

9 Corfe Mullen Housing

Introduction

9.1 Corfe Mullen is situated on the south western edge of the District. The majority of the settlement is located on the edge of Broadstone and forms part of the outer suburbs of the main Poole and Bournemouth conurbation. The settlement has two distinct parts, with the old village in the north lying in the Stour Valley near the junction of the Blandford Road with the A31(T). The larger, more recent part of the village lies to the south along either side of the Wareham Road on a high plateau. The mid 2009 population estimate was 10,440. The population profile is younger than the District as a whole.

9.2 Natural Environment

9.3 There are internationally protected heathlands within and on the border of the Village. Additionally, some of the fields in the Waterloo Valley have important unimproved grasslands. A large proportion of the Waterloo Valley is identified as an Area of Great Landscape Value.

9.4 The old village area on the A31(T) suffers from flooding. The Waterloo Valley is identified as a Groundwater Source Protection Zone and water is extracted from The Admiralty on the A31(T).

9.5 Green Belt

9.6 The village is set within the South East Dorset Green Belt, which to date has largely contained the settlement on the top of the plateau and has prevented development extending down the slopes to the north, west and south.

9.7 Development in Corfe Mullen is also constrained by significant areas of protected heathland, due to their fragility and nature conservation importance, are very sensitive to the impacts of nearby additional residential development.

9.8 Retail, Facilities and Services

9.9 The village itself has limited facilities, but those required to support the community which are not in the village are near at hand in Broadstone and Poole. Shopping facilities are limited for the size of the settlement and are found in two small clusters at the northern and southern ends of Wareham Road. Consultants have advised that the settlement has the capacity to accommodate another retail store, which would provide predominantly food with some other goods floorspace. There is a doctor's surgery in the Parish. Otherwise main health facilities are to be found in Poole.

9.10 Additional residential development in Corfe Mullen will have implications for school provision. Lockyer's Middle School is currently under-subscribed and the site has the capacity for redevelopment to accommodate additional pupils. The two First Schools have some capacity to accommodate additional pupils. Corfe Hills Upper School has very little additional capacity, and due to its location immediately adjacent to protected heathland has no potential for expansion. Q.E School in Wimborne also has no capacity for a significant number of additional pupils.

9.11 Sports and Recreation

9.12 The 2007 Survey of Open Space, Sport and Recreation concluded that the north of the village around the Recreation Ground and Lockyer's School has the large majority of facilities. These are to a high standard, but for many residents in the centre or south of the village they are considered inaccessible by foot and require car transport. There is an area of informal open space at the southern end of the village, off Springdale Road, but this has a high nature conservation interest which limits the recreational use of the land. There are few areas of open space within the main built up part of the village.

9.13 Transport

9.14 Corfe Mullen has a high car ownership, but the main urban area does not suffer serious congestion. The greatest concern is that there are poor bus services for the large population, so access to facilities and services for those without access to a car is poor.

9.15 Housing

9.16 There are very low numbers of rented homes in the Parish, with only 1.2% social and 5.3% private. A third of homes are bungalows and only 6% flats. Parts of Corfe Mullen have more than 50% of homes under occupied.

9.17 Employment

9.18 The large majority of working residents leave the Parish to work in Poole and the Wimborne area. There are no major sources of employment in the Parish. There is a small industrial estate at Cogdean Elms and a few businesses along Wareham Road.

Lockyer's School and land to the north of Wimborne Road

9.19 Corfe Mullen is one of four settlements in East Dorset that has been identified as appropriate to locate new strategic housing. This is because the community is well placed to access key services, facilities and employment. Although the village itself is comparatively poorly served in terms of these features it does adjoin Broadstone and Poole where those not found in the village are available.

9.20 There is very limited opportunity to provide new housing, in particular affordable housing and this has been a consistent concern of local residents. Equally, the village is seen as having limited services and facilities for a community of its size. The Core Strategy provides the opportunity to address these issues. The current Lockyer's School and land to the north offers the opportunity to deliver some new housing and local services and facilities for the village along with improved education provision. Lockyer's School has been at the heart of the community for two hundred years. It has, however, suffered from low investment over many years and the buildings are now considered to be inadequate. Dorset County Council has confirmed that the existing site is not large enough to accommodate a new school to meet modern standards.

Relevant Evidence

- The Council has undertaken a master planning exercise that looked at a large area of search to the north and west of the main built area. The objective of this work was to see if there was the opportunity to deliver a New Neighbourhood which could provide new housing and also improve the provision of local facilities and services. The large majority of the area of search was considered inappropriate for development, but the exercise has concluded that the area including Lockyer's School and land to the north of Wimborne Road can deliver the objectives of the master plan exercise.
- The Council's Open Space, Sport and Recreation Survey identifies a shortfall in the provision of active sports pitches of about 4 hectares.
- A study has considered the potential for new retail provision as part of the establishment of New Neighbourhoods at Corfe Mullen. This concluded that there is capacity to provide a further 2,000 sqm of convenience retail in the village.

Policy CM1

Lockyer's School and Land North of Corfe Mullen New Neighbourhood

Land at the northern end of the main built area of Corfe Mullen is allocated to provide a new neighbourhood including 250 homes, local facilities and services and a new Lockyer's School. To enable this the Green Belt boundary will be changed to remove land from it to the north of Wimborne Road.

Layout and Design

- The New Neighbourhood will be set out according to the principles of the Masterplan.
- A design code will be agreed by the Council, setting out the required high standards.
- The original old school buildings are to be retained and reused.

Lockyer's School

- A new school is to be provided on land north of Wimborne Road.
- The school playing fields are to be made available for community use when not required by the School.
- The site of the new school is identified as safeguarded land for the construction of a new school alone. Should the school not be required during the plan period the site will return to the Green Belt.

Green Infrastructure

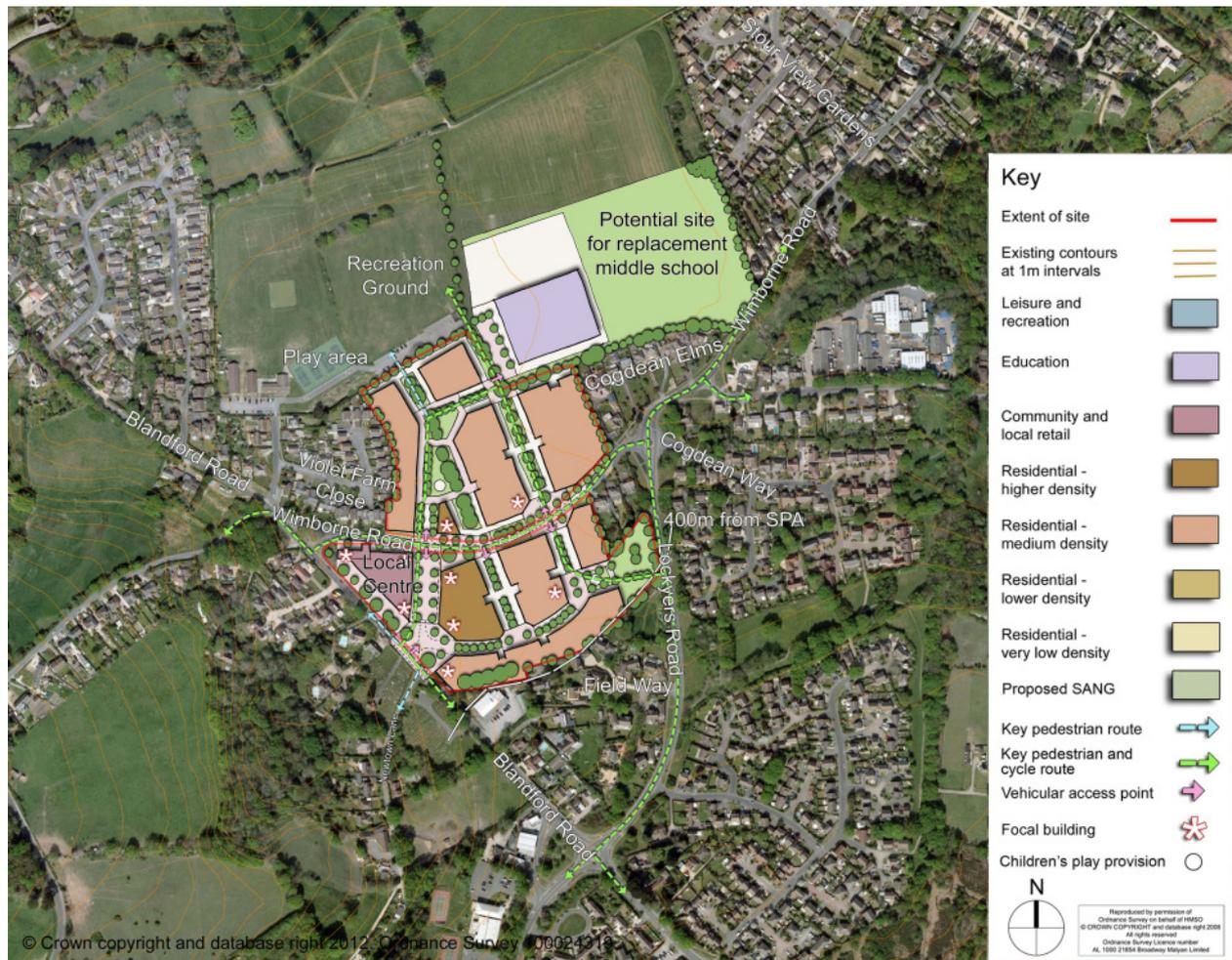
- The recreation ground is to be reorganised to maximise pitch provision. An additional 6 hectares of active sports pitches are to be identified and delivered on the western edge of the village to replace the area lost due to the new school, and also for the wider needs of the community. The development should contribute towards this provision.
- New replacement allotments are to be provided in an easily accessible location within the Parish.
- A Suitable Alternative Natural Greenspace strategy is to be agreed with the Council and implemented as required by Policy ME2 and Appendix 5.

Transport and Access

- Access to the New Neighbourhood is to come from Wimborne Road with the new school being accessed through the housing area north of Wimborne Road.

Phasing

- The allotments must be suitably located and established before development can commence on the current allotment site.
- An active sports strategy must be agreed with the Council prior to the relocation of the School to ensure that adequate provision is available to meet existing and future needs.



Map 9.1 Lockyer's School and Land North of Corfe Mullen New Neighbourhood

Delivery and Monitoring

9.21 This policy will be delivered by:

- The development management process.
- The Architect's Panel will be used to inform decisions.
- Close working with the landowners, other authorities and service providers.

9.22 The policy will be monitored through:

- Building for Life Assessments.
- The annual housing completions survey.

10 Ferndown and West Parley Housing, Employment and Town Centre

Introduction

10.1 Ferndown with a population of 16,700 and West Parley with 3,500 residents combine to form the largest urban area in East Dorset. Also within the Town and Parish are the historic villages of Longham and Hampreston. Both have elderly profiles, particularly West Parley where a third of residents are over the age of 65.

10.2 Both settlements have grown significantly over the last 100 years, when the current urban area was once a mere scatter of villas and small dwellings. As the population has expanded new facilities have been provided, mainly in Ferndown, so that the settlements now have a range of services available.

10.3 The Natural Environment

10.4 Much of the land now occupied by Ferndown and West Parley used to be heathland. What remains can be found to the north of the urban area and at Ferndown and West Parley Commons. These lie adjacent to the urban areas so limit the opportunity to build new homes.

10.5 To the south of the urban area the River Stour flows through a wide floodplain. This area provides good opportunity for informal recreation, as well as habitat for protected species.

10.6 Shopping, Facilities and Services

10.7 Ferndown Town Centre has a wide range of shopping facilities and services that are easily accessed by foot, bicycle and public transport, as well as by car. Penny's Walk, with its large foodstore acts as a key destination. This was built in the 1980s and could be significantly improved with additional shopping and environmental enhancement.

10.8 Out of town retail stores are located to the north of Ferndown at Trickett's Cross. This area is not easily accessible by pedestrians or cyclists.

10.9 West Parley village centre is a large parade of shops located at the Crossroads. It offers very limited local facilities, with most of the shops being for specialist home improvements.

10.10 GP Surgeries are located in Ferndown and serve the wider area, including West Parley. Residents make use of the hospitals in Bournemouth and Poole.

10.11 The settlements have a full range of schools although recently there have been concerns that they have surplus spaces.

10.12 Transport

10.13 Ferndown and West Parley suffer from considerable amounts of through traffic travelling from the A31(T) into the conurbation. This leads to severe problems in Ferndown Town Centre, through Longham, where heavy goods vehicles are directed to reach Poole Port, and at Parley Crossroads.

10.14 The 2001 Census identified that 85% of commuters were car drivers or passengers. Even so, the urban area is reasonably well served with regular and frequent bus services.

10.15 Housing

10.16 Generally there is very little social housing in the area, with the exception being Heatherlands. Additionally, there are also few private rented properties, so the large majority of homes are privately owned, a large proportion of which are owned outright with no mortgage.

10.17 About 30% of homes are detached and 40% are bungalows. Almost 50% of homes are considered to be under occupied.

10.18 Employment

10.19 Ferndown benefits from major employment opportunities. As of 2008, there were 1,300 businesses employing about 11,600 people. The Ferndown Industrial Estate, along with the Uddens Trading Estate and East Dorset Trade Park form the largest single employment location in Dorset. To the south east the business parks at Bournemouth International Airport offer further large employment locations. Additionally, Ferndown Town Centre provides significant levels of employment as does the nearby Bournemouth/Poole conurbation.

Ferndown Town Centre

10.20 Ferndown Town Centre has about 120 units of which half are retail and the others are used for commercial or miscellaneous uses. The Centre is reasonably healthy, but is showing signs of strain due to changes in the way that we shop and access services. To maintain and improve the vitality and viability of the Town Centre it is important that its attractiveness is improved, both in terms of the retail and service offer and also the environment.

Key Facts (2012)

Trading

- The shopping area of Ferndown is concentrated along Ringwood Road and Victoria Road, with some shops located within the purpose built shopping area of Penny's Walk and the Ferndown Centre.
- Ferndown has 113 commercial and retail units in the town centre.
- There is a high proportion of service use units (53.1%) compared to the national average of 31.6%.
- In contrast, Ferndown has a relatively low proportion of comparison retail units (36.3%), compared with the national average (48.3%). The offer is limited however, with a lack of clothing, footwear, arts, crafts and stationers.
- The quality and proportion of national multiples is low and are under represented in the town centre.
- The vacancy rate is very low at 2.7%, and these units are dispersed across the town, rather than concentrated in one location, the national average is 10.7%.
- The evening economy consists of the Barrington Theatre, the two pubs, two restaurants and take-aways,

Environment

- The topography of the town is relatively flat, with many converted buildings and some purpose built units, particularly in Penny's Walk. Overall, the units are quite large in size.
- Penny's Walk and the Ferndown Centre is pedestrianised.
- Movement in and around the centre of Ferndown is considered to be difficult due to the volume of traffic passing along Victoria Road and particularly Ringwood Road (A348).
- The main car park at Tesco is well located and free with 800 spaces. The position of bus stops and quality of them around the centre could be improved.
- The streets are clean and tidy with limited litter and are generally well maintained.
- The quality of the streetscape and shopping environment is considered to be low, requiring greater vibrancy and liveliness.

Strategic Requirements

- To improve the pedestrian vehicular conflict which exists in Ringwood Road and Victoria Road.
- To enhance the shopping streets to create a more attractive shopping environment.
- There is a need for 1,500 - 1,600 sqm of comparison floorspace, and 1,400 - 1,500 sqm of convenience floorspace in Ferndown.

10.21 Ferndown Town Centre Primary Shopping Area and Shopping Frontages

10.22 The Primary Shopping Area forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Cores. The defined Primary Shopping Area boundary has been informed by the Joint Retail Study (2008), the Retail Update (2012) and the annual pedestrian count surveys.

10.23 The Primary Shopping Frontages cover the busier streets and includes Penny's Walk and the Ferndown Centre where A1 retail uses will be supported. The streets covered by the Secondary Shopping Frontages, where footfall is lower, will allow a more flexible approach to uses, including Class A1, A2 and A3 in order to contribute to the overall vitality of the centre.

Relevant Evidence

- Joint Retail Assessment (Nathaniel Lichfield and Partners 2008), updated 2012.

Policy FWP1

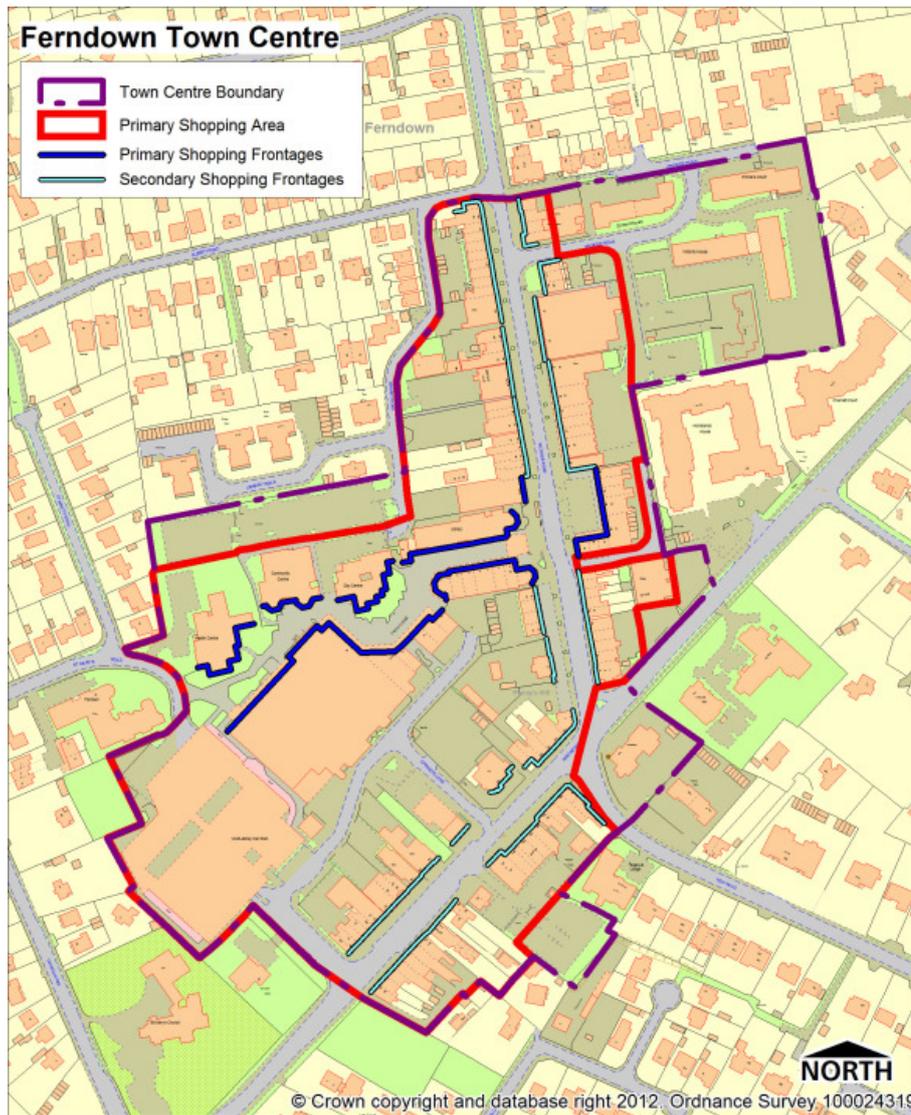
Ferndown Town Centre Vision

Our vision is that Ferndown will continue to act as a key Town Centre in the District and will remain a key focus for retail development. The comparison and convenience retail offer will be enhanced and the shopping environment improved to provide a more pleasant and pedestrian friendly townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location for residents and visitors to the town.

