the gap between Millfield sheltered housing and Nuthatch Close, which is VERY CLOSE to Creekmoor local centre	
32	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	The assumptions of significant economic growth do not accord with the constraints to such expansion. Previous periods of economic growth have been sustained by cheap energy, which will never again be available. Insufficient notice has been taken of the warnings of the UK Government's warnings about resource depletion, climate change, and food and water shortages (Beddington, 2009). Because these assumptions underpin the whole document, it is vitally important that they are realistic. They need to be revisited, and revised.	Noted.
43	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>PPS12 also states under 'The Government's Objectives' page 2 item 7 of the importance of the historic environment and heritage assets which should be conserved. Likewise page 7 items HE7.2 to HE7.7 are very important aspects which should be acknowledged as essential criterion to be stated.</p> <p>Paragraphs 1.1 and 1.2 The Poole Core Strategy (2009) identifies that the 'ambitious growth strategy' will provide 10,000 new homes by 2026. When considering the actual site areas available this growth can only be achieved by building blocks of flats as the only solution to accommodate such numbers of dwellings. Inevitably the heights of blocks of flats will have a profound impact on the Old Town areas in which there are already a number of post war tall blocks abutting the Old Town and Quay Conservation areas (due to slum clearance). This also includes a more recent two storey addition to an existing eight storey block in Old Orchard which totally dominates the adjoining Conservation Area buildings. Two sites in the Quay Conservation Area are (1) The Thistle Hotel awaiting a new T.P application and (2) The old Silo site which has been ongoing from the 1998 successful T.P . Appeal approval and since with various new proposals and T.P . approvals. Both these sites will ultimately have tall blocks overlooking their immediate localities to the detriment of</p>	<p>The majority of the comments refer to the provisions for growth set out in the Core Strategy, adopted in February 2009, which are agreed having been subject to Examination in Public. References to the Core Strategy spatial plan in this document is contextual and therefore can not be amended here.</p> <p>Other comments – noted</p>

ID	Consultee	Comment	BoP Response
		<p>their historic domestic neighbours. With the two Regeneration sites in West Quay Road a T.P . application had been made for the Wilkins Way to the RNLI site. This is being revised due to the number of adverse representations received. The site from Wilkins Way to the Old Bridge has also been withdrawn and again to be revised due to many adverse representations from local residents, the POTCG and other groups. A revised scheme is expected in the near future. It is considered that in the PCS 2009 Page 66 the guidance for each site for housing units shown as 250+ was an invitation to potential developers to increase the housing quota considerably. In one of the applications this was increased by as much as 75% over the 250 housing units which were indicated.</p> <p><u>Housing Delivery</u></p> <p>Town Centre 4,000 dwellings appears grossly exaggerated with blocks of flats. Major Local Centres 3,500 dwellings. Again blocks of flats due to land shortage? Rest of Borough 2,500 dwellings. This actually states 'in parts of streets where flats predominate'. This indicates that only flats will suffice to comply with the total of new dwellings indicated.</p> <p><u>Employment delivery</u></p> <p>It is accepted that there will be an increase in population up to 2026 and new jobs will be available. However, the figures given for the some areas may not occur or may be exaggerated. Others, however, will be essential such as in education and health sectors.</p> <p>1.3 and 1.4 - The Poole Infrastructure Delivery Plan - Agree</p> <p>1.5 Infrastructure - Basically agree, but feel more information should be given for item (g) Affordable Housing</p>	

ID	Consultee	Comment	BoP Response
		<p>1.6 <u>Delivery Agencies</u> - Agree.</p> <p>1.7 In the Education Delivery Section it is suggested that the University and also the College be included. In the Green Infrastructure & Recreation Section possibly there may be an opening for certain Voluntary Groups to be involved and have an input.</p>	
<p>Question 2 - Do you have any comments to make on the Transport section of the Poole Infrastructure Delivery Plan?</p> <p>(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Transport Infrastructure)</p>			
2	Wessex CTC (Mr Paul Turner)	<p>I am the CTC Right to Ride Representative for Poole and a local rate payer.</p> <p>The George Roundabout and Kingland Road areas are the entrance to the town. Some cyclists appear to be intimidated. This results in fewer people cycling into the town centre. If we are able to improve safety for cyclists in this area, I am sure that it would attract more cyclists and this in turn would lead to a healthier community, carbon reduction and greater acceptance of cyclists on our roads. The George Roundabout and Kingland Road are a „no go’ area for cyclists and consequently, I avoid the town centre when cycling.</p> <p>Therefore I support any action that improves access to the town centre by bike. I make the following suggestions aimed to replace cars with people and reclaim the streets for the residents:</p> <p><u>Poole Town Centre</u></p> <p>Close Elizabeth Road from High Street/Longfleet Road to Parkstone Road junction - make pedestrian. At junction of Parkstone Road two way traffic At junction Longfleet Road /High Street two way Remove The George Roundabout. Curve from High Street/Longfleet Road/Parkstone Road to Towngate Bridge Traffic lights at Wimborne</p>	Noted.

