BOURNEMOUTH, DORSET AND POOLE

LOCAL INVESTMENT PLAN

2010 - 2026

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SHAPING DORSET'S FUTURE – OUR VISION AND AMBITION

Transition and Transformation

Dorset is a very special place. Most of its people enjoy a good and sought after quality of life, with low crime and the opportunity to enjoy a healthy lifestyle in attractive towns and villages, within an outstanding natural setting of countryside and coast.

However, this special place can also be a challenging place to live and work. Our ambition for the sub-region is about turning challenges to our advantage. By building on what is good and advantageous we can and will move Dorset forward. We want the goal of a decent home for all to be a reality. We want to achieve a step change in economic growth. We want better jobs in Dorset with better pay and in the right places. We want our towns and villages to be able to meet the needs of all, whether they are young or old, rich or poor, working or not working. We want everyone to be given the opportunity to prosper and flourish, and we mean to achieve this while protecting the precious environment which makes Dorset so special.

This needs a collective effort. Developing a clear, unified and long-term vision for the Bournemouth, Dorset and Poole sub-region is critical if the area's true economic potential is to be realised. Our Multi-Area Agreement (MAA), the first to be signed in the UK, has already raised the profile of the area. We have defined our ambitions as a single voice and now we must work together with partners to deliver the jobs, houses and places that we need to make Dorset greater.

Access and opportunity for all

The image of Dorset as being generally 'comfortably-off' is generally true, with disposable income well above the national average**.** However, average wages in Dorset are low and there is a significant minority of people in Dorset who are unable to achieve their potential or have a satisfactory quality of life because they are unable to access jobs, services and leisure opportunities. Access is limited, particularly in rural areas, for people who do not have the use of a car and where public transport is limited. Improving the availability of public and community transport is vital to improving quality of life and we have already achieved a great deal. Our forthcoming single Local Transport Plan will set out for the first time an agreed set of priorities for the whole sub-region. It will deliver safe, accessible and reliable transport and ensure that people are not prevented from accessing work, education or support or leisure services. Key strategic outcomes for public transport will rely on increasing the density of our residential areas to provide the scale of demand required for public transport services to expand. By building more houses along our key public transport routes and in accessible locations within our towns we can provide more effective services which more closely meet people's access needs.

However, access is not all about effective public transport. People do not need to travel if jobs and services are available locally. Through spatial planning policy we will increase demand for local services by building more houses in the right places where there are attractive alternatives to the private car to access key services. This will also sustain our businesses and increase the talent pool available for economic growth.

We recognise that not all communities can sustain the same level of facilities. It is appropriate that urban and rural areas offer different levels of service. Nevertheless, there are opportunities to reduce the need to travel. If higher-level centres like Bournemouth and Poole continue to improve their specialist offer, that would reduce the need for some people to make longer and more expensive journeys to Southampton, Exeter or Taunton. Similarly by making our market towns more self contained, primarily by planned urban growth, we can provide the demand to generate a wider range of more general services in those communities and reduce the number of journeys to larger centres. Urban extensions at Dorchester, Christchurch, Weymouth and Gillingham are in varying stages of planning and will deliver across the time span of the Local Investment Plan. In the same way, moderate amounts of housing in small settlements can have a disproportionately beneficial effect. Basic village services, such as shops, post offices, pubs and schools operating at the margins can be made more viable by a small increase in local housing designed to enhance self containment. Homes for people working in caring and other service industries are vital if rural areas are to flourish. Apart from addressing pressing housing need, this is why the rural affordable housing programme is so vital for Dorset.

In terms of closing the gaps of opportunity for people in our communities, decent affordable housing is a key priority for the whole of Dorset. Delivering challenging housing targets features high in each of the three Local Area Agreements and highlighted as crucial in the Audit Commission's One Place assessment for Dorset. House prices are amongst the highest in the country, whereas wages are around the South West average. The inability to afford to buy a house limits the ability of young and, increasingly, older people to live and to work in the communities where they grew up, and contributes to the well-documented out-migration of young people. Properly planned and resourced affordable housing also allows for the proper integration into our communities of vulnerable people and 'outside' groups such as gypsies and travellers, improving their life chances and opportunities. The impact of inadequate housing is particularly significant for the economy in terms of restricting labour mobility and economic activity.

The local authorities across Dorset want to do all they can to maximise the supply of affordable housing. New planning policies designed to ensure that affordable dwellings contribute over a third of all new housing built in the sub-region are already in place. Innovative new delivery mechanisms are being explored to further improve the situation, such as the creation of a local asset-backed vehicle using public sector land in Bournemouth and Community Land Trusts in West Dorset and Purbeck. Public sector land in Dorset has been made available free to bring sites forward and an economic viability tool has been developed for use in negotiations with developers.

A major challenge for the sub-region over the next 20 years is meeting the demands created by an increasingly aged population. This will change the pattern of demand for housing, leisure and services. It will also result in a structural shift in the labour supply which must be countered by intervention measures which increase the proportion of younger economically active people in Dorset. Thus there will be more demand for affordable housing, for better housing conditions and for neighbourhood renewal. It will generate new markets for goods and services and require matching skills to meet emerging economic opportunities. With local authorities providing the leadership to create attractive, affordable housing with care services available on demand, older people may be encouraged to downsize, not only releasing larger family houses onto the market but in many cases also releasing capital and increasing their disposable income. This will improve the life and health outcomes of our older people so that they can participate actively in society for longer.

Tackling Deprivation

Many parts of Dorset give the impression of affluence but this often hides areas of severe deprivation. Based on the CLG Indices of Multiple Deprivation (IMD, December 2007), Bournemouth has the most marked deprivation within Dorset, ranked 108 nationally out of 354 authorities. By way of contrast, the more affluent East Dorset is ranked 325.

The more detailed IMD data, for lower super output areas (LSOAs), reveals specific pockets of social and economic deprivation. Some thirty-three LSOAs in Dorset are classified as being amongst the most deprived nationally (in the bottom 20%). Of these, nineteen are in Bournemouth, eight are in Weymouth and Portland, four are in Poole and two in Christchurch.

Map 1: Index of Multiple Deprivation 2007

An internationally outstanding environment

Dorset's unique environment makes it internationally distinctive. We want to exploit this natural advantage by making it central to our ambition for economic growth. The Jurassic Coast between Lyme Regis and Swanage has World Heritage status. Approximately half the County is defined as an Area of Outstanding Natural Beauty. Furthermore, there are extensive designations of wildlife and habitat which are of not just national but international importance, such as the precious but fragile Lowland Heaths.

Dorset is also renowned for its towns and villages which are much sought after places to live. The historic nature and architectural heritage of our settlements and the abundance of listed buildings and ancient monuments all serve to enhance the natural beauty of the area and give our towns and villages their distinctive character. This does not ignore the fact that a historic environment is not always the most sustainable. Old properties are often poorly insulated and expensive to maintain. Much needs to be done to improve the sustainability credentials of our towns and villages.

Given this environmental advantage, we want to build a Green Knowledge economy for the 21 century, an economy that exploits the economic advantage of green technology whilst reducing the impact on and giving protection to our precious resources. Getting the balance right between economic growth and environmental protection is vital. Central to the Multi Area Agreement, the concept of Green Knowledge Economy provides a coherent focus for investment of resources and alignment of effort. This is not an idea plucked out of the blue. Dorset has a history of knowledge-based employment. Typically such jobs are in high value sectors, noted for a significant level of know-how and innovation, and are concentrated mainly in the east of the County. These jobs include, for instance, employment in the aviation industries in East Dorset, Christchurch and Poole and a significant concentration of banking, finance and business services jobs in Bournemouth and Poole.

The Green Knowledge Economy is supported by a skilled workforce and by a number of Higher and Further Education institutions. With Bournemouth University, the Arts University College at Bournemouth and three FE colleges, Bournemouth and Poole, Kingston Maurward and Weymouth, the sub-region is relatively well placed to encourage and promote innovation and technology transfer into knowledge-based industry. In addition the South West of England Regional Development Agency's (SWRDA) Innovation Strategy highlighted the potential of the sub-region as one of only two areas in the South West likely to be capable of supporting a science park.

From this background, the innovative strategy of the Green Knowledge Economy has emerged. It represents a shifting of green priorities to the centre of the economy and society. By providing a focus for the MAA and a 'unique selling point' compared to clusters of knowledge based industries elsewhere, the Green Knowledge Economy places the environment of Dorset as a key driver of economic development. It encapsulates the MAA aspiration of achieving higher levels of prosperity but in a sustainable manner. The term "green economy" refers to a variety of economic activities generated by government strategies which are directed towards tackling climate change and creating a low-carbon economy. Here this might include energy efficiency innovation for small firms; marine and coastal conservation practices and research and development; and new sustainability principles applied to transport management, urban design and rural development.

The promotion of the Green Knowledge Economy work is, therefore, a natural extension of the existing economic ambitions of the sub-region which is striving to improve the wealth of the area whilst preserving and enhancing the natural environment. This approach is also designed to ensure the local economy will be well placed to take advantage of growth opportunities as we come out of the current recession. It recognises that the environment is a *positive* factor for appropriate sustainable economic growth, not an inhibiting one, although it does restrict the options for physical development.

Growth and renewal

A strong theme of our ambition is about growth and renewal: economic growth with a low environmental impact and the renewal of industrial and commercial land assets to make them fit for our economic future.

In the past, economic growth has at times disregarded or undervalued our natural assets and developed a built infrastructure to serve its immediate needs, but which is not necessarily fit for today or the future. Employment in the traditional sectors has fallen dramatically and has been replaced by economic activity that is not tied to specific locations. We are vulnerable to world-wide competition in these sectors. Farming still dominates the rural landscape but its contribution to the economy and relevance to rural society has diminished. This has had a notable negative impact on Dorset's market towns which were historically based around satisfying the supply and demand of the farming industry. The resulting industrial heritage, such as former town breweries at Blandford and Dorchester, livestock markets, and the rope-making area of Bridport's South West Quadrant, has become less important or in some cases outright redundant. These sites can be put to alternative economic uses but need a strong vision to guide the form and type of development to one that will provide a lasting heritage.

The sea and coast help define Dorset and have played a large part in developing the economy of Dorset. Commercial ports in Poole and Weymouth were once the focus of the County's trading activity. The demand for sea freight transportation has significantly diminished but the infrastructure remains, used but underused. Portland Harbour had a prominent naval history which has now disappeared, leaving a legacy of buildings and land, such as in the former Naval Airstation accommodation blocks and at Osprey Quay which are being successfully reused. Such traditional activities are no longer able to support the local economy but they have left a distinctive industrial and commercial heritage which needs to change to support our economic future.

Transforming places

The historical heritage and quality of architecture and design within our towns helps to provide their distinctive character. However, the built environment is not all of the same calibre. While there are some superb examples of architectural excellence, both modern and historic, much of the development of the last 70 years has tended to lack the design and build quality that we demand today.

Furthermore, the natural and statutory constraints on development mean that we must make best use of land in towns where there are attractive alternatives to the private car to achieve the principle of self-contained settlements. We should ensure that investment in the redevelopment of prominent brownfield sites in our town centres provides a boost to the local economy as well as improving the townscape. Redevelopment of the former Poole Power Station site and the Serpentine Railway Goods Yard in central Poole typify this approach.

While design has improved in recent years, our new houses still tend to be carbon-hungry. Good architectural and ergonomic design and rigorous build quality is needed for all new development. Homes which use little energy to heat and light and which have a minimal call on water and on waste will significantly reduce the cost of living and increase the amount of disposable income in communities. This may have the effect of offsetting high house prices. It could reduce the number of people living in fuel poverty, have a positive impact on their health and lead to an increase in economic activity rates. Planning policies will drive up new home standards with the requirement that all new homes are zero carbon by 2016.

We also intend to create eco-home demonstration units to encourage demand for low carbon homes from local residents. Our exemplar Dorset Eco-homes project is still on the drawing board and we recognise that it may take time to achieve. In the meantime tough negotiation will be needed on new-build sites as developers balance extra build costs against site viability until the mandatory requirement to meet Level 6 of the Code for Sustainable Homes is introduced in 2016.

In our ambition to drive up standards in new construction we must remember that additional new dwellings in any year form less that 1% of the dwelling stock. To seriously make an impact on reducing carbon we also need to improve the energy-efficiency of our existing private and social housing. This means investing widely in loft and cavity wall insulation programmes in Dorset and aspiring to the Government's ambition to have installed these measures for every home in the Dorset sub-region by 2015 where it is practical to do so. Within Dorset's housing stock around 22% of homes have solid walls and it will be important to also develop cost effective ways to target these more 'hard to treat' properties. There is also huge potential to maximise micro-renewable energy generation from technologies such as solar photovoltaics, solar thermal and biomass, particularly in light of the Feed in Tariffs for both electricity and heat.

Bournemouth and Poole are already recognised as amongst the best in the UK for home energy conservation. We want to make their approach wide-spread. Not only will this have tremendous advantages for our residents but it will create a huge local market for our businesses to exploit, helping to drive economic growth. The sub-region has recently been identified as one of nine local authority areas in England to be included in the Local Carbon Framework pilot.

It is not just residential areas that grew rapidly to meet the demand of post-war affluence, but also retail and commercial centres. While there are some superb centres providing good quality shopping in a first class environment, there are others in both central and out of town locations, which were designed to meet the needs of yesterday, not today or tomorrow. Our town centres are vital to how our communities are perceived. They are literally the shop-front of the sub-region. At present, many are not fulfilling all their potential or keeping up with market trends. We are providing leadership and vision to achieve a transformation of our retail areas, encouraging investment in our town centres to deliver services that are accessible to all by sustainable means of transport.

REGIONAL STRATEGIC CONTEXT

The Local Investment Plan is rooted in the wider regional context.

The Integrated Regional Strategy

The Integrated Regional Strategy (IRS), **Just Connect!** forms the over-arching focus for regional policy and delivery. It endorses the long-term vision for the South West expressed in the Regional Sustainable Development Framework.

The Local Investment Plan reflects the key challenges identified in the IRS, including:

- The effects of climate change, the most serious global issue, which is already affecting the Region
- Housing affordability resulting from high demand and relatively low wages
- Relatively high employment rates but low productivity
- Wide geographical variations in overall economic performance
- Loss to other parts of the Country of young people and university graduates, partly because of relatively poor career prospects
- Inadequate transport infrastructure and increased traffic congestion

Regional Spatial Strategy

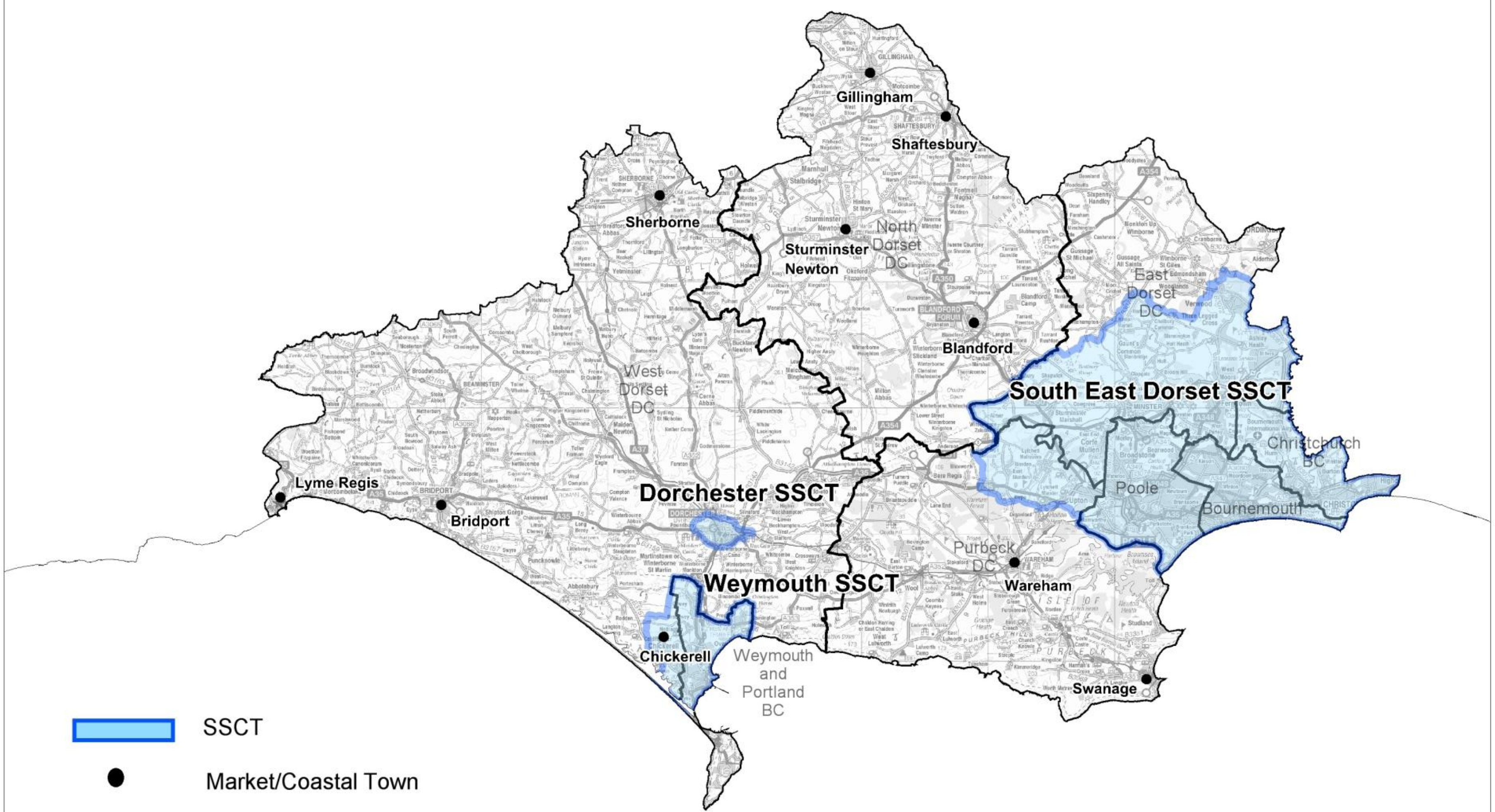
The Regional Spatial Strategy (RSS) gives spatial expression to the vision of the IRS. It addresses several key challenges, such as population growth, climate change, housing affordability, low productivity and loss of young people. The strategy is underpinned by the principle of sustainable development.