To achieve this vision:

1. The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts, culture and tourism development, subject to compliance with other national and local policy.
2. A Primary Shopping Area will be designated in Ferndown which forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages.
3. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre; convenience units up to 1400 - 1500 sq m and comparison units up to 1500 - 1600 sq m. The strategy will seek to enhance the niche retail offer and with a mix of unit sizes improve the presence of national multiples, to provide for better choice in comparison shopping. An enhanced pedestrianised Penny's Walk will help to attract national multiple chains whilst niche retail shops will continue to thrive on Victoria Road.
4. Residents of the town will continue to have access to a variety of important community services and cultural facilities located in the town centre, such as the Barrington Theatre and the Library. These will be retained and where possible enhanced.

5. The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping locations to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the centre will be improved to achieve a safe, high quality and attractive environment that will give the centre a distinct character and enhance its sense of identity. This will benefit residents, visitors and businesses, improving ease of movement around the town for pedestrians and cyclists and offer better legibility.
7. Higher density residential and commercial development will take place alongside the projected requirement for retail growth to provide for a balanced, mixed use environment.
8. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be introduced to reduce pedestrian/vehicular conflict in Victoria and Ringwood Roads together with the diversion of Heavy Goods Vehicles. Public transport will be promoted as the primary means of travelling into the town centre. To minimise congestion and air pollution, the use of sustainable modes of transport will be encouraged.
9. The Council will ensure that appropriate public parking levels and accessibility are maintained within the town to maintain the vitality and viability of the centre, with an appropriate signage strategy.



Map 10.1 Ferndown Town Centre

Delivery and Monitoring

10.24 This policy will be delivered by:

- The development management process.
- Close working with the local community, commercial interests, landowners, other authorities and service providers.

10.25 The policy will be monitored through:

- Annual pedestrian footfall counts.
- An annual survey of town centre uses.
- Updates to the Retail Assessment.

Green Belt Policy

Forest View Drive and Woodland Walk, Ferndown

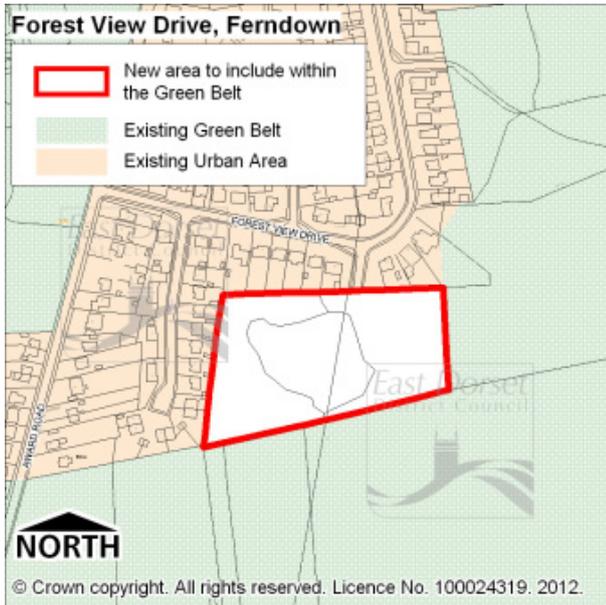
10.26 The Ferndown Local Plan (1989) defined the Green Belt boundaries for the Town. An area at Woodland Walk was left outside the Green Belt and allocated for housing development. This land was subsequently safeguarded from development in the East Dorset Local Plan (2001), awaiting a review. The land is now heavily wooded and the trees are protected by preservation orders. Access is also very difficult to achieve. As a result, the land is no longer considered suitable for housing development. This change in circumstances means that it is appropriate to alter the boundaries of the Green Belt to include the land.

10.27 This policy redefines the Green Belt boundary at Forest View Drive, Ferndown. When the Green Belt was first defined this area was left outside its boundary and allocated for housing development. The East Dorset Local Plan safeguarded the land with this to be reconsidered when a review took place. Subsequently, it has become inappropriate to locate new housing within 400 metres of an internationally protected heathland, as this site is. It is therefore now incapable of being developed for housing and this represents the exceptional circumstances necessary for the land to now be included in the Green Belt. The land is open in character, so therefore meets the fundamental aim of Green Belt policy and its designation would prevent urban sprawl and protect the countryside.

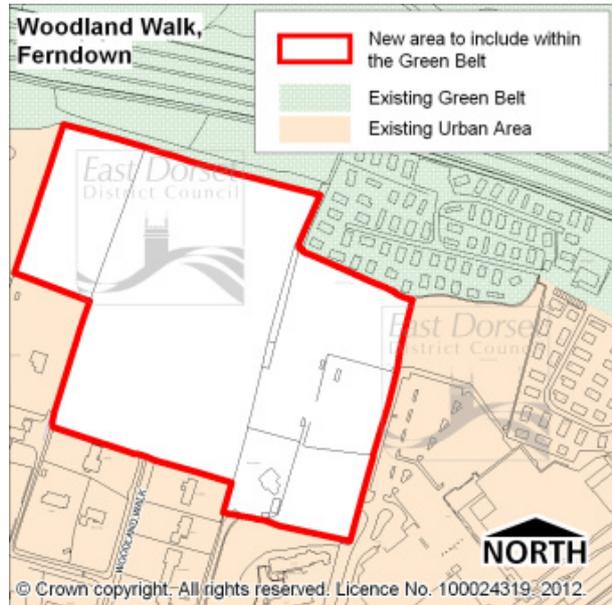
Policy FWP2

Forest View Drive and Woodland Walk Green Belt Boundaries, Ferndown

The Green Belt boundary will be redrawn to include land within it at Forest View Drive and Woodland Walk, Ferndown.



Map 10.2 Forest View Drive Green Belt Boundaries



Map 10.3 Woodland Walk Green Belt Boundaries

New Neighbourhoods

10.28 Ferndown and West Parley combine to make the largest urban area in East Dorset. The population is well served by services and facilities and is very well located to access employment opportunities. For this reason the area is considered suitable as a location for New Neighbourhoods. As a result the Council has undertaken a Masterplan exercise to identify where these could be located and how they could be best laid out and delivered. A very large part of the urban edge is inappropriate because it is too close to protected heathlands. This has restricted the area of search to the south of the main urban area. Even within this area there are important constraints, including the Dudsbury Hillfort ancient monument, airport safeguarding zones, floodplain, settlement coalescence and traffic congestion. The identified New Neighbourhoods are planned to provide housing and other facilities within the context of these constraints and in West Parley alleviate the traffic congestion and provide an improved local centre to serve the local community.

Ferndown

Land Adjacent to Holmwood House

10.29 This New Neighbourhood can help to deliver much needed housing and add to the important open space at Poor Common while ensuring the Green Belt gap between Longham and Ferndown is maintained for the long term. To achieve this, the southern limits of development must leave a clear break in development and preserve open land to be used as informal parkland. Access is to come from Ringwood Road to the north of Holmwood House in order to preserve the Green Belt gap.

Relevant Evidence

- The East Dorset New Neighbourhood Masterplan Reports.

Policy FWP3

Holmwood House New Neighbourhood, Ferndown

A New Neighbourhood is allocated adjacent to Holmwood House, south of Ferndown to provide about 110 homes and large areas of informal open space. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This includes open space to be provided south of the allocated housing which will enhance the existing open space at Poor Common and protect the Green Belt gap between Ferndown and Longham.

Transport and access

- Vehicular access is to be provided from Ringwood Road to the north of Holmwood House.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area connecting into the existing and proposed networks.



Map 10.4 Holmwood House New Neighbourhood, Ferndown

Delivery and Monitoring

10.30 This policy will be delivered by:

- The development management process.
- The Architect's Panel will be used to inform decisions.
- Close working with the local community, landowners, other authorities and service providers.

10.31 The policy will be monitored through:

- Building for Life Assessments.
- The annual housing completions survey.

Coppins Nursery

10.32 This small site offers the opportunity to provide much needed housing within reasonably close proximity to facilities, services and employment opportunities. In order to protect the Green Belt gap between Longham and Ferndown it is important that an area of informal open space extending the current Poor Common open space is provided. This, along with the substantial Suitable Alternative Natural Greenspace allocated in Policy FWP3, will help to divert people from nearby heathlands and protect their nature conservation quality.

Relevant Evidence

- The East Dorset New Neighbourhood Masterplan Reports.

Policy FWP4

Coppins New Neighbourhood, Ferndown

A New Neighbourhood is allocated at Coppins Nursery, south of Ferndown to provide about 30 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

Layout and design

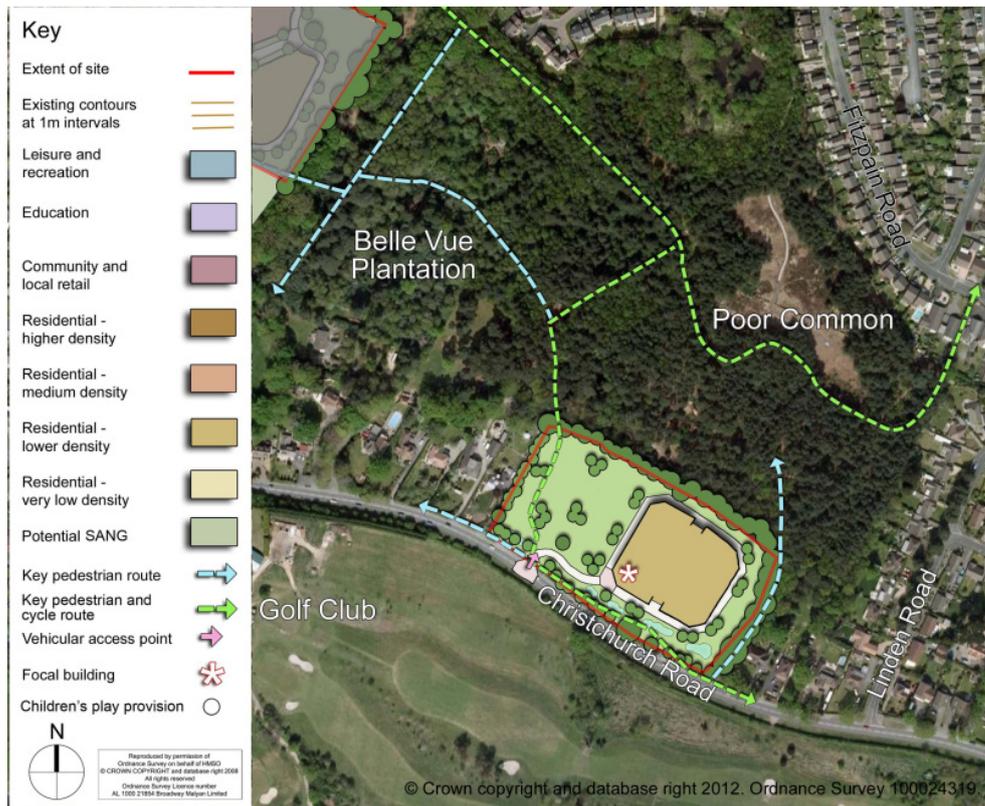
- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

Green Infrastructure

- Open space is to be provided to enhance the existing open space at Poor Common, providing green links along the southern fringe of the urban area.

Transport and access

- Vehicular access is to be provided from Christchurch Road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing and proposed networks



Map 10.5 Coppins New Neighbourhood, Ferndown

Delivery and Monitoring

10.33 This policy will be delivered by:

- The development management process.
- The Architect's Panel which will be used to inform decisions.
- Close working with the local community, landowners, other authorities and service providers.

10.34 The policy will be monitored through:

- Building for Life Assessments.
- The annual housing completions survey.

West Parley

The Village Centre

10.35 West Parley Village Centre is presently compromised by a poor urban environment, dominated by roads and hardstanding. Many of the shop units are occupied by specialist home improvement retailers that do not provide exclusively for the needs of the local area. Parley Crossroads suffers from severe congestion and over time the Highways Authority has implemented a range of measures to alleviate this, but at the expense of local environmental amenity. Roads have been widened and it is now the case that well over 1 hectare of tarmac covers the area around the Crossroads and shopping service roads. The area to the south of Christchurch Road, New Road and the associated service road and car parking are about 35 metres wide which is the equivalent of eight lanes of a normal highway with standard footpaths on either side. Such engineering solutions have maximised the effectiveness of the Crossroads in terms of traffic movement, but this is clearly not enough as severe congestion is common during ever lengthening peak times in the morning and afternoon. Consequently, the centre of the village is very unattractive, particularly for pedestrians and cyclists.



Map 10.6 Parley Cross

10.36 The local community and Council are left with a difficult choice. The allocation of New Neighbourhoods gives the opportunity to reorganise traffic movements and alleviate congestion at the Crossroads, but results in a significant change to the built character of the area. If New Neighbourhoods are not allocated, traffic alleviation will have to rely upon public funds and alternative solutions. Previous assessments of the Crossroads have identified that limited congestion alleviation can be provided if a gyratory system were to be built which would expand the road dominated area to 90 metres wide. This would simply be a traffic alleviation solution which would significantly increase the highways area and lead to further deterioration of the urban environment. Additionally, due to funding shortfalls it may not be implemented in the 15 year lifetime of the Core Strategy, leaving the residents of the area with a deteriorating situation.



Map 10.7 Previously suggested transport solution

10.37 The Council takes the view that it should positively plan the area to significantly improve the environmental quality of New Road and Christchurch Road, provide improved services and facilities for the local community, deliver much needed new housing and facilitate the setting out and safeguarding of very large areas of Suitable Alternative Natural Greenspace and more formal areas of open space.

10.38 Policies FWP6 and FWP7 provide the potential to radically change the Parley Crossroads, removing 30% of traffic movements and enabling significant environmental improvements to the New Road area. This includes removing traffic lanes and turning movements. This will allow a much improved pedestrian environment to be provided with wider paved areas, landscaping and crossing points where people will not have to wait excessive amounts of time to cross New Road and Christchurch Road. Policy FWP6 allocates an area to the east of New Road to provide new retail and commercial development to extend the range for the local community. This will create a two sided shopping street with a greater sense of place than currently exists.

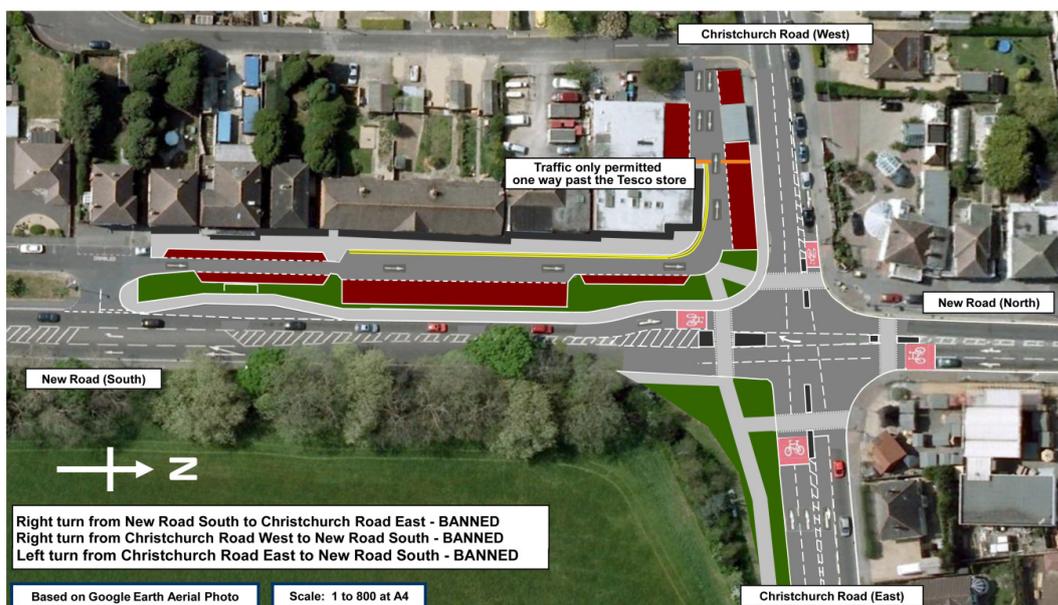
Relevant Evidence

- The East Dorset New Neighbourhood Masterplan Reports.
- Burro Hapold B3073 Corridor Study 2011.

Policy FWP5

West Parley Village Centre Enhancement Scheme

A major environmental enhancement of West Parley Village Centre is to be implemented to improve its vitality and viability. New public spaces, shops, services and facilities are to be provided in conjunction with wholesale changes to the Parley Crossroads and the associated service roads. This relies upon new link roads to be provided in conjunction with the New Neighbourhoods allocated in policies FWP6 and FWP7.