ID	Consultee	Comment	BoP Response
		<p>Road, High Street/Longfleet Road & Parkstone Road Remove underpass on Kingland Road Pedestrian area around The Lighthouse to Seldown Bridge & Kingland Road to Wimborne Road possibly cobbles apart from the Bus Station. Buses to heed pedestrians. Keep the Bus Station and buses to exit to junction of Wimborne Road. Taxis at same place outside Dolphin Shopping Centre. Taxi to heed pedestrians. Cycleway from Wimborne Road traffic lights both-ways to Dolphin Centre & The Lighthouse to Poole Park underneath Seldown Bridge. Cycleway from Longfleet Road/High Street to Dolphin Centre both ways. Cycleway from Parkstone Road to Dolphin Centre both-ways. Establish advance stop area for cyclists at traffic lights at all junctions. Cyclists to give priority to pedestrians. At Kingland Road pedestrian area establish a Cafe (as in Bournemouth Square).</p>	
3	Wessex CTC (Mr Paul Turner)	<p>Submission from Wessex CTC - Poole Right to Ride Representative - Paul M Turner</p> <p>The motorised traffic will grind to halt, something needs to be done. Fuel costs are rising and likely to be higher still. Obesity is rising which means more health problems. In this area, cycling is much cheaper, quicker and greener way to travel. In London there are super-cycleways. The Netherlands, Denmark, Germany and France have wonderful facilities for cyclists. Poole has piecemeal cycleways. Poole Cycling Officer has managed to co-ordinate with road schemes such as Sandbanks Road and Penn Hill Avenue.</p> <p>Other solutions must be tried such as clear signed blue cycle routes for commuting, for schools, industrial estates and hospitals. A network of Poole super-cycleways linking Bournemouth, Wimborne, Wareham, Swanage and beyond, as is the case for London, should be established. The Twin Sails Bridge is a real opportunity to make a difference, to allow people walk and use bicycles, over motorised transport. The proposed one-way system makes "a race track" encouraging great speed on the two bridges much to the detriment of</p>	Noted.

ID	Consultee	Comment	BoP Response
		<p>Poole residents. I am against the Gyrotorys at Hungerhill , Marston Link and Hog Bay Lane (JC0820-212A). Traffic from Holes Bay can turn left at Towngate Bridge and so can traffic from Towngate Bridge to Holes Bay. From Towngate Bridge I propose traffic go to West Street on two-way flow to Twin Sails Bridge and vice-versa. Marston Link should two-way. There will be no link on West Quay Road going NE to Towngate Bridge. From Twin Sails Bridge traffic to Towngate Bridge will make a link to Bay Hog Lane via West Street. From Old Poole Town Bridge there will a route via Bay Hog Lane to West Quay Road to Holes Bay. Finally a route direct from Old Poole Bridge to West Street to Towngate Bridge will be established. I propose that the Old Town Gyrotory – Alternative Scheme (in Drawing JC0820-203B) will calm the traffic, close West Quay Road from the south of Barbers Piles to the Old Poole Bridge - West Street will be two way. It will mean that the area would gain the streets for people, pedestrians both young and old, and cyclists for short journeys from Hamworthy to Poole Town Centre and Poole Quay. It would be a peaceful green area.</p>	
17	Highways Agency (Meaghann Downing)	<p>The document makes reference to issues of congestion already being suffered throughout the highway network. The Agency would like to see specific reference in this section to the fact (supported by the Inspector in his report following the Examination in Public) that the A31 is at capacity and will be unable to accommodate additional traffic without improvements being made (Inspector’s Report para 4.80).</p> <p>The transport section sets out the Borough’s approach of allocating contributions from development to meet 50% of the forecast total of each identified project. However the A31 is specifically excluded from this process. This is of concern, because the Agency is unable to secure funding for improvements to the SRN that are required as a result of development. As outlined within the Memorandum of Understanding, which is a supporting document to the Multi Area Agreement, the Agency will assess developments as outlined in the</p>	<p>The Highways Agency’s point about the need to classify the A31 Strategic Road Network works as critical infrastructure is agreed. Accordingly, the submission DPD and supporting Infrastructure Delivery Plan (now called Poole’s Infrastructure Programme) incorporates amendments which make clear that the Council considers the A31 works as critical infrastructure and can benefit from CIL receipts in the future. This addresses the issues raised by the Highways Agency.</p>

ID	Consultee	Comment	BoP Response
		agreed protocol. This protocol has been established on the basis that the A31 dualling would come forward within the period to 2026. By excluding any necessary projects on the A31 from CIL contributions, there is a risk that the dualling will not be deliverable and that the protocol will no longer therefore be applicable.	
20	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	The development of the Former Poole Power Station site has already made a substantial contribution towards the transport infrastructure in the vicinity of the site and this needs to be reflected within the document.	Noted.
30	Dorset County Council (Mr Graham Clarke)	<p>Thank you for consulting the County Council on the above documents, which have been considered by the relevant officers. We do not wish to make any formal representations relating to the soundness of the documents, but there are a number of points which we would like to draw to your attention, in respect of which we feel some amendments and deletions would improve the robustness of the proposals, and avoid possible challenges at examination:</p> <p>1. Transportation</p> <p>1.1 We are generally supportive of the content of this document and have identified no serious cross-boundary conflicts. We are very pleased to see that due weight is given to the importance of sustainable transport in improving quality of life, promoting healthy lifestyles, improving the quality of local environment and reducing carbon emissions.</p> <p>1.2 There are, however, a number of inconsistencies between this DPD and the terminology, policies and timescales contained within LTP3 which should be resolved before the plan is adopted. These inconsistencies may have arisen because the documents were produced in parallel, during which time the policy landscape underwent considerable change.</p> <p>1.3 LTP3 has now been adopted and the following should be noted:</p>	These comments relate to the Site Specific Allocations and Development Management policies DPD.

ID	Consultee	Comment	BoP Response
		<ul style="list-style-type: none"> ▪ The terms Bus Showcase Corridors and Urban Renewal Corridors are no longer in use and have been replaced by Quality Bus Corridors and Prime Transport Corridors or Sustainable Transport Corridors respectively. • References to the emerging status of LTP3 should be replaced by “adopted”. ▪ The phrase “demand management” (paragraphs 6.9-6.12) has caused some sensitivity at the consultation stage, and so care will be needed to ensure consistency with the wording in the final LTP . ▪ The policy document “Delivering a Sustainable Transport System” (6.12) no longer has the backing of Government, and references to it have been removed from the LTP . <p>1.4 Tables 6.3, 6.4 and 6.5 are contained neither within LTP3 itself nor within the Implementation Plan. Indeed they are quite contentious. There is debate about whether Cost Benefit Analysis (CBA) takes into account the wider economic, social and environmental benefits of sustainable transport interventions. As the tables stand, they convey the message that road schemes and junction improvements are better value than Sustainable Transport or Smarter Choices interventions. This contradicts the central thrust of LTP3. Therefore we suggest that the Cost Benefit columns be removed entirely.</p> <p>1.5 The list of schemes and their timescales need to be made consistent with adopted LTP3. For example Table 6.4 states that Phase 2 Major Scheme bids are Medium term measures when in fact they have been deferred until after 2026. In Policy DM 8, there is also a need to ensure that the named schemes accord with the final LTP3/SEDMMTS programme.</p>	