The RSS provides the spatial framework for this Local Investment Plan, steering investment and growth in the most sustainable way. The bulk of new investment will be provided at Strategically Significant Cities and Towns (SSCTs). In this sub-region we are therefore focusing growth and investment at the South East Dorset SSCT, comprising the conurbation of Bournemouth, Poole and Christchurch, and its hinterland. Further west in the County, growth and investment will be focused at the Dorchester and Weymouth SSCTs.

The RSS also makes provision for market and coastal towns to play an important role in accommodating growth, as will smaller towns and villages in meeting identified local needs. The Local Investment Plan reflects the need for these settlements to prosper and grow through new employment and housing. In the countryside development will be much more restricted and focussed on affordable housing through allocations and releasing sites under the "rural exception policy". Such development in the villages should support their roles as local hubs for community facilities and services, including public transport.

The draft RSS proposes that 66,200 new dwellings should be built in the Bournemouth, Dorset and Poole sub-region from 2006 to 2026. Significantly, it also sets the target that at least 35% of all housing in the South West should be affordable. This implies a numerical target for the Dorset sub-region of more than 23,000 new affordable dwellings by 2026, or nearly 1,160 every year.

HCA Single Conversation Key Areas for Investment



Regional Economic Strategy

The Regional Economic Strategy (RES) sets out an ambitious picture for a future growing economy. Key themes are picked up within our Local Investment Plan. Importantly, the RES statement of intent that economic growth must be secured within environmental limits, emphasizing the commitment to sustainable business practises, aligns with our strategy of developing a Green Knowledge economy.

Similarly the RES strategic objective of promoting strong and inclusive communities and of addressing the need for more housing and more affordable housing in the region is central to our own ambitions.

Regional Housing Strategy

The Regional Housing Strategy (RHS) identifies key issues of particular relevance to Dorset and our Local Investment Plan:

- High and on-going housing demand, particularly from in-migration, which drives up prices
- An ageing demographic profile, which is already highest of all regions and set to increase further
- Severe market access difficulties to owner occupation, particularly for first time buyers and in the more rural areas
- A shortage of affordable housing, particularly in rural areas
- A diminished stock of established social housing, exacerbated by a high level of sales under right-to-buy
- High levels of homelessness and use of temporary accommodation.

The RHS supports the aims of the RSS to improve the balance of housing markets and recognises that this is likely to mean an increase in overall housing provision across the Region and greater concentrations of development in identified sustainable cities, towns and rural settlements. However, the RHS does not direct investment: this is taken forward in the funding priorities of the Regional Housing Body (RHB) which, in turn, gives a steer to the HCA in deciding where to make allocations.

Regional Transport Strategy

The overall aim of the Regional Transport Strategy (RTS) is to ensure that land-use planning and transport planning are fully integrated in order to steer new development to more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport.

The Strategy aims to demonstrate the relationship between transport and land use. In particular, it recognises the wider spatial issues relating to social inclusion and environmental quality which influence and relate to personal mobility, access to employment opportunities as well as health and safety.

The RTS has five key objectives

1. To support the spatial strategy of RPG 10 and to service existing and new development efficiently and in an integrated fashion;
2. To reduce the impact of transport on the environment by:

- Reducing the need to travel, encouraging travel by more sustainable means (especially by walking and cycling).
- Locating development at accessible locations, particularly by public transport;
- Achieving environmental improvements by directing investment to those locations where infrastructure is required to offset the damaging effects arising from the impact of traffic and transport.

3. To secure improved accessibility to work, shopping, leisure and services by public transport, walking and cycling;
4. To create a modern, efficient and integrated transport system that will meet the demands of a dynamic regional economy, help overcome regional peripherality and meet all travel needs;.
5. To ensure the safe use of the regional transport network and its associated facilities.

Regional Funding Advice

In July 2008, the Government published indicative regional funding allocations for transport, housing and economic development to 2019 and invited regions to demonstrate how the planned investments will contribute to the national priority of sustainable economic development. The context changed dramatically from the time at which the process was launched with the current economic uncertainty. The overall approach of the **South West Regional Funding Advice 2009–2019** is to manage the current economic recession; planning for recovery is focused on building resilience at every level of the region's economy. Against this background, the region is committed to planning and making provision for growth in the long term and has taken as a starting point the current regional strategic framework – principally the Regional Economic Strategy (RES) and the Regional Spatial Strategy (RSS).

The overarching objective of the Advice is **'to support sustainable prosperity and improved quality of life in the South West'.** To achieve this, the region will focus investment around the following three high level outcomes:

- **Productivity–led economic growth** – where people's skills, innovation and creativity are fully used within a resilient and adaptable economy.
- **A low carbon and resource–efficient region** – making an ever more efficient and productive use of limited natural resources.
- **Successful places and sustainable communities** – making communities more sustainable within well designed and managed places, where jobs and homes are accessible by all and the most disadvantaged are given the opportunity for a better way of life and creating places where the right infrastructure is provided to enable business to thrive and to connect with their suppliers and markets.

Regional Infrastructure Fund

A key element of the Regional Funding Allocation is the Regional Infrastructure Fund (RIF), administered by the South West Regional Development Agency. The RIF is targeted at the region's growth areas and there are criteria that define the strategic nature and scale of the infrastructure schemes that it will support. The

RIF provides forward funding for developer contributions to essential pieces of infrastructure required to unlock growth, bring forward delivery and make growth more sustainable. Infrastructure schemes that RIF can forward fund will therefore be planning obligations upon future or current development where provision is required before new development can start or proceed past a particular scale.

To be funded through RIF, infrastructure is required to support the delivery of development that is consistent with the established regional priorities and embedded in a robust LDD or adopted Local Plan. Priority will be given to infrastructure that adds value to the delivery of sustainable growth within one of the Key Growth Areas identified in The Way Ahead or a New Growth Point. Infrastructure must be related to the development of a large growth site, a number of linked developments or unlocking capacity. Associated development(s) must be of greater size than:

- 1000 houses.
- 20 Hectares of retail/office/employment.
- Combination of the two in mixed use. Or:
- Be of recognisable significance in the Regional Spatial Strategy.

RIF is a recycling fund, its investment being repaid through the current planning obligations process (section 106 agreements) or in future by contributions made via the Community Infrastructure Levy (CIL). RIF can not therefore be used to bridge viability gaps or be made available to schemes where repayment of the forward funding is not through the planning system.

LOCAL STRATEGIC CONTEXT

The Multi Area Agreement

The Multi Area Agreement (MAA) provides an over-arching, sub-regional vision for the Dorset sub-region:

> *to develop a strongly performing economy, characterised by a greater concentration of higher skilled, higher paid jobs than now and to do this while respecting and protecting our unique environmental assets.*

Providing new homes is one element of achieving a balanced approach to delivering this vision. The agreed strategic priority for housing is to ensure that the provision of new homes supports the sub-region's economic aspirations and respects the need to conserve the high quality local environment.

Central to the MAA is the recognition of partnership working as the most effective way forward. This is nowhere more important than in addressing the key political priority of all the Councils, that of increasing the supply of affordable housing. The joint efforts of the Bournemouth, Dorset and Poole Strategic Housing Group has drawn together housing and planning officers, representatives of regional government, the HCA and the RDA and many more, to address this most intractable of problems.

The need for more joined-up working is recognised elsewhere, such as in unlocking the potential of employment land. The MAA recognises, for instance, that further development of Bournemouth Airport, which lies in the Borough of Christchurch but serves the whole of the South East Dorset conurbation and beyond, will be vital to the future of the sub-region but requires concerted collective action.

A collective response is also essential in addressing transport issues. Improved accessibility to public transport, the need for more investment in all sustainable forms of transport and a reduction in traffic congestion are common and pressing requirements across the sub-region.

All signatories to the MAA recognise the need to achieve growth within the environmental limits, including the constraints of designated land, the capacity of the strategic road network and the challenges of mitigating and adapting to climate change. Further they recognise the need to ensure that national and regional perceptions of the sub-region properly reflect its needs and potential, and that this is more likely to be achieved by working together. The Local Investment Plan translates these objectives into reality.

As part of the MAA a Memorandum of Understanding has been agreed with the Highways Agency as the authority responsible for the strategic road network. It provides a framework for the close collaborative working that will be needed between the strategic partners within the South East Dorset conurbation to deliver sustainable growth and prosperity for the area. An important element of which is the monitoring of the cumulative impact of the numerous smaller developments likely to come forward.

Raising the Game

The MAA is securely founded in the economic ambition and vision articulated in Raising the Game, the first economic development strategy for the sub-region.

Each of the three Local Strategic Partnerships (LSPs) in Bournemouth, Dorset and Poole had previously developed its own local vision but it was recognised that a more joined-up approach was needed. It recognises the contribution this area is making to the national and regional economy and to ensure that the area's role in hosting the Olympic Games in 2012, with sailing events in Weymouth and Portland, will provide a wide catalyst of opportunity.

Above all, Raising the Game has served to sharpen the focus of partner organisations, regional agencies and government on the economic needs and priorities of this area and offers a collaborative and long-term approach to economic development. It has dispelled once and for all the misconception by some that the area was simply 'jogging along', lacking a coherent voice and too easily dismissed, especially by national and regional agencies, as not being 'up for it' in terms of economic growth.

Sustainable Community Strategies

The three individual sustainable community strategies for Bournemouth, Dorset and Poole further seek to promote and improve the economic, social and environmental well-being of their areas and contribute to the achievement of sustainable development in the sub-region.

Though tailored to the individual priorities within each area, there are still substantial areas of common ground between the Strategies, relating to vision and objectives. The desire for a strong, dynamic local economy, increased affordable housing provision and a sustainable environment come to the fore in each strategy and represent common themes across the Dorset sub-region

Strategic Planning

The strategic authorities, Bournemouth, Dorset and Poole together with the other local authorities in Dorset have for many years co-operated in the strategic planning of the area. Initially this took the form of Structure Plans but more recently this has been through joint advice to the then South West Regional Assembly for the preparation of Regional Spatial Strategy (RSS). It has also involved development of a common evidence base to underpin future housing policy including joint work on the sub-regional Local Transport Plan, Strategic Housing Market Assessment, Strategic Housing Land Availability assessments and Gypsy and Traveller requirements.

Strategic and Local Planning

The strategic authorities, Bournemouth, Dorset and Poole together with the other local authorities in Dorset have for many years co-operated in the strategic planning of the area. Initially this took the form of Structure Plans but more recently this has been through joint advice to the then South West Regional Assembly for the preparation of Regional Spatial Strategy (RSS). It has also involved development of a common evidence base to underpin future housing policy including joint work on Strategic Housing Market Assessment, Strategic Housing Land Availability studies and Gypsy and Traveller requirements.

The local authorities are reflecting the Regional Spatial Strategy and sustainable community strategies in the preparation of their local development Core Strategies. These establish the strategic vision for their areas in terms of the scale and broad location of future development. Where progress is sufficiently far advanced the LIP takes on board these local visions:

- Poole adopted its Core Strategy in February 2009. East and West Hamworthy are identified as priority areas in need of investment and improvement.
- Purbeck's draft Core Strategy, published September 2009, identifies Upton (part of the South East Dorset SSCT), Swanage and Wareham as the most sustainable locations for development. Holton Heath/Admiralty Park and Winfrith Techology Centre are identified as areas of focus for economic development.
- Weymouth and Portland's draft Core Strategy was published in June 2009. It indicates that Weymouth will be the primary focus for new development with a lesser amount on the settlements of Portland. It also recognises the potential extensions to Weymouth at Chickerell, Littlemoor and Southill,

located in West Dorset. West Dorset consulted separately on these options in June 2009.

- North Dorset is currently consulting on its draft Core Strategy. This identifies Blandford, Gillingham and Shaftesbury as the main service centres which will be the main focus for growth. Sturminster Newton, Stalbridge and eighteen other villages are identified as local service centres.
- Bournemouth, Christchurch and East Dorset and West Dorset are progressing their draft core strategies. Bournemouth is also working on a Town Centre Area Action Plan.

BDP Workspace Strategy

The importance of maintaining a flexible and responsive supply of employment land, sites and premises is clearly established in the Regional Economic Strategy (RES). A specific activity of the delivery framework accompanying the RES is to 'deliver sustainable sites and premises for business growth'. The BDP Workspace Strategy was up-dated in October 2008 by GVA Grimley, SWRDA and the local authorities. Whilst this preceded the economic recession, and assumed annual growth rates of 3.2% per annum (GVA), it does provide the basis for the demand and supply of employment land and premises.

The Strategy estimates a gross demand of around 184 hectares of employment land between 2006 and 2026, with an almost 50/50 split between office and industrial uses. Traditional industrial employment is projected to decline, leaving a demand for renewal and replacement of existing employment sites where these are no longer fit for purpose. Whilst the potential supply of employment land is estimated to be some 216 hectares, only 74 hectares are available in the short term, and a significant proportion is contained within a few large sites/allocations. Supply and demand are unevenly spread across the sub-region, highlighted by an under supply in Bournemouth, and a very tight supply in the Dorchester/Weymouth TTWA.

A significant part of the employment land supply in BDP is afflicted with uncertainties regarding the likelihood of sites coming forward. If large parts of the assumed supply do not come forward, this will leave the sub-region with a supply shortage most likely having a negative effect on the performance of the local economy.

Sub-Regional Transport Planning

Transport Planning in the sub-region is undertaken within the overall context set by the Local Transport Plans (LTP). Currently, individual LTPs are in place for the period 2006 – 2011 for the South East Dorset area and for the remainder of Dorset. A new LTP to cover the whole sub-region from 2011 is currently being developed as a result of work under the Multi Area Agreement. This will be published by the three strategic authorities of Bournemouth, Dorset and Poole.

The new LTP will focus on local delivery of the five overarching goals set out in the Department for Transport's 2008 report, *Delivering a Sustainable Transport System*:

1. Support economic competitiveness and growth, by delivering reliable and efficient transport networks;

2. Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;

3. Contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;

4. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and

5. Improve quality of life for transport users and non-transport users, and to promote a healthy natural environment

An important requirement in sub-regional transport planning concerns the improvement of the transport evidence base in accordance with Planning Policy Statement (PPS)12. Key to this is the South East Dorset Multi-Modal Study (SEDMMS) led by strategic partners including the local transport authorities, Regional Development Agency, South West Councils, the Department for Transport, the Government Office for the South West and the Highways Agency. It is anticipated that by late 2010, a preferred transport strategy for the sub-region will be published based on this work and identified interventions secured via the RFA process. It should be noted the Highways Agency stated at EiPs both for the RSS and the Poole Core Strategy that, given the existing congested nature of the A31, it is likely that developments in the South East Dorset conurbation shown to have a material impact on the A31 either individually or cumulatively will have to wait for the provision of major transport interventions as identified by the SEDMMS.

Energy Efficiency and Renewable Energy Strategies

The sub-region is well advanced in its strategic approach to carbon reduction, with sub-regional Energy Efficiency and Renewable Energy Strategies. These were developed and are overseen by the Dorset Energy Group, which brings together a variety of partners with responsibility for energy issues.

The Renewable Energy strategy was completed in 2005 and addresses the opportunities to meet the sub-regional demand for electricity and heat and achieve carbon reduction through renewable sources as well as recognising the economic opportunities for Dorset that could come from harnessing its renewable energy resources.

The Energy Efficiency Strategy, commissioned in 2007, aims to deliver a step change in performance in both energy efficiency and fuel poverty to enable Dorset to meet the Government's challenging 30% reduction in carbon dioxide reduction target by 2020 and eliminate fuel poverty by 2016. It covers the domestic, business, public (local authorities only), and community and charitable sectors.

Both strategies are being implemented by the Dorset Energy Group, a partnership group comprising representatives from the nine local authorities in Bournemouth, Dorset and Poole and a wide range of other stakeholders. The Group comprises an Executive and six working groups responsible for taking forward the priority areas for action within both strategies.

INVESTMENT PRIORITIES

The Bournemouth, Dorset and Poole sub-region is probably the most complex in the South West both in terms of settlement patterns, with the second largest conurbation in the region bordering very sparsely populated rural areas, and in its political geography, agreeing shared priorities between one County, 2 Unitary and 6 District Councils. It also delivers a very large proportion of its sustainable growth through the development of windfall sites, rather than allocated development sites.

THEME 1 – SUSTAINABLE GROWTH

There is a substantial demand for additional housing of all types in Dorset. Unlike most other areas, nearly all the demand for this housing arises from migration into the sub-region. New housing is needed to provide for the workforce that will be required to ensure the area's future prosperity and its changing demographic profile. Additional types and tenures of housing are also needed to meet the changing needs of residents.

The Secretary of State's proposed changes to Regional Spatial Strategy would require construction of 66,200 new homes in Dorset by 2026. The target is that some 23,000 or 35% of these will be affordable but that still leaves a requirement for over 43,000 new open market homes. This will require a substantial amount of new construction and will necessitate the planning of new, preferably mixed-use residential areas, incorporating both affordable and private sector housing. Most developments will use previously developed land in our existing towns, including windfall sites, but there will also be a need for planned urban extensions to towns that seek to enhance self-containment and reduce the need to travel. Table 1 on page 29 sets out the amount of affordable housing that each priority investment area intends to contribute to the RSS targets.

Market sector house building in Dorset during the initial period of the RSS has been on track and indeed above the annual average needed to meet the planned requirement. Inevitably annual house building rates will vary during the twenty year period of RSS and it is anticipated that a lower number of completions this year and perhaps even next will reflect the effects of the recession. It is important that the rate of development is restored and then maintained to support necessary economic in-migration and to promote healthy economic growth in general, particularly as we come out of recession.

Increased Provision of Affordable Housing

Our top priority, certainly in the minds of politicians and consistently highlighted in resident surveys as of most pressing public concern, is the cost of housing and need for more affordable housing. The recent Comprehensive Area Assessment highlighted the acute need for more affordable homes in Dorset; the total number of affordable homes built in recent years has fallen well below the number needed. Our priority is to increase the amount of affordable housing in our strategic settlements, market and coastal towns, villages and rural areas through a range of measures. These will include new homes on allocated sites, along with sites that are currently unidentified but would positively contribute towards sustainable development within the area.

We also aim to bring more empty homes back into use and address under-occupation of both private and social stock. We want to ensure that we meet the needs of all sectors of society including the young and those workers who are crucial to our economy, as well as older and more vulnerable people and groups such as gypsies and travellers. A particular concern for Dorset within this overall priority is the pressing need for affordable rural housing.

To get below the surface of the affordable housing issue and to really understand the type of need involved, we commissioned a comprehensive Strategic Housing Market Assessment, published in 2008. The findings are highlighted below, following a brief analysis of the nature of the problem.