Map 10.8 West Parley Village Centre Enhancement Scheme

New Neighbourhoods

Land to the East of New Road, West Parley

10.39 This is a flat featureless area of land bordered on three sides by urban development. It offers the opportunity to provide much needed new housing, traffic alleviation, community, retail and commercial services and facilities, as well as significant areas of publicly accessible Suitable Alternative Natural Greenspace, alongside more formal open space. It creates a chance to provide a more welcoming village centre with an attractive sense of place.

10.40 The New Neighbourhood must provide traffic alleviation for the Crossroads and substantial areas of Suitable Alternative Natural Greenspace to attract people away from the protected heathland at Parley Common. This will include parkland to both the east and west of Church Lane as well as the south of the new housing extending to about 25 hectares (60 acres). Additionally, a more formal park is to be provided adjacent to an extension to the village centre which can provide a village square and additional shops and services.

Relevant Evidence

- The East Dorset New Neighbourhood Masterplan Reports.
- Burro Happold B3073 Corridor Study 2011.

Policy FWP6

East of New Road New Neighbourhood, West Parley

A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 800 - 900 sq metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses.

Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This is to incorporate very significant areas of open space to the east of Church Lane, to the south of the allocated housing area and between the allocated development area and housing on Church Lane.
- A park is to be provided adjacent to the village centre.

Transport and access

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.
- Vehicular access to the village centre extension is to come from the link road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.
- Improvements to public transport services.

Phasing

- The link road must be fully operational prior to the opening of a convenience foodstore, or the occupation of 50% of the new homes.



Delivery and Monitoring

10.41 These policies will be delivered by:

- The development management process.
- The Architect's Panel will be used to inform decisions.
- Contributions from the Community Infrastructure Levy that will be used to support transport improvements.
- Close working with the local community, landowners, other authorities and service providers.

10.42 These policies will be monitored through:

- Building for life Assessments
- The annual housing completions survey.

Land to the West of New Road at Ridgeway, West Parley

10.43 A New Neighbourhood in this location offers the opportunity to provide much needed housing, significant areas of Suitable Alternative Natural Greenspaces to attract people from nearby heaths and a link road to divert traffic away from Parley Crossroads. This area is more attractive in terms of landscape quality than land to the east of New Road. The site rises to the west towards the Dudsbury Hillfort and has a mature treed framework to the south and west which contains it from long distance views in these directions. To the east and north the land adjoins the urban area. It is important that the nature of development in this location respects the form of the land and landscaping is used to break up the built area.

10.44 The Hillfort is an ancient monument, so development must be kept clear from it and open space used to maintain its integrity.

Relevant Evidence

- The East Dorset New Neighbourhood Masterplan Reports.
- Burro Happold B3073 Corridor Study 2011.

Policy FWP7

West of New Road New Neighbourhood, West Parley

A New Neighbourhood is allocated to deliver about 200 homes, and facilitate major improvements to the village centre. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.
- A Heritage Strategy is to be agreed by the Council which safeguards the integrity of the hill fort, and which includes an access strategy for the area. The land between the hill fort and the residential development is to be set out as parkland.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This will

significantly extend and enhance public access, providing green links along the southern fringe of the urban area.

Transport and access

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is to divert traffic from the Parley Crossroads enabling environmental enhancement to the village centre.

Phasing

- The link road must be operational prior to the occupation of 50% of the new homes.



Map 10.10 West of New Road New Neighbourhood, West Parley

Delivery and Monitoring

10.45 These policies will be delivered by:

- The development management process.
- The Architect's Panel which will be used to inform decisions.
- Contributions from the Community Infrastructure Levy that will be used to support transport improvements.
- Close working with the local community, landowners, other authorities and service providers.

10.46 These policies will be monitored through:

- Building for Life Assessments.
- The annual housing completions survey.

Employment

Blunt's Farm, Ferndown Industrial Estate

10.47 This land is owned by the Forestry Commission. It is very well related to the Ferndown and Uddens Industrial Estates, which forms the largest area of employment in Dorset, with about 5,000 employees and permission for a further 9 hectares of employment development. It is close to the strategic highway network, although this part of it suffers from congestion. Local facilities are nearby, but further support services, such as eating and small shopping establishments would be beneficial. The land is close to regular bus services. A small part of the land is identified as a Site of Nature Conservation Interest.

Relevant Evidence

- The East Dorset Employment Land Review
- The SE Dorset Workspace Strategy Update (2012)

Policy FWP8

Blunt's Farm Employment Allocation, Ferndown

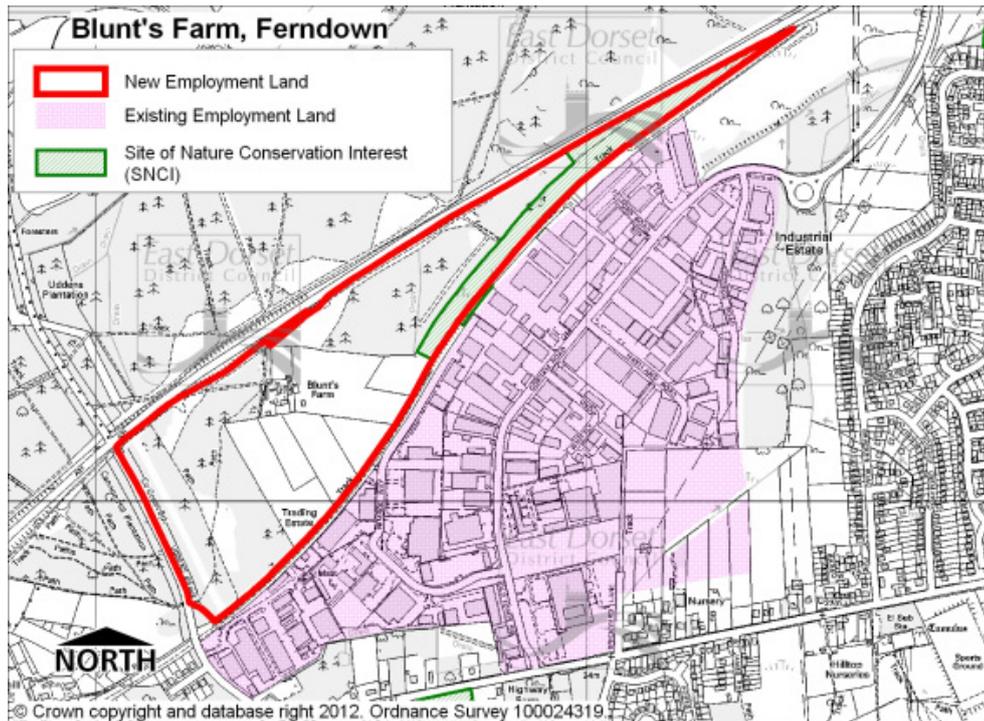
30 hectares of land to the west of Ferndown and Uddens Industrial Estates is removed from the Green Belt and allocated for employment development.

This should involve:

- The provision of B1(Office and Light Industrial), B2 (General Industrial) and B8 (Warehousing and Distribution) employment uses.
- Ancillary support services, such as cafés.

Prerequisites for development include:

- Approval of a detailed development brief, subject to public consultation.
- Agreement of a comprehensive travel plan including the provision of regular bus services and cycle links towards Wimborne and Ferndown Centres.
- A strategy to be agreed with the Council that ensures no harm to the nearby designated nature conservation sites including Uddens Heath SSSI and the Moors River System SSSI will derive from the estate. Particular regard to the water environment will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of the strategy.
- Protection of the Site of Nature Conservation Interest.
- Retention of significant landscape buffers within the northern and western parts of the site. This buffer should include heathland habitat which will go towards protecting, enhancing and expanding the habitats of European protected species of which there is a known presence nearby.



Map 10.11 Blunt's Farm Employment Allocation, Ferndown

Delivery and Monitoring

10.48 This policy will be delivered by:

- The development management process.
- The Architect's Panel which will be used to inform decisions.
- Close working with the local community, landowners, other authorities and service providers.

10.49 The policy will be monitored through:

- The annual employment completions survey.

11 Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres

Introduction

11.1 This Chapter covers the three main urban areas in the East of East Dorset, along with their surrounding rural areas.

Verwood

11.2 Verwood is situated on the eastern border of Dorset to the north of the main urban areas of East Dorset and the Bournemouth/Poole conurbation. The Town has expanded quickly over the past thirty years, although over recent years this has significantly slowed since the strategic growth identified in the 1980s was completed. Only about 300 homes remain un-built from this time, but these are unable to be completed as they are within 400 metres of protected heathland.

11.3 The population has grown rapidly from 2,820 in 1961 to 14,792 in 2008. About 27% of the population is over retirement age which is lower than that of the District, but higher than the National average.

11.4 Natural Environment

11.5 There are significant areas of protected heathland adjacent to the town therefore new housing areas of approximately 50 homes must provide Suitable Alternative Natural Greenspaces. Additionally, Bugden's Copse which lies within the urban area is an SSSI.

11.6 The north and western edges of Verwood are identified as Areas of Great Landscape Value.

11.7 The River Crane that flows along the southern boundary of the town is subject to flooding.

11.8 Shopping, Facilities and Services

11.9 There are two shopping areas in the town. The main centre is based around Ferrett Green and offers a variety of shops, services and community facilities. The other shopping area is off Pennine Way and is made up of a large supermarket and associated smaller shops. This area had been planned as a new town centre for the growing town, but the designation of Bugden's Copse as an SSSI prevented this. There is potential for the supermarket to be expanded over the next few years.

11.10 Verwood is well served for medical services in relation to doctors' surgeries and dental practises and has a good, relatively new day care centre. The nearest hospitals are at Salisbury to the north and Bournemouth to the south.

11.11 The town has benefited from the completion of a large new community centre which is capable of providing a wide range of different functions. This is complemented by the Memorial Hall.

11.12 Verwood has three First Schools and a Middle School. Additional housing in the town and elsewhere will have significant implications for school provision. Verwood is the largest town in Dorset to have no secondary school provision. Children currently have to travel to Ferndown and Wimborne. The schools in these towns have limited or no capacity for additional pupils, so a secondary school may be required in Verwood.

11.13 Sport and Recreation

11.14 Indoor sports are currently provided for at the sports hall at Pennine Way, but this is limited in size and does not provide the range of facilities needed for the community. A new replacement facility is being built at The Hub in the centre of the town, with additional facilities planned adjacent to Emmanuel Middle School. Outdoor sports are largely provided at Potterne Park. The Open Space and Recreation Survey identifies a need for allotments and extra facilities for children and young people.

11.15 Transport

11.16 Verwood does not suffer from congestion in comparison to other parts of the District. This is despite car ownership being very high and the limited bus services.

11.17 Housing

11.18 Most of the housing in the area is modern having being built since the Second World War. About 41% of households own their houses outright and a further 46% own them with a mortgage. There are only 7.5% of homes available as social housing and 5.7% are rented. A higher proportion of dwellings are detached than the rest of the District and fewer flats. 35% of dwellings are bungalows.

11.19 Employment

11.20 In 2008 there were about 4,700 people who worked in Verwood and there were about 730 businesses. The 2001 Census identified a working population of about 5,000 people which is likely to have increased by about 1,500 since then. In 2001 about 33% of the workforce lived and worked in the town.

Verwood Town Centre

11.21 The Town Centre in Verwood helps to serve the general needs of the community along with the major foodstore off Pennine Way. It has benefited from major investment over the past fifteen years to support a large increase in the population which resulted from 2,000 new homes being built from the early 1980s to the early part of this century. This includes the construction of Home Farm Way and the Potter's Wheel car park that enabled traffic calming and the provision of Ferrett Green. New shops have been built on the old Heynes Garage and April Cottage. Additionally, a new doctor's surgery, day care centre and The Hub Community Centre along with further car parking have been built alongside the Police and Fire Stations. This investment has helped to elevate the centre of Verwood from a small shopping and community area into a more dynamic centre. The Core Strategy aims to continue the promotion of the town centre with further improvements.

Key Facts (2012)

Trading

- Verwood has 37 ground floor commercial use units in the centre.
- There is a high proportion of service uses (hairdressers, estate agents and beauty salons) at 67.6%, compared to the national average of 31.6%.
- Conversely, Verwood has a low proportion of comparison shop units at 24.3% compared to the national average of 48.8%. The vacancy rate is very low in the town. In particular there is under provision in furniture, clothing, books, textiles and hardware.
- There are a high proportion of independent traders.
- There are no restaurants or pubs in the centre.

Environment

- The topography is flat and most buildings are conversions of a modern design.
- The centre is accessible by road and bus, but there can be pedestrian and vehicular conflict in Ringwood Road.
- The centre is attractive and newly laid out with a green.
- The public car parks are free, well located and well used.

Strategic Requirements

- There is a need for 700 - 800 sqm of comparison floorspace, and 600 - 650 sqm of convenience floorspace in Verwood.

Relevant Evidence

- The Christchurch and East Dorset Retail Update (2012).

11.22 Verwood Town Centre Primary Shopping Area

11.23 The Primary Shopping Area forms the area where retail development will be concentrated which has been informed by the Joint Retail Study (2008), the Retail Update (2012) and the annual pedestrian count surveys.

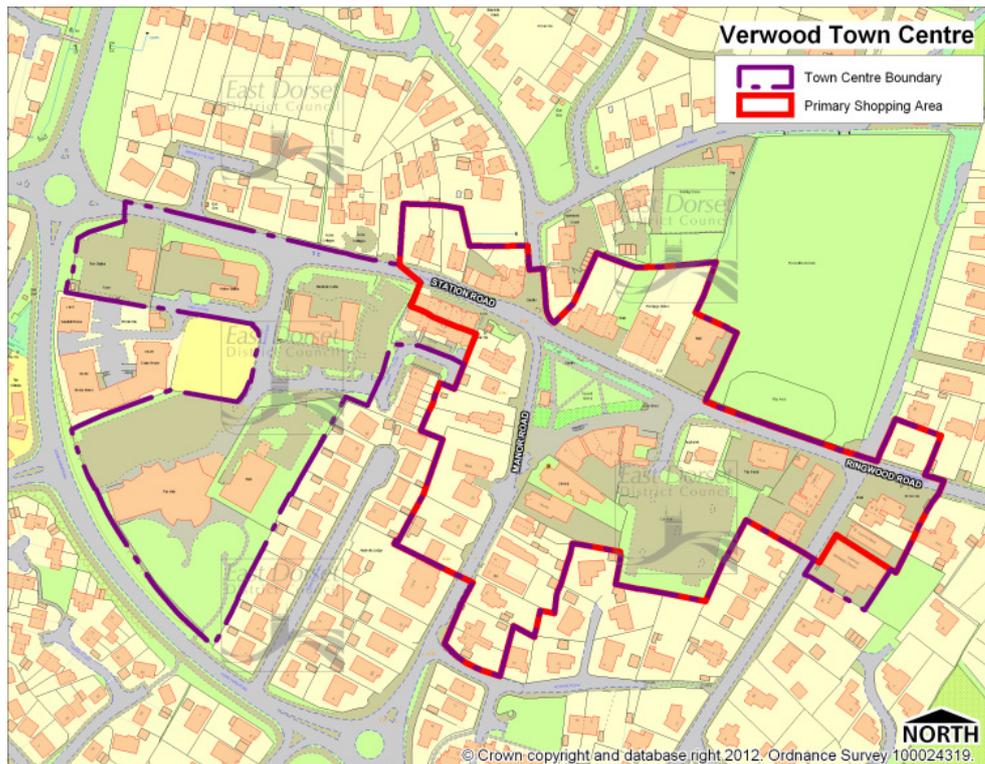
Policy VTSW1

Verwood Town Centre

Our vision is that Verwood Town Centre will be a key town centre in East Dorset, providing a thriving busy centre to the local population and visitors. The town centre will continue to provide an attractive townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including employment, retail, leisure and entertainment, arts, culture and tourism development, subject to compliance with other national and local policy.
2. A Primary Shopping Area will be designated in Verwood which forms the area where retail development will be concentrated and contains the Primary Shopping Frontages.
3. The range of retail uses will be supported and improved to provide more comparison and convenience goods shops in small to medium size units to appeal to small independent shops. This includes up to 600 - 650 sqm of convenience floorspace and 700 - 800 sqm of comparison floorspace in Verwood in the plan period.
4. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Hub, the Memorial Hall and the Library. These will be retained, supported and, where possible, enhanced.
5. Evening economy uses such as restaurants, cafés and pubs will be supported in the town centre to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the town centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
7. Commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
8. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict, and sustainable modes of transport will be supported.



Map 11.1 Verwood Town Centre

Delivery and Monitoring

11.24 This policy will be delivered by:

- The development management process.
- Close working with the landowners, other authorities and service providers.

11.25 The policy will be monitored through:

- Annual pedestrian footfall counts.
- An annual survey of town centre uses.
- Updates to the Retail Assessment.