ID	Consultee	Comment	BoP Response
		<p>1.6 With regard to specific schemes, we have some residual concerns over access to the Port and the Regeneration Area and about potential traffic impacts on the B3068 through Upton. It is to be hoped that the Poole Bridges Regeneration Initiative (PBRI) will lead to a reduction in through HGV movements on this route, and we look forward to working with BoP to ensure the installation of appropriate signage and Automatic Number Plate Recognition (ANPR) cameras to enforce the appropriate HGV route along Holes Bay Road. We therefore suggest that this DPD acknowledge these concerns and mitigation measures. 1.7 We are pleased to note the intention to safeguard the Port Rail Link and the Rail Freight facilities at Hamworthy.</p> <p>2. Infrastructure/CIL</p> <p>2.1 There is an inconsistency between the various site allocations in that some of the sites are described as having no infrastructure implications, whereas in other cases quite detailed infrastructure requirements are set out. It will be important to make clear that the Community Infrastructure Levy (CIL) will be expected to be charged and to distinguish between CIL and additional site-specific infrastructure requirements which might be required over and above CIL. Otherwise there is a risk that the Local Planning Authority could prejudice its ability to secure CIL for cumulative impacts. If certain sites are not expected to contribute to CIL, this should be stated and justified.</p> <p>2.2 References to Draft LTP3 (such as contained in the description of Land at Sembcorp Bournemouth Water Ltd., Water Treatment Works, Francis Avenue) should be amended to adopted LPT3. There are apparent inconsistencies in the requirement for a travel plan between different sites; for example, between SSA4 and SSA5. There is also an inconsistency in that CIL is only mentioned in relation to Former East Quay Depot and Quay Thistle Hotel.</p>	

ID	Consultee	Comment	BoP Response
33	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	The Plan uncritically assumes future economic growth (see response to Q1) and compounds this by extrapolating past association between economic activity and transport forwards. It totally ignores the thinking and evidence which underpins the Poole Partnership's 'Green Knowledge Economy' approach. Mass transport currently depends on fossil fuels, of dwindling availability. Renewable alternatives at equivalent scale, portability, and cost are not available now, and for the foreseeable future. Road traffic levels in Great Britain peaked in 2005, (National Travel Survey) while air passenger traffic at Hurn Airport peaked in 2007, (1,083,000) falling to 750,000 in 2010 (UKCAA). If infrastructure was provided to the extent envisaged, it would represent a waste of public money because it would not be used.	Noted.
44	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>Generally Agree.</p> <p>It is undoubtedly a fact of life that the transport corridors are overloaded and have been for many years. It seems a typical English trend to talk endlessly about the problems, but only take action when time has run out or perhaps monumental tragedy has occurred. Action is needed now before the process of the central town area expansion actually occurs. The private motorcar is here to stay in spite of rising fuel costs, pollution, L.A. restrictions and the advantages of cycling and walking everywhere. Changes are taking place to produce greener friendly vehicles but the ongoing need for independence forces the need to own a car essential. It is considered that this must be accepted and built into the equation of the developments expected.</p>	Noted.
57	Borough of Poole (Transportation, Mrs Helen Jackson)	p.6 para 2.5 -2.6 - Costs - this should be updated with South East Dorset Transport Study (SEDTS) data which will be more up-to-date in terms of estimated transport project costs.	The transport section has been updated accordingly, including estimated project costs.
58	Borough of Poole (Transportation, Mrs Helen Jackson)	p.7 Sources of Funding Update with SEDTCS, and potential funding sources through the Local Sustainable Transport Fund (LSTF), and Regional Growth Fund (RGF).	The transport section has been updated accordingly, including estimated project costs

ID	Consultee	Comment	BoP Response
Question 3 - Do you have any comments to make on the Education section of the Poole Infrastructure Delivery Plan?			
(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Education Infrastructure)			
21	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	Noted subject to the main point expressed earlier.	Noted.
34	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	<p>In childhood, at least one hour daily should involve physical activity or moderate intensity (Healthy weight, healthy lives DH 2008). The journey to school is a crucially important exercise opportunity.</p> <p>The draft plan refers to the risks involved if new Free Schools are created, but omits reference to the fact that they will inevitably involve longer, and hence more motorised journeys. For the reasons given above, these will become increasingly unaffordable, threatening the viability of such establishments from the outset. The Plan makes no mention of selective education, which also involves longer home to school journeys. A resilient, sustainable plan for schools which promotes active lifestyles must minimise journey length, and make the nearest school the most fit for purpose.</p>	Noted.
45	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>Generally agree.</p> <p>With the expansion in population in the centre of the town the increased need for primary school places will put pressure on the existing provision of schools. This will be followed by secondary education expansion for new places. In 3.5 it will be interesting how the Government will deliver the new proposals and whether it will cause further problems for the Borough for solving the proposed needs.</p>	Noted.