High house prices and the affordability gap

The positive attractiveness of the Dorset area and vibrancy of the local economy starkly contrast with the reality of Dorset as an expensive place to live and where the availability of open market residential accommodation is beyond the financial reach of many residents. There are marked variations in house prices across the County.

The most expensive part of the sub-region is Poole where the price of an average property, for the third quarter 2009, was just short of £269,000. Prices in Poole are pushed up by the exclusive area of Sandbanks, one of the most expensive housing areas in the world. In neighbouring Bournemouth the average price was about £200,100. The average for the Dorset County area was £246,300, within which the lowest prices were in Weymouth and Portland, where the average house price was £190,000. These figures may be compared with the average property price in the SW Region of £217,500 and in England and Wales of £224,000 [1].

Dorset residents have to cope not only with high house prices but also difficulty in meeting these prices because of relatively low earnings. In Bournemouth, Dorset and Poole, the most recently available figure for average weekly earnings is £448 (ASHE, 2008). This compares with average earning in England and Wales of £481. A more pertinent comparison might be with the neighbouring South East region where average house prices across the region are lower than in several Dorset districts but where, on average, earnings are considerably higher. In 2008, the average weekly earnings in the South East of England were £523, 17% higher than in the Dorset sub-region.

The combination of high property prices and low earnings means that many people in Bournemouth, Dorset and Poole are unable to afford a home. A common measure of affordability is the ratio between house prices and earning, and a good indication of whether or not households on low incomes can afford even the lowest priced housing is the ratio of lower quartile house prices to lower quartile earnings. Data for 2008 gives this ratio to be 6.98 to 1 for England and 8.77 to 1 for the South West region. The comparable ratios for all local

[1] Land Registry quarterly house price data for July to September 2009

authorities in the Dorset sub-region far exceed these levels of affordability. For instance, in East Dorset the ratio is 13.20 to 1 and in Christchurch 11.66 to 1.

Rising housing waiting lists

An outcome of the affordability gap is the rising number of households on Housing Waiting lists. The number has more than doubled from around 10,500 in 2001 to 23,500 in 2009[2]. Numerically Bournemouth has the longest list with 6,990 households waiting to be housed. This is followed by 3,698 in Poole and 3,349 in Weymouth and Portland. North Dorset has the shortest waiting list but even this stands at over 1,000 households.

Benefit claimants

A further measure of the depth of the affordability crisis in the Dorset sub-region is given by the high level of claimants for both housing benefit and for council tax benefit. In Bournemouth, for instance, 20.6% of households are claiming housing benefit and this is nearly matched in Weymouth and Portland where the figure is 19.2%. In the South West region a lower 14.7% of households need to claim and for GB the percentage is 17.6%.

The prevalence of council tax claimants is equally high in many parts of Dorset. Some 22.8% of households in Bournemouth claim council tax benefit and 21.9% of households in Weymouth and Portland are claimants. The average across the South West region is 18.4%.

The needs of young people

The need for more affordable housing is particularly pressing for young households who will provide the workforce to keep the economy growing. Hometrack, the respected analyst of the UK housing market, has commissioned comprehensive research into a range of housing affordability issues[3]. Its findings showed that the proportion of young working households, aged between 20 and 39, in the South West that were unable to purchase at the lower quartile house price (the 'wide' Intermediate Housing Market category) placed the Region as the second least affordable in Britain. Some 61.6% of younger working households were unable to buy at the lower end of the market. This was only surpassed by the situation in London (64.4%), but was worse than in the neighbouring South East (57.6%). By the same measure, with 87.1% of young working household unable to get onto the bottom of the housing ladder, Christchurch had the worst ratio in England outside of London.

The importance of housing to building cohesive communities

It is recognised that good housing influences people's quality of life, their life expectancy and the economic and social opportunities available to them.[4] Local economies will thrive if people who work in an area can find suitable housing

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[2] HSSA returns 2001 – 2009.
[3] Can't Supply: Can't Buy (Full Report) 2008

[4] Building Better Lives, Audit Commission Sept 2009.

within reach of their jobs. Having the right type of housing available makes the area attractive to businesses and improves opportunities for labour mobility. Major new housing developments or refurbishment schemes create employment and training opportunities within local communities. Improvements in the quality of housing can help reduce the incidence of crime and anti-social behaviour and resident satisfaction with the quality of the locality can increase significantly following investment in housing.[5]

The impact of poor housing on health and educational achievement has long been recognised. Research in London[6] showed a seven fold improvement in health and seven fold reduction in annual healthcare costs per household following an initiative to improve housing in the area. Investment in adaptations in an older person's home can make significant savings in home care costs. A child's education may be affected by living in an over crowded home both directly (lack of quiet space for homework) and indirectly, because of school absence caused through illness relating to poor housing conditions. We recognise these important linkages and want to use investment in housing to help bring wider benefits to our communities.

The Strategic Housing Market Assessment evidence

Recognition of the pressing and persistent issue of housing affordability and the need to increase the supply of social housing led to the commissioning of a Strategic Housing Market Assessment (SHMA) by the Dorset Housing Market Area Partnership. The Partnership comprised representatives of the housing and planning offices from each of the constituent authorities in Dorset, Poole and Bournemouth as well as representatives of regional government, neighbouring authorities, the Housing Corporation and other private housing interest groups.

The assessment examined in depth the characteristics of the population living in Bournemouth, Dorset and Poole, where people work and, critically, what sort of housing they need. A companion study of housing need and demand was also commissioned from Fordham Research and was completed in 2007/08.

The main findings of these studies support the pressing need to increase substantially the supply of affordable and intermediate dwellings within the sub-region. The area splits into two Strategic Housing Market Areas: The Bournemouth/Poole SHMA covers the conurbation as well as Christchurch, Purbeck, East and North Dorset Districts while the Dorchester/ Weymouth SHMA covers West Dorset and Weymouth and Portland. Within these areas we have examined the evidence in so far as it affects the SSCTs, market and coastal towns and villages/rural areas.

Some of the key findings are as follows:

- **The need** for affordable housing in Bournemouth, Dorset and Poole is more than double the total number of dwellings proposed in draft RSS[7]. This

[5] The Single Regeneration Budget: Final Evaluation, University of Cambridge for CLG 2007.
[6] P Ambrose Centre for Urban and Regional Research , University of Sussex, 1996 and 2000.
[7] Draft Regional Spatial Strategy for the South West, Panel recommendations December 2007.

equates to 4,450 new affordable dwellings per annum in the Bournemouth/Poole conurbation, 1,250 in the surrounding rural area and 1,540 in the Dorchester/Weymouth HMA. Within the SSCTs the level of need is around 3 times the level of housing proposed, while in the market towns and rural areas the level of need is over 120% of the total amount of housing proposed in the RSS.

- Across the two SHMAs the **ability to afford intermediate housing** is limited. No more than 30% of households could afford intermediate rent; the vast majority are in need of social rented housing. Within the SSCTs the proportion that can afford intermediate rent is generally lower than elsewhere, although Weymouth is an exception due to the lower house prices in this town. Lower house prices in North Dorset also enable around 30% of households to afford intermediate rent, but in the other market towns and villages, only between 3 and 15% of households can afford this type of housing.

- Analysis of survey responses and Housing Registers identify a shortage of and **requirement for smaller properties**. Between 70% and 80% of the affordable need, and 60% to 70% of market need, is for small, 1-bed or 2-bed properties. This pattern is evident across SSCTs, market towns and villages. Future requirements are likely to exacerbate this identified shortage. In particular, household projections indicate a significant increase in one person households. Although not all these households will be looking for a small dwelling, the existing stock is heavily weighted by larger detached properties so the high demand for smaller dwellings is likely to remain for some time.

- Very few **young people** (only about 9%) can afford to buy or rent a property of their own. Opportunities are slightly better in Bournemouth (where around 12% can afford a property of their own), but are limited in the market towns and villages with only 3% in East Dorset and 6% in Purbeck able to afford their own home. Around one third of young households share a house with friends and another third live at home with their parents. In the more expensive market towns and villages in East Dorset and Purbeck over 40% live at home with their parents. At the time of the survey, in 2007, the average age of first time buyer households in Dorset was between 30 and 36 years of age. Those buying in Bournemouth were the youngest (29) while the average age of first time buyers in West Dorset's towns and villages was 40 years. Those who wished to buy had to be earning between £35,000 in Bournemouth and £39,000 in West Dorset to be able to afford a first property.

Access to affordable housing in rural areas

The Strategic Housing Market Assessment identified particular characteristics of the rural areas such as high levels of owner occupation and higher than average incomes. However these mask the underlying problems for significant minorities living on low rural wages and often sharing homes with parents or peers due to the lack of lower priced properties to rent or buy.

More recent research by Dorset County Council[8] has looked at the differences between very small settlements (less than 5,000 people), those with populations between 5,001 and 10,000 and those above this level. This classification excludes smaller settlements in the Boroughs of Christchurch and Weymouth and Portland, both of which are predominantly built up.

Across the sub-region as a whole almost a third of the population (31%) live in settlements of 10,000 people or less. Around 20% live in settlements of 5,000 or fewer people. Around one third of businesses are also located in the rural settlements of 10,000 people or less.

There are just under 300,000 employees in employment in the Dorset sub-region. Of these, around 75,000 work in settlements in rural areas. This is a larger number than in the Borough of Poole. These figures exclude the self employed who are also more prevalent in rural areas. The rural areas thus provide a significant base for economic activity in the sub-region.

However earnings are generally lower in the rural areas, largely due to the structure of the economy. Most employees in the smallest settlements are working in agriculture, fishing, tourism and construction; those in settlements of 5,000 – 10,000 population had higher representation in manufacturing and other services. However these tend to be the lower paid sectors of the economy. Just 4% of employees fell into the higher paid sectors compared with 14% in Christchurch and 13% in Bournemouth. Conversely 27% fell into low pay sectors in the smallest settlements compared with 21% in Christchurch and just 19% in Poole. Gross Value Added per filled job is also lower in the more rural districts of the County compared to the conurbation and Christchurch.

There is a need to improve the economic structure of the rural areas, but alongside this there is a pressing need for more affordable housing to attract and retain essential workers.

To help overcome some of the most pressing problems in housing accessibility in the sub-region, resources must be channelled into the rural areas.

Increased Workspace Provision

The BDP Workspace Strategy is aligned with the spatial development policies established in regional and local planning policy. It seeks to prioritise the provision of land for employment use from geographical, location and qualitative perspectives, whilst contributing to the broader aspirations of sustainability and the provision of high quality jobs.

The main elements of the strategy are as follows:-

- **Strategic employment sites**: the strategy identifies the significance of ensuring the development of key sites, such as at Bournemouth Airport and Winfrith. These would provide for a range of employment uses, including specifically airport related and the aerospace sector, high quality business

[8] Economy and labour market data by size of settlement. Dec 09 DCC (A Gray)

park environment, and the fostering of cluster sectors, such as environmental goods and services at Winfrith with its ethos of limiting carbon impact.

- **Office accommodation**: an emphasis upon the provision of high quality town centre offices, predominantly in Bournemouth (to address serious undersupply issues) and Poole, to support finance and business services in particular. The need for good quality office accommodation is also identified in the Dorchester and Weymouth travel to work area, to attract jobs and diversify the economic base.

- **Marine sector**: requirement for the provision of waterside industrial units, fostering clusters of marine industries, with a locational focus on Weymouth/Portland and Poole.

- **Key sites**: a range of key sites are identified which it will be essential to bring forward for development to ensure a suitable range of sites and premises in towns across the area. This will contribute to the vibrancy and self-containment of towns, and provide for a suitable mix of development. Key sites identified, other than those already mentioned) include:-

    - Ferndown (East Dorset)
    - Hamworthy, Poole
    - The Brewery, Blandford
    - North Dorset Business Park, Sturminster Newton
    - Brickfields Business Park, Gillingham,
    - Holton Heath, Purbeck
    - Chickerell, West Dorset
    - Poundbury, Dorchester
    - Broadwindsor Road, Beaminster
    - Barton Farm, Sherborne
    - Mount Pleasant Business Park, Weymouth
    - Osprey Quay, Portland

It is acknowledged that a range of interventions, including dealing with environmental constraints, will be required to bring the required supply forward. Priority is urged for the delivery of sites with little constraints, where the market alone will not deliver the sites, and to increase the attractiveness of the area as a place to do business.

Improved Infrastructure

Regional Funding Advice for major transport schemes covers the period to 2018/2019. Regional advice is consistent with the MAA evidence base and shows how prioritised schemes will support the delivery of sub-regional outcomes and priorities. To gain regional approval, transport major schemes must support the aims of the Regional Spatial Strategy (RSS) and facilitate growth. In the South West schemes are prioritised according to the following factors:

- Contributions to growth priorities in the Regional Spatial Strategy.
- Contributions to connectivity.

- Benefits for DfT/shared priorities including environmental impact.
- Value for money.
- Deliverability.
- Affordability.

Major schemes in Bournemouth, Dorset and Poole that have been prioritised for delivery through the RFA process are:

- Weymouth Relief Road
- Weymouth Olympic Transport Package
- A338 Bournemouth Spur Road Maintenance
- Poole Bridge Regeneration (Twin Sails)
- Parley to Cooper Dean Bournemouth Airport Access Improvements
- South East Dorset ITS (Showcase Corridors)- Urban Renewal Corridors
- A31 Dualing - Ameysford to Merley

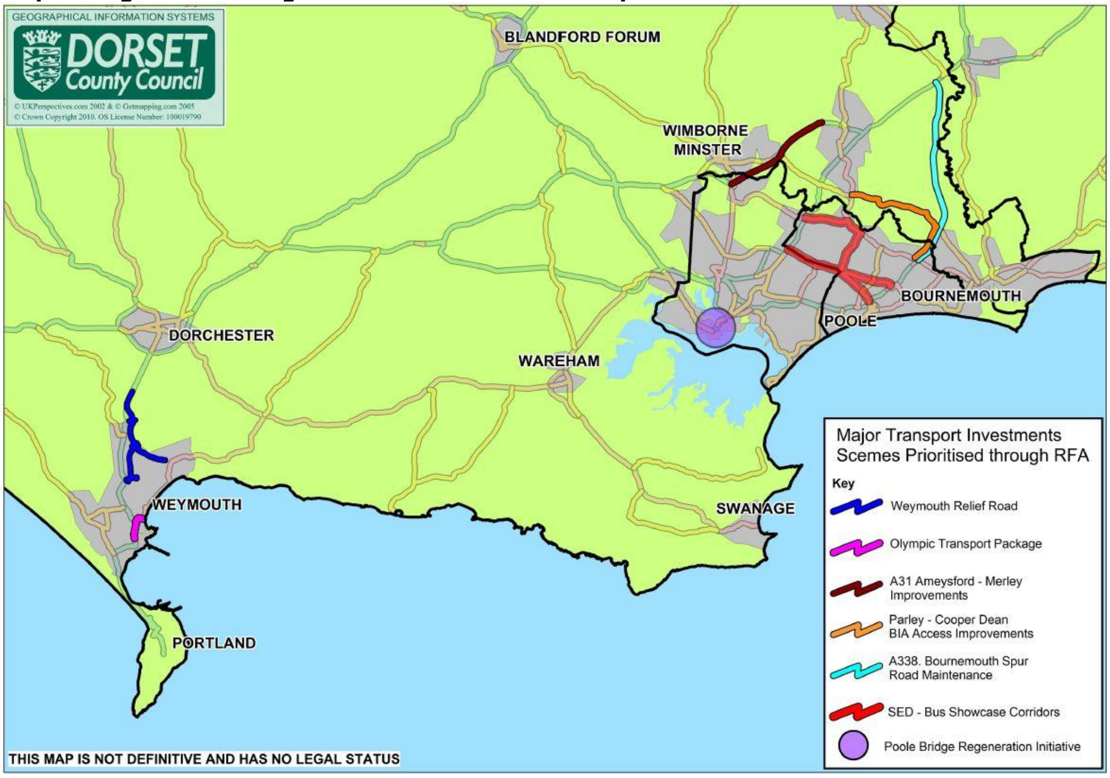
Other schemes may come forward requiring significant infrastructure investment as the Core Strategies across this area are progressed.

Local Transport Plan funding is used to deliver lower value schemes. For example highway safety and junction improvements and sustainable transport measures such as footways, cycle paths and public transport infrastructure. Schemes are brought forward using a prioritisation process that aims to deliver the best value for the funding available. We are already working with stakeholders and the public to define a Dorset cycle network; prioritising routes that connect people to appropriate key destinations for implementation during the course of the third Local Transport Plan, which will be implemented from 2011.

Other types of infrastructure which may need to be delivered, either in their own right or alongside new housing, will include:

- Public open space (from parks and play areas to allotments and natural green spaces)
- Community halls, indoors sports centres, arts centres, libraries and museums
- Schools, colleges and childcare provision
- Doctors surgeries, hospitals and other health and social care facilities
- Waste collection and disposal
- Coast protection and flood defence infrastructure to protect urban infill development in high flood risk areas including sustainable drainage systems
- Strategic renewable energy supplies

Map 3: Regional Funding Allocation and Local Transport Plan schemes



DELIVERING SUSTAINABLE GROWTH ACROSS THE SUB-REGION

The evidence points to a pressing need in Bournemouth, Dorset and Poole for more affordable social rent and intermediate housing. This need is apparent across the SSCTs (Bournemouth/Poole conurbation, Dorchester and Weymouth) as well as the market/coastal towns and villages.

A key strategic aim of all of the authorities in Dorset is the delivery of additional affordable housing. The housing strategies provide the strategic direction and shape the overall profile of the affordable housing programme. The programme involves a package of many sites that, when taken as a whole, contribute significantly to addressing the unmet local housing need. The nature of the sub-region is such that the majority of sites coming forward for development are small windfall sites. At present, there is an impressive pipeline of schemes, each at different stages of the development process.

Table 1 below shows the number of affordable dwellings that are targeted in each SSCT, the Market and Coastal towns and Rural areas in the short, medium and longer term. As well as site specific targets this includes the additional affordable dwellings that need to be built to meet RSS and individual LA targets. These dwellings cannot be pinned down to specific sites at this stage as from past experience it is known that they will predominantly come forward on windfall sites.