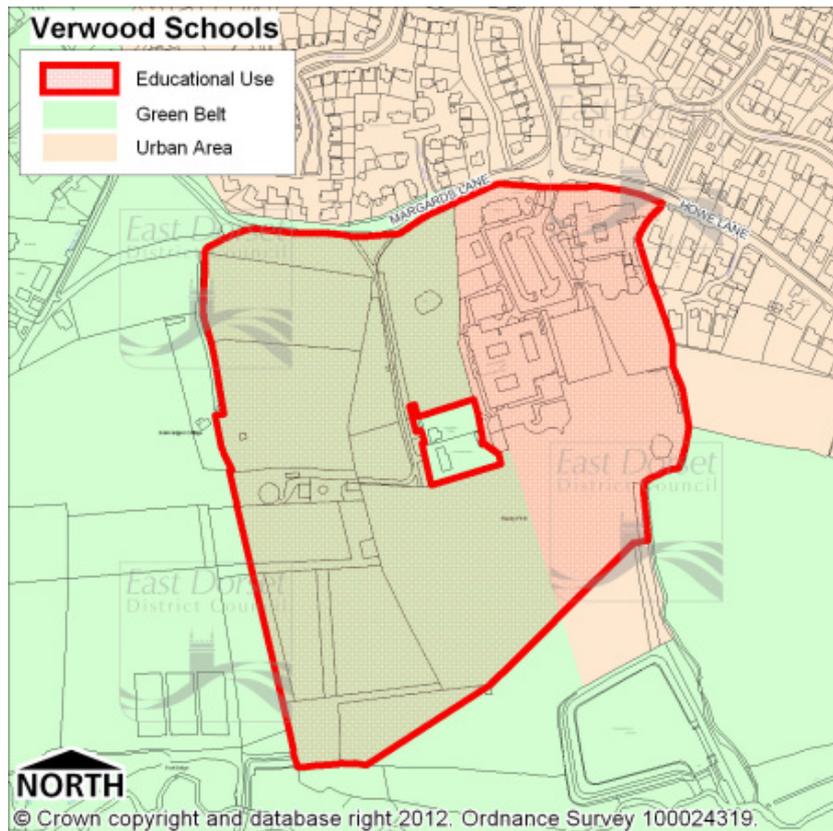
Verwood Schools

11.26 Verwood is the largest town in Dorset without upper school provision. Older school children currently have to be bussed to Wimborne and Ferndown which is a significant inconvenience. Increased numbers of schoolchildren throughout the District mean that the existing upper schools are unlikely to be able to accommodate them. Dorset County Council would therefore like to build a new upper school at Verwood to overcome this problem and provide a more convenient service for children in the Verwood and northern rural part of East Dorset.

Policy VTSW2

South of Howe Lane Education Allocation, Verwood

Land south of Howe Lane is identified for educational use to enable the provision of upper school accommodation. Implementation will require the completion of the Springfield Distributor Road and the agreement of a travel plan.



Map 11.2 South of Howe Lane Education Allocation, Verwood

Delivery and Monitoring

11.27 This policy will be delivered by:

- The development management process.
- The Architect's Panel will be used to inform decisions.
- Close working with Dorset County Council.

11.28 The policy will be monitored through:

- The Annual Monitoring Report.

Green Belt Policy - Land at Coopers Lane and Doe's Lane Verwood

11.29 This policy redefines the Green Belt boundary at Coopers Lane and Doe's Lane Verwood.

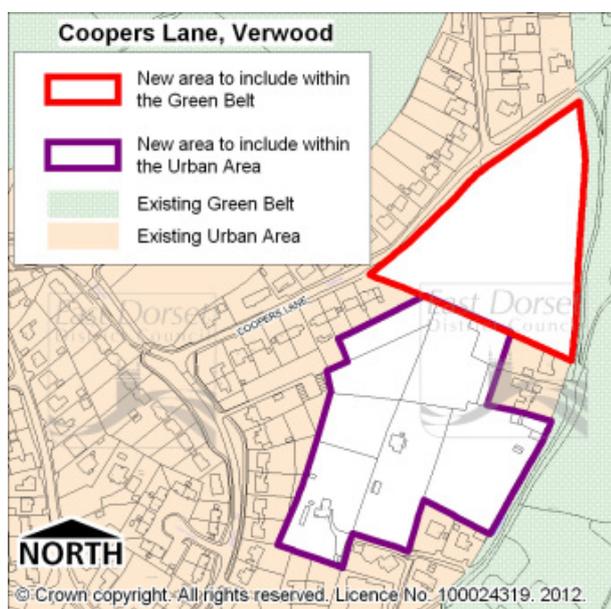
11.30 When the Green Belt was first defined these areas were left outside its boundary and allocated for housing development. The East Dorset Local Plan safeguarded the sites from development with this to be reconsidered when a review took place of the Plan. Subsequently, it

has become inappropriate to locate new housing within 400 metres of an internationally protected heathland, so this means these sites can no longer provide new homes. They are open countryside in character and therefore fulfil the key purpose of being Green Belt. As they are no longer capable of providing for new housing it is appropriate for them to be placed in the Green Belt.

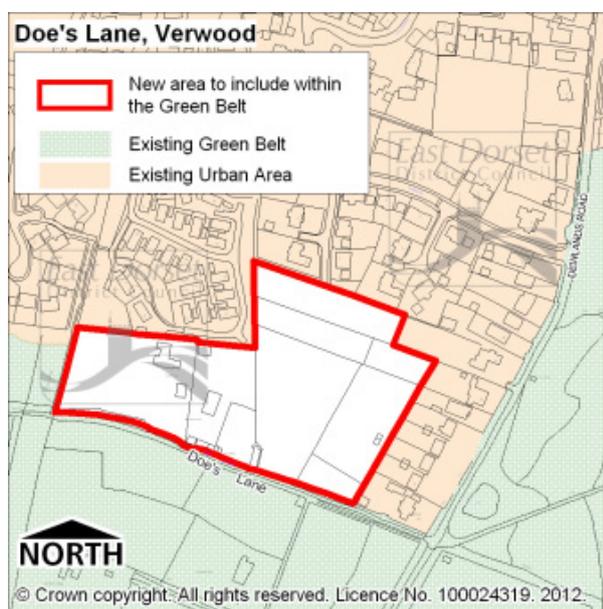
Policy VTSW3

Coopers Lane and Doe's Lane Green Belt Boundaries, Verwood

New Green Belt boundaries will be drawn to include land at Coopers Lane and Doe's Lane and shown on the proposals map. Further land at Coopers Lane will no longer be safeguarded from development and is included in the urban area.



Map 11.3 Coopers Lane Green Belt Boundaries



Map 11.4 Doe's Lane Green Belt Boundaries

New Neighbourhoods

11.31 Verwood is the second largest town within East Dorset. It has a strong base of facilities, services and employment opportunities and there are plans for these to be expanded, in particular in relation to schools, convenience shopping and sport, recreation and open space facilities. On this basis Verwood is considered a suitable location for a New Neighbourhood. The Council has undertaken a detailed Masterplan exercise to assess the suitability of sites which concludes that an area can help provide new homes to meet the needs of the local community.

The North Western New Neighbourhood, Verwood

11.32 The Masterplan for this area focuses on two areas set within a substantial green framework. These areas are sheltered within the wider landscape. Nevertheless, a strong landscape structure will be needed. This is to be provided in conjunction with a strategy for the implementation of Suitable Alternative Natural Greenspaces. It is expected that a large informal parkland area will be provided to the north of Edmondsham Road.

11.33 The sites are close to the town centre and good opportunities for cycle and pedestrian access exist. Vehicular access can be provided from Edmondsham Road.

Relevant Evidence

- The East Dorset New Neighbourhood Masterplan Reports.

Policy VTSW4**North Western Verwood New Neighbourhood**

A New Neighbourhood to the north west of Verwood is identified to provide about 230 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

Layout and design

- The new neighbourhood will be set out according to the principles of the masterplan.
- A design code will be agreed by the Council, setting out the required high standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5.

Transport and access

- Vehicular access is to be provided from Edmondsham Road
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.



Map 11.5 North Western Verwood New Neighbourhood

Delivery and Monitoring

11.34 This policy will be delivered by:

- The development management process.
- The Architect's Panel will be used to inform decisions.
- Close working with the local community, landowners, other authorities and service providers.

11.35 The policy will be monitored through:

- Building for Life Assessments.
- The annual housing completions survey.

Woolsbridge Industrial Estate

11.36 At just over 15 hectares this is the second largest industrial estate in East Dorset, but there is no scope for further development within the existing site. The expansion of the Estate gives the opportunity to support economic growth by expanding the choice of location for employers. Development of the site will need to take into account areas subject to flooding and also ensure that the nature conservation quality of the Moors River SSSI and neighbouring sites of nature conservation importance are not harmed.

11.37 Relevant Evidence

- The East Dorset Employment Land Review
- The SE Dorset Workspace Strategy Update (2012)

Policy VTSW6**Woolsbridge Employment Allocation, Three Legged Cross**

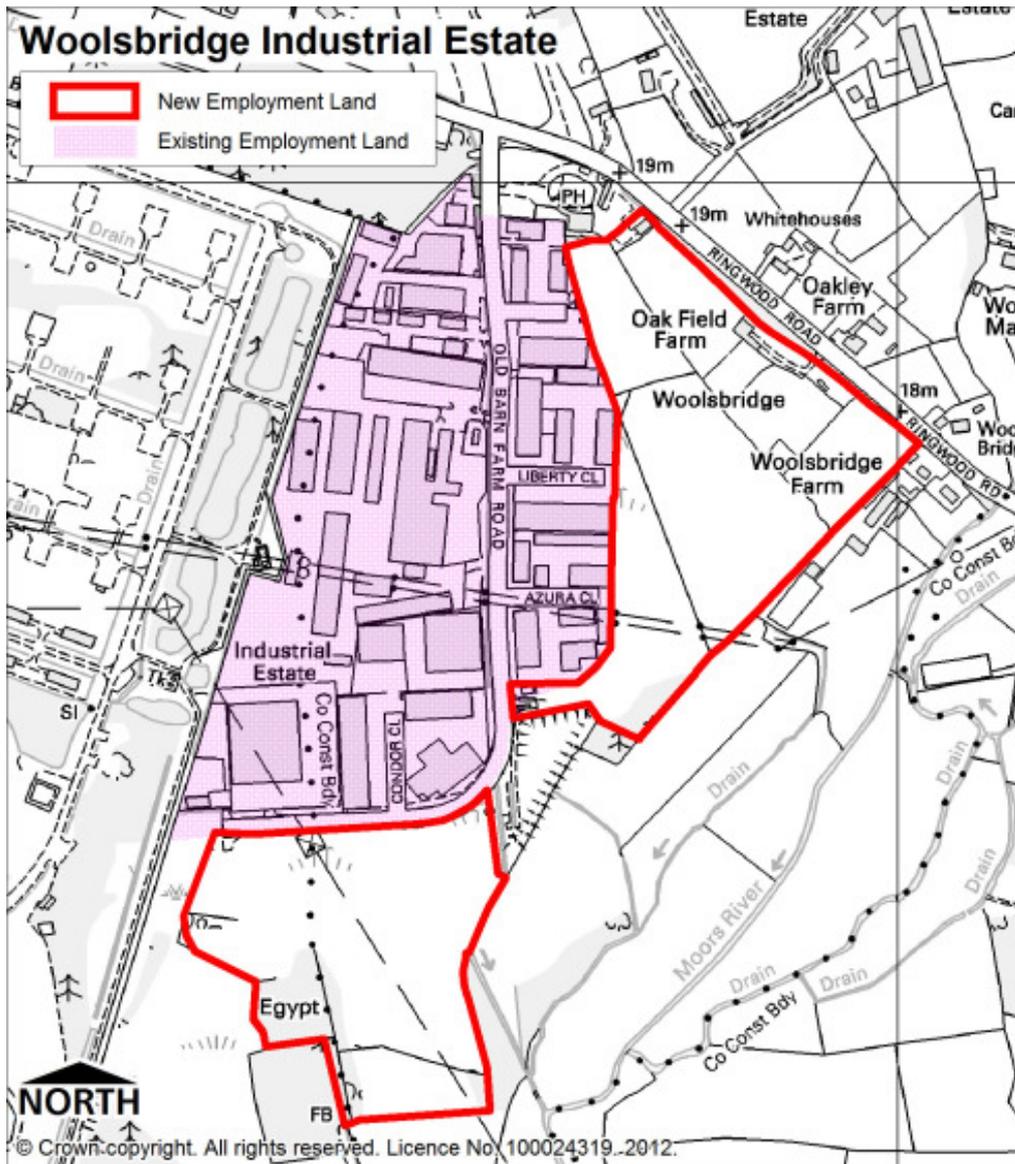
13.1 hectares of land at Woolsbridge Industrial Estate is removed from the Green Belt and developed for new employment.

This should involve:

- The provision of B1 (Office and Light Industry), B2 (General Industry) and B8 (Warehousing and Distribution) employment uses.

Prerequisites for development include:

- Approval of a development brief by the Council.
- Agreement of a comprehensive travel plan including the support of regular bus services, cycle and walking links to the Castleman Trailway and Ringwood Road, and necessary highway improvements to the access to the site.
- Provision of significant landscape buffers alongside the countryside edges of the site. These buffers will be of adequate size and appropriate nature to safeguard the heathland forming part of the Dorset Heaths in the vicinity of the site.
- A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI and adjacent sites of nature conservation interest will derive from the Estate that ensures that the landscape buffers are secured and managed as part of an ecological net work connecting with adjacent land of high biodiversity value. Particular regard to the water environment, including flood attenuation and water quality improvements, will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of the strategy.



Map 11.7 Woolsbridge Employment Allocation, Three Legged Cross

Delivery and Monitoring

11.38 This policy will be delivered by:

- The development management process.
- Close working with the landowners, other authorities and service providers.

11.39 The policy will be monitored through:

- The annual employment completions survey.

St Leonards and St Ives

St Leonards and St Ives Key Characteristics and Issues

Communities	
<i>Population</i>	The population totalled 7,210 in 2009. A large proportion of households with elderly (42%) and small number of households with children (14%).
<i>Housing</i>	A very large number of homes are owned outright or with a mortgage. Only 4% are social rented. Over 60% of homes are detached bungalows and 30% are detached houses. Over 60% of homes have been assessed as under occupied (2008).
<i>Health</i>	There is one doctors practice in the parish along with St Leonards Community Hospital.
<i>Education</i>	St Ives has one first school and two private schools. Middle and upper school education is provided in Ringwood or Ferndown.
Economy	
<i>Key Employment Sites</i>	There is no dedicated employment area in the Parish, but the Woolsbridge Industrial Estate is on the border.
<i>Tourism</i>	Moors Valley Country Park is one of the biggest tourist attractions in the sub region and the Parish has several large camping and caravanning parks.
Environment	
<i>Biodiversity</i>	There are large areas of internationally protected heathlands and the River Avon Special Area of Conservation and Moors River SSSI river systems are highly sensitive protected environments.
<i>Landscape Character</i>	An area to the south of Avon Castle is designated an Area of Great Landscape Value.
<i>Built Character</i>	The built area is generally modern, with the large majority of development having taken place over the last 100 years. There are no conservation areas in the Parish. There are two Special Character Areas and housing is mainly built to very low densities.
<i>Water Environment</i>	The flood plains of the River Avon and Moors River system restrict development opportunities in the Parish and provide threat to some properties.
Cross Boundary Issues	The Parish lies adjacent to the County border with Hampshire and residents make use of good facilities in nearby Ringwood. The A31(T) provides very good east west access and the A338 provides a dual carriageway link to Bournemouth

St Leonards Hospital

11.40 St Leonards Hospital is a large development in the Green Belt that is subject to demands for change. A planning permission has been granted to allow the development of a care village on part of the land, but this has not been implemented, as it has proved unattractive to the development industry. Further opportunities to make good use of the land are therefore likely to be investigated by the landowner.

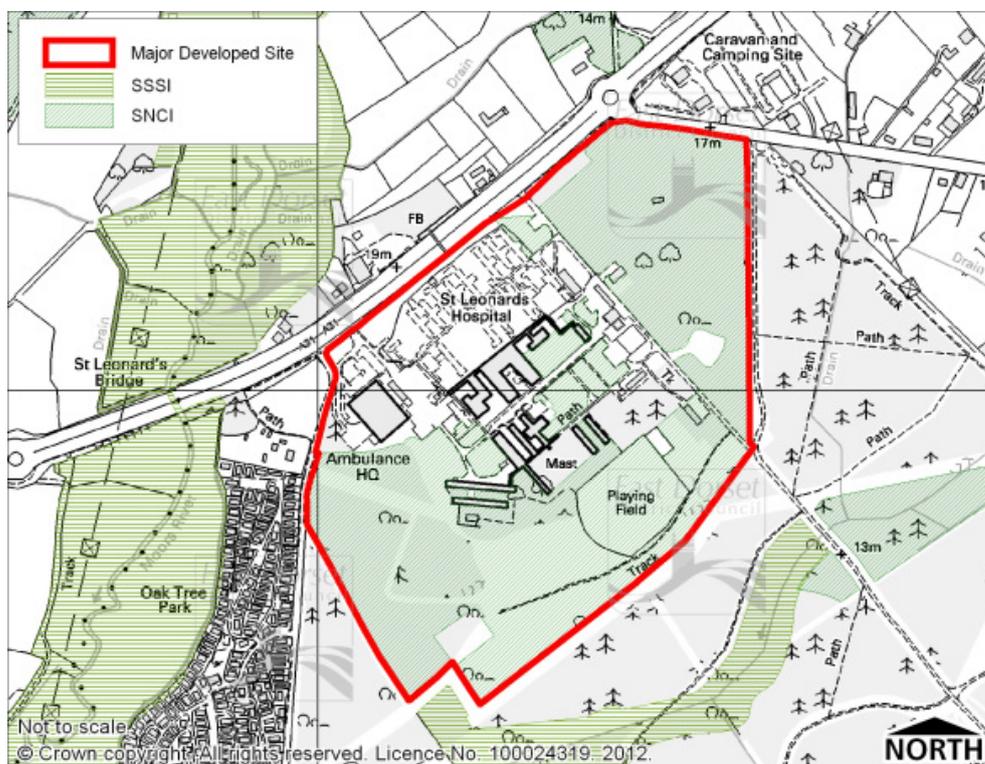
Policy VTSW7

St Leonards Hospital Previously Developed Site in the Green Belt

Land at St Leonards Hospital is identified as a Previously Developed Site in the Green Belt, in accordance with the provisions of the National Planning Policy Framework.

Prerequisites for development include:

- Approval of a development brief by the Council.
- A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI, the Site of Nature Conservation Interest on the site and the adjacent internationally protected heathland will derive from the development. Particular regard to the water environment will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of this strategy.
- Agreement of a comprehensive travel plan.