ID	Consultee	Comment	BoP Response
Question 4 - Do you have any comments to make on the Green Infrastructure & Recreation section of the Poole Infrastructure Delivery Plan?			
(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Green Infrastructure & Recreation)			
4	Woodland Trust (Mr Justin Milward)	<p>We would like to see this section include a reference to the importance of new native woodland creation for green infrastructure. The Woodland Trust believes that woodland creation is especially important because of the unique ability of woodland to deliver across a wide range of benefits – see our publication Woodland Creation – why it matters (http://www.woodlandtrust.org.uk/en/about-us/publications/Pages/ours.aspx). These include for both landscape and biodiversity (helping habitats become more robust to adapt to climate change, buffering and extending fragmented ancient woodland), for quality of life and climate change (amenity & recreation, public health, flood amelioration, urban cooling) and for the local economy (timber and woodfuel markets). The Government launched The Big Tree Plant in December 2010. The Big Tree Plant is a campaign to encourage people and communities to plant more trees in England's towns, cities and neighbourhoods. The Big Tree Plant website* states that: „Trees can make a street come to life, by attracting wildlife, changing colours throughout the seasons, and creating shade and shelter.</p> <p>They shield houses from traffic noise, can help save energy, and reduce the risk of flooding. ' The website goes on to say „There is evidence that trees in cities can also help fight the effects of air pollution and climate change.' (*http://thebigtreeplant.direct.gov.uk/whytreesmatter.html) In a letter to all Local Authorities calling for support for The Big Tree Plant, the Environment Minister Caroline Spelman has extolled the many virtues of trees: „Trees offer so many benefits to our citizens. They capture carbon and hold soils together, prevent flooding and help control our climate. They also add immeasurably to our quality of life</p>	Noted.

ID	Consultee	Comment	BoP Response
		<p>by making areas more attractive and healthier places to live. In recent years the number of trees being planted annually across the country has declined, and could decrease further, unless action is taken to reverse this trend' (letter to all Local Authorities, 12th November 2010).The huge number of benefits and services that trees provide for peoples' well being is outlined in detail in guidance produced by the Trees and Design Action Group - „No Trees, No Future' (Trees and Design Action Group, 2010): „There is a growing body of evidence that trees in urban areas bring a wide range of benefits..... Social benefits of urban trees:</p> <ul style="list-style-type: none"> ▪ Trees help create a sense of place and local identity. ▪ They benefit communities by increasing pride in the local area. They create focal points and landmarks. ▪ They have a positive impact on people's physical and mental health. They have a positive impact on crime reduction'. <p>The recent Public Health white paper (Healthy Lives, Healthy People; Nov 2010) states that: "Access to green spaces is associated with better mental and physical health across socioeconomic groups." and that "Defra will lead a national campaign to increase tree planting throughout England, particularly in areas where tree cover would help to improve residents' quality of life and reduce the negative effects of deprivation, including health inequalities." The Case for Trees: Forestry Commission (2010) sets out „The multiple value of trees for people and places – increasing greenspace and tree numbers is likely to remain one of the most effective tools for making urban areas more convivial', and lists those benefits (on p.10) as – - Climate change contributions - Environment advantages - Economic dividends - Social benefits. We would therefore like to see the role of native woodland in delivering a wide range of benefits for green infrastructure reflected in this Infrastructure Delivery Plan.</p>	

ID	Consultee	Comment	BoP Response
7	Neptune Consulting Limited (c/o Terrence O'Rourke, Lindsay Thompson)	<p>Nature conservation contributions</p> <p>We understand that necessary contributions need to be made towards the Poole Harbour SPA in order to mitigate the impact of development, as set out within section 10 of the IDP. However, we feel clarification needs to be added to avoid the double counting of contributions towards nature conservation. Paragraph 4.8 of the IDP and the adopted Dorset Heathlands Interim Planning Framework 2010-2011 also require contributions to be made from any residential development up to 5 kilometers from protected heathland in Dorset. This is a separate contribution to that for recreation. However, as it is classed as „Nature Conservation Contribution’ in a Section 106 agreement and we therefore feel that it falls under the same category as the Poole Harbour SPA. Further clarification is needed to avoid a circumstance where developers are paying twice to improve or provide alternative areas for recreation. We suggest the insertion of an additional paragraph, under the heading of Funding (paragraph 10.6) to clarify this point.</p> <p>CIL regulations</p> <p>Paragraph 10.1 of the IDP raises the issues of the energy inefficiency of existing building stock. It states that: “One way in which Council’s can seek to address inefficient building stock is to develop planning contributions schemes for setting up a „low carbon off-set fund’....The outstanding “balance” of carbon will be saved off site by improving existing homes in the area, funded in part by development contribution. ” Paragraph 4 of the Community Infrastructure Levy (2008) states that: “the Government believes that CIL should be used to fund the infrastructure needs of development contemplated by the development plan for the area, not to remedy existing deficiencies”. It is therefore inappropriate for CIL/ developer contributions to be used in this way; development contributions should be used to mitigate the impact of the development and not sorting out existing</p>	Point about carbon off-setting agreed and deleted. Other points noted.

ID	Consultee	Comment	BoP Response
		problems. We suggest that the Renewable Energy/Low Carbon section of the report is deleted.	
10	Natural England (Mr Nick Squirrell)	Natural England supports the statement made in paragraph 4.8 regarding the Dorset Heathlands SPA (See comments above on inclusion of relevant SAC and Ramsar).	Noted.
13	RSPB South West Region (Mr Renny Henderson)	Yes. RSPB comments We support the statement made in paragraph 4.8 regarding the Dorset Heathlands SPA.	Noted.
22	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	Noted subject to the main point expressed earlier	Noted.
35	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	In health terms, unfettered use of private motor cars is a major contributor to obesity, community severance, chronic illness, poor air quality and violence against the person. The excessive distances travelled place green infrastructure under intolerable strain, and have encouraged scattered development which for many people prevents them meeting their daily needs within walking distance of home. In this respect, Poole residents are more deprived than many so-called 'under-developed' countries. Cars in such quantity, whether as currently propelled, or by any scaleable alternative fuel source , are a real present and major threat to human health (WHO). Addressing the issue of green infrastructure without regard for excessive car use, and the real barriers created by multi-lane highways, is a classic example of ignoring the "elephant in the room". The draft plan rightly identifies that certain parts of the Borough have poor access to good quality green space. Our chances of falling ill vary in proportion to our exposure to a threat to health, and the duration of that exposure. Genetically we are virtually identical to our hunter-gatherer ancestors from the savannah. Like them, we need daily, sustained exposure to natural environment, in order to stay fit and well. It is the proximity of such space to home, which matters more than its extent and quality. The draft Plan is right to identify the need for allotments, but fails to recognise the scale at which such provision is required. In the	Noted.