TABLE 1 AFFORDABLE HOUSING PROGRAMME 2010 - 2026					
	2010-11	**2011-12**	**2012-16**	**2016-26**	**Total**
Supporting Older & Vulnerable People					
Bournemouth					
Dorset	40	53	112	280	485
Poole					
TOTAL	**40**	**53**	**112**	**280**	**485**
SE SSCT					
Bournemouth Coastal strip Sustainable Growth	200	300	1250	3000	4750
Bournemouth Town Centre	93	149	100	143	485
Boscombe Regeneration			146	40	186
Poole Central Growth Area Sustainable Growth		577	718	105	1400
Goods Yd Serpentine Road.	88				88
Power Station Site, Rigler Road		297			297
Urban Renewal Corridors	150	150	1230	2126	3656
East Dorset District. Sustainable Growth	20	40	400	900	1360
TOTAL	**551**	**1513**	**3844**	**6314**	**12222**
Dorchester SSCT					
Dorchester Sustainable Growth	28	30	188	720	966
Dorchester Brewery		48	87		135
Poundbury Dorchester	0	80	140	280	500
TOTAL	**28**	**78**	**275**	**720**	**1101**
Weymouth SSCT					
Weymouth Sustainable Growth	42	45	200	600	887
Weymouth Pavilion Site			100	283	383
Castle Court,Osprey Quay Portland			12		12
Castletown Portland		10	156		166
TOTAL	**42**	**55**	**468**	**883**	**1448**
Sustainable Market and Coastal Towns					
Named places Sustainable Growth	91	114	200	3,600	4005
Blandford Brewery site			70		70
SW Quadrant Bridport			61		61
Gillingham Town extension.	60	43	170	423	696
TOTAL	**151**	**157**	**501**	**4023**	**4832**
Sustainable Rural Villages Programme		39	332	540	911
TOTAL	**911**	**911**	**911**	**911**	**911**
Total affordable units	**1723**	**2767**	**6111**	**13131**	**20999**

THEME TWO – HOUSING FOR OLDER AND MORE VULNERABLE HOUSEHOLDS

The age related time-bomb

Across the country, people are living longer as a result of improved health and better standards of living. While this is a good thing in itself it can also bring problems because of the increased demand for health and care services. As people grow older they often have fewer resources to spend on maintaining or adapting their property to meet the demands of their life stage. This can result in people being unable to afford necessary adaptations or proper heating.

Dorset already has a much higher than average proportion of older people and the projections indicate that this is set to rise further. The ONS mid-year population estimates for 2006 showed that 25% of the population of the sub-region was over retirement age compared with just 18.8% nationally. Outside Bournemouth and Poole, the proportion rises to 28% and in Christchurch it exceeds 33%. The most significant increase in population in recent years has been in the 50-64 age group who will reach retirement over the next 15 years. This is again more pronounced outside Bournemouth and Poole. East and West Dorset have 22% in this age group compared with 20% across the sub-region.

Looking at the characteristics of households, the 2001 Census showed that pensioner households made up around 30% of all households in the sub-region compared with 24% nationally. The rural areas had the higher proportion of pensioner households, averaging around 33%. When the statistics are analysed further it can be seen that lone pensioner households tend to be concentrated in the main urban areas. In the more rural districts lone pensioners tend to concentrate in the market towns.

Just under 80% of pensioner households own their own property – but the proportion again varies across the area with higher proportions in the rural areas; it also varies according to the type of household with a smaller proportion of lone pensioners (71%) owning their own property compared to 88% of pensioner couples.

The SHMA identified that many **older person households** in Dorset are living in property that is larger than their requirements and some find it expensive to manage. The proportion of older people living in 3 or 4 bed (or larger) housing ranges from 35% in Bournemouth up to 57% in North Dorset. It is generally higher in the market towns and rural areas which have more detached and larger properties. Even in social housing the 'fit' is not always appropriate. For instance, around 10% of older households in the Bournemouth/Poole conurbation are living in 3-bed or 4-bed social rented dwellings and this proportion rises to over 17% in North Dorset and Weymouth. There is scope to make better use of these dwellings in the future.

ONS projections[9] indicate that across the sub-region the proportion of one person households is set to increase dramatically in the period up to 2026, from 32% to 38% in the Bournemouth / Poole Housing Market Area (HMA) and from 33% to

[9] ONS - 2004 based projection.

41% in the Dorchester / Weymouth HMA. The overall impact of this is to decrease the average household size. This means that, over time, more dwellings will be required to house the same population, increasing the demand for housing.

Within the increase in one person households, the most significant increase is in those aged 50 – 70 years. This age group is expected to increase by over 50%. In the more rural areas large increases are also expected in the 75 – 84 year age group.

Provision for Older households

To help meet the demands of the rapidly increasing older population, resources must be made available for specific schemes for the frail elderly and extra care housing. This programme focuses on the need to give older households more choice in their housing options by enabling them to choose whether to spend on adaptations to their own dwelling as well as provide a safety net for the most vulnerable members of the community. National policy is focused around enabling independent living and therefore the provision of new housing is vital to help deliver options for older people. Table 1 above identifies the amount of supported housing required within the SSCTs and Coastal Market towns over the Plan period. This includes current schemes for 45 units Extra Care Housing for Dorchester (Brewery Square) and a similar sized scheme in Purbeck.

Provision for other Vulnerable households

Other vulnerable groups that require investment include vulnerable young people, people with learning disabilities, people with mental health problems, people with drugs or alcohol misuse problems, ex-offenders, single homeless people and Gypsies and Travellers. The SHMA identifies around 65,000 **households with special needs** across the sub-region – forming 20% of all households. This includes frail elderly, people with a physical or a learning disability, people with mental health problems, people with a severe sensory disability, and people with a long-lasting medical condition. Over half the households with special needs (34,000) are concentrated in the Bournemouth/Poole conurbation. Weymouth also has a relatively high proportion (22%). About three times as many (15%) of households with special needs live in unsuitable housing compared with those without special needs. The main problems are again seen in Bournemouth and Weymouth. Households with special needs also tend to have lower incomes. At an average of £19,000 per year, this is only 60% of the income of "other" households. Those with the lowest incomes are found in Weymouth, Bournemouth and Poole. This indicates a need to focus more resources on special needs households in the SSCTs

Accommodation for vulnerable adults and young people is not currently provided equally across the sub-region, with some districts having no provision at all for these client groups. Plans are in place to reconfigure provision in order to ensure a more equitable distribution of services across the sub-region. This work will require HCA investment in the period 2011-16. Throughout the sub-region, move-on strategies are being formulated to improve the efficient use of the

limited resources available to many vulnerable groups. Investment will be required to enable implementation of these proposals.
The SHMA also identifies that while ethnic minority groups form a relatively small proportion of the population (3.2%) compared to national figures (13%), **Gypsies and Travellers** form a significant group within Dorset and so their accommodation needs are important. A Traveller Needs Assessment was undertaken in Dorset 2005[10]. The survey indicated that there was a total residing/resorting population of between 2,400 and 3,000 gypsies and travellers in the sub-region, but insufficient site accommodation to meet their needs. The lack of sites gives rise to costs for local authorities in terms of monitoring and securing removal of unauthorised sites as well as costs in terms of finance, health, loss of education and disruption to family life for the gypsies and travellers.

Table 2 below identifies the Gypsy and Traveller pitch requirements identified through the RSS. Provision is currently the subject of a detailed study commissioned by the SHG. The local authorities are working together on a joint Development Plan Document to locate potential sites and allocate pitches across the sub-region. It is anticipated that the bulk of the funding to support these sites will be needed in the mid term (2012 – 16) or later.

TABLE 2: GYPSY AND TRAVELLER PITCH REQUIREMENTS AT 2011		
	Pitch Requirements	
Bournemouth/Poole HMA	**Residential**	**Transit**
South East Dorset Conurbation		
Bournemouth	28	12
Poole	35	8
Christchurch	33	16
Rural area		
East Dorset	50	30
North Dorset	37	20
Purbeck	44	21
Dorchester/Weymouth HMA		
West Dorset	44	22
Weymouth and Portland	0	25
Total	**271**	**154**
Plots for Travelling Show People - Dorset		**2**

Capital funding requirements

The allocation of capital funds for supported housing across the sub-region must be closely linked to the arrangements for allocating revenue funds. At present the sub-region is comprised of three separate Supporting People Authorities for Bournemouth, Poole and Dorset, each with their own arrangements for prioritising the commissioning of supported housing. On this basis, capital funding should be allocated to each of the three Supporting People Authorities to enable

[10] Dorset Traveller Needs Assessment. Anglia Ruskin University obo Bournemouth, Dorset and Poole Councils. 2005.

the prioritisation of capital funding to be done by the each Authority in conjunction with their prioritisation of available revenue funding.

It is important, however, that flexibility is built into the arrangements, so that any capital funding unspent by the authority to which it had been allocated could be made available to another authority in the sub-region. The Bournemouth, Dorset and Poole Strategic Housing Group, in its capacity as the delivery group for the Multi-Area agreement, is well placed to oversee this.

THEME 3 – MEETING THE CHALLENGE OF CLIMATE CHANGE AND CARBON REDUCTION

The MAA vision of growth through development of the Green Knowledge Economy acknowledges the importance of the environment as one of Dorset's greatest assets. However, climate change is a very real threat to this asset and is probably the greatest long term challenge facing us today. There is now overwhelming scientific consensus that human activities are changing the world's climate. Climate change predictions for Dorset indicate we are likely to experience hotter drier summers, warmer wetter winters and more extreme weather events such as flash flooding, droughts, heatwaves & storms. Relative sea levels will continue to rise and could be as much as 80cm higher by the 2080s.

Many aspects of our lives and lifestyles will be affected by climate change. Across Dorset we are likely to experience a wide range of impacts on our communities, infrastructure, economy and natural environment such as increased demand for cooling as a result of higher summer temperatures; buildings on clay being vulnerable to subsidence; increased rain penetration, increased wind loads on roofs and increased demand for investment in mitigating flooding and rising sea levels.

Tackling climate change requires both the mitigation of global warming by reducing the CO2 and greenhouse gas emissions which cause it and adaption to the anticipated impacts of inevitable climate change.

Residential buildings contribute the highest proportion of Dorset's CO2 emissions. At the same time, as energy prices rise, fuel poverty is becoming an ever more pressing issue. Improved energy efficiency is an effective means to tackle this threat and at the same time can help to cut domestic energy bills. Across the sub-region the contribution of domestic emissions to all emissions is 37% although for individual authorities the figures range from 28% in Purbeck to 47% in Weymouth and Portland[11] The average per capita CO2 emission is estimated at 6.7 tonnes. The RSS proposes that around 66,000 new dwellings should be built in the sub-region between 2006 and 2026. While Building Regulations will ensure these homes are more energy efficient than the existing stock, until new buildings are carbon neutral there will still be an increase in the domestic sector emissions.

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[11] Source:http://www.decc.gov.uk/en/content/cms/what_we_do/lc_uk/loc_reg_dev/ni185_186/ni185_186.aspx

It is our intention that all new housing built with HCA investment should meet the highest possible standards on energy efficiency – if possible aiming for Sustainable Homes Code level 6, but recognising that there may be viability issues and this may need to be balanced with meeting affordable housing targets. There are already a number of exemplar low carbon housing developments in Dorset including, of particular note, the current development of 77 low carbon homes at Osprey Quay where all homes are being built to Code for Sustainable Homes level 4 and will include high levels of insulation and solar and biomass renewable energy technologies.

Given that the government is considering a requirement for local planning authorities to identify sites for low carbon district heating, the sub-region is well placed to build on existing activity to develop strategic low carbon infrastructure such as district heating networks fuelled by gas CHP, woodchip boilers, biogas and energy from waste. There are already a number of innovative local initiatives in the Dorset sub-region, such as a proposed district heating network fuelled by biogas at Poundbury, Dorchester and a district heating feasibility study for the centre of Bournemouth. In addition, a Dorset-based energy-from-waste company is currently installing a 1MW demonstration waste gasification CHP plant near Bournemouth, sufficient to supply the annual electricity demand of 1000 homes. This company also proposes to install a number of similar CHP gasification units to supply the new Dorset Green Technology Park near Winfrith. Further studies are being carried out by Dorset County Council to assess the potential for offshore renewable energy sources.

As well as introducing measures to limit the impact of new dwellings, there is a need to reduce the carbon footprint of the existing dwelling stock - much of which is older than average and therefore less likely to meet the Government's Decent Home standard. Over 27% of properties in Bournemouth, North Dorset and West Dorset are "pre 1919" compared with 25% nationally[12]. National research has established that the poorest housing conditions are found in privately rented housing and housing built pre 1919. Properties in substantial disrepair and those with lower energy efficiency ratings also mirror those areas with the oldest stock, with particular problems in Bournemouth and the rural areas. Many older properties are occupied by elderly households with relatively limited disposable income, for whom the cost of making the necessary improvements can be prohibitive.

The Bournemouth, Dorset and Poole Energy Efficiency Strategy identifies a CO2 reduction target of 30% by 2020 relative to 2005 baseline. The Energy Saving Trust has estimated that this will require 114,000 cavity walls insulated; 173,000 lofts insulated; 29,000 solid walls insulated; 22,000 biomass boilers (off gas grid fuel switching) and 60,000 photovoltaic roofs. The **Green House Retrofit Programme** addresses these issues head on. The Programme will take an area-based approach – a street, neighbourhood, village or town - targeting the delivery of sustainable energy improvements. It is estimated that this would support 1000 new jobs in the sustainable energy sector and an equivalent GVA of

[12] Dorset Strategic Housing Market Assessment 2008.

£250 million as well as savings on domestic energy bills of £245 million each year from 2020.

In addition to reducing CO2 in the domestic sector it will also be important to consider the risks to housing as a result of a changing climate.

Energy Efficiency and Renewable Energy in the Business Sector

The business sector is responsible for approximately 32% of Dorset's carbon footprint. The top five business sectors in terms of carbon emissions are finance, secondary industries (i.e. extraction), energy & water provision, business services, and distribution & retail. A number of barriers to the uptake of business energy efficiency advice have been identified, including confusion among businesses about where to go for support and a lack of awareness among businesses about the potential cost savings that they could make by improving their energy efficiency. In order to reach the target carbon reduction in the business sector, the take up of business advice needs to be increased by a factor of 11. Key features of the sub-regional strategic approach are to facilitate a major increase in business energy efficiency advice provision and support local installation businesses.

In terms of renewable energy, the sub-regional local authorities have signed up to promoting and securing district heating/ CHP in major development schemes through the use of SPG, development briefs and/or section 106 agreements.

Reducing Fuel Use

Acknowledging that the future prosperity of South East Dorset will require growth in employment and housing also recognises significant intensification of development in urban areas. However, many towns already suffer from traffic congestion and pollution from vehicle fumes. We have inherited a transport system designed around the needs of the private motor vehicle, and which has taken precedence in the past over the needs of pedestrians and cyclists in the design of our towns. More investment in sustainable transport is pressing. Future growth could be constrained by an inadequate and inappropriate transport system.

The Local Transport Plan seeks to promote more sustainable, pedestrian friendly forms of travel, by investing in public transport and cycle routes, thereby opening up opportunities for more sustainable forms of housing and employment in the future. One programme being promoted in this Local Investment Plan is for transport improvements associated with **Urban renewal corridors.** This project seeks to address issues of congestion and pollution through urban transport renewal/improvement schemes. The proposal is for junction and on-line improvements to create bus/cycle lanes and park-and-ride facilities on key transport corridors across the Conurbation. The promotion of public transport supports Local Transport Plan targets, improved air quality and reduced congestion.

West of Wight Windfarm

The “West of Wight” has been identified as one of nine zones for developing offshore wind energy in the UK. Outline plans suggest a 900MW wind farm to be constructed between 2014 and 2020 at an estimated cost of £1.5 billion. This represents a fantastic economic opportunity for Dorset generally in terms of job creation and supply chain services, with the economic activity likely to be focused around Portland Port.

TARGETED INVESTMENT PRIORITIES

INVESTMENT IN THE SOUTH EAST DORSET SSCT

The South East Dorset conurbation is centred on the towns of Bournemouth, Poole and Christchurch. Surrounding is a network of sizeable settlements that have a strong functional relationship with the urban centre. The scale of the urban area and the strength and complexity of its interrelationship with its hinterland makes this whole area function as a single SSCT. It is the second largest conurbation in the South West Region, after Bristol.

The Regional Spatial Strategy identifies South East Dorset as an area for substantial investment and growth. The RSS suggests that nearly 38,000 new homes will need to be built in the conurbation between 2006 and 2026. It is essential that a substantial amount of this provision is for affordable housing. The bulk of new growth will be within the existing built-up area.

It is clear that major transport infrastructure investment is required to support growth. Key to this is the South East Dorset Multi Modal Study (SEDMMS) led by strategic partners including the local transport authorities, Regional Development Agency, South West Councils, the Department for Transport, the Government Office for the South West and the Highways Agency. The study aims to create a robust evidence base of the current and future transport movements in the area. It is anticipated that by April 2011, a transport strategy for the sub region will be published based on this work which will inform decisions on transportation improvements over the next 20 years and guide future housing and employment development. The SEDMMTS will provide a strategic evidence base showing the individual and cumulative impact of the proposed urban extensions and infill development on the existing SE Dorset transport network. Given the existing congested nature of the A31 so important to the prosperity of the area it is likely that developments in the South East Dorset conurbation shown to have an impact on the A31 either individually or cumulatively will have to wait for the provision of transport interventions as identified by the SEDMMS.

In advance of development of a full transport strategy for South East Dorset a number of major transport schemes that will support growth have been prioritised for delivery through the Regional Funding Allocation. These schemes are tabulated below with broad spend profiles:

TABLE 3: SOUTH EAST DORSET MAJOR TRANSPORT INVESTMENT 2010-2026 SCHEMES PRIORITISED THROUGH RFA				
	2010/11	**2011/12**	**2012-16**	**2016-26**
	£m	**£m**	**£m**	**£m**
PBRI: Core Scheme	16	6.15		
PBRI: Poole Bridge Town & Hamworthy Networks		4.6	11	
SE Dorset Bus Showcase Corridors			50	17
Parley - Cooper Dean Bournemouth Airport Access				63
A338 Bournemouth Spur Road Maintenance	26			
A31 Ameysford to Merley Improvements				136

Up to 60 ha of developable land is available for employment uses at Bournemouth Airport. Development that is likely to equate to 12 – 15 ha is currently being planned. This will require junction improvements to B3073 together with implementation of public transport improvements and a robust travel plan for the site. Implementation of the Parley - Cooper Dean Bournemouth Airport Access scheme will be essential to any employment development beyond this level. However, to enable full development potential of the Bournemouth Airport site to be realised in terms of employment, the strategic transport authorities have identified the need for a direct link between Aviation Park and the A338, estimated to cost £54m. Work is ongoing to determine at what level of development this infrastructure will be necessary.