Map 11.8 St Leonards Hospital Major Developed Site in the Green Belt

Delivery and Monitoring

11.41 This policy will be delivered through the Development Management process.

11.42 The policy will be monitored on an annual basis as part of the housing completions survey.

West Moors

West Moors Key Characteristics and Issues

Communities	
<i>Population</i>	West Moors has a population of about 7,400 people. It has an elderly profile with more than 40% over 60 years old and only 14% below 15 years.
<i>Housing</i>	Only just over 10% of dwellings are rented, of which only 3.5% are private. 59% of homes are privately owned with no mortgage. Over 45% of dwellings are bungalows and 41% of dwellings are considered to be under occupied.
<i>Health</i>	The village is well served by GP's. The closest hospital is St Leonards Community hospital at St Leonards and St Ives, although for more general health needs, the nearest hospital is in Bournemouth.
<i>Education</i>	There are two first schools in the village and a middle school. Upper school provision is available at nearby Ferndown.
Economy	
<i>Key Employment Sites</i>	These are the MOD Petroleum Depot and Gundrymoor industrial estate.
<i>District Centre</i>	There are 44 units within the village centre offering a variety of services. A secondary parade of shops is located to the far east of the village.
<i>Tourism</i>	Although the Parish does not have a major tourist attraction it does have some important caravan and camping sites.
<i>Transport</i>	The main road through West Moors is a busy route taking traffic from Verwood and the rural areas south towards the conurbation. A bypass was planned in the 1990's, but the transport authority no longer wish to proceed with the scheme. The busy A31(T) runs to the south of the village. The village does benefit from regular bus services.
Environment	
<i>Biodiversity</i>	There are internationally protected heathlands in the Parish, some of which adjoin the urban area. Additionally, the Moors River in an SSSI.
<i>Landscape Character</i>	There are no landscape designations within the Parish.
<i>Built Character</i>	West Moors is a relatively recent settlement and does not have a conservation area. There are some parts of the urban area that have been designated as Special Character Areas.
<i>Water Environment</i>	The Moors River and Uddens Water flow through the Parish and on occasion cause flooding.

Cross Boundary Issues	The Parish is not on the District border, but the A31(T) is a major road that links the conurbation with the major employment areas to the east and rural Dorset to the west.
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Green Belt Policy - Land at Blackfield Farm, West Moors

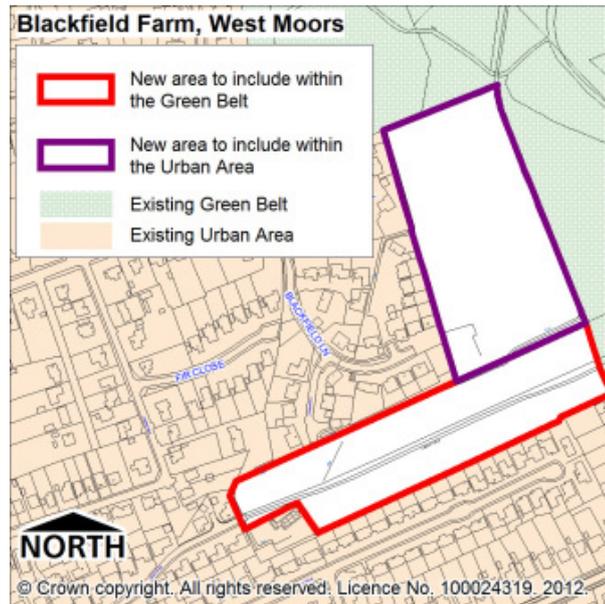
11.43 When the boundaries to the Green Belt were established land at Blackfield Farm was excluded and allocated to allow for housing development to meet local community needs. The housing allocation was subsequently removed and the land was safeguarded from development in the Local Plan and left outside the urban area and the Green Belt. Since then policies relating to the protection of the heathland have come into force preventing the development of general needs housing within 400 metres of a heath. The land is therefore no longer capable of being developed for this purpose. However, this does not mean the land is incapable of being developed for other uses, such as care facilities. The current Green Belt boundaries are considered to be defensible in terms of the National guidance set out in the National Planning Policy Framework. The land is therefore to remain excluded from the Green Belt and included within the urban area. Land to the south of Blackfield Farm forms part of the Castelman Trailway, a long-distance route which passes through the District. Part of this land also contains a high pressure water pipeline. This land forms part of an important leisure and alternative transport function and is not suitable for development. For these reasons the site will be included in the Green Belt.

Policy VTSW8

Blackfield Farm Green Belt Boundaries, West Moors

Land at Blackfield Farm will no longer be safeguarded from development and is included in the urban area.

Land which forms the Castelman Trailway to the south of Blackfield Farm will be included in the Green Belt.



Map 11.9 Blackfield Farm Green Belt Boundaries,
West Moors

West Moors District Centre

Key Facts

Trading

- a relatively small centre located just north of Ferndown
- 44 ground floor non-residential units
- high number of service and miscellaneous uses within the town centre (52%), compared to 31.6%
- low vacancy rate at 6.8%

Environment

- relatively flat, non-pedestrianised
and largely linear in structure.
- Low crime rate and good safety in the town centre
- Pleasant shopping environment

Strategic Requirements

- 40 - 50sqm of convenience floorspace
- 150 - 200sqm comparison floorspace

11.44 West Moors District Centre Primary Shopping Area

11.45 The Primary Shopping Area forms the area where retail development will be concentrated which has been informed by the Joint Retail Study (2008), the Retail Update (2012) and the annual pedestrian count surveys.

11.46 The main shopping area in West Moors is situated on Station Road along with the library, village hall and a First School. The shops are comparatively small and there is no major foodstore, although there is one nearby on the edge of Ferndown. There are 44 shop and commercial units in the centre of which about 42% are used as shops.

11.47 It is important for the local community that the centre is supported to ensure that the existing services and facilities are maintained. However, there is very little scope for expansion of the centre.

Relevant Evidence

- The Joint Retail Assessment (Nathaniel Lichfield and Partners 2008)

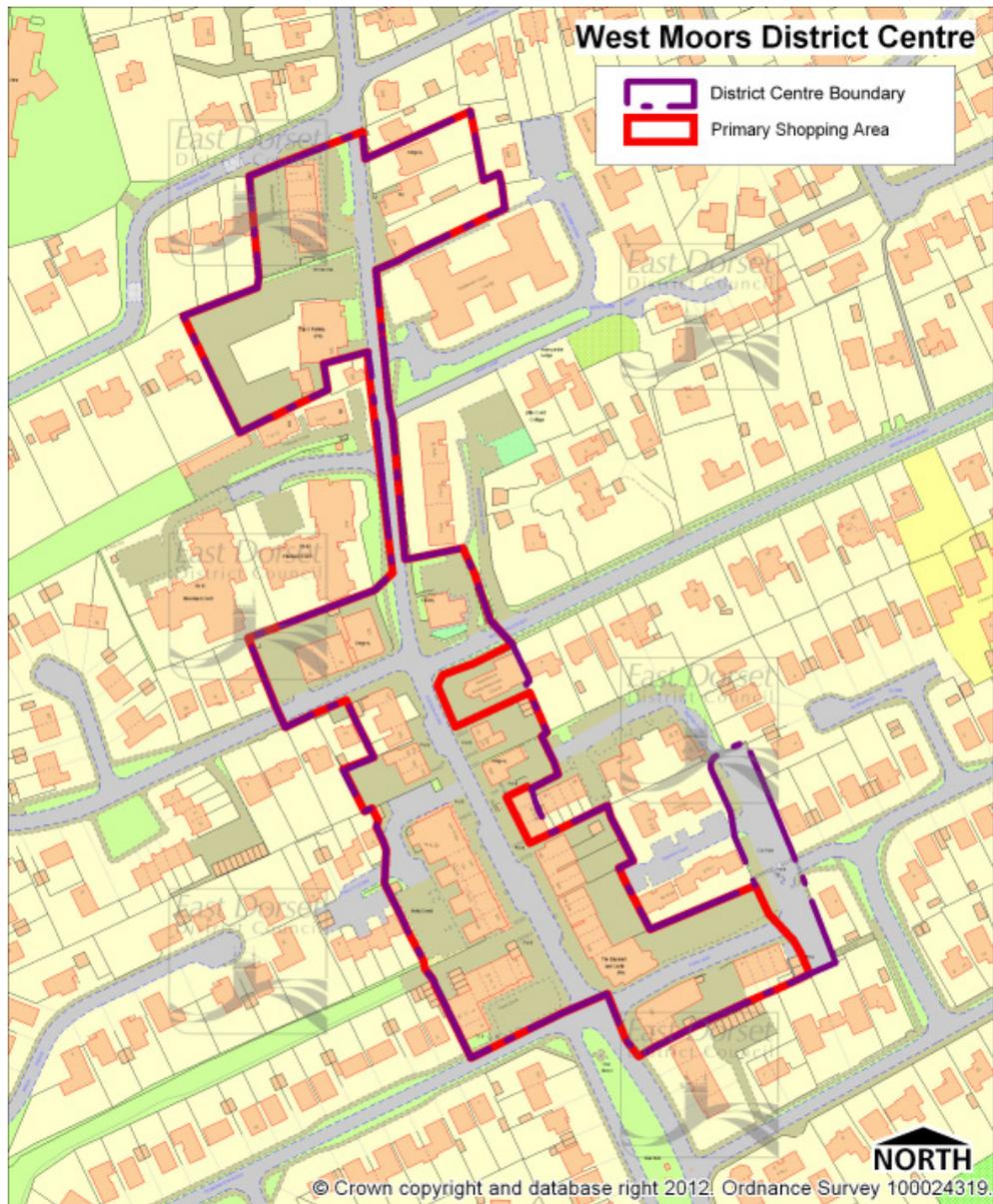
Policy VTSW9

West Moors District Centre

Our vision for West Moors District Centre is that it will continue to act as a key District Centre in East Dorset, providing a central focus to the local population. The District Centre will be supported to provide an attractive townscape, public transport routes sustained, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The District Centre as defined by the District Centre Boundary will be the focus for district centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.
2. A Primary Shopping Area will be designated in West Moors which forms the area where retail development will be concentrated.
3. The range of retail uses will be supported and improved to provide more comparison goods shops, in small to medium sizes to appeal to small independent shops. This includes up to 40 - 50 sqm of convenience floorspace and 150 -200 sqm of comparison floorspace in West Moors in the plan period
4. Residents will continue to have access to a variety of community services and cultural facilities in the district centre, such as the doctors' surgeries and the Library. These will be retained, supported and, where, possible enhanced.
5. The promotion of evening economy uses such as restaurants, cafés and pubs will be supported in the district centre to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the district centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
7. In order to improve the vitality of the district centre and improve pedestrian safety around the town, traffic management and calming measures will be considered in Station Road to reduce pedestrian/vehicular conflict, and the use of sustainable modes of transport will be supported.
8. Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed-use environment.



Map 11.10 West Moors District Centre

Delivery and Monitoring

11.48 This policy will be delivered by:

- The development management process.
- Close working with the landowners, other authorities and service providers.

11.49 The policy will be monitored through:

- Annual pedestrian footfall counts.
- An annual survey of town centre uses.
- Updates to the Retail Assessment.

12 Strategic Allocations in the East Dorset Rural Areas

Introduction

12.1 This chapter only considers strategic allocations and does not deal with all things relevant to the rural areas. Overarching policies are contained in the Key Strategy and chapters 13 to 16. More detailed allocations will be considered in a following Site Specific Allocations Development Plan Document.

Key Characteristics of The East Dorset Rural Area

Communities <i>Key Settlements</i>	The key rural settlements are Sixpenny Handley, Cranborne, Sturminster Marshall and Alderholt.
<i>Population</i>	The four key rural settlements have a combined population of 6,962 (2001 Census) and the total population 5,613 for the smaller villages. The age profile for the rural area is younger than for the District as a whole. On average only 20% of households in each rural ward include children.
<i>Housing</i>	Holt has the largest proportion of households who own their home outright (55%). Both the Crane and Handley wards have very high proportions of private rented accommodation (31%). This is due to the presence of large country estates. Between 42% and 58% of dwellings were assessed as being under occupied in 2008.
<i>Health</i>	The smaller villages do not have doctor's surgeries but the larger villages such as Sixpenny Handley have a surgery even if on a part time basis, serviced by a practice in a larger settlement.
<i>Education</i>	The key rural settlements have first schools, along with a few of the smaller villages. Cranborne has a middle school, but some children in the rural areas travel to the larger East Dorset settlements. Upper School provision is provided in Wimborne, Ferndown and Broadstone.
Economy	A larger proportion of the rural population is economically active compared to East Dorset as a whole. Broadband connection is poor in the rural area which may inhibit homeworking and rural businesses.
<i>Key Employment Sites</i>	In the rural area only Baillie Gate at Sturminster Marshall, at 7.74 ha is large enough to be included in the Christchurch and East Dorset Employment Land Review Stage 1 Report.
<i>Tourism</i>	Tourism is a major part of the rural economy, including accommodation, hospitality trades and attractions.
<i>Transport</i>	Car ownership is very high and higher than the District as a whole. Public transport is very poor, with infrequent buses and no trains.
Environment <i>Biodiversity</i>	The rural area has some significant nature conservation sites, including heathlands, ancient woodlands and unimproved grasslands.
<i>Landscape Character</i>	The Wiltshire and Cranborne Chase Area of Outstanding Natural Beauty covers a large proportion of the East Dorset rural area. In total it covers over 40% of the District. A significant area adjoining the Area of Outstanding Beauty has been

	designated an Area of Great Landscape Value. The large rural estates that make up a significant proportion of these areas have played, and continue to play, an important role in shaping the landscape of the area.
<i>Built Character</i>	The rural area is largely characterised by small ancient settlements. There are 17 conservation areas.
<i>Water Environment</i>	The rural area is crossed by a number of rivers and streams, the most significant being the Stour, Allen, Uddens and Moors rivers. They largely flow through open countryside, but there are flooding problems associated with Sturminster Marshall in particular. Sixpenny Handley and Wimborne St Giles and other smaller settlements are affected by Winterbournes which rise when groundwater levels are high. A large proportion of the rural area, associated with chalklands are a Groundwater Protection Zone.
Cross Boundary Issues	The East Dorset rural area interacts with adjoining rural areas of North Dorset, Wiltshire and Hampshire. The southern and eastern rural areas are closely associated with the Bournemouth/Poole conurbation, in terms of the provision of employment, services and facilities.

Bailie Gate Employment Site, Sturminster Marshall

12.2 This land is allocated for employment to meet the future needs of businesses throughout East Dorset, but particularly the rural areas of East and North Dorset. The Industrial Estate is a long standing successful employment area which has seen a series of recent developments to improve its quality. The owners wish to expand the Estate to meet demands and the Council agrees that it provides a valuable opportunity to deliver a choice of employment location and a place where rural companies are within easy access of where they conduct their business.

12.3 The allocated land was originally used for storage as part of the Sturminster Marshall Dairy and Cheese Factory, which was the forerunner of the industrial estate. The site is flat in nature and is enclosed by strong hedgerows that can form good defensible boundaries for the Green Belt.

Relevant Evidence

12.4 The East Dorset Employment Land Review.

12.5 The Bournemouth, Dorset and Poole Workspace Strategy Update (2012).

Policy RA1

Bailie Gate Employment Allocation, Sturminster Marshall

3.3 hectares of land at Bailie Gate, Sturminster Marshall should be removed from the Green Belt and developed for new employment.

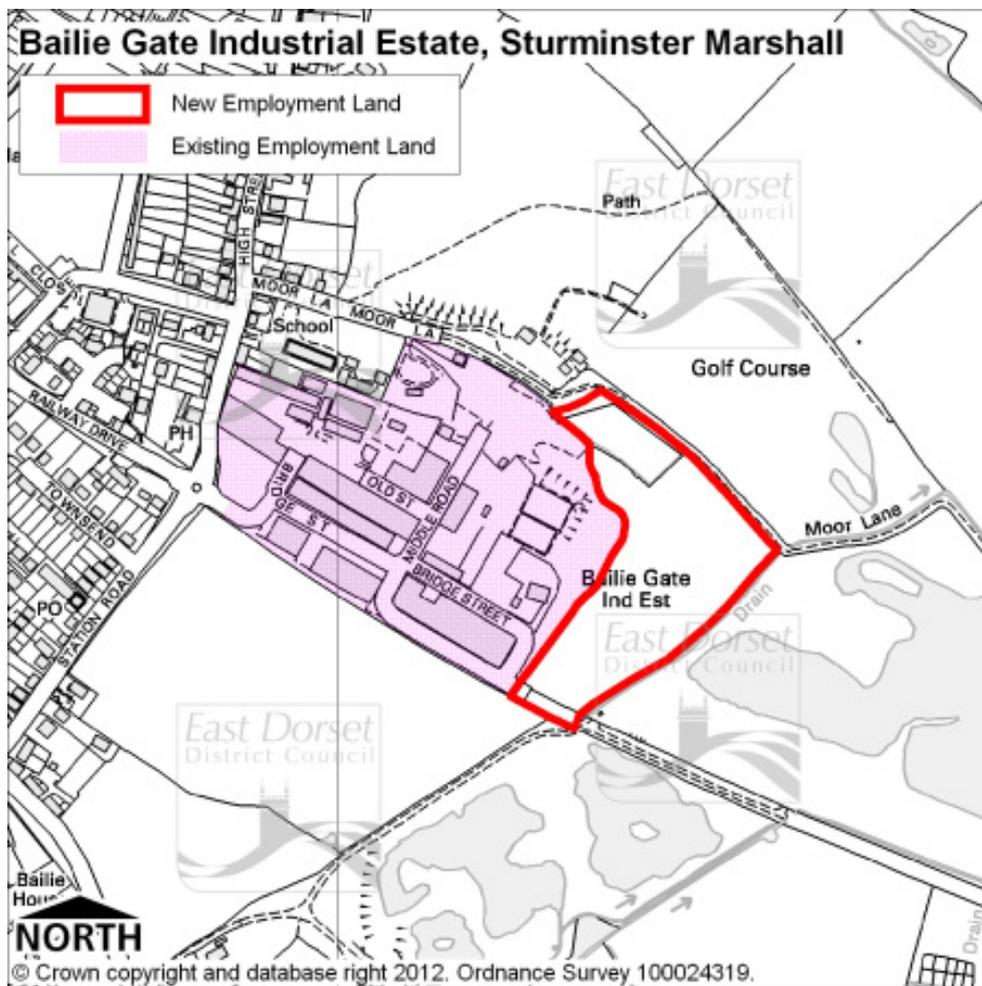
This should involve:

- The provision of B1 (Office and Light Industry), B2 (General Industry) and B8 (Warehousing and Distribution) employment uses.