ID	Consultee	Comment	BoP Response
		past, the tendency has been to provide allotments on land which is between permanent use. In future, the need for locally produced food will be so great as to require the best land to be secured for such provision. it would be a good use of redundant road space (see q.2)	
46	Poole Old Town Conservation Group (Mr Ian J Jessop)	Generally agree	Noted.
<p>Question 5 - Do you have any comments to make on the Flood Mitigation section of the Poole Infrastructure Delivery Plan?</p> <p>(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Flood Mitigation)</p>			
5	Woodland Trust (Mr Justin Milward)	<p>Question 5 – Flood Mitigation The Woodland Trust believes that trees and woodlands can deliver a major contribution to resolving a range of water management issues. They offer opportunities to make positive water use change whilst also contributing to other objectives, such as biodiversity, timber & green infrastructure - see the Woodland Trust publication Woodland actions for biodiversity and their role in water management (pdf) http://www.woodlandtrust.org.uk/en/about-us/publications/Pages/ours.aspx.</p> <p>Water management – Throughout the UK winter is predicted to be wetter and summers drier and there is also a predicted increase in the frequency of very heavy rainfall. Trees can reduce the likelihood of surface water flooding, when rain water overwhelms the local drainage system, by regulating the rate at which rainfall reaches the ground and contributes to run off. Slowing the flow increases the possibility of infiltration and the ability of engineered drains to take away any excess water. This is particularly the case with large crowned trees. Research by the University of Manchester has shown that increasing tree cover in urban areas by 10 % reduces surface water run-off by almost 6%. (Using green infrastructure to alleviate flood risk, Sustainable Cities - www.sustainablecities.org.uk/water/surface-water/using-gi/) Local</p>	Noted.

ID	Consultee	Comment	BoP Response
		<p>Authorities should steer risk management towards developing green infrastructure, increasing tree cover and investment in the management of trees. Woodland can help adaptation strategies cope with the high profile threats to water quality and volume resulting from climate change. The Forestry Commission’s publication, The Case for Trees in development and the urban environment (Forestry Commission, July 2010), explains how: „the capacity of trees to attenuate water flow reduces the impact of heavy rain and floods and can improve the effectiveness of Sustainable Urban Drainage Systems’.</p> <p>The South West Forestry Framework Implementation Plan 2009-2012 (Forestry Commission, 2009) contains two key actions – “2.4: Undertake pilot projects using new planting or woodland management to manage river flows and contribute to Water Framework Directive objectives” and “2.5: Develop projects to demonstrate and monitor benefits of riparian planting in reducing river temperatures”. We would therefore like to see new native woodland creation recognised as a key water risk management tool in this Infrastructure Delivery Plan.</p>	
11	Natural England (Mr Nick Squirrell)	The environmental context for flood mitigation works should be highlighted within the „Issues and future needs’ section with respect to impacts on Poole Harbour SPA (See comments above on inclusion of relevant Ramsar). We suggest a new bullet point is required after paragraph 5.3. Although there is a section on Poole Harbour from page 19 the environmental context should be detailed at this point in the document.	Amendments made to the IDP (now called Poole’s Infrastructure Programme) reflect this point.
14	RSPB South West Region (Mr Renny Henderson)	Yes. The environmental context for flood mitigation works should be highlighted within the „Issues and future needs’ section with respect to Poole Harbour SPA. We suggest a new section after paragraph 5.3. Although there is a section on Poole Harbour from page 19 the environmental context needs highlighting here.	Amendments made to the IDP (now called Poole’s Infrastructure Programme) reflect this point.
23	Gallagher Estates Ltd & Land Improvement	Whilst a financial contribution may be appropriate in certain circumstances, the redevelopment of the Former Power Station site	Noted.

ID	Consultee	Comment	BoP Response
	Holdings (c/o Savills, Richard Shaw)	will include significant on-site flood defence measures which should be considered acceptable as the development's contribution to flood mitigation. Discussions with Officers have accepted this point. This should therefore be reflected within the Delivery Plan.	
36	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	Rising sea-levels and more extreme weather events are inevitable in the period covered by the draft Plan. That there are no appropriate Flood Mitigation defences for Poole, either built now, or even planned, is to take a calculated risk for which the local population may pay dearly.	A detailed Flood Risk Management Strategy has been prepared in support of the Delivering Poole's Infrastructure DPD, which will delivered in part through CIL finance in the future.
47	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>Generally Agree</p> <p>With all new sites to be developed there is now a requirement to protect against the predicted levels that are likely occur in the next 100 years. When these sites have been protected there could be a further risk to adjacent unprotected areas likely to suffer due to the speed of rising and receding flows of flood waters being diverted and channelled around the new protected sites.</p>	Noted
<p>Question 6 - Do you have any comments to make on the Town and Local Centre Public Realm Enhancement section of the Poole Infrastructure Delivery Plan?</p> <p>(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Town and Local Centre Public Realm Enhancements)</p>			
6	Neptune Consulting Limited (c/o Terrence O'Rourke, Lindsay Thompson)	<p>Public Realm Contributions</p> <p>Paragraph 6.5 of the document states that <i>"it is considered reasonable to seek a standard contribution from most new development to be considered as part of a CIL charging scheme (or its successor) to be directed toward improving Poole's public realm"</i>.</p> <p>This paragraph needs to recognise that regeneration areas often include the delivery of significant new areas of high quality public realm as part of the redevelopment of these sites.</p>	<p>Para 6.5 is amended in the submission version of the Infrastructure Delivery Plan (now called Poole's Infrastructure Programme) to:</p> <p><i>...the Council will continue to explore these funding opportunities and will consider using CIL revenues for delivery of identified schemes that are not</i></p>