The A31 Ameysford to Merley Improvements scheme is considered an essential pre-requisite to the implementation of urban extensions proposed for East Dorset. In addition to this implementation of the Parley - Cooper Dean Bournemouth Airport Access scheme will be essential for residential development at West Parley to go ahead.

Out side South East Dorset, two transport major schemes have been prioritised in Weymouth that will contribute to economic development and enable growth. These are the Weymouth Relief Road, which is currently underway and will be completed in early 2011, and the Olympic Transport Package, to be completed in early 2012.

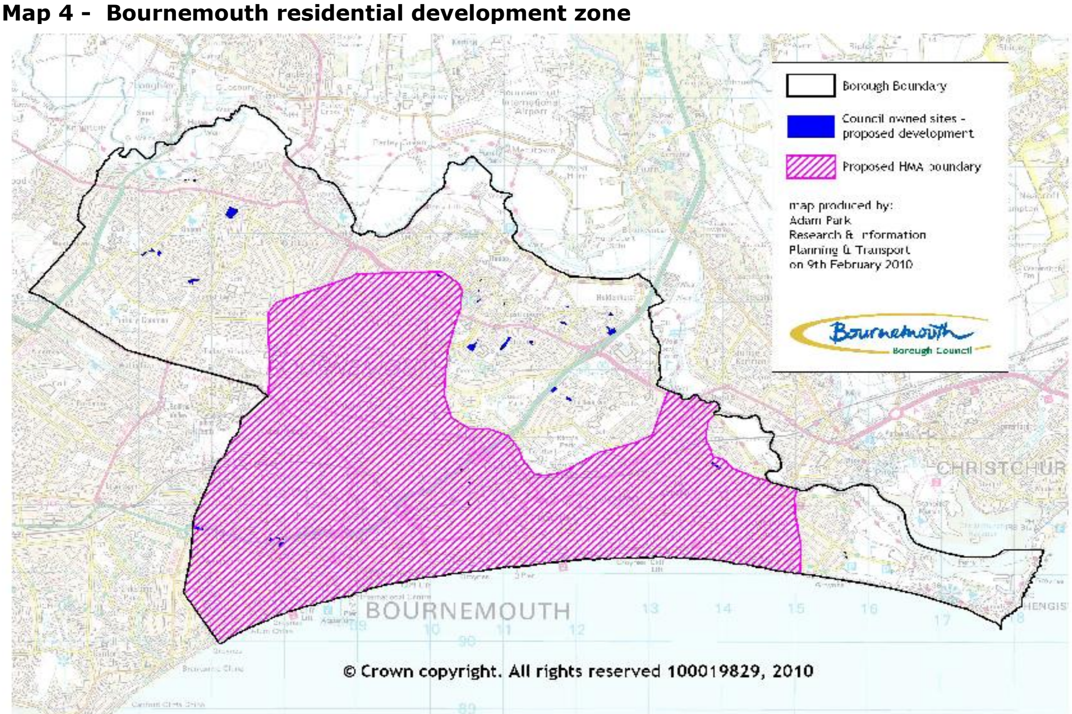
Bournemouth residential development zone

Residential development over the last ten years has been, primarily, through the conversion or redevelopment of existing buildings on small sites, usually resulting in developments of less than five dwellings. Developments have been concentrated in the area adjoining the coast and in the central part of the borough. These areas are the older parts of the borough development before the Second World War. The new development is in the form of small flat blocks, typically three or four storeys, and built within the original curtilage. The accompanying plan shows this area marked in red.

It is expected that, for the foreseeable future, the majority of new development will continue to occur within this area. The majority of outstanding planning consents are valid for within this area. The emerging Local Development Framework Core Strategy is expected to direct new development to sustainable locations, including areas adjacent to the shopping centres and along the main transport corridors. However, work on the Core Strategy is at an early stage and so the areas where development would be preferred are still to be finalised and will be assessed following completion of the SE Dorset Transport Study.

Map 4 below shows the land in Bournemouth Borough Council ownership where the authority will be seeking to develop market and affordable housing, together with mixed use development. Many of these sites fall outside the residential development zone (see areas shaded blue on Map 4). They are very important to the delivery of sustainable communities within Bournemouth by bringing forward development on surplus sites in order to regenerate estates in which they are placed. They offer opportunities for units which may not be viable elsewhere in the borough, such as houses. Two sites have so far attracted HCA funding with completion of almost 40 units over the next 18 months. An initial batch of 24 additional sites has been identified with the capacity to deliver approximately 200 units in the short/medium term. A financial and technical assessment has been undertaken on each of these. A strategic review is currently underway to further identify sites and importantly to establish the best delivery vehicle method for bringing these forward.

Map 4 - Bournemouth residential development zone



The **Bournemouth Town Centre Master Vision** will be delivered through an innovative Local Asset Backed Vehicle, a 50/50 joint venture vehicle owned 50% by the Council and 50% by the chosen private sector partner. This comprehensive project comprises the redevelopment of sixteen separate council owned sites across Bournemouth Town Centre. The LABV will deliver market & affordable housing, commercial and other uses to contribute towards sustainable growth and regeneration in Bournemouth, effecting a fundamental repositioning of the centre regarding its retail status, visitor offer and employment base. Some 1,300 new dwellings will be generated within the schemes, of which 40% are likely to be affordable.

The **Boscombe Regeneration** initiative will see the comprehensive social and economic regeneration of Boscombe and is focused firmly on addressing the problems of multiple-deprivation afflicting this area of Bournemouth. The main priorities will be the provision of affordable housing and retrofitting energy efficient measures for low income households. A key site within the area is the Ashley Road Coal Yard where some 126 new affordable dwellings are proposed. Consideration is also being given to the possible long term aspiration to provide a new Rail station to serve this area. One innovative and dynamic feature of this project is the setting up of a Community Land Trust to purchase inadequate existing houses in multiple-occupation, completely refurbishing them and then offering them as affordable homes through a Registered Social Landlord. The HCA has already expressed its interest in this type of proposal. Central Boscombe in Bournemouth, is the most deprived neighbourhood in Dorset. It is classified as being in the bottom 1% of LSOAs in Britain. In contrast, the Cannonhill area of Colehill, in East Dorset, is the least deprived, being ranked in the top 1%. This highlights the huge variations in social and economic deprivation within Dorset; it is not uncommon to find a neighbourhood in the highest quintile abutting one from the lowest.

Poole Central Regeneration Area

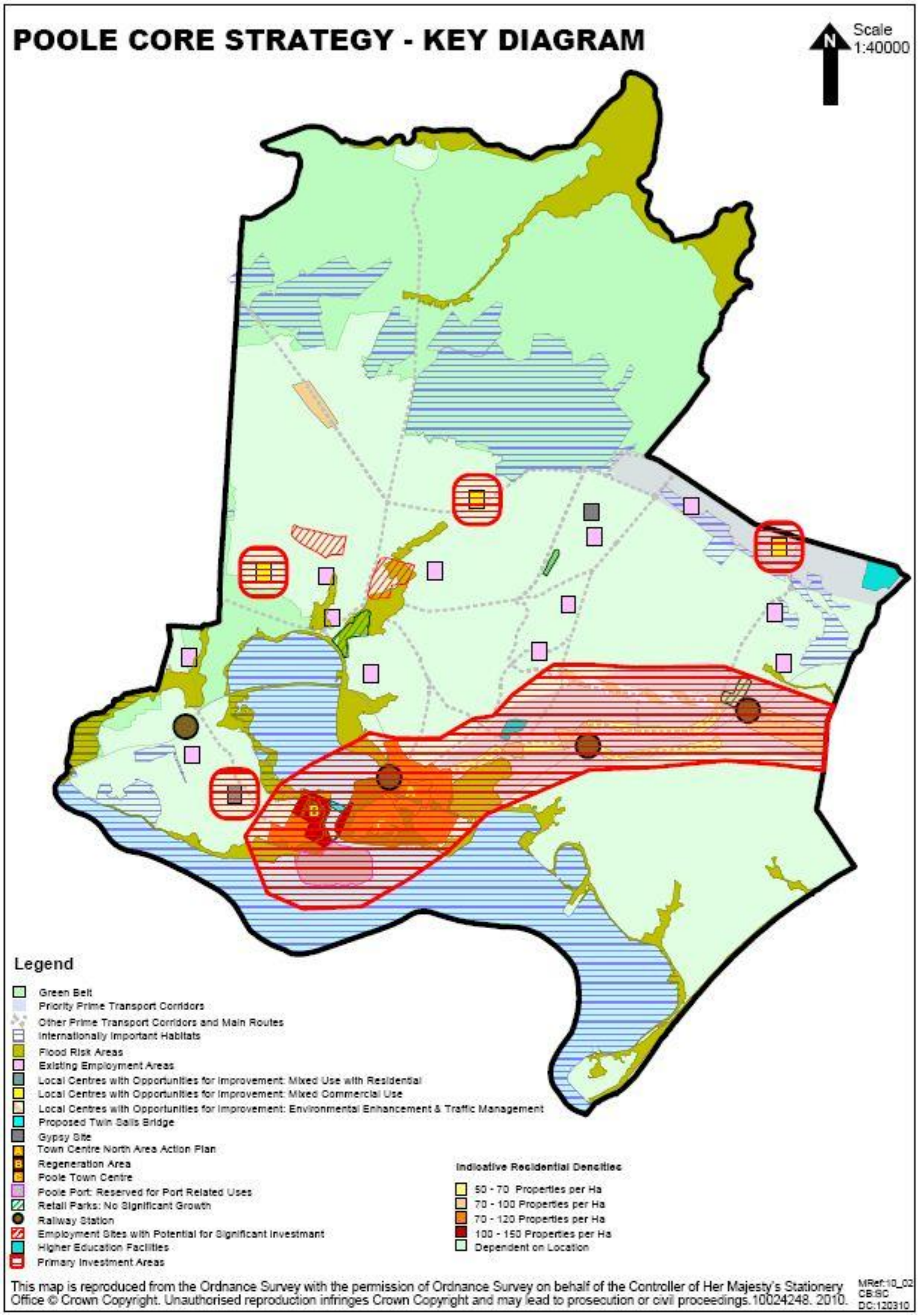
The programme of renewal in South East Dorset also encompasses Poole's growth point status. Of the RSS requirement for 10,000 new homes in Poole, some 4,000 have now been identified in the adopted Poole Core Strategy for provision in the town centre. As a growth point, the planned investment will be front-loaded to deliver much of its growth by 2016 and the Town Centre / regeneration area is the principal means of delivering this.

Our Local Investment Plan highlights two significant town centre redevelopment sites in Poole. Around 1,350 homes are expected to come forward on the former **Poole Power Station** site, of which 40% will be affordable. The Power Station site is critical in that it will both provide a significant number of dwellings in its own right but also, by enabling the Twin Sails Bridge and core scheme, it will unlock other sites. The scheme also plays an important role in developing Poole's economy. An economic impact assessment has calculated that over 4,600 jobs will be created (excluding construction jobs) in the wider regeneration area, about one third all new jobs in Poole over the Core Strategy period. This has helped to ensure that the Core Strategy is in accordance with the RSS job growth targets for Poole.

The former **Railway Goods Yard** at Serpentine Road in Poole will contribute 265 units on the basis of the current planning application. It is anticipated that a third of these will be affordable homes. The goods yard development will help to bring back into use a brownfield site at the heart of the town centre. The site also plays an important role in developing Poole's economy, with a mix of hotel and office use supporting the residential element.

The Borough of Poole is currently undertaking a flood risk management strategy to ascertain the extent of flood defence measures (and funding thereof) required to support this growth.

Map 5: Poole Central Area



Urban Extensions and Densification

Major new employment opportunities must be planned with necessary housing growth. Although the bulk of new residential requirement in RSS will take the form of urban intensification, using previously developed sites within towns, there is the acceptance that development on the edge of the existing built-up area is a sustainable solution to contribute towards sustainable growth. Urban extensions present perhaps the best opportunity to deliver this growth through the creation of balanced and sustainable communities providing market and affordable housing within walkable mixed-use neighbourhoods and which have the necessary public transport, pedestrian and cycling links to those services which can not be feasibly delivered at urban extensions.

A number of planned urban extensions are planned for South East Dorset. One such proposal, which we have included in our Local Investment Plan, is an **urban extension for Christchurch**. The area of search is around the Roeshot Hill area. The Borough Council will progress development though their LDF and the Core Strategy. Development is anticipated to commence in 2014 and be completed by 2024. Although RSS has indicated about 600 dwellings at the extension, there may be capacity for up to 940 homes as part of a mixed use development. Seeking a higher than normal proportion of affordable housing (around 40%) is felt to be a realistic option.

The **Urban Renewal Corridors** provide a strong framework that links some of the spatial priority investments. Additionally, there will be opportunities to create for sustainable housing and employment development along the corridors, linked to neighbourhood retail and service centres and local public transport hubs. Ultimately investment in these corridors will support the strategic spatial developments, bind them into the wider sub-region and support smaller developments that themselves will help to reinforce the role and viability of the transport corridors, as well as delivering locally distributed housing, jobs and community facilities. This project seeks to address issues of congestion and pollution through urban transport renewal/improvement schemes. The proposal is for junction and on-line improvements to create bus/cycle lanes and park-and-ride facilities on key transport corridors across the Conurbation. The promotion of public transport supports Local Transport Plan targets, improved air quality and reduced congestion.

Map 6 – Urban renewal corridors

Bournemouth Airport

The single most significant investment opportunity for South East Dorset is Bournemouth Airport. With an estimated 67ha (gross) of employment land potential through new build and redevelopment this is the largest potential employment site in the sub-regional area. The Airport itself is one of the UK's fastest growing, with passenger throughput increasing from 0.3mppa to 1.1mppa over the past four years. Expansion of the Airport and the importance of its investment potential is recognised in RSS and is supported in the MAA.

The Airport's northern business parks already represent one of the largest employment areas in South East Dorset with 3,500 people employed by over 250 firms. Much of this development is medium to low quality but there is a significant representation of aviation related businesses and some high quality office units and starter units within Aviation Park West. It is estimated that 8,000 additional jobs could be created at the Airport between 2006-2026, based on a mainly industrial scenario which minimises competition with the town centres[13]. Around 2,600 jobs should be created by 2016 in particularly in aerospace and advanced engineering and ICT/Creative industries. The offer will be a modest high quality office campus and start-up businesses will be attracted with incubator premises to enable knowledge based firms to gain a foothold in the sub-region. In addition, a solid range of general industrial units, not readily available in other parts of the sub-region, will be maintained.

Future development of the Airport and business parks relies on significant delivery of infrastructure, particularly transport infrastructure. Funding for this infrastructure will come from a variety of sources. Part is included in the Regional Funding Allocation (RFA2), but some improvements could be started earlier than this funding stream will provide – probably around 2012. Stakeholders have identified the need to promote sustainable travel options for the airport area developments, including travel planning initiatives and public transport improvements. These are required to address existing weaknesses, notably in terms of public transport under provision. Partners have already invested significant sums in consultancy studies to support a future development strategy. Christchurch Borough Council alone has spent over £50,000 in detailed economic and ecological appraisal work to support Core Strategy policy. Investment has also come from Manchester Airports Group, Manchester Airport Developments Limited, Dorset County Council and the South West Regional Development Agency.

East Dorset

For this iteration of the Local Investment Plan, East Dorset is neither part of the Urban Extension and Densification Programme or in the Sustainable Market and Coastal Towns Programme.

The Regional Spatial Strategy (RSS) recognises the functional interrelationship between the continuous urban area of Bournemouth, Poole and Christchurch, Corfe Mullen and Upton, and the crescent of market towns which form the hinterland to the conurbation. Wimborne, Colehill, Ferndown, West Moors, St Leonards and St Ives and Verwood are reliant to a large extent on Bournemouth, Poole and Christchurch for employment, leisure, entertainment and a large range of services. To a lesser extent, they also reciprocate by providing employment and leisure opportunities to meet some of the needs of the conurbation. This functional interrelationship makes South East Dorset a single SSCT and explains why the main towns in East Dorset are

[13] Airport Economic Study (Nathaniel Lichfield & Partners) completed March 2008

treated differently for investment in this Local Investment Plan to that of the wider Market and Coastal Town category.

It is anticipated that the bulk of new investment and growth in East Dorset will be in its existing towns. Some 3,800 dwellings (about 60%) of the RSS provision for East Dorset will be within the towns.

The Bournemouth, Dorset and Poole Workspace Strategy identifies the need for the provision of some 25 hectares of land for employment purposes up to 2026. This will contribute to the demand from the conurbation, and provide a better distribution of employment sites to reduce the carbon footprint of the area. This will include the key sites for early provision referred to in the BDP Workspace Strategy.

There is lack of agreement about how the remainder of the RSS requirement for the District will be met. Draft RSS, incorporating the Secretary of State's Proposed Changes, provides for 2,400 dwellings to take the form of planned urban extensions. RSS has identified areas of search within the existing green belt for these extensions. This reflects advice from the strategic authorities of Bournemouth, Dorset and Poole. East Dorset District Council, however, is objecting to proposed extensions, arguing that most new growth in the District can be accommodated within their towns.

INVESTMENT IN THE DORCHESTER AND WEYMOUTH SSCTS

Investment and expansion at Dorchester

Dorchester is Dorset's county town, with important administrative, retail and service functions. There is huge potential to build upon its heritage and cultural assets. A key strategic development issue for the town is achieving greater balance between employment and housing growth and in doing so reduce daily inward commuting. Provision of new homes and jobs will be made both within the existing town area, primarily using previously developed land and buildings, and through planned urban extension.

One such prominent investment opportunity in the town is the former **Eldridge Pope Brewery.** Closed down in 2003, the site extends across 4.45 ha of relatively level land off Weymouth Avenue. The location is both ideally situated as a place to live and work, being close to the main shopping area and adjoining Dorchester's main railway station.

Making reuse of a range of large imposing listed buildings of historic value and through a careful integration with extensive new-build, the result when fulfilled will be a major mixed use regeneration scheme. As presently approved the development will result in the provision of homes, a hotel, retail and restaurants/cafés, a health centre, an arts centre, a private nursing homes and an extra care scheme. An on-site cinema is also proposed whilst enhanced transport services will result in a new transport interchange next to Dorchester South Station.