Prerequisites for development would include:

- Approval of a detailed development brief, subject to public consultation.

- Agreement of a comprehensive travel plan including the support of regular bus services and scope to provide footway/cycleway links towards village facilities.
- Provision of significant landscape buffers alongside the countryside edges of the site.
- A Sustainable Drainage System to mitigate any potential impacts.



Map 12.1 Bailie Gate Employment Allocation, Sturminster Marshall

Delivery and Monitoring

12.6 This policy will be delivered by:

- The development management process.
- The Architect's Panel which will be used to inform decisions.
- Close working with the local community, landowners, other authorities and service providers.

12.7 The policy will be monitored through:

- The annual employment completions survey.

The Council Offices, Furzehill

12.8 This policy amends the village envelope for Furzehill to reflect its built form and allow for a change of circumstances in relation to the Council and its use of the Offices. During the lifetime of the Core Strategy there is potential for the Council to relocate its offices as it now works in partnership with Christchurch Borough Council. This could involve relocation of services to the Allendale area

in Wimborne, set out in policy WMC2. It is therefore important that the future use of the existing Offices is clarified. The nature of any redevelopment must reflect the sites location within the Green Belt. It should also respect and retain the attractive wooded areas, ensuring that they remain publicly accessible. Redevelopment of the site should also provide for a community hall as the relocation of the Council Offices will remove the opportunity for public meeting. Finally, Furzehill suffers from road safety problems as a result of heavy goods vehicles and speeding traffic along the village road where there are no pavements. Redevelopment of the site should help to fund traffic calming measures to alleviate this problem.

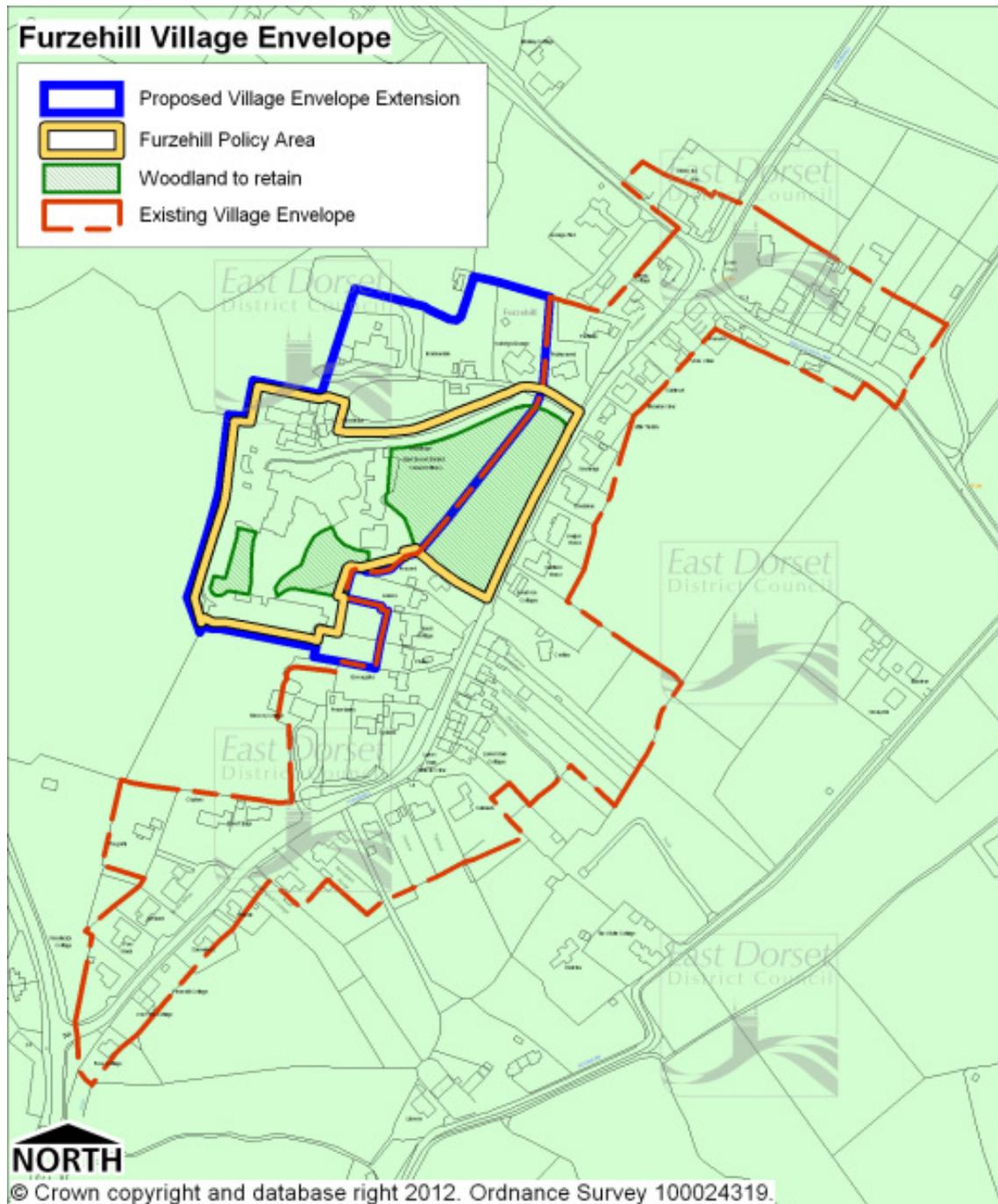
Policy RA2

Furzehill Village Envelope

The Village Envelope will be amended at Furzehill to include the Council Offices and neighbouring buildings.

Redevelopment of the site for residential, offices, residential institutions, non residential institutions, hotel and/or community uses will be acceptable to support the provision of new Council Offices elsewhere. The following requirements must be met:

- a) Replacement buildings will not exceed the current floorspace of existing buildings and will not exceed their height.
- b) The wooded areas of the site should be retained.
- c) A landscape screen should be provided on the western edge of the site, so that views from the wider countryside, including the Area of Outstanding Natural Beauty are not harmed.
- d) Redevelopment should support the implementation of traffic calming measures through the village.



Map 12.2 Furzehill Village Envelope

Delivery and Monitoring

12.9 This policy will be delivered by:

- The development management process.
- The Architect's Panel which will be used to inform decisions.
- Close working with the local community, landowners, other authorities and service providers.

12.10 The policy will be monitored through:

- The annual housing and employment completions survey.

13 Managing the Natural Environment

Introduction

13.1 The area is renowned for its special and often rare natural environment with large areas of both Christchurch and East Dorset District being protected through European and national law, conventions and planning policy. As well as its beauty and nature conservation importance, the natural environment is important for the production of food, fuel and raw materials, for regulating climate, absorbing flooding, filtering pollution and providing health and happiness to local people and visitors. It is important therefore to protect these natural assets for their own sake.

13.2 The impact of climate change also affects all areas of planning and presents one of the biggest challenges for the Core Strategy. Dwindling global reserves of natural resources mean that policies must encourage the use of renewable resources, and make development more sustainable and efficient.

13.3 Communities are also faced with the practical effects of climate change, especially an ever greater threat of flooding and coastal erosion as a result of increased rainfall and sea level rise. Conversely, predicted dry summers will affect flows in some rivers, with impacts on habitats and water abstraction.

13.4 This section of the Core Strategy sets out policies for addressing issues associated with protecting the natural environment:

- Protecting sensitive habitats and species from the pressures of development.
- Ensuring that high standards of sustainable construction and energy efficiency apply to new development.
- Ensuring that new development does not become at risk of flooding.

13.5 For further detail concerning the development of options please refer to the Pre-Submission Background Paper on Managing the Natural Environment, available on www.dorsetforyou.com.

Biodiversity and Geodiversity

13.6 The area is renowned for the quality of its natural environment and significant areas are protected by national and international legislation. These natural assets are a valuable resource both in their own right, and also in the role they play in attracting people to live, work and visit the area.

13.7 The key role for the Core Strategy is to ensure that future growth, especially in terms of housing and the economy, can take place without damaging the very high quality environment that attracts growth in the first place.

13.8 If impacts are unavoidable then mitigation should be put in place to reduce the harm caused. In particular, policies to mitigate the impact of residential development on the internationally protected Dorset Heathlands, including the provision of areas of Suitable Alternative Natural Greenspace (SANG) in larger developments as appropriate.

Key Facts

- In Christchurch 18.6%, and in East Dorset 9.7% of the land is protected by some form of nature conservation designation.
- The proportion of SSSIs in favourable condition in both areas is fairly low (33% in Christchurch, 15% in East Dorset)
- There are 1,674 hectares of internationally designated Heathland in East Dorset and 397 hectares in Christchurch.

Key Facts

- Much of this Heathland lies within close proximity to urban development, there is even Heathland within the boundary of Bournemouth Airport.
- The plan area is primarily rural, but with 80% of people living in the main towns and urban areas.
- Ancient woodland is found in both Christchurch and East Dorset.
- 45% of East Dorset lies within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.

Relevant evidence

- The Lawton Report: Making Space For Nature, the findings of which are reflected in the Government's Natural Environment White Paper, concluded nature in England was highly fragmented and unable to respond effectively to new pressures such as climate and demographic change. The report set out a series of recommendations including that ecological networks, including areas for restoration are identified and protected through local planning. The White Paper proposes a new Biodiversity Strategy for England, establishing cross boundary Local Nature Partnerships, and Nature Improvement Areas will be created, delivered by local partnerships.
- The Dorset Biodiversity Strategy aims to enhance ecological quality, extent, capacity and function of habitats. Its key principles include protecting natural assets, raising awareness, managing our best habitats, and monitoring Dorset's biodiversity.
- The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of the geological resource, provide guidance and increase the appreciation and understanding of the geological heritage of the area.
- To mitigate harm caused by recreation to the protected Dorset Heaths, the Dorset Heathlands Interim Planning Framework, now a Supplementary Planning Document, requires all residential development (of one unit net gain and above) within 5km of the heaths to contribute a financial sum to a joint projects fund which is used to provide alternative recreation space for the heaths, as well as management of them.
- Research conducted to inform the Interim Planning Framework has suggested that alternative greenspaces should offer similar conditions to users that are found on the heaths, e.g. large natural and semi wild open spaces with freedom to let dogs off leads.
- The Cranborne Chase and West Wiltshire Downs AONB Management Plan contains an objective to conserve and enhance characteristic habitats and species at a landscape scale. This looks to address the fragmentation of habitats by the creation of habitat corridors that allow species to respond to climate change.
- The New Forest National Park Management Plan seeks to maintain and enhance the tranquillity of the National Park, by reducing the impacts of noise, visual intrusion and inappropriate activity. The 2008 Study "Changing patterns of visitor numbers within the New Forest National Park, with particular reference to the New Forest SPA" concludes that new development up to 20km from the Park could generate additional recreation pressures requiring mitigation to prevent further harm to protected species.
- Priority habitats and species are those species and habitats of principle importance included in the England Biodiversity List published by the Secretary of State under Section 41 of the Natural Environment and Rural Communities Act 2006.

13.9 National planning policy, together with the requirements set out in the Habitats Regulations, provide clear policy and legal advice on how developments should avoid, or mitigate impact upon designated sites and species. The Core Strategy does not repeat this guidance, but sets out locally specific policies relating to biodiversity in Christchurch and East Dorset.

13.10 Protection of habitats and species will be undertaken through the Councils' own work programmes, working with partners and the local community, and through implementing the initiatives and proposals within the Dorset Biodiversity Strategy, South East Dorset Green Infrastructure Strategy and the emerging Local Nature Partnerships and Nature Improvement Areas. This will also provide an approach that looks to create an expanded and more connected ecological network giving greater resilience to the natural environment against the pressures from climate change and development. Strategic Nature Areas identified on the Dorset Nature Map (Map 13.2) are a positive tool for coordinating activities that secure the retention and enhancement of features of interest as well as activities for the benefit of locally important species.

Policy ME1

Safeguarding biodiversity and geodiversity

The Core Strategy aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including:

- Internationally designated sites (SPA, SAC, Ramsar)
- Sites of Special Scientific Interest (SSSI)
- Sites of Nature Conservation Interest (SNCI)
- Local Nature Reserves.
- Priority species and habitats
- Important geological and geomorphological sites.
- Riverine and coastal habitats
- Suitable Alternative Natural Greenspace.

Within Strategic Nature Areas identified on Map 13.2, specific action will be taken towards meeting targets for the maintenance, restoration and recreation of priority habitats and species, and linking habitats to create more coherent ecological networks that are resistant to climate change.

Where development is considered likely to impact upon particular sites, habitats or species as set out within the Dorset Biodiversity Protocol, it will need to be demonstrated that the development will not result in adverse impacts. To determine the likelihood of harm occurring, there should be an assessment of effects on any existing habitats, species and/or features of nature conservation importance, and the results of this assessment documented. The method of survey and level of detail will vary according to the size and type of development and whether any priority species and habitats exist on site. The survey should involve consultation and advice from Natural England, the Dorset Wildlife Trust, and Dorset County Council.

In considering the acceptability of proposals, the Council will assess their direct, indirect and cumulative impacts relative to the significance of the features' nature conservation value. National policy will be applied to ensure the level of protection afforded international, national and locally designated sites and species is commensurate with their status.

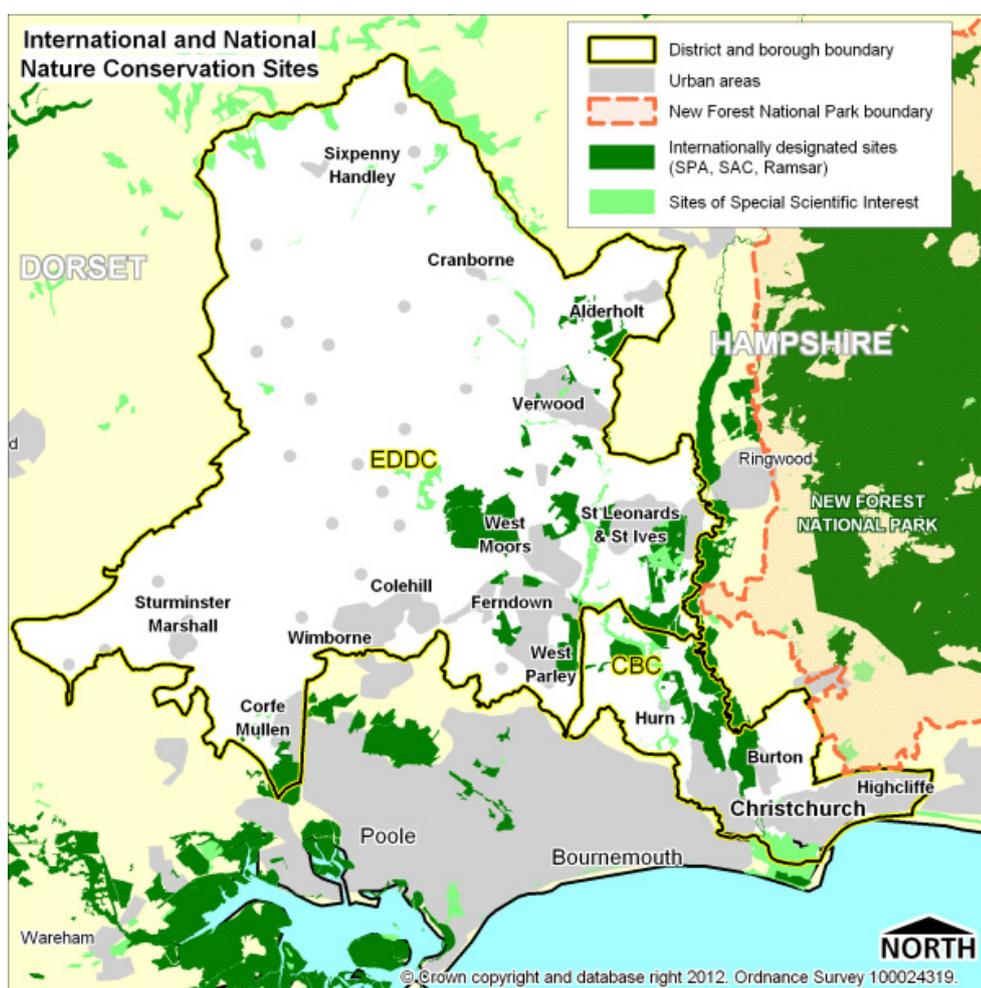
The following criteria should be addressed when development is proposed:

- Avoidance of harm to existing priority habitats and species through careful site selection, development design and phasing of construction and the use of good practise construction techniques.
- Retention of existing habitats and features of interest, and provision of buffer zones around any sensitive areas.
- Enhancement of biodiversity through improving the condition of existing habitats and achieving net gains in biodiversity, where possible. Particular attention should be paid to priority habitats and species referred to in Section 41 of the Natural Environment and Rural

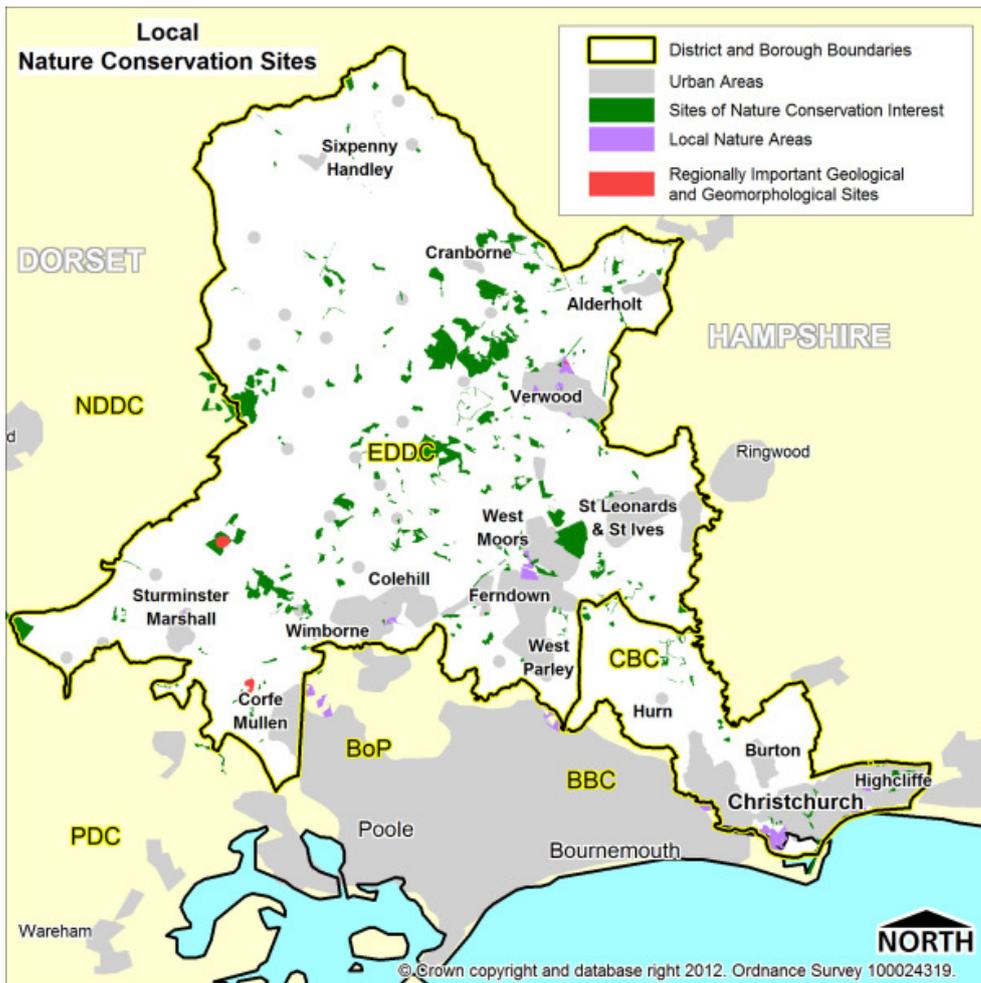
Communities Act 2006 and the Dorset Biodiversity Strategy, and the Strategic Nature Areas identified on the Dorset Nature Map.