ID	Consultee	Comment	BoP Response
		<p>For example, the regeneration scheme at West Quay Road is providing a major new promenade along the extent of its quayside, creating a new place for residents and visitors to walk and enjoy.</p> <p>Such schemes should be exempt from the additional infrastructure charges due to the significant investment the scheme is making in a new pedestrian quayside for Poole. We suggest that the wording of the policy is changed to include:</p> <p><i>"where no contribution to public realm is made as part of the development proposals, it is considered reasonable to seek a standard contribution from most new development, to be considered as part of a CIL charging scheme (or its successor) to be directed towards improving Poole's public realm."</i></p>	<p><i>scheduled to be delivered through planning obligations."</i></p>
24	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	In the absence of a Public Realm Strategy SPD it is considered that this element of the Delivery Plan lacks an evidence base and therefore should not seek a contribution from developers regardless of impact, or without providing a thorough justification for doing so.	Noted.
37	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	The draft Plan misses an opportunity to make the case for small-scale commercial ventures. Small, local businesses need low-cost start up premises, and where this is assured, bring local distinctiveness, entrepreneurial opportunity and local employment	Noted.
48	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>Agreed.</p> <p>It is considered that couple with the need for Urban design of good quality to create attractive places and spaces it is also essential that, for instance, the standard of shop front designs in the High Street need to be of a higher standard to enhance the areas they serve. So often there appears to be no civic pride with the proliferation of 'A' boards and litter. Encouragement is needed to encourage and improve Civic Pride.</p>	Noted.

ID	Consultee	Comment	BoP Response
Question 7 - Do you have any comments to make on the Neighbourhood and Community Facilities section of the Poole Infrastructure Delivery Plan?			
(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Neighbourhood and Community Facilities)			
25	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	It is noted that this does not form part of the current Infrastructure Delivery Plan and therefore no comments are raised at this time.	Noted.
38	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	The draft Plan is disappointingly vague on this issue, the importance of which will grow in the future. The constraints referred to above will require everyone to source their daily needs more locally, and sufficient, well-located community infrastructure is essential to this process. For it to happen, it must be planned for, and sources of funds identified.	Noted.
49	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	Yes agree	Noted.
Question 8 - Do you have any comments to make on the Health Facilities section of the Poole Infrastructure Delivery Plan?			
(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Health Facilities).			
26	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	The suggestion that large developments may be required to provide health facilities is unsubstantiated. The Council have already identified a potential site for healthcare and medical facilities within the Site Allocations DPD and therefore to suggest that the Council may require further facilities on a site by site basis is without justification.	Noted.
39	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	There is an artificial distinction with section 4. Open space, green infrastructure and clean accessible beaches are vital health facilities. What is written in this section has been rendered out of date by the government white paper, Liberating the NHS (2010). Primary Care Trusts are being combined in clusters, but only as a preparatory step to their abolition. Health care for Poole will be commissioned by one	Noted.

ID	Consultee	Comment	BoP Response
		or more GP consortia, from an increasingly diverse collection of providers. What is certain is that the provision of care will move away from institutions towards home.	
50	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	Yes agree	Noted.
<p>Question 9 - Do you have any comments to make on the Utilities Provision section of the Poole Infrastructure Delivery Plan?</p> <p>(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Utilities Provision)</p>			
27	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	No comment except to note that adequate utilities provision exist to serve the proposed development without the requirement for contributions.	
40	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	It is curious to find no reference to the shift to renewable energy, which will undoubtedly be a major feature of the coming decades. Poole is one of the most suitable locations in the UK for solar photo voltaic and water heating. On the other hand, a major shift to biomass will bring air quality problems. The Plan should recognise these opportunities and threats, and identify measures which support the former and mitigate the latter.	Noted.
51	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>Generally agree.</p> <p>With the proposed increase to 10,000 dwellings in the Borough and in that number 4,000 in the Town Centre it is obvious that the existing sewers, many of which are very old, will be expected to carry excess capacity. In the periods of heavy rainfall it is understood that the Hamworthy outfall has discharged raw sewage into the harbour. It is trusted that the investments for the five year plan will be adequate to deal with these problems.</p>	Noted.

ID	Consultee	Comment	BoP Response
56	National Grid (c/o Entec, Damien Holdstock)	<p>Entec are reviewing and responding to planning policy documents on behalf of National Grid, and were recently consulted on a number of Poole Borough Council's DPDs including the IDP . Having reviewed the documents, we do not feel it necessary to respond formally to the consultations, however request clarification on the below section of the IDP:</p> <p>Electricity and Gas</p> <p>9.0 National Grid operates the national electricity & gas transmission network across Great Britain. The existing networks are considered to be able to cope with the additional strategic demands created by the quantum of development agreed in the adopted Core Strategy. Accordingly, there is no evidence that requires the Borough to consider any form of electricity/gas tariff to be applied to new development.</p> <p>In terms of the electricity and gas transmission networks, this information is correct. However, it's unclear whether the relevant distribution companies in the area have been consulted. The electricity distribution company in the area is Scottish and Southern Energy, and the gas distribution company is Southern Gas Networks. It will be these suppliers who should be contacted for further information regarding constraints and opportunities that the distribution networks may have on specific sites and growth in the area, and not the transmission network which operates at a much more strategic level.</p>	Noted.
<p>Question 10 - Do you have any comments to make on the Poole Harbour SPA section of the Poole Infrastructure Delivery Plan?</p> <p>(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Poole Harbour SPA)</p>			
8	Neptune Consulting Limited (c/o Terrence O'Rourke, Lindsay)	<p>Nature conservation contributions</p> <p>We understand that necessary contributions need to be made</p>	Point about carbon off-setting agreed and deleted. Other points noted.