Given the nature of the site and its significant redevelopment potential for the County town, delivery of the Brewery scheme remains a high priority for the Council and the Dorchester community. Early phases of the development fronting Weymouth Avenue have now been completed and demonstrate the successful potential of the original vision to mix old and new and bring a contemporary 'urban-splash' feel to historic Dorchester.

Some 600 new homes are planned, contributing to the sustainable development and much needed greater self containment of the town. As presently approved there is an obligation to provide a total of 182 affordable homes. These will comprise 111 homes for rent (including 26 general need social rent, 47 Extra Care and 31 for nursing key-workers); 51 shared-ownership homes; and 20 Low Cost Market homes.

Complementing the reuse of land and buildings within the existing settlement, Dorchester has been pursuing a long term strategy of sustainable expansion of the town. The **Poundbury Urban Extension** represents historically the most significant expansion to Dorchester. Its underlying principles have proved to be influential throughout the South West and further afield. Commenced in the mid 1990s, Phase 1 has been completed and much of Phase 2 has now taken shape. A substantial part of the second phase (the South West Quadrant, including 229 dwellings) remains to be built, and phases 3 and 4 have outline plans submitted. Key outcomes for the remaining parts of phase 3 and 4 include 1,200 dwellings, with more than a third affordable; a 450 children first school; up to 25,000 square metres of employment related development (to create 1,200 jobs); a new combined community hall/sports facility; new civic type buildings and enlargements to the adjacent A35 roundabout at Monkey's Jump.

Other opportunities to strengthen the role of Dorchester over the investment plan period will come forward. In the examination of the Regional Spatial Strategy, the scale of housing demand at that time suggested that a further 3,000 to 5,000 new homes should be built at Dorchester in the period up to 2026. It was recognised that the future urban extension would require a step-change in delivery when compared with recent rates of development, but it was seen a necessary to avoid exacerbating the housing affordability problem. However, there is some doubt whether this level of growth will be possible, unless a firm prior commitment is made to fund the substantial infrastructure provision that it would require. All of the identified options for development at Dorchester require very significant highway infrastructure investment. For example, the total cost of all infrastructure requirements for a north Dorchester option, is estimated at between £191 and £229 million depending on the total number of houses included. This matter will be considered in detail through the Core Strategy and may trigger the need for an early review of this investment plan.

Together with these development opportunities, town centre and traffic management works are planned in order to enhance the town centre's environment, reduce the impact of traffic and make the town more attractive to shoppers and visitors. The Dorchester Transport and Environment Plan is due to be implemented between 2012 and 2013. A new, larger park-and-ride site is also planned in order to free up town centre short-stay parking and provide an attractive alternative for people working in the town.

Investment and regeneration at Weymouth

Weymouth is the largest town in Dorset, outside Bournemouth and Poole and is an important resort and service centre. A key strategic development issue for Weymouth is to enhance its role as a major visitor destination by upgrading the quality of accommodation, enhancing the offer and broadening its season. It also seeks to strengthen its service centre role through regeneration and upgrading of the town centre.

In 2012 Weymouth will be in the limelight as host to the sailing events of the 2012 Olympic and Paralympic Games. The economic multiplier effect will be huge and regeneration schemes around Portland Harbour would act as a powerful catalyst, contributing to the legacy of this once-in-a-lifetime opportunity.

The Borough Council has identified through its emerging Core Strategy that **Weymouth Town Centre Regeneration** and extension to the town centre core is a priority. Retail and economic studies point to the town centre having real growth potential. There are opportunities for mixed use development and a number of sites have been identified. These sites include several in local authority ownership such as some public car parks, parts of which may be surplus following the completion of the Weymouth Relief Road Park and Ride site in 2011.

Other sites within the town centre provide a package of sites for development and regeneration, which include linked public realm regeneration initiatives, such as the 'Waterside Loop'. This 'Loop' is intended to provide a new west facing harbourside frontage for the town centre through public realm enhancement projects and realising the development potential of sites adjoining the Inner Harbour. These projects form part of an overall comprehensive master plan for the Town Centre. Tidal flood risk incorporating the effects of climate change sea level rise has been identified as a concern. A flood risk management strategy is being developed which will identify, amongst other issues, future flood defence requirements and the funding thereof.

Particularly important is the **Pavilion and Ferry Terminal** site which represents the single largest development opportunity in the Borough. This is a visibly prominent and iconic site within the town centre. Its regeneration will support and contribute significantly towards the overall regeneration of the seafront, the town centre and the Borough as a whole. The aim is to create it as a new destination within Weymouth and to use the development to help reposition the Borough, both as a resort and as a catalyst for attracting inward investment.

The Council produced a development brief outlining its requirements for the site and had secured a development partner. However, the scheme is now not proceeding as originally planned following the downturn in the economy. The Council is now planning to take stock and then develop an alternative brief for the site, involving a community engagement exercise, prior to offering the development opportunity again, when market conditions improve.

Any new scheme will include a substantial residential element, both private and affordable and the Council is likely to be seeking development in the post 2012 period, particularly in light of the anticipated benefits post Olympics including the enhancement of the image and marketability of Weymouth and Portland.

In neighbouring Portland, the focus of the 2012 Games, the **Castle Court** site at Osprey Quay has planning consent for a mixed use development, employment, hotel, self catering, residential, small retail, and RYA training centre. The applicants have an agreement to develop the site with the landowner SWRDA. However the current recession has meant that other than the RYA building, the project is not currently being implemented.

The former naval 'canteen' building is allocated for conversion to residential, together with an extension to provide 39 apartments, 12 of which will be affordable.

This site is currently available and could be brought forward quickly. It is a modest and self contained project which could further act as a catalyst for other parts of the mixed use scheme, for example the hotel building which is situation of the other side of a proposed open square form the canteen building.

The neighbouring Castletown area of Portland is generally much in need of support and regeneration. The area was improved in the late 1990's with assistance from SRB funding but the leisure dive industry which formed the basis for the local economy for a number of years has now declined and the area requires uplift. Development opportunities need realising to maximise the potential of the area, provide and support local jobs and help ensure that local communities benefit from 2012 and the activities at Osprey Quay which are literally on their door step.

At present Castletown is not benefiting from the spin off from the hosting of the 2012 Games at Osprey Quay. The Borough Council is currently working with a number of property owners who are keen to see further development within their properties for a mix of uses but are struggling to take forward and market the potential opportunities, some of which may be viewed as of marginal viability.

This marks out the significance of the **Castletown / Comer Homes** site to this area. The former MOD/naval rating's accommodation, it was purchased by Comer Homes to convert the existing blocks into 363 dwellings and develop land at the rear to provide a further 191 units in 6 blocks.

Planning permission exists and the site is capable of being taken forward in the short term. The site has the potential to provide a significant number of affordable homes and the permission for flats at the rear could well be amended to provide town houses.

Work is well underway on the conversion of one block and some flats are now occupied. However, due to downturn in the housing market work on site has virtually ceased. One block remains stripped out and is most prominent and unsightly in the local street scene and when viewed from Osprey Quay. It is also opposite English Heritage's Portland Castle which is a significant tourist attraction and will be in prominent use for 2012. It is also close to the RYA building which will be the accommodation for Team GB sailors in 2012. A planned new road link from Osprey Quay to Castle Road remains partially completed. Enhancing this site in the short term is therefore a key priority.

In the examination of the Regional Spatial Strategy, it was recognised that the demand for housing in this area could not be met within the borough, and that additional growth should take place in West Dorset, adjoining the Weymouth area. It is likely that this growth should include employment provision given the need to broaden Weymouth's economic base with a view to achieving a better balance of jobs and housing. This matter will be considered in detail through the Core Strategy and may trigger the need for an early review of this investment plan. The timing of delivery of affordable housing via the site specific opportunities is uncertain in the current economic climate, and therefore the ability to deliver on area based affordable opportunities as they present themselves will remain an important element locally to ensure a continuous annual delivery programme is maintained.

Substantial investment is being made in the area's transportation infrastructure to support the regeneration of Weymouth and Portland and to help meet the needs associated with the 2012 Games,. The Weymouth Relief Road is currently under construction. In addition, a bid for £13 million has been made through the Regional Funding Allocation process to support an "Olympic Transport Package".

INVESTMENT IN MARKET AND COASTAL TOWNS

The RSS makes clear that away from the Strategically Significant Cities and Towns (SSCTs) the scope for sizeable future growth in jobs and housing is likely to be more limited. Development will be of a scale more aligned to supporting the role or function of a place in its individual locality. However, recognition is given to the role of certain towns – in essence, certain market and coastal towns – in ensuring the availability of jobs and services both for their own population and for surrounding villages and country areas. It is the role of local planning authorities to identify and name these market or coastal towns through their core strategies.

In Dorset, emerging core strategies are identifying the following such settlements.

North Dorset:	Blandford, Gillingham, Shaftesbury
Purbeck:	Swanage, Wareham
West Dorset:	Bridport, Chickerell, Lyme Regis, Sherborne

In this current Local Investment Plan, development and investment opportunities are identified at Blandford, Bridport and Gillingham. Other opportunities to strengthen the role and sustainability of all these settlements will come forward over the investment plan period.

Blandford Brewery

An allocated commercial proposal to deliver a modern replacement brewery for Hall and Woodhouse and a range of serviced employment sites, before securing the benefit of housing developments to recoup higher value. The proposal would include 195 houses and flats, 35% affordable.

The scheme would make better use of less efficiently used areas of the existing complex. There would be a requirement for the parallel running of the existing and replacement brewery, giving a long lead in before any housing value would be accrued to offset the up front costs for the new brewery provision of serviced employment sites.

Additional community benefits would include a community room for Blandford St Mary Parish, rent free for some 25 years; the transfer of a 6 acre plot of land adjoining the River Stour to extend the Stour Meadows Public Open Space; and contributions to off site recreational facilities within Blandford Forum and St Mary.

Bridport’s South West Quadrant

This historic industrial district of Bridport, adjoining the main shopping area, provides an exciting regeneration opportunity. Imaginative refurbishment of some retained buildings would be combined with the construction of new to provide an integrated high quality mix of residential and employment workspace. About 175 new dwellings are likely to be delivered as part of a mixed-use scheme, of which more that a third would be affordable. The old industrial heritage of the area will require some new infrastructure on vacant areas. The scheme also includes the redevelopment of the bus station in order to provide a safer and more attractive arrival point for visitors, with greater capacity.

Gillingham Town Extension

An assessment of Gillingham’s potential to accommodate future housing and employment growth in the period up to 2026 and beyond has indicated a viable option for an eco-extension to the south of the existing town centre. This would only prove to be acceptable if appropriate transport and infrastructure is provided in parallel with housing and employment, placing this potential proposal for the longer term within the Local Investment Plan.

Future growth would help to meet a need for more affordable housing and would contribute to the wider supply of housing, thus addressing the current imbalance between supply and demand. It would also contribute to developing the Green Knowledge Economy. The market developments, if delivered as part of an eco-extension, could attract and retain high value-added firms and workers in Gillingham, as it makes the transition from more traditional industries. Further development of the Brickfields Business Park will be required to accommodate additional jobs in the area, scale being dependent upon and related to overall growth levels.

The potential for Gillingham to accommodate growth has been examined and concludes that 2,300 homes can be accommodated in the period up to 2026 with the potential for an additional 1,100 homes post-2026[14]. The study outlines a package of local grey, social and green infrastructure measures that are needed to support these levels of growth which are reflected in North Dorset's Draft Core Strategy, which was published for consultation in March 2010.

As there are no plans to significantly improve the A303 in the foreseeable future, the Highways Agency has expressed concerns that growth at Gillingham could lead to additional traffic on the road and reduce the reliability and resilience of long distance journey times. In order to address these concerns a package of measures has been worked up through the two studies to reduce the potential for trips on the A303, increase the self-containment of Gillingham and make more effective use of local transport networks, including the A30 and the London to Exeter railway. This approach has been translated into draft policies in the Draft Core Strategy.

Gillingham lies at the confluence of three main rivers and their respective floodplains. This will form an element of environmental constraint when considering suitable sites for development. In addition, sustainable drainage systems will need to be incorporated in order to minimise surface water run-off from sites.

INVESTMENT IN SMALLER TOWNS AND VILLAGES

The RSS seeks to retain the vitality and viability of rural communities by providing for small scale development, particularly economic development in small towns and villages. As with the larger Market and Coastal towns, the duty to identify the most appropriate settlements for this scale and nature of development lies with the local planning authorities and their LDDs.

The planning context is at pains to ensure that the past unsustainable pattern of widespread housing development in rural areas is not perpetuated. Perhaps individually minor in nature, a dispersed pattern of development proves to be significant when added together. Nevertheless some additional housing is still essential to meet local needs and to address significant, identified affordability problems.

The RSS supports targeted small scale development for housing in accessible village communities, if it is clearly related to meeting identified local needs. The emphasis is on provision of affordable, not market, housing. The allocation of sites exclusively for affordable housing, including use of a rural exception site policy, is recommended.

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[14] "Assessing the Growth Potential of Gillingham" Atkins, December 2009

The **Sustainable Rural Villages Programme** comprises a delivery orientated enabling partnership serving rural communities across the county and is led by the four rural district councils of East Dorset, North Dorset, Purbeck and West Dorset, a group of approved RSLs and the HCA. The primary objective is to facilitate the delivery of over 200 affordable homes, over the next thee years in rural settlements. Furthermore, the intention is to build capacity to maintain a rolling rural housing programme for Dorset beyond the initial three year period.

The Programme is to focus on the delivery of affordable housing within sustainable locations and in accordance with priorities defined by local strategic housing and planning policies. However in all cases, proposals for consideration must be supported by demonstrated housing need and result in homes preserved in the long-term and for the benefit of local communities. Allocations and delivery will be agreed and monitored by the Dorset District Housing Authorities and the HCA to achieve a locally orientated and responsive Programme.

Opportunities also arise and should be encouraged for the provision of small scale employment related development. This could utilise small sites, under-used sites and buildings, live-work arrangements or working from home. Each presents an opportunity to contribute to more thriving, sustainable settlements, and should be considered on their merits.

PRIORITISING CAPITAL INVESTMENT IN HOMES AND COMMUNITIES

The Local Investment Plan sets out what resources we need in the sub-region to help deliver our ambitions. It recognises the importance of public and private sector partnerships to maximise our delivery capacity. It brings together for the first time the combined resources of key investors in Dorset in a shared agenda. It is ambitious, but it needs to be if we are to achieve this step change in prosperity and improve opportunities for all our residents.

The financial tables appended to this plan seek to quantify the total amount of investment required in the sub-region and identify likely sources of funding. With so much uncertainty about the future availability of public funding, and the economic downturn placing pressure on private investment, the tables can only be indicative. The reality is that the delivery of the proposed outcomes will be compromised if funding is not forthcoming. To counter this, the Homes and Communities Agency is seeking to develop different models of investment to create sustainable places in areas prioritised by local partners rather than grant funding ad-hoc affordable housing schemes as before.

The investment programme nominally allocates HCA funding between sustainable growth, key allocated sites and supported housing on the following basis to ensure the affordable housing targets can be met across the sub-region:

- Sustainable growth – 40%
- Key allocated sites – 50%
- Supported housing – 10%

A robust process has been undertaken with sub-regional partners to assess the key allocated sites within the targeted investment programmes against criteria designed to prioritise the sub-region's housing and regeneration needs. Each site was assessed for its strategic fit, the proportion of HCA funding required, deliverability, value for money/economic impact, deprivation, sustainability and an RSL rating.

The results of this assessment are set out in Table 4 below.

TABLE 4: KEY ALLOCATED SITES IN PRIORITY ORDER	
Projects	**Element**
1	**Bournemouth Town Centre Master Vision**
2	**Goods Yard, Serpentine Road Poole**
3	**Power Station Site, Rigler Road, Poole**
4	**Blandford Brewery**
5	**South West Quadrant, Bridport**
6	**Dorchester Brewery**
7	**Castle Court, Osprey Quay Portland**
8	**Dorchester Poundbury**
9	**Weymouth Pavilion Site and Town Centre**
10	**Castletown/Comer Homes Site Portland**
11	**Boscombe Regeneration, Bournemouth**
12	**Urban renewal corridors**
13	**Christchurch Urban Extension**
14	**Bournemouth Airport**
15	**Gillingham Town Extension**

This list has undergone an independent review with a greater emphasis on project deliverability. This information has been used to predict which projects are likely to start on site in 2010 and 2011. It will also be used for the management of the programme in 2010-2012 and the development of future iterations of this Plan.

Local governance arrangements are still to be agreed but it is hoped that there can be a local programme management process which considers how the HCA's investment can best be used towards the delivery of local priorities. Some capacity-building funding is also included, some of which will be used to fund a Programme Manager.

The nominal programme can be adjusted to balance short-term deliverable outcomes with long-term investment needs. Some £22m of HCA investment has already been committed to existing schemes in 2010/11, based on the priorities emerging from the Local Investment Plan process and this inevitably skews the nominal allocation for 2010 in favour of sustainable growth. The original estimates of investment required for each project are set out in the project summaries from page 58 onwards. In all cases these exceeded the funding likely to be available and therefore the balance has been shown as a s106 requirement. Should viability issues make s106 contributions unlikely, the amount of affordable housing provided within each scheme is likely to reduce. In most cases the independent review revised start-on-site prediction from 2010/11 to 2011/12 and so in some cases a large s106 requirement and no HCA investment is shown for 2010, which is a technical anomaly. A revised financial programme for these projects is required from 2011 onwards so that the HCA investment can be better targeted. The exception to this is the Poole Power Station site which originally required no HCA investment before 2012 but which the independent review showed would be ready for investment in 2010.

Initial financial tables for 2010/11 and 2011/12 are appended to this Plan but will be subject to revision over the next few months, when an indicative investment programme up to 2026 will also be available. It is intended that this Plan will be reviewed regularly, with the next review programmed for 2012.

By May 2010, a Local Investment Agreement between the Homes and Communities Agency and the sub-regional local authorities will be in place. This will set out the HCA's proposed investment for the sub-region based on the proposed specific interventions. This investment will be subject to:

- detailed appraisal of and contracting to delivery partners of individual interventions; and
- local delivery of outputs and outcomes across the area and attributable to our interventions and investment.

OTHER CAPITAL INVESTMENT IN THE BDP SUB-REGION

Digital Dorset

There is a real risk that large areas of Dorset will be left behind technologically with poor communications technology. Much of the existing communications infrastructure, including mobile phone coverage and broadband speeds are not fit for purpose in the 21st Century, and without a modern broadband backbone, business, employment and community development opportunities will be restricted. The development of the creative industries sector, an important and growing sector of the Dorset economy, is being restricted by an inability to transfer data and images efficiently. The ability to up-load and download information quickly is essential for the development of a modern economy.