- Where harm is identified as likely to result, provision of measures to adequately avoid or adequately mitigate that harm should be set out. Development may be refused if adequate mitigation or, as a last resort compensation, cannot be provided.
- Provision of adequate management of the retained and new features.
- Monitoring of habitats and species for a suitable period of time after completion of the development to indicate any changes in habitat quality or species numbers, and put in place corrective measures to halt or reverse any decline.

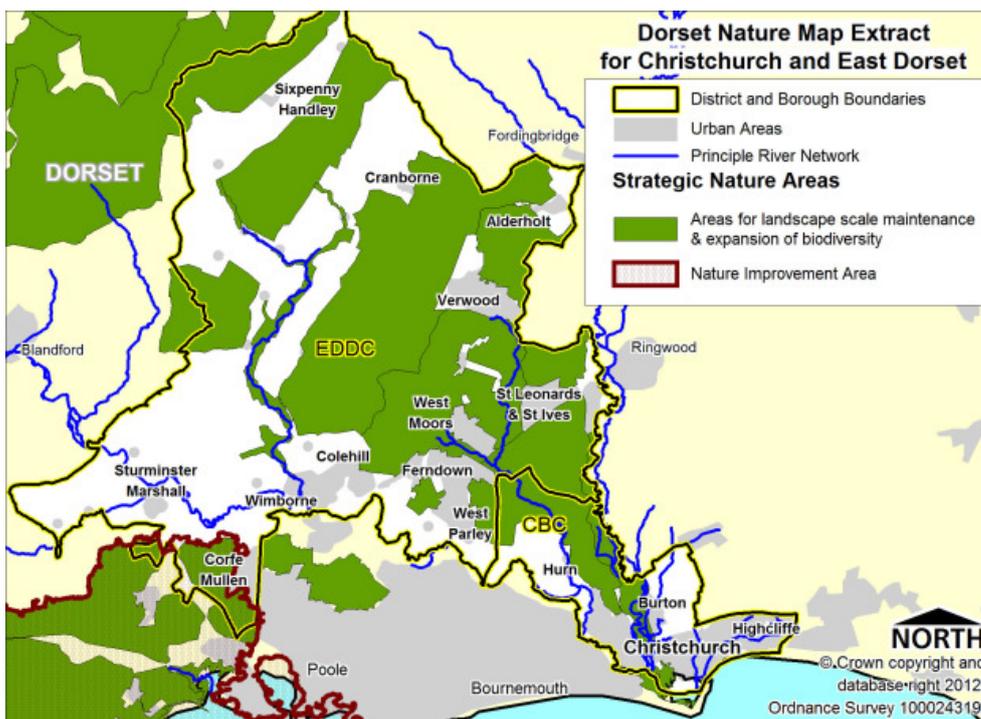
In addition, and in recognition of the function of the New Forest National Park, the Core Strategy will carefully consider any adverse impacts on the New Forest as a result of development.



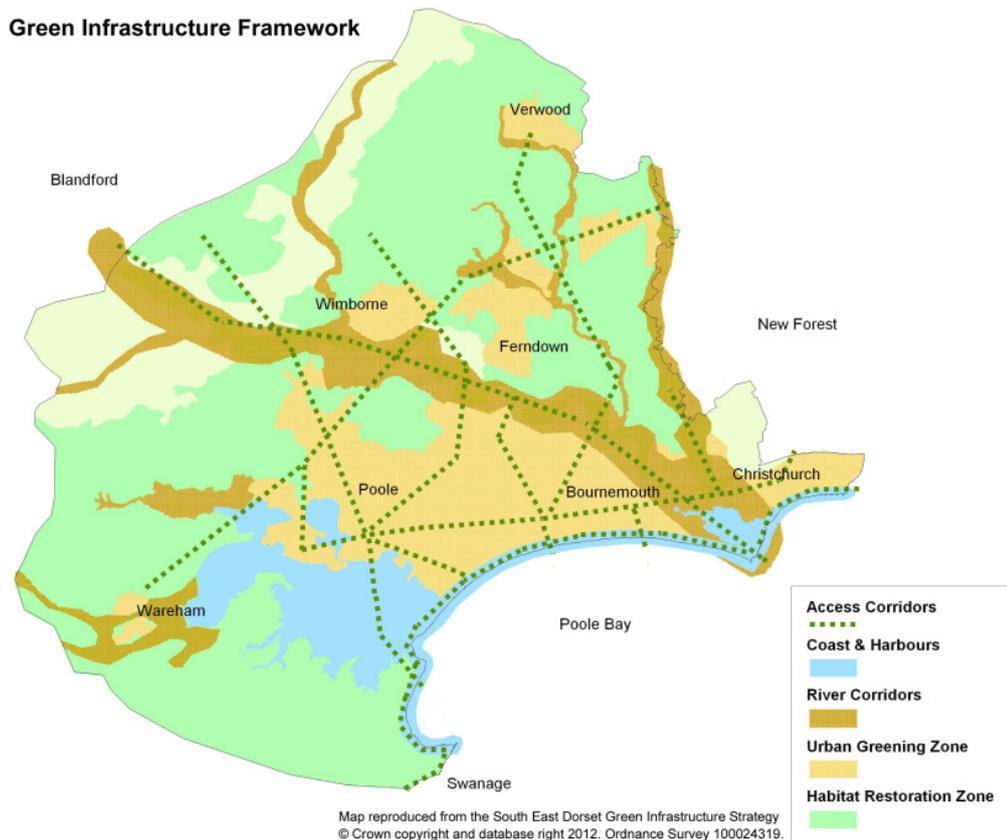
Map 13.1 International and National Nature Conservation sites in Christchurch and East Dorset



Map 13.5 Local Nature Conservation Sites in Christchurch and East Dorset



Map 13.2 Dorset Nature Map extract for Christchurch and East Dorset



Map 13.3 South East Dorset Green Infrastructure Framework

Delivery and Monitoring

13.11 The general protection of designated sites from development will be carried out through the Development Management process, through assessment of applications, and through operation of the tariff of developer contributions toward heathland mitigation projects as part of the Heathland Mitigation Development Plan Document.

13.12 Monitoring of the condition of nature conservation habitats generally will be carried out through Annual Monitoring reports, in liaison with Natural England, the Dorset Wildlife Trust and Dorset County Council.

The Dorset Heathlands

13.13 There is strong evidence to support the conclusion that the Dorset Heaths are under significant pressure from urban development across South East Dorset. It is the view of Natural England that further residential development should not be permitted within 400m of a designated Heathland, and that between 400m and 5km, residential development would still have a significant effect such that it should be required to mitigate its impact.

13.14 A detailed strategy for mitigation has been operated for some years as part of the Heathland Interim Planning Framework (now revised as a Supplementary Planning Document), and will eventually be incorporated into a Development Plan Document.

Policy ME2

Protection of the Dorset Heathlands

In accordance with the advice from Natural England, no residential development will be permitted within 400m of protected European and internationally protected heathlands.

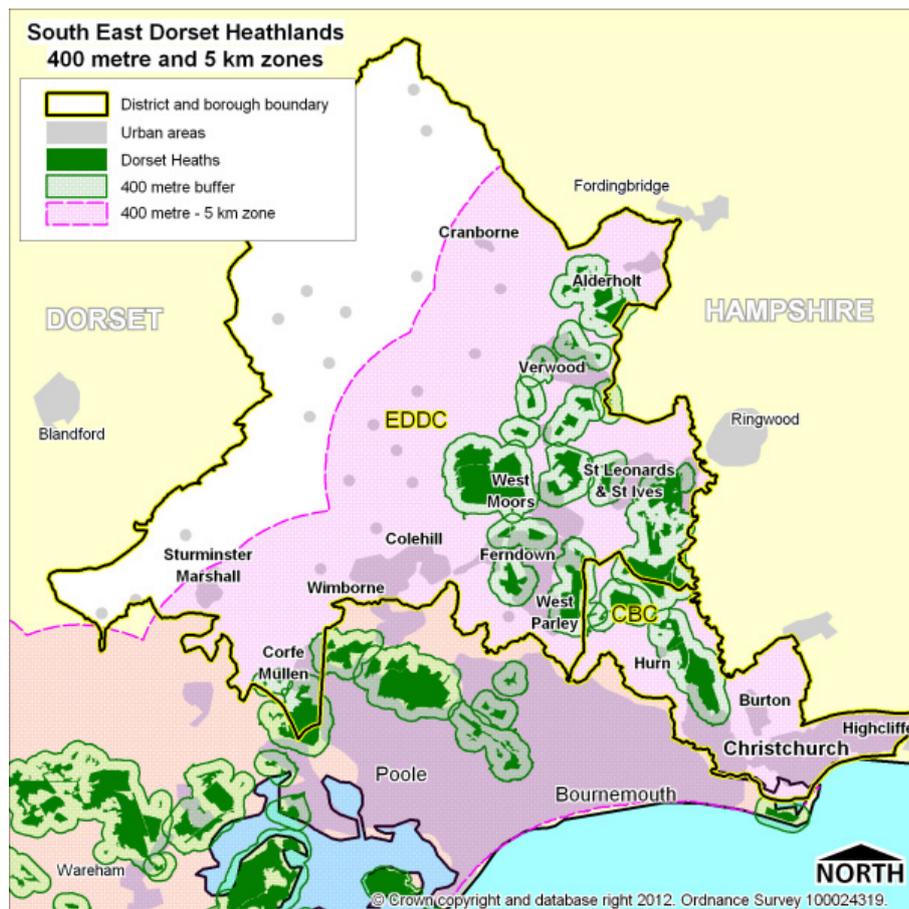
Any residential development within 400m and 5km of these areas will provide mitigation through a range of measures as set out in the Dorset Heathlands Joint Development Plan Document, and the Dorset Heathlands Joint Supplementary Planning Document which sets out guidance in the intervening period prior to the adoption of the Development Plan Document, including:

- Provision of on-site alternative natural greenspace (provided in accordance with guidelines set out Appendix 5).
- Contributions to off-site greenspace or recreation projects.

The avoidance or mitigation measures are to be delivered in advance of the developments being occupied and must provide for mitigation in perpetuity. Suitable Alternative Natural Greenspaces (SANGs) will be secured by way of a legal agreement between the developer and the relevant council. Heathland mitigation measures will be secured through CIL in the majority of cases. The authority will ensure that mitigation measures to avoid harm are given priority as required by this policy.

On development proposals of approximately 50 dwellings, where adequate mitigation measures cannot be provided on-site as part of the development, a financial contribution to the Councils will be required.

The Dorset Heathlands Joint Development Plan Document will set out the type of development circumstances, a list of projects which will be funded by developer contributions and the calculated contribution amounts as they apply to different types of development. Projects delivered through the Development Plan Document will include Suitable Alternative Natural Greenspace (SANG), heathland access and visitor management, wardening, education, habitat re-creation and other appropriate avoidance measures. The combination of the 400m exclusion zone with the heathland mitigation measures set out above function together as an effective package avoiding the harmful effects of additional residential development on the European and internationally designated heathlands.



Map 13.4 Dorset Heathland 400 metre and 5 km zones

13.15 The provision of Suitable Alternative Natural Greenspace (SANG) represents a significant element of the strategy to protect the Dorset Heathlands.

13.16 Nonetheless, SANGs are identified as one of a suite of mitigation measures which should be provided, particularly in respect of larger developments. Appendix 5 sets out key standards which a SANG should provide.

13.17 In addition to the key features set out in Appendix 5, the following SANG features are desirable, and consideration should be given to their incorporation into the layout of such greenspace:

- It is desirable for an owner to be able to take dogs from the car park to the SANG safely off the lead.
- Where possible sites should be chosen with a gently undulating topography.
- It is desirable for SANGs to provide a naturalistic space with areas of open (non wooded) countryside and areas of deciduous woodland and water features.
- Where possible it is desirable to have a focal point such as a view point, monument etc within the SANG.
- It is desirable that smaller SANGs do not have grazing stock and that on larger SANGs there are always areas free of grazing stock.

Delivery and Monitoring

13.18 As set out above, clear mechanisms have already been established to allocate funds from developer contributions to heathland mitigation projects, and this process is overseen by the Dorset Heathland Executive Group, which incorporates elected Councillors from all of the South East Dorset authorities.

13.19 Ongoing monitoring of the Dorset Heathland projects is already carried out by specialist consultants, and the data will be used to inform the selection of projects and sites for future mitigation.

Sustainable Development Standards for New Development

13.20 Although the precise nature of environmental changes is not fully understood, the impacts from climate change are likely to have significant implications for many of the existing settlements within the plan area, as well as for the location of existing development.

13.21 The remainder of this section of the Core Strategy sets out policies which will address climate change:

- By requiring new developments to make a lower impact upon the environment, in particular by reducing carbon emissions from energy use, and by using more sustainable forms of energy; and
- By reducing the impacts of climate change on new development, especially in relation to flood risk.

13.22 There is a need to provide alternative, affordable renewable sources of energy, as well as improving energy conservation methods to better manage our energy demands. All new development, whether it is for housing or employment, will need to meet higher levels of sustainable construction and renewable energy sources. Development will also have to take account of the need to reduce water consumption, as well as maintaining and improving water quality.

Explanation

Key Facts
In 2006, East Dorset consumed 24.1 GWh/1000 people, and Christchurch 21.5 GWh/1000 people from renewable sources - the Dorset average being 22.5GWh/1000 people.
Although an outwardly affluent area, pockets of deprivation and high elderly populations mean that fuel poverty is an issue across the area.
Residents in Christchurch emitted an average of 6.4 tonnes of CO2 per capita, and 6.8 tonnes in East Dorset, lower than the regional and national averages.
Less than 10% of dwellings in either area have a Standard Assessment Procedure (SAP) rating of below 35.
Approximately 80% of the area's water supply comes from river extraction, with the remaining 20% from groundwater sources.
Daily water consumption rates (156 litres per person per day) are higher than the national average, and far exceed Government targets for water use of 130 litres per person per day.

Relevant Evidence

- The Climate Change Act 2008 sets the Government's national targets for carbon reduction - 80% reduction by 2050, 34-42% reduction by 2020.
- The National Planning Policy Framework requires local authorities to adopt policies for renewable, low carbon and decentralised energy, and that these should apply to both residential and commercial development. In doing so, the NPPF requires local authorities to consider the impact of such policies on development viability.

- The Bournemouth, Dorset & Poole Energy Efficiency Strategy proposes a 20% CO2 reduction by 2020, based on 1990 levels. It also aims to reduce fuel poverty, and sets energy efficiency targets for new and existing dwellings.
- The Council's Strategic Housing Land Availability Assessments show that the majority of new housing will come from very small sites of less than 5 dwellings.
- Master planning studies for the Christchurch Urban Extension, and new neighbourhoods in East Dorset have examined the potential for renewable energy in these developments.
- Studies from the Centre for Sustainable Energy, and Regen South West advise that District Heating and power facilities could provide renewable energy to new and existing developments on an area-wide basis, although the locations of the new greenfield developments proposed in the Core Strategy may make this difficult to achieve.

13.23 The approach taken in the policies below is therefore a flexible one, rather than setting prescriptive standards, or requiring particular forms of renewable energy or efficiency measures to be provided.

13.24 To reflect the nature of housing development coming forward across Christchurch and East Dorset, the provision of renewable energy will only be required from residential developments of more than 10 dwellings (or 0.5 hectares), and from commercial developments of more than 1,000m² floorspace (or 1 hectare).

Policy ME4

Sustainable development standards for new development

Residential and non residential development including new homes, and the extension of existing homes will be expected to meet national sustainable development standards. Schemes that meet higher standards will be considered more favourably. Developments will be required to incorporate carbon reduction, water and energy efficiency measures and to demonstrate they have explored a range of sustainable and low carbon options. The most appropriate range and type of measures for each development should be informed by the code for Sustainable Homes Design Categories. These will include:

- Water and energy efficiency.
- Orientation and solar gain (natural lighting and heating).
- Use of renewable and low impact materials.
- Minimising waste, pollution and water run-off, incorporating Sustainable Drainage where possible.