ID	Consultee	Comment	BoP Response
	Thompson)	<p>towards the Poole Harbour SPA in order to mitigate the impact of development, as set out within section 10 of the IDP. However, we feel clarification needs to be added to avoid the double counting of contributions towards nature conservation. Paragraph 4.8 of the IDP and the adopted Dorset Heathlands Interim Planning Framework 2010-2011 also require contributions to be made from any residential development up to 5 kilometers from protected heathland in Dorset. This is a separate contribution to that for recreation. However, as it is classed as „Nature Conservation Contribution’ in a Section 106 agreement and we therefore feel that it falls under the same category as the Poole Harbour SPA.</p> <p>Further clarification is needed to avoid a circumstance where developers are paying twice to improve or provide alternative areas for recreation. We suggest the insertion of an additional paragraph, under the heading of Funding (paragraph 10.6) to clarify this point.</p> <p>CIL regulations</p> <p>Paragraph 10.1 of the IDP raises the issues of the energy inefficiency of existing building stock. It states that: “One way in which Council’s can seek to address inefficient building stock is to develop planning contributions schemes for setting up a „low carbon off-set fund’....The outstanding “balance” of carbon will be saved off site by improving existing homes in the area, funded in part by development contribution. ” Paragraph 4 of the Community Infrastructure Levy (2008) states that: “the Government believes that CIL should be used to fund the infrastructure needs of development contemplated by the development plan for the area, not to remedy existing deficiencies”. It is therefore inappropriate for CIL/ developer contributions to be used in this way; development contributions should be used to mitigate the impact of the development and not sorting out existing problems. We suggest that the Renewable Energy/Low Carbon section of the report is deleted.</p>	

ID	Consultee	Comment	BoP Response
12	Natural England (Mr Nick Squirrell)	<p>Natural England advise the authority that European and national legislation require the mitigation of impacts arising from developments on not only SPAs but also the Special Areas for Conservation (Dorset Heaths) and as a matter of national policy the Ramsar sites (Dorset Heathlands and Poole Harbour). The DPD must acknowledge all the European and Internationally designated sites as well in a consistent manner throughout. Natural England welcomes the text set out in paragraphs 10.0 -10.2 which describe the environmental context and the general concern for the environment conveyed in this section. There are a number of inaccuracies, paragraph 10.3, Poole Harbour SPA is protected by its European classification and through national policy as an internationally important Ramsar site.</p> <p>Paragraph 10.3 and 10.4, Natural England objects to this paragraph in its current form because although it is accurate it does not reflect the current level of understanding of this issue. Whilst the existing EA permit constrains the effluent concentration it does not control the annual amount of nitrogen entering the Harbour from the STW. A recent assessment by a competent authority under the Habitats Regulations has concluded adverse effects on the integrity of the Harbour due to nitrogen inputs elsewhere in the catchment in the absence of suitable mitigation measures.</p> <p>I advise you that this objection may be resolved through a meeting and the rewording of the paragraphs to better reflect the current view that mitigation is required where additional inputs of Nitrogen are likely to enter the Harbour. In paragraph 10.6, we support the recognition that developers should be the principal funders of projects seeking to and manage and monitor the impacts of residential development on Poole Harbour SPA (See comments above on inclusion of relevant Ramsar). The portfolio of projects noted in paragraph 10.5 require prioritisation, this should be agreed between the Council, Natural England, the RSPB and other</p>	Point about consistency agreed and corrections made where necessary. Other points noted.

ID	Consultee	Comment	BoP Response
		interested parties. There may be a requirement to update the cost estimates, as these were set during 2009.	
15	RSPB South West Region (Mr Renny Henderson)	<p>RSPB comments</p> <p>We welcome the text set out in paragraphs 10.0 - 10.2 which describe the environmental context. In paragraph 10.6, we support the recognition that developers should be the principal funders of projects seeking to and manage and monitor the impacts of residential development on Poole Harbour SPA. The portfolio of projects noted in paragraph 10.5 require prioritisation, this should be agreed between the Council, Natural England, the RSPB and other interested parties. There may be a requirement to update the cost estimates, as these were set during 2009.</p>	Noted.
28	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	Any funding towards maintaining the environmental integrity of Poole Harbour SPA will require justification by demonstrating a direct impact on the SPA by the development proposed. The lists of projects listed in the schedule do not appear to be directly related to the development of the Former Poole Power Station and therefore the suggestion that these projects will be largely met by developer contributions is unreasonable insofar as this relates to the former Power Station site.	Noted.
41	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	There is an important omission from this section. Local food shortages are foreseeable during the period covered by the draft Plan. Therefore the plan should identify the sustainable use of Poole Harbour for helping meet such shortages. There are many examples of how sustainable fishing can bring economic benefits whiles operating in an environmentally sensitive areas. (overall benefits of the Environment Programme for the Periodic Review of the Water Industry: Environment Agency 2003).	Noted
52	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	Agreed in Principle	Noted.

ID	Consultee	Comment	BoP Response
Question 11 - Do you have any comments to make on the Renewable Energy/Low Carbon section of the Poole Infrastructure Delivery Plan?			
(please supply any additional evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan with regard to Renewable Energy/Low Carbon)			
9	Neptune Consulting Limited (c/o Terrence O'Rourke, Lindsay Thompson)	<p>Nature conservation contributions</p> <p>We understand that necessary contributions need to be made towards the Poole Harbour SPA in order to mitigate the impact of development, as set out within section 10 of the IDP. However, we feel clarification needs to be added to avoid the double counting of contributions towards nature conservation. Paragraph 4.8 of the IDP and the adopted Dorset Heathlands Interim Planning Framework 2010-2011 also require contributions to be made from any residential development up to 5 kilometers from protected heathland in Dorset. This is a separate contribution to that for recreation.</p> <p>However, as it is classed as „Nature Conservation Contribution’ in a Section 106 agreement and we therefore feel that it falls under the same category as the Poole Harbour SPA. Further clarification is needed to avoid a circumstance where developers are paying twice to improve or provide alternative areas for recreation.</p> <p>We suggest the insertion of an additional paragraph, under the heading of Funding (paragraph 10.6) to clarify this point. CIL regulations Paragraph 10.1 of the IDP raises the issues of the energy inefficiency of existing building stock. It states that:</p> <p><i>“One way in which Council’s can seek to address inefficient building stock is to develop planning contributions schemes for setting up a „low carbon off-set fund’....</i></p> <p>The outstanding “balance” of carbon will be saved off site by improving existing homes in the area, funded in part by development</p>	Point about carbon off-setting agreed and deleted.