The provision of high bandwidth broadband can boost the economy by supporting existing businesses and attracting new service providers, businesses and inward investment. This will provide new jobs, higher wages and increased investment.

The compelling event to capitalise on to deliver improved infrastructure is the 2012 Olympic and Paralympic Games. To ensure a robust and reliable service two fibre optic cables have been laid through Dorset to the sailing venue in Weymouth & Portland. In addition to this, BT is rolling out a national Ethernet network across the UK (21st Century Network). These two investments offer the opportunity to significantly up-grade communications infrastructure across the area.

Public sector bodies across Dorset are working together to combine purchasing power and networks, providing benefits of efficiency and joint procurement. This should help to secure a service that is fit for purpose, affordable and sustainable, and able to offer access and benefits to the wider community and businesses. Work is currently being undertaken to assess and demonstrate the demand from the private sector, in order to demonstrate the overall demand for broadband provision and justify national investment in the area's infrastructure.

Transport Control Room

Road traffic continues to grow but there is little prospect of building significant additional road capacity. If increasing and economically damaging congestion is to be controlled, optimum use must be made of the existing highway and 'Intelligence' is the key to achieving this.

The entire network must be monitored and controlled and quality information provided to all stakeholders; the technologies used to do this are called 'Intelligent Transport Systems'. Highway Authorities are obliged to address issues such as congestion, incidents and accidents, and air quality under several statutes including:

- The Road Traffic Act 1988;
- The Traffic Management Act 2004;
- The Climate Change Act 2008;
- The Road Safety Act 2006;
- The London Olympic Games & Paralympic Games Act 2006.

Currently, Poole, Bournemouth and Dorset are individually investing in these Intelligent Transport Systems. Although the three Authorities work jointly no one Authority has overall control of the whole highway network. The new joint control centre, developed in liaison with the Highways Agency, will overcome this operational shortcoming from 2012, providing an integrated facility that meets the needs of each of the authorities, enabling a view of "the bigger picture" and implementation of suitable strategies.

BOURNEMOUTH TOWN CENTRE MASTER VISION

DESCRIPTION: To be delivered through an innovative Local Asset Backed Vehicle. An LABV is a 50 .50 joint venture vehicle owned 50% by the Council and 50% by the chosen private sector partner. This comprehensive project comprises the redevelopment of sixteen separate council owned sites across Bournemouth Town Centre. It is seen as effecting a fundamental repositioning of the centre regarding its retail, visitor offer and employment base. It is anticipated that some 1,300 new dwellings will be generated within the schemes, of which 40% is likely to be affordable.

ESTIMATED OUTPUTS

2010-11	➢ Berry Court site will bring forward 9,708 sq ms of residential development ➢ A further 5,040 sq ms of residential development brought forward from other sites ➢ Each residential site will seek to contribute 40% towards affordable housing as per the proposed new planning policy
2011-12	➢ Richmond Hill site will bring forward 11,599 sq ms of residential development ➢ Leyton Mount site will bring forward 3,450 sq ms of residential development ➢ Each residential site will seek to contribute 40% towards affordable housing as per the proposed new planning policy
2012-16	➢ 32,373 sq ms of residential development brought forward from sites ➢ 18,787 sq ms of commercial development brought forward from sites (hotel) ➢ 4,740 sq ms of office development brought forward from sites ➢ 10,295 sq ms of leisure/retail development brought forward from sites
2016-2026	➢ 11,995 sq ms of residential development brought forward from sites ➢ Each residential site will seek to contribute 40% towards affordable housing as per the proposed new planning policy ➢ 2,000 sq ms of commercial development brought forward from sites (hotel) ➢ 19,920 sq ms of office development brought forward from sites ➢ 4,645 sq ms of leisure/retail development brought forward from sites

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11		Land		£8 million			£30.8 million
2011-12		Land		£21.95 million			£19 million
2012-16		Land		£10 million			£77 million
2016-2026		Land		£8.6 million			£43.4 million

Bournemouth Council's contribution is the value of the land. The LABV PSP (private sector partner) matches the land value in cash which is then used for gearing to attract conventional debt finance. The council's funding commitment to the project is by transferring its site into the LABV. The value of the land at the point of transfer is the value of the site with the benefit of planning permission. This value is then matched by the PSP in cash. The LABV then leverages in conventional debt finance to cover the remainder of the development costs. Once the development is complete and sold the bank is repaid the debt finance with the remaining sums being distributed to the LABV partners or retained towards the development costs of undertaking future projects. The first tranche of HCA funding is likely to be required in April 2011.

The figures used in the tables above for 2010-11 assume that three projects are commenced by April 2011. In reality it is likely that only one of the TCMV sites will commence development by April 2011.

PARTNERS INVOLVED

- South West Regional Development Agency and representatives of the Local Strategic Partnership are working closely on the development of the TCMV and/or Area Action Plan for the Town Centre.
- As part of the procurement for the LABV private sector partner, 6 to 8 potential private sector partners will be in involved in stage 1 competitive dialogue and 2 to 3 will be involved in stage 2 competitive dialogue before a single partner will be selected to form the LABV and work with Bournemouth BC to deliver the TCMV.

DELIVERABILITY

- TCMV proposals are included within the Town Centre Area Action Plan which is in preparation. This document, which is anticipated will get to the 'Preferred Option' stage in the summer of next year, will set the formal planning background for the delivery of the TCMV proposals.
- LABV delivery vehicle to be in place by September 2010. Commercial viability of sample residential schemes to be assessed at stage 2 of the PSP process.
- A number of non-TCMV schemes within the Town Centre have planning permission and could be built immediately.
- Some schemes proposed on the TCMV sites have benefit of approved Design and Development Briefs; others still subject of public consultation.
- Commercial viability of the residential schemes is being assessed during stage 2 dialogue with the PSP bidders and detailed proposals will be submitted to the Council in May 2010. The Council will then select its chosen PSP for the LABV and "fine tune and clarify" the selected PSP's detailed proposals during June to September 2010. The schemes brought forward in advance of the emerging TCAAP will comply with the 2002 Local Plan.

GOODS YARD, SERPENTINE ROAD, POOLE

DESCRIPTION

Proposed mixed use development comprising replacement railway station, new footbridge, two sidings and transport interchange; multi storey car park (260 spaces); 103 bed hotel with conference rooms; office building; shops and café/restaurant. New housing to comprise 265 flats, of which 33% as affordable rented and shared ownership homes.

ESTIMATED OUTPUTS

2010-11	Residential 265, 88 affordable housing units Hotel 103 beds B1 offices 4,221 sq m
2011-12	
2012-16	
2016-2026	

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11	£41m			£4.6m			£36.4m
2011-12							
2012-16							
2016- 2026							

Figures are based on the most recent viability analysis carried out on this scheme in 2007. At that time it was concluded that a 33% provision of Affordable Housing could be delivered with public subsidy of £5m required to support this element of the scheme, delivering 87 affordable homes (£57,471 per unit).

Recent changes in market conditions could impact on the anticipated scheme figures. Further updates to the viability work are to be undertaken to inform the Single Conversation process. This exercise will be used to assess the maximisation of the delivery of the affordable housing element of the scheme, and in doing so, the required level of investment to support this.

PARTNERS INVOLVED

Network Rail; Bellwinch Homes; Raglan Housing Association; Spectrum Housing Group

DELIVERABILITY

Resolution to grant planning permission in April 2006 (05/17054/21).

The applicants indicate a 48 month construction period to take account of the need to keep the station open and provide housing and the footbridge at appropriate times.

Outstanding S106 (matter 12) relating to nature conservation mitigation measures along Holes Bay due to Natural England objection. NE wish require formal written agreement to carry out identified works (ecological study). Council commissioned consultancy finds no justification for all the mitigation works to be linked to this application. If planning permission is granted and NE objection still stands then risk that application would be 'called in'.

POWER STATION SITE, RIGLER ROAD, POOLE

DESCRIPTION

The former power station site, oil depot and land east of Rigler Road is reserved for mixed development, as follows: 1,100 dwellings of various types and sizes; between 100-300 care home bedspaces; 1,400 sq.m of niche retail (Class A1 and A3); public open space at centre and a community learning centre.

The Core Strategy seeks a benchmark of 40% affordable housing and the site will also have a critical role to play in enabling the new Twin Sails Bridge, given that it will provide the eastern landing point of the bridge, together with the core scheme road links on the Hamworthy side of the channel.

ESTIMATED OUTPUTS

2010-11	
2011-12	
2012-16	297 affordable housing units 1400 sq m of retail space
2016-2026	

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11							
2011-12							
2012-16	£489.8m	£10.89m		£14.5m	£9.96m	£15.34m	£439.21m
2016-2026							

Figures are based on the most recent viability analysis carried out on this scheme in January 2008. At that time it was concluded that a 22% provision of Affordable Housing could be delivered with public subsidy of £14.5m required to support this element of the scheme, delivering 297 affordable homes (£48,821 per unit). Developer negotiations ongoing where a number of application decisions are still to be concluded.

Recent changes in market conditions could impact on the anticipated scheme figures. Further updates to the viability work are to be undertaken to inform the Single Conversation process. This exercise will be used to assess the maximisation of the delivery of the affordable housing element of the scheme, and in doing so, the required level of investment to support this.

PARTNERS INVOLVED • Gallagher's (Developer); Regional Development Agency (funding support towards the bridge); Department of Transport (local transport funding towards local transport infrastructure); Borough of Poole • RSL preferred Partners (affordable housing) Spectrum Housing; Swaythling Housing Association (Part of Radian Housing Group); Knightstone Housing Association;Raglan Housing Association
DELIVERABILITY The planning has outstanding issues to be resolved. Negotiation to date has encouraged withdrawal of this application and a request for re-submission incorporating improvements/amendments. Principal infrastructure / other requirements are the core road scheme to link the bridge, flood defences, and affordable housing. Development will be expected to meet all of these on-site. Scheme is dependent upon the delivery of the Twin Sails bridge across the Harbour, construction on which is due to start in 2011.

BLANDFORD BREWERY

DESCRIPTION

This is a phased project to secure a modern replacement brewery to retain Hall and Woodhouse in Blandford. Additional serviced sites for B1 office / workshops will provide for some 8,500 sqm gross floorspace, in effect a new employment allocation for Blandford making use of less efficiently used areas of the existing Brewery complex.

Provision for 195 houses and flats, including 35% affordable housing. Within this residential phase there will be an opportunity to provided for small retail and office units, totaling between 1,150 and 1,500 sqm in total, but subject to no unit being greater than 250 sqm.

Community infrastructure will include the transfer of a 6 acre area of land adjoining the River Stour to extend the Stour Meadows Public Open Space as well as contributions to off site recreational facilities within Blandford Forum and St Mary. A community room for Blandford St Mary Parish will be provided rent free for some 25 years.

ESTIMATED OUTPUTS

2010-11	Replacement Brewhouse and partial installation of services – securing future of 100+ jobs within H&W Ltd
2011-12	Installation of new Brewing equipment jobs in excess of 100 secured for foreseeable future With funding input can start the strategic infrastructure works to provide employment units
2012-16	Infrastructure for residential and mixed use phase Phase 2 of new brewery to construct new bottling, packing and warehouse and distribution facilities. Transfer of remaining original brewing processes to new buildings Erection of employment units 8500 sq m securing and creating up to 500 jobs Construction of mixed use retail and office scheme along with 195 residential units in houses and flats on the original brewery including 35% affordable and social housing. Community Room for Blandford St Mary Transfer of 6 acres of land in Stour Meadows to Public Open space
2016-2026	Scheme complete

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11	£2m			£0.5m			£1.5m
2011-12	£2m			£0.5m			£1.5m
2012-16	£12.188m + £32m		£0.6m	£3.9m +£9m			£30.688m
2016-2026							

PARTNERS INVOLVED Hall and Woodhouse Brewery (owners of site and developers); a range of RSLs (providers of affordable housing); North Dorset District Council: Dorset County Council
DELIVERABILITY The Project has outline planning permission. With respect to the residential phase, in the current market there has been very limited interest from developers for the last 18 months, reflecting not only the depressed property market nationwide but also a current lack of prosperity in the Blandford property market. There is a huge advantage in selling a residential site which has the site infrastructure in place; it makes it more attractive to developers since they don't have to bear the cost of infrastructure upfront, and this reduces their project risk and capital commitment. In the current and foreseeable market – both in property and financial terms - this is a significant factor. With grant funding and with new site infrastructure in place the site would be of interest to residential developers and therefore the residential phase could come forward

SOUTH WEST QUADRANT, BRIDPORT

DESCRIPTION

The regeneration of the historic rope and net manufacturing area of Bridport, characterised by a network of roads, paths and buildings layout which has evolved over many centuries. The area contains many of the characteristic landscape features that make the town distinctive, including evidence of rope walks and the net, rope and twine making workshops key to Bridport's historical industrial development. It still provides an important employment base for the town, but parts of the area appear underused, rundown and unkempt.

The project will involve ground decontamination; the installation of new and the upgrading of existing roads and services, including gas, electricity, water, sewerage and telecommunications. Improvements and repairs to river bank will be required to comply with EA flood risk requirements, and general environmental improvements.

Finally there will be refurbishment of some retained buildings and construction of new buildings to provide an integrated high quality mix of residential accommodation and workspace. These buildings will bring increased housing opportunities, including affordable housing. The quality of retained employment space in existing buildings will be significantly enhanced to BREEAM standards increasing their energy efficiency and reducing the carbon footprint. Proposed new build for employment will also be constructed to at least BREEAM very good standards minimising the impact on the environment.

ESTIMATED OUTPUTS

2010-11	
2011-12	
2012-16	61 affordable housing units: 7474 sq m of workspace:
2016-2026	

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11							
2011-12							
2012-16	£26m			£3.17m	£1.5m		£21.33m
2016-2026							

This regeneration project will be funded in part by proceeds from the sale of the new buildings.
PARTNERS INVOLVED This is a joint venture between West Dorset District Council and a private company, Hayward and Company. A major part of the South West Quadrant comprises St Michaels Trading Estate, with is in private ownership, and the adjoining car park and coach station which are owned by West Dorset District Council.
DELIVERABILITY The proposal is subject to planning application being approved and satisfactory conclusion to S.106 negotiations

DORCHESTER BREWERY

DESCRIPTION

A prominent investment opportunity in Dorchester, the former Eldridge Pope Brewery extends across 11 acres of relatively level land off Weymouth Avenue. This is a major mixed use regeneration scheme, making use of a range of large historic, listed buildings and careful integration of new-build. As presently approved the development will result in the provision of homes, a hotel, retail and restaurants/cafés, a health centre, an arts centre, a private nursing homes and an extra care scheme. An on-site cinema is also proposed whilst enhanced transport services will result in a new transport interchange next to Dorchester South Station.

Some 600 new homes are planned, with an obligation to provide 182 affordable dwellings. These will comprise 111 homes for rent (including 26 general need social rent, 47 Extra Care and 31 for nursing key-workers); 51 shared-ownership homes; and 20 Low Cost Market homes.

ESTIMATED OUTPUTS

2010-11	
2011-12	48 affordable housing units(including 22 shared ownership)
2012-16	67affordable housing units (including 29 shared ownership) + 20 low cost homeownership
2016-2026	

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11	1.433m			1.35m			0.083
2011-12	£3.533m			£1.93m			£1.603m
2012-16	£10.54m			£2.86m			£7.68m
2016-2026							

PARTNERS INVOLVED

The main delivery partners Magna Housing Association have a long term involvement with 48 units of general need affordable housing at Signal/Bridge House (26 for rent and 22 shared ownership). There is a revised bid switching previously proposed shared ownership to rent to Homebuy.

At present, no RSL is working on the Extra Care element
DELIVERABILITY The scheme has full planning permission. Earlier land and boundary issues relating to one of the major blocks of affordable housing (Signal/Bridge) have been resolved There is full support from Dorset County Council and Supporting People over the principle of the Extra Care development and the location of the site. Further discussions are needed to confirm precise details with the Developer.

CASTLE COURT, OSPREY QUAY, PORTLAND

DESCRIPTION

The Castle Court site at Osprey Quay has planning consent for mixed use development comprising residential use, employment, a hotel and self catering accommodation, minor retailing and a Royal Yachting Association training centre. The developer is the Sutton Harbour Group which has an agreement to develop the site with the SWRDA who owns the site. Other than completion of the RYA building, the project has stalled in the current economic recession.

The former naval 'canteen' building is allocated for conversion to residential use. A further 39 apartments are planned. The consent includes the provision of 12 units for affordable dwellings. This is a modest and self contained project but one which could provide a catalyst for other parts of the mixed use scheme, for example the hotel building which is situation of the other side of a proposed open square from the canteen building.

EXPECTED OUTPUTS

2010-11	
2011-12	
2012-16	**12 affordable homes. 7 for rent 5 for S/O**
2016-2026	

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11							
2011-12							
2012-16	£1.78m	£0.005m		£0.57m			£1.205m
2016-2026							

PARTNERS INVOLVED

Sutton Harbour Group; South West Regional Development Agency; one or more RSLs (to be determined)

DELIVERABILITY

Castle Court has the benefit of planning permission and is available for immediate investment (2010-11). The area is already accessed. The site is unconstrained by other third party interests.

THE POUNDBURY URBAN EXTENSION TO DORCHESTER

DESCRIPTION

The Poundbury urban extension to the west of Dorchester represents the most significant single period of growth in the history of the town. When fully completed, in about 2025, Dorchester's population will have increased by approximately 5,000 and some 2,000 jobs will have been created in the factories, offices and general facilities across the site.

Built in four main sectors, the development is providing a gradual but major extension to the market town. The first phase was completed in 2002. By spring 2009 the second phase was well progressed. To date a total of 1,279 dwellings have been built.

A substantial part of the second phase, with full planning permission, remains unstarted. Part of phase 4 has already been completed and an outline planning application is presently being considered for the bulk of remaining development within phases 3 and 4. Once approved, this will create an approved planning framework for the remainder of the development up until its targeted completion date.

Key outcomes for the remaining parts of phase 3 and 4 include 1,200 dwellings; a 450 children first school; up to 25,000 sqm of non-residential development (to create 1,200 jobs); a new combined community hall/sports facility; new civic type buildings and enlargements to the adjacent A35 roundabout at Monkey's Jump.

ESTIMATED OUTPUTS

2010-11	
2011-12	80 affordable housing units
2012-16	140 affordable housing units
2016-2026	280 affordable housing units

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11	£2.446m			£2.29m			0.156
2011-12	£7.336m			£3.97m			£3.366m
2012-16	£12.79m			£6.72m			£6.07m
2016-2026	£28.93m			£16.80m			£12.13m

PARTNERS INVOLVED

The Duchy of Cornwall as the land-owner is committed to working with WDDC, stakeholders and the community to deliver exemplar development and an extensive range of economic, social and environmental outcomes.

West Dorset District Council is the planning authority and corporate partner working with the Duchy to inform and achieve community benefits (including affordable housing).

A range of Registered Social Landlords comprise the Guinness Trust, Synergy Housing Group, Magna and Hastoe Housing Associations. Work is underway on a new supported housing scheme with East Boro Housing Trust. There is a target of 35% affordable housing delivery.

The main developers are Fry's and Morrish with more limited input from other small and large scale developers, such as Cornhill Estates and Persimmon.

DELIVERABILITY

The incomplete remaining section of phase 2 (the South West Quadrant) has a current full planning consent to provide 229 dwellings, of which 80 will be affordable. Discussions are presently underway with at least one RSL to bid for the affordable homes that form part of the SWQ.

An Outline Planning application was submitted in August 2009 for phase 3 and the bulk of phase 4 (to include 1,200 homes).

WEYMOUTH TOWN CENTRE AND PAVILION SITE

DESCRIPTION

Weymouth Town Centre is the focus of the Borough's employment, retail, tourism, and recreation and transport functions. Draft Regional Spatial Strategy and the emerging Core Strategy identify the need for investment in new mixed use schemes. These include a number of identified sites in local authority ownership, such as some public car parks, parts of which may be surplus following the completion of the Weymouth Relief Road Park and Ride in 2011.

Other sites within the Town Centre provide a package of sites for development and regeneration. The 'Waterside Loop', for instance, is intended to provide a new west facing harbour frontage, with public realm enhancement projects and development sites. These projects form part of an overall comprehensive master plan for the Town Centre which is being developed through the Town Centre Area Action Plan.

The Pavilion and Ferry Terminal site represents the single largest development opportunity in the Borough. Although the original scheme for this site has faltered, the Council is to develop an alternative brief for the site, involving a community engagement exercise, prior to offering the development opportunity again, when market conditions improve. This strategic site has the potential to support and contribute significantly towards the overall regeneration of the Seafront, the Town Centre and the Borough as a whole. The aim is to create a new destination within Weymouth and to use the development to help reposition the Borough, both as a resort and as a catalyst for attracting inward investment generally to boost the local economy.

ESTIMATED OUTPUTS

2010-11	
2011-12	
2012-16	100 units of affordable housing , 70:30 rent:shared ownership
2016-2026	283 units of affordable housing , 70:30 rent:shared ownership

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11							
2011-12							
2012-16		10		5.2		2*	170**
2016-2026		20		14.7		2***	50**

PARTNERS INVOLVED

An appropriate partnership would include the Weymouth and Portland Borough Council, as freehold landowner, a private sector developer, and some funding from the HCA.

Public realm partners include English Heritage, the Arts Council, Dorset County Council and the SW RDA

DELIVERABILITY

Although the Pavilion site does not have the benefit of planning permission, a planning brief has been approved for the site by the Council (June 2008). This establishes full details of how the site might be developed and provides a framework for a planning application. A considerable amount of technical work has been undertaken by the former development partner, some of which would remain valid even if the nature of the scheme was different.

The Borough Council is preparing a Town Centre Area Action Plan to help facilitate the regeneration and build detail to the overarching strategic requirements identified in the emerging Core Strategy. The Council has ownership of land within the Town Centre, including car parking. It is also considering the use Compulsory Purchase Powers to help facilitate further redevelopment.

CASTLETOWN / COMER HOMES SITE, PORTLAND

DESCRIPTION

The Castletown area of Portland is much in need of support and regeneration. The area is not currently benefiting from spin off from the hosting of the 2012 Games at neighbouring Osprey Quay even though it is literally on the door step. Private owners are keen to see further development of their properties for a mix of uses but are struggling to take forward and market the potential opportunities, which may be of only marginal viability.

Castletown is the location of the former MOD/Naval Rating's accommodation blocks which were purchased by Comer Homes to convert into 363 dwellings and to develop land at the rear to provide a further 191 units in six blocks. The site has the potential to provide a significant number of affordable homes.

Although work is well underway on the conversion of one block and some flats are now occupied, because of the economic downturn, work on site has virtually ceased. One block remains stripped out and is a stark and unsightly feature when viewed from Osprey Quay. Enhancing this site in the build up to the Games must be a key priority. It is opposite the historic Portland Castle which is a significant tourist attraction which will be in prominent use for 2012. The Royal Yacht Association building which will be the accommodation for Team GB sailors in 2012 is close by.

A new road link from Osprey Quay to Castle Road, avoiding the difficult access at nearby Cadets Corner to the Comer Homes site, remains partially completed and an unsightly scar.

ESTIMATED OUTPUTS

2010-11	
2011-12	10 affordable housing units
2012-16	156 affordable housing units
2016-2026	

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11							
2011-12	£1.875m			£0.52m			£1.355m
2012-16	£29.25m	£0.005m	£2.365m	£8.1m			£18.78m
2016-2026							

PARTNERS INVOLVED Partnership with Comer Homes and other private sector land owners in Castletown would be essential. There is potential for further involvement in this area from the SW RDA.
DELIVERABILITY The Comer Homes site has the benefit of planning permission. There are no third party interests to act as a constraint on development. The road link is fully consented. Consents would be required for any new development in Castletown, if these sites were to come forward. Whilst privately owned, any investment would involve willing partners.

BOSCOMBE REGENERATION, BOURNEMOUTH

DESCRIPTION

This project focuses on the delivery of affordable housing in the social and economic regeneration of the area. Boscombe has high levels of deprivation. Boscombe West suffers particular problems in terms of access to affordable housing, especially family housing. The whole area has been a focus of intense neighbourhood management in recent years and work is underway to further develop a regeneration strategy.

Within Boscombe, the Ashley Road Coal Yard Site is planned to be a mixed tenure affordable housing site providing potentially up to 126 units. Half of the units would be social rented and half would be intermediate housing. There is scope to include commercial and/or live work units within the scheme which would be dependant on the economic climate.

There is also interest in developing a Community Land Trust which would contribute to the regeneration of Boscombe. It would involve the purchase of private lower standard shared HMO housing and either rebuilding or converting these units into self-contained family units within the affordable housing sector, predominantly being shared ownership.

ESTIMATED OUTPUTS

2010-11	➢ 50 homes fitted with renewable energy
2011-12	➢ 50 homes fitted with renewable energy
2012-16	➢ 200 homes fitted with renewable energy ➢ 126 homes mixed tenure affordable housing in Boscombe on the identified site ➢ 20 homes regenerated via CLT
2016-2026	➢ 250 homes fitted with renewable energy ➢ 40 homes regenerated via CLT

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11				£155k for renewable energy		£20k	
2011-12				£155k for renewable energy		£20k	
2012-16				£620k for renewable energy £6,300,000 for coalyard site development £400k for CLT		£80k	
2016-2026				£775k for renewable energy £800k for CLT		£100k	

PARTNERS INVOLVED

The main partners are Affordable Warmth Partnership, Community Land Trust, HCA, RSLs,Private Sector Developers

DELIVERABILITY

- Initial scoping is underway for the old coalyard site to progress as affordable housing.
- More work is required to further explore the workings of a Community Land Trust which would appear to work well for Boscombe.
- Much work has been undertaken in Boscombe to identify the priority properties and areas, many of which have already benefited from insulation programmes. This work will inform the renewable energy programme.

URBAN RENEWAL CORRIDORS / ITS BUS SHOWCASE CORRIDORS

DESCRIPTION

This scheme is identified as a key transport objective within the Bournemouth, Dorset and Poole MAA to support the proposals in the Regional Spatial Strategy to intensify housing within the SE Dorset conurbation and to support economic growth and employment opportunities within the area. The project also meets the Government's latest Delivering a Sustainable Transport System (DaSTS) criteria.

Junction and on-line improvements are proposed to create bus/cycle lanes and other bus facilities (including Park and Ride sites) on three key cross conurbation corridors in Bournemouth, Poole and Christchurch:

- Kinson – Northbourne – Winton – Bournemouth
- Mannings Heath – University – Bournemouth
- Northbourne – Castlepoint – Iford – Christchurch

The project will facilitate the intensification of housing proposed for the conurbation in Regional Spatial Strategy and enhance accessibility to local services and employment opportunities. It will promote and increase use of public transport and introduce other traffic and parking restrictions to reduce the rate of traffic growth and thus support Local Transport Plan targets. It will also reduce congestion and improve air quality. Further benefits to health will be sought through improved cycle facilities and thus increase cycle usage. It will also make areas more pedestrian friendly and enhance the street scene and environment.

ESTIMATED OUTPUTS

2010-11	Bournemouth - 0Poole - 0 SE Dorset – 50 See Christchurch Urban Extension TOTAL – 150
2011-12	Bournemouth - 200 Poole - 0 SE Dorset – 50 See Christchurch Urban Extension TOTAL- 150
2012-16	Bournemouth - 500 Poole - 480 SE Dorset – 250 See Christchurch Urban Extension TOTAL – 1230
2016-2026	Bournemouth – 1000 Poole - 626 SE Dorset – 500 See Christchurch Urban Extension TOTAL - 2126

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11	£2.941	£0.5 m					£2.451 m
2011-12	£35.951m	£1		£10.4m			£24.551m
2012-16	£190m			£51m			£139m
2016-2026	£317.35m +£108.4m (transport	£4.4 million		£84m		£44 million	£233.35m +£60m

PARTNERS INVOLVED

The SW RDA, Government Office for the South West, neighbouring Highway Authorities (Poole and Dorset) and bus operators are all partners to the project.

They are contributing to investment necessary for the associated Traffic Modelling and Scheme development. The bus operators are investing in their bus fleets (with low floor /cleaner technology buses) to complement the infrastructure improvements provided by the Highway Authorities

DELIVERABILITY

The project principles are supported by Regional Spatial Strategy and the emerging core strategies. The scheme is identified within the Councils' Joint Local Transport Plan. It is in line with Government guidance and policies to enhance public transport within the urban areas, to improve accessibility and reduce the reliance on the car, and to reduce future traffic growth, congestion and worsening air quality. Although certain elements of the scheme will require planning consent (such as Park and Ride sites), major elements are retained within the existing highway and can therefore be progressed without the need to seek further Planning approval.

CHRISTCHURCH URBAN EXTENSION

DESCRIPTION

The draft Regional Spatial Strategy provides for an urban extension for about 600 new homes in Christchurch. The area of search is south of the railway near Roeshot Hill and east of Stony Lane, to the County boundary. Christchurch Borough Council has supported the principle of this extension but considers it should be limited to land at Roeshot Hill south of the railway line. The Christchurch Strategic Housing Land Availability Assessment (SHLAA) June 2009 concludes that the area has capacity for more units. It identifies about 940 units for the urban extension.

Christchurch Borough Council are appointing consultants to undertake a major master planning study. This will support general policy in the Core Strategy and provide detailed development guidance to inform a Supplementary Planning Document (SPD).

The Core Strategy will include a review of affordable housing policy. The outcome is expected to advise reduction in site size thresholds for sites contributing towards affordable housing and an increase in the proportion of affordable housing required. A viability study supports an increase to 40% of affordable housing required on qualifying sites throughout Christchurch. An option of seeking a higher proportion of affordable housing on the urban extension site (45 – 50%) will be consulted on at the Preferred Options stage.

Development is anticipated to commence in 2014 and be completed by approx 2024. This represents a completion rate of 94 dwellings a year.

ESTIMATED OUTPUTS

2010-11	50 affordable housing units A338 Bournemouth spur rd maintenance(%age)
2011-12	50 affordable housing units
2012-16	250 affordable housing units
2016-2026	500 affordable housing units Parley Cooper Dean Bournemouth Airport Access A338 Airport Link

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11	£16.125m			£2.6m		£8m	£5.525m
2011-12	£8.125m			£2.6m			£5.525m
2012-16	£40.625m			£13m			£27.625m
2016-2026	£81.25m +£117m transport			£26m +		£117m	£55.25m

PARTNERS INVOLVED

Key landowners and other stakeholders include:

- Dorset County Council
- Roeshot Hill Allotment Holders Association
- The Meyrick Estate
- J Sainsbury PLC
- Burton Parish Council
- New Forest National Park Authority
- New Forest District Council

The Council will be working with service providers to determine what facilities and services will be required as part of the urban extension and will also establish an advisory group of key stakeholders to establish key requirements which the local authority may wish to take account of in developing the urban extension.

DELIVERABILITY

The project does not yet have planning permission but it is a specific proposal in the draft SW RSS. Throughout the RSS process, Christchurch BC has supported the principle of an urban extension north of Christchurch.

The Council is progressing a Core Strategy which will identify the general locations of the urban extension within the area of search identified by the RSS.

The Council is appointing consultants to undertake a master plan to provide detailed development guidance. A budget has been allocated for this work. The Council has received expressions of interest and is now at the stage of sending out formal tenders.

BOURNEMOUTH AIRPORT

DESCRIPTION
The project is to deliver expansion of the operational airport and medium to long term employment land within the airport business parks. Bournemouth Airport is one of the largest employment sites in the South East Dorset Sub-Region, with an estimated 67ha (gross) employment land potential through new build and redevelopment. The airport is one of the UK's fastest growing, with passenger throughput increasing from 0.3mppa to 1.1mppa over the past four years. Planning permission was granted in 2007 for a re-developed passenger terminal and associated facilities which have increase airport capacity to 3 million passengers per annum. The new terminal facilities are well advanced and the first phase is expected to be operational by summer 2011. The airport's northern business parks already represent one of the largest employment areas in the sub-region, with 3,500 people employed by over 250 firms. Much of this development is medium to low quality but there is a significant representation of aviation related businesses, and some high quality office units and starter units within Aviation Park West. Future development of the airport and business parks relies on significant delivery of infrastructure, particularly transport infrastructure.

ESTIMATED OUTPUTS

2010-11	Airport terminal capacity: 1.1-1.8mppa Direct operational airport employment: 380 Indirect operational employment: 120 Induced operational airport employment: 180 Employment land supply (business parks): 1-5ha Employment forecasts (business parks): 350
2011-12	
2012-16	Airport terminal capacity: 1.8-3.0mppa Direct operational airport employment: 740 Indirect operational employment: 240 Induced operational airport employment: 270 Employment land supply (business parks): 5-20ha Employment forecasts (business parks): 2165-2560
2016-2026	Airport terminal capacity: 3.0-4.0mppa Direct operational airport employment: 940 Indirect operational employment: 270 Induced operational airport employment: 430 Employment land supply (business parks): 20-40ha Employment forecasts (business parks): 5500-7000

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11							
2011-12	£70m	£2.5m			£14m	£52.5m	£1m
2012-16	£70m				£14m	£56m	
2016-2026							

PARTNERS INVOLVED

Christchurch Borough Council has worked with Manchester Airports Group already to secure delivery of the redeveloped passenger terminal facilities, which will increase capacity to 3mppa by 2015.

Dorset County Council, as the Strategic Planning and Transport authority, has supported the work of the Borough Council and commissioned Dorset Engineering Consultancy to assess medium and long term transport infrastructure solutions.

Manchester Airports Group have adopted an Airport Master Plan in 2007, setting out a long term vision for the operational airport. The airport has also successfully gained consent for a redeveloped passenger terminal and upgraded landing/takeoff facilities, the first phase of which is to open in summer 2011.

Manchester Airport Developments Limited, have responsibility for the airport business parks. MADL are also finalising a transport study with Dorset County Council which will identify a package of transport improvements sufficient to deliver medium term employment land of approximately 15-20ha.

DELIVERABILITY

The Operational Airport terminal redevelopment already has planning permission and is under construction.

Significant future delivery of employment land will require a clear delivery strategy for transport and other infrastructure.

GILLINGHAM TOWN EXTENSION

DESCRIPTION

Dorset County Council and North Dorset District Council appointed consultants in February 2009 to comprehensively assess Gillingham's potential to accommodate future housing and employment growth in the period up to 2026 and beyond, with particular emphasis on identifying required infrastructure and facilities. The study included an examination of the potential for Gillingham to become an SSCT (Strategically Significant City or Town). The report highlighted two preferred scenarios; growth to the north and south of the town and growth to the south only.

The study examined phasing and considered that about 2,300 dwellings could be delivered in the period up to 2026 under both scenarios. A further 1,100 dwellings could be accommodated to the north-west post-2026 under Scenario 1. The relative proportions between market and affordable housing would be determined by a detailed viability assessment. It is anticipated that somewhere in the region of 35% affordable would be appropriate for most of the town although it may be appropriate to "kickstart" regeneration in one area adjacent to the existing town centre where viability is a particular issue. This would suggest approximately 660 affordable homes could be delivered to 2026.

Future development is likely to be supported by the local community only if it can deliver appropriate transport and infrastructure in parallel with housing and employment growth and only if it can add value to the current built environment, for instance by making the urban extension an eco-extension.

ESTIMATED OUTPUTS

2010-11	60 affordable units 200 new jobs 3680 sq m gross floor space – employment 680 sq m gross retail floorspace
2011-12	43 affordable units
2012-16	170 affordable units 770 new jobs 14170 sq m gross floor space – employment 2310 gross retail floorspace
2016-2026	423 affordable units 1530 new jobs 28150 sq m gross floor space- employment 4590 gross retail floorspace

ESTIMATED FUNDING REQUIREMENTS

	Total Funding Required £M	LA capital £M	S.106 £M	HCA £M	RDA £M	Other Public* £M	Other Private* £M
2010-11	£8.824m			£3.12m			£5.704m
2011-12	£9.134			£2.24m			£6.894m
2012-16	£27.6m			£8.84m			£18.76m
2016-2026	£68.74m			£22m			£46.74m

PARTNERS INVOLVED

- North Dorset District Council
- Dorset County Council
- Gillingham Community Partnership (Three Rivers)
- Primary Care Trust
- Police, Fire and Rescue
- LEA

DELIVERABILITY

It is likely that there will be a need to set up a delivery body including all of the key partners to co-ordinate issues such as CPO, demolition, decanting existing users; co-ordinate public sector funding applications, co-ordinate delivery of strategic and social infrastructure.

The consultant report "Assessing the Growth Potential of Gillingham" provides in-depth and detailed analysis of this project.