ID	Consultee	Comment	BoP Response
		<p>contribution.”</p> <p>Paragraph 4 of the Community Infrastructure Levy (2008) states that: <i>“the Government believes that CIL should be used to fund the infrastructure needs of development contemplated by the development plan for the area, not to remedy existing deficiencies”.</i></p> <p>It is therefore inappropriate for CIL/ developer contributions to be used in this way; development contributions should be used to mitigate the impact of the development and not sorting out existing problems. We suggest that the Renewable Energy/Low Carbon section of the report is deleted.</p>	
29	Gallagher Estates Ltd & Land Improvement Holdings (c/o Savills, Richard Shaw)	The suggestion that developers will contribute towards improving existing homes in the area is unsound and unjustified and as the Council openly states, viability testing has yet to be carried out. Consequently, this is considered to be premature and unreasonable such that it fails to meet the tests of the CIL Regulations and Circular 05/2005.	Point about carbon off-setting agreed and deleted.
42	Bournemouth and Poole Primary Care Trust (Mr Adrian Dawson)	For a section which purports to address a fundamental challenge for the future, this is disappointingly low on content. It consists solely of a proposal to allow building developers to avoid part of their obligations to make new buildings zero-carbon by 2016. A thorough approach to this issue should cover, as a minimum: - A prediction of the energy 'gap' to be faced across Poole by the need to cut carbon emissions faster than renewable energy sources can be provided at current energy usage levels. - An estimate using methodology such as Socolow's 'wedges', (2004) of how this gap will be filled, recognising that cutting energy use must be the largest such 'wedge'. - An extrapolation from that calculation, of the implications for local infrastructure, under the following headings: - Resource and waste minimisation - Localisation of sourcing of daily needs - Wind energy Solar energy (pv and solar water) Biofuel Implications for energy grids Maximising insulation and making all buildings zero carbon in use, and net energy producers.	Noted.

ID	Consultee	Comment	BoP Response
53	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>Agreed.</p> <p>In addition there are, and no doubt will be in the future, Government schemes to assist house owners to upgrade the insulation and air tightness of their dwellings. This assistance also applies to the energy suppliers of gas and electricity. All new homes are now required under current Building Regulations to comply with these requirements. The systematic upgrading of these Statutory Regulations is a normal ongoing process. With the size of the existing housing stock in the Old Town there is a need for the L.A. to encourage incentives to upgrade these properties by owners and also landlords.</p> <p>This is a process by which the L.A. through its Planning and Building Control Departments could take a proactive role in advising and guiding the improvement advantages of upgrading the building stock generally. This will have a knock on effect of reducing energy requirements and lower carbon emissions.</p>	Noted.
<p>Question 12 - Do you have any comments to make on the Poole Infrastructure Delivery Plan - Schedule of Projects?</p> <p>(please supply any additional projects, evidence or information you consider needs to be reflected in the Poole Infrastructure Delivery Plan Schedule of Projects)</p>			
18	Highways Agency (Meghann Downing)	<p>The Agency notes from the Delivering Poole's Infrastructure pre-submission document that the definition of critical infrastructure is: projects „which are critical to support growth. Such projects will comprise inter alia Strategic Transport, Education, Green Infrastructure, Built Recreation Facilities, Health Care and Utilities provision. ' Key infrastructure is defined as: projects „which assist in the delivery of growth to create attractive and sustainable communities. Such projects will include inter alia enhancement to the</p>	<p>The Highways Agency's point about the need to classify the A31 Strategic Road Network works as critical infrastructure is agreed. Accordingly, the submission DPD and supporting Infrastructure Delivery Plan (now called Poole's Infrastructure Programme)</p>

ID	Consultee	Comment	BoP Response
		<p>public realm, community renewable energy facilities and community facilities.'</p> <p>It is of concern to the Agency that the A31 Ameysford-Merley project is identified as being of key importance, as opposed to critical. Whilst we recognise that a proportion of the Poole growth strategy may be deliverable without detrimental impact upon the SRN, no clear link has been drawn to those aspects of the growth strategy which depend upon the A31 improvements in order to be acceptable. The Examination in Public for the Core Strategy has already established the fact that the A31 is at capacity and will be unable to accommodate additional traffic without improvements being made. Therefore we would propose that further discussions take place between the Agency and the Borough to clarify which elements of the growth strategy will be dependant upon improvements to the SRN, along with implications for non delivery, and therefore jointly review the classification of the scheme.</p>	<p>incorporates amendments which make clear that the Council considers the A31 works as critical infrastructure and can benefit from CIL receipts in the future. This addresses the issues raised by the Highways Agency.</p>
54	Poole Old Town Conservation Group (Mr Ian J Jessop ARIBA)	<p>Basically agreed but with some reservations. It is noted in the Critical/Key column that the 'Critical' items show a short fall of some £71M. The Total recorded in the Cost column for Critical shows £99.36M. Some of the items under Critical show a Total as TBC. In order to pay for these shortfalls there will be a number of sources i.e. Government, BoP, Developers (CIL/s106). This of course is dependent on the quantity of Approved Planning Applications and the speed in which the contracts are undertaken. There appears to be no definition in the Schedule of Projects what 'TBC' indicates? Please clarify.</p>	Noted.
59	Borough of Poole (Mrs Helen Jackson)	<p>p. 25-31 - under "Delivery Agency" SEDTCS should be included under most of schemes listed</p>	Noted.