Developments involving the conversion or alteration of historic buildings will be expected to demonstrate that they have explored a range of sustainable and low carbon options for construction and energy use and incorporated them into the design where practically possible, provided that this does not harm the character of the building or increase the risk of long-term deterioration to fabric or fittings.

Policy ME5

Renewable energy provision for residential and non-residential developments

The provision of renewable, decentralised, and low carbon energy will be encouraged in residential development of 10 or more dwellings (or sites of 0.5 hectares or greater), and non residential development of 1,000m² gross floorspace (or 1 hectare or greater). This will include new development, and the extension and refurbishment of existing homes or premises.

The expectation will be that 10% of the total energy used in these types of development will be from such energy sources (unless having regard to the type of development involved and its location and design, this is not feasible or viable - in which case the highest levels of this type of energy generation possible will be sought). If applicable national standards call for a higher percentage of such energy, the national standards will be applied.

The Councils will require all schemes or phases with a development to meet a set overall site pre-development target for sustainable energy generation rather than allowing a piecemeal approach. Where new national standards increase the requirement then such standards will be required to be integrated into any further ongoing development on the site.

Within larger developments and new neighbourhoods/urban extensions, the Councils will require the investigation of options for district heating and/or power facilities. Developments may be required to connect to district heating and/or power facilities where appropriate, feasible and viable. Developers will be expected to assess a range of suitable options including district wide and/or micro generation in respect of their sites, with the suitability of the chosen technology being judged on a site-specific basis.

Energy provision should normally be provided on-site, particularly on larger developments, or if not viable, through the Community Infrastructure Levy.

Policy (New Policy) ME 8

Sources of Renewable Energy

The Councils encourage the sustainable use and generation of energy from renewable and low carbon sources where adverse social, environmental and visual impacts have been minimised to an acceptable level.

Proposals for renewable energy apparatus will only be permitted where:

- The technology is suitable for the location and does not cause significant adverse harm to visual amenity from both within the landscape and views into it, and within the Cranborne Chase and West Wiltshire Downs AONB in accordance with the current AONB Management Plan;
- It would not have an adverse ecological impact upon the integrity of protected habitats or species unless there is no alternative solution and there are imperative reasons of overriding public interest;
- It would not cause interference to radar, or electronic communications networks, or highway safety;
- It would not cause significant harm to neighbouring amenity by reason of visual impact, noise, vibration, overshadowing, flicker (associated with turbines), or other nuisances and emissions;

- It includes an agreed restoration scheme, any necessary mitigation measures, with measures to ensure the removal of the installations when operations cease;
- Safe access during construction and operation must be provided; and
- It avoids harm to the significance and settings of heritage assets.

Further work will be undertaken to identify suitable areas for renewable and low carbon energy sources

Delivery and Monitoring

13.25 These policies rely on private sector delivery through the planning application and development management process. Monitoring of applications, will be reported through the Annual Monitoring Report. Regen SW also currently monitors renewable energy used at District and County level and publish annual reports.

13.26 The contribution of more efficient development toward carbon reduction, and the use of renewable energy, will also be monitored through review and monitoring of targets within the Bournemouth, Dorset & Poole Energy Efficiency Strategy.

Development within Areas at Risk of Flooding

13.27 One aspect of climate change which is particularly relevant to the area, is the increase risk of flooding.

13.28 Christchurch is significantly affected, given the impacts of two major rivers, the Stour and Avon, and potential for sea level rise along its coastline. The two main rivers are also tidal throughout much of their length within Christchurch. As a result significant parts of the town centre, Purewell, Stanpit, and more limited parts of West Christchurch and Somerford lie within flood zones 2, 3a or 3b, areas of moderate to high risk.

13.29 There are more limited parts of East Dorset affected by flooding from rivers which flow through the area, but, as in Christchurch, this has an impact on the future location of new development.

Key Facts
The rivers Stour, Avon, Allen, Uddens, Moors and Bure Brook flow through the area and all are liable to flood.
Christchurch has 10.3 km of coastline, and this, together with the two main rivers, means that substantial areas of the Borough are subject to tidal or fluvial flood risk.
A large part of East Dorset is designated as a Groundwater Source Protection Zone.
The amount of water used by households in the area has increased over the last decade, as has the abstraction of water from the local rivers.

13.30 The National Planning Policy Framework (NPPF), when supported by the Christchurch and East Dorset Strategic Flood Risk Assessments (SFRA), will inform decisions regarding the suitability of all forms of development within flood zones. Only when development proposals satisfy the requirements of the NPPF will development be permitted.

13.31 The extent of each flood zone and ground water source protection zones in Christchurch and East Dorset will be defined on the Core Strategy proposals maps and the Councils will provide additional information through the SFRA to inform applications. In their determination of planning applications, the Councils will make reference to all available information on flood risk from all sources of flooding at the time of the application, and will consult with the Environment Agency.

13.32 The Councils will prepare a Supplementary Planning Document on flood risk and Sustainable Drainage Systems which will provide further guidance to developers on how Core Strategy policy will be implemented, and how to interpret the results of the SFRA to determine the degree of risk to a particular site, as well as providing advice on how to apply the Sequential and Exception tests locally.

Relevant Evidence

13.33 The National Planning Policy Framework makes specific recommendations that development should be located away from flood zones. It also requires that development within flood zones should be flood resistant (keeping water out) and resilient (to recover quickly following a flood). Development is also recommended to incorporate Sustainable Drainage Systems to manage surface water runoff.

13.34 The Councils have both completed Strategic Flood Risk Assessments, including a detailed Level 2 assessment in Christchurch which incorporated modelling of certain watercourses for the first time. This work has been taken into account in planning for new development, particularly in terms of housing potential in the Strategic Housing Land Availability Assessment.

13.35 The Poole and Christchurch Bays Shoreline Management Plan has adopted a policy of "holding the line" including managed realignment of Mudeford Spit and Hengistbury Head. This results in no significant change to the shoreline during the 100 year period covered by the Plan.

Policy ME6

Flood management, mitigation, and defence.

When assessing new development, the local authorities will apply the sequential and exception tests set out in the National Planning Policy Framework.

Where exceptionally, all developments (including redevelopments and extensions which require planning permission) can be permitted within areas at risk of flooding they will be required to incorporate appropriate flood resistance and resilience measures as a means of "future proofing" against the effects of climate change. Historic buildings and sites may be exempt from this Policy where measures would harm their character or increase the risk of long-term deterioration to fabric or fittings.

All developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk. Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels of run-off overall. This will primarily be through the use of Sustainable Drainage Systems (SUDS) and a range of flood resistance and resilience measures. Space for such measures should be set aside within larger developments.

The design, construction, operation and maintenance of SUDS must meet national standards. Plans for new drainage systems will need to be approved by Dorset County Council (as SUDS approval body) before construction can start.

Strategic flood defences are identified in the Core Strategy Infrastructure Delivery Plan, and delivery of these schemes will be supported by a range of funding sources including the Community Infrastructure Levy (CIL). Section 106 planning obligations will continue for

implementation of site specific flood defence improvements where required. Where development is of a sufficient scale to fund flood alleviation works to make that development safe throughout its design life, works in kind will be considered where appropriate.

For developments within a flood risk area which pass the sequential test, but where risk can not be adequately mitigated on site, a flood management strategy and delivery plan will be required prior to the grant of consent. The strategy will identify the measures required to reduce flood risk and surface water run-off at the site for the duration of its design life, making it safe (including unaided access/egress during flood events) and ensuring that flood risk does not increase elsewhere as a result. The delivery plan will identify the level and source of funding required for such measures and set out a realistic and achievable timetable for implementation. For very large schemes, area wide flood attenuation measures may be required.

Policy ME7

Protection of Groundwater

Groundwater Source Protection Zones will be identified on the proposals map. Where development is proposed in a location likely to affect a Groundwater Source Protection Zone, an assessment of the impact and any mitigation measures proposed must be provided.

This assessment should cover the following:

- The nature of the development, and its anticipated impact on groundwater in terms of contaminants both during construction, and upon completion.
- The need for the development to be in a location affecting Groundwater Source Protection Zones.
- Proximity and impact on licenced and unlicenced water supply.
- Impact on underground aquifers.

The assessment should reflect advice contained in the Environment Agency's document 'Groundwater Protection: Policy & Practice' (GP3).

Delivery and Monitoring

13.36 Delivery of these policies will primarily be through the Development Management process and the assessment of individual applications.

13.37 Monitoring of new applications in respect of flood risk will be undertaken within the Annual Monitoring report, and particular note will be taken of advice received from the Environment Agency on these applications.

14 Creating High Quality and Distinctive Environments

Introduction

14.1 The quality of the built environment, open space and leisure facilities determines how a place is regarded by its own community, visitors and investors. The historic Borough of Christchurch and East Dorset District are very attractive places in which to live with areas of valuable open space and leisure facilities. As a result, there is increasing demand to build new homes and extend existing ones. Faced with possible need for urban intensification it is crucial to ensure that new development schemes enhance local character and building traditions and contribute to the creation of healthy and sustainable environments, that give residents easy access to recreation, green space and sport facilities and secure the provision and enhancement of 'green infrastructure'.

14.2 The provision of leisure facilities and open spaces is important for the health and wellbeing of the population and spaces for the pursuit of formal and casual recreation, they also provide natural relief in built up areas, 'green lungs' for carbon exchange and habitats for wildlife. The routes that connect these spaces also encourage walking and cycling and can contribute to a network of 'green infrastructure'.

14.3 This chapter of the Core Strategy seeks to establish a coordinated approach to design including architecture, heritage conservation, open space, 'green infrastructure' and the public realm. The issues that will be addressed include:

- Enabling future development while conserving and enhancing our historic assets
- Delivering new high quality housing that complements and enhances the character of local neighbourhoods and settlements
- Creating a safer, greener and more accessible environment through the provision of appropriate types of open space and 'green infrastructure'

14.4 For further information concerning the preparation of policies in this chapter please refer to the Creating High Quality and Distinctive Environments Background Paper which is available on www.dorsetforyou.com.

Protection of Buildings of Local Historic and Architectural Interest

14.5 The historic environment plays an important role in the economic wellbeing of the two districts, particularly in relation to tourism. This can place significant pressures on the historic environment. Pressures come from the demand to modernise historic buildings, change their uses, develop within conservation areas, and from the increased effects of traffic and highway improvements.

14.6 An English Heritage report 'Heritage at Risk-Conservation Areas' (July 2009) highlighted the incremental damage that has been caused to conservation areas by uncontrolled small scale developments. The deterioration of the historic building stock in both Christchurch and East Dorset has been confirmed in Conservation Area Appraisals where the erosion of valuable features such as windows, doors and walls was listed as a real threat to the preservation of their character.

14.7 The impact on character of new development within conservation areas is a crucial issue. Carefully designed schemes have the potential to improve historic areas, provided new development complements and enhances the special features of historic buildings and respects the scale, building materials and density of the surrounding built form.

14.8 The historic town centres of both Christchurch and Wimborne are vulnerable to flooding. Existing and new dwellings will need to incorporate flood resistance and resilience measures which may affect the character and setting of central conservation areas. Good design will be crucial to ensure this does not harm the historic features of such buildings.

Key Facts

In Christchurch there are:

- 12 Conservation Areas.
- 287 Statutory Listed Buildings (six Grade I).
- 136 locally listed buildings.

In East Dorset there are:

- 19 Conservation Areas.
- 697 Statutory Listed Buildings (19 Grade I, 41 Grade II*).
- 5 Historic Parks and Gardens.

Relevant Evidence

- Conservation Area Appraisals.

Policy HE1

Protection of local historic and architectural interest

The protection of national and local listed buildings, along with monuments, sites, gardens, landscapes and their settings of historic, archaeological, architectural or artistic interest will form part of the heritage protection strategy.

Heritage assets are an irreplaceable resource and will be conserved and where appropriate enhanced for their historic significance and importance locally to the wider social, cultural and economic environment.

This will be promoted by ensuring proposals and initiatives are supported that protect and enhance the heritage assets, with the sensitive and viable re-use of the heritage asset when considering a conversion or new development, which makes a positive contribution to local character and distinctiveness.

Article 4 Directions will be considered where there are threats to heritage assets. Local lists of heritage assets will identify key buildings and structures which, although not of sufficient quality to meet national listing criteria, have valuable architectural or historic merit and make a positive contribution to local character. Conservation Area and Special Character Area Appraisals will be updated. Development proposals affecting such sites or buildings will be sympathetic to their character and will respect their key architectural or historic features.

Design

14.9 Christchurch has a diverse built environment, development of which was largely influenced by the Borough's coastal setting, topography and presence of flood plains.

14.10 The urban area represents a predominately modern, post war environment, which has grown up around a historic town centre with pockets of older buildings predominantly in the Town Centre, Purewell and Mudeford. Much of the residential development is good quality and low rise. The densities vary considerably across the Borough, which reflects the historic development of

neighbourhoods over the last two centuries, and range from generous plots with low density housing in Walkford and Friars Cliff (average 10dph), to terraced cottage plots in Bargates and Purewell (30-40dph).

14.11 Even though the Borough does not currently have specifically designated 'character areas', the 2003 Christchurch Borough-wide Character Assessment carried out a series of urban neighbourhood studies and specifies the essential qualities which give each area in the Borough its special character, and how these areas are sensitive to change with regard to conservation and heritage policy. In particular, the Borough-wide Character Assessment emphasised the importance of waterside areas to the character of the Borough.

14.12 East Dorset has witnessed rapid growth in the last 50 years. The area contains a number of suburban developments, often built at low density, with a scattering of houses in the remainder of the countryside. The housing stock is relatively new, with Wimborne Minster and the smaller villages being the exception in having an older and higher density building stock.

14.13 Taking into account development pressures it is inevitable that the area will need to face and adapt to change. The aim of the emerging policies should be to preserve valued features in the towns, which give them their distinctive characters and sense of place. New development should respect the prevailing characteristics of a local area and, where possible, enhance those neighbourhoods in need of improvement both within the existing urban areas and within the rural countryside. New development will be expected to be attractive, functional, sustainable and of the highest quality, optimising the site potential and respecting the scale of the locality.

Key Facts

- Both districts are built at low density with a high proportion of bungalows and detached dwellings (64.4% in East Dorset and 42.5% in Christchurch).
- Christchurch, at 20.8% has a higher number of flats than East Dorset (9.9%), mainly concentrated in Highcliffe, the Town Centre and Grange wards.
- There are 17 designated Special Character Areas in East Dorset.

Relevant Evidence

- The Christchurch Borough Wide Character Assessment (2003).
- East Dorset Special Character Area Assessments.
- The East Dorset Rural Design Summary.

Policy HE2

Design of new development

Within Christchurch and East Dorset the design of development must be of a high quality, reflecting and enhancing areas of recognised local distinctiveness. To achieve this, development will be permitted if it is compatible with or improves its surroundings in:

- Layout
- Site coverage
- Architectural style
- Scale
- Bulk
- Height
- Materials

- Landscaping
- Visual impact
- Relationship to nearby properties including minimising general disturbance to amenity
- Relationship to mature trees.

This is within the context of the Christchurch Borough Wide Character Assessment. In the East Dorset rural area, design should accord with the Countryside Design Summary. An East Dorset Urban Design Guide will set out the key characteristics expected to be incorporated into schemes. In Special Character Areas development must respect the identified features and characteristics. Careful design to reduce the risk of crime will be required.

Delivery and Monitoring

14.14 This policy will be delivered by:

- The development management process.
- Architect's Panels will be used to inform decisions.

14.15 The policy will be monitored through:

- Building for Life Assessments.

Landscape Quality and Character

14.16 The Plan area contains nationally and locally important landscapes. The aim is to ensure that development does not harm these areas, but adds to their attractive character. Additionally, outside designated landscape areas the quality of development will need to ensure that the character and visual amenity of settlements, their setting and the countryside are protected and enhanced.

Key Facts
<ul style="list-style-type: none"> • 45% of East Dorset is covered by the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. • A further 23% of the District is covered by Areas of Great Landscape Value.

Relevant Evidence

- The Area of Outstanding Natural Beauty Landscape Character Assessment.
- The Areas of Great Landscape Value Landscape Appraisal.
- Christchurch Borough Wide Character Assessment (2003).

Policy HE3

Landscape Quality

Development will need to protect and seek to enhance the landscape character of the area.

Proposals will need to demonstrate that the following factors have been taken into account:

1. The character of settlements and their landscape settings.
2. Natural features such as trees, hedgerows, woodland, field boundaries, water features and wildlife corridors.

3. Features of cultural, historical and heritage value.
4. Important views and visual amenity.
5. Tranquillity and the need to protect against intrusion from light pollution, noise and motion.

Development proposals within and/or affecting the setting of the Area of Outstanding Natural Beauty will need to have regard to the relevant Management Plan.

Within the Areas of Great Landscape Value development will be permitted where its siting, design, materials, scale and landscaping are sympathetic with the particular landscape quality and character of the Areas of Great Landscape Value. Planning permission will be refused for major developments in these designated areas except in exceptional circumstances and where they are in the public interest.

Delivery and Monitoring

14.17 This policy will be delivered by:

- The development management process.
- The Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty Partnership.

14.18 The policy will be monitored by:

- The Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty Partnership.
- Landscape assessment in association with the Green Infrastructure Strategy.

Open Space, Leisure and Green Infrastructure

14.19 The provision of attractive, accessible and functional open space is important for the well being and health of residents and the support of our valuable wildlife. The Councils seek to ensure that local residents have access to open space to meet their needs.

14.20 The provision of large open spaces and green infrastructure also serves to divert recreational pressure away from the sensitive Dorset Heaths. The mitigation benefits of sites provided in support of the heathland policies will be enhanced by green infrastructure through improved connectivity with other open spaces, thereby promoting informal recreation (such as cycling and dog walking) and facilitating access by alternative forms of transport to the car. Green infrastructure will also be designed to protect and enhance sites of biodiversity value.

Relevant Evidence

- The Christchurch and East Dorset Open Space, Sport and Recreation Studies (2007) set out in detail the existing provision throughout the Plan area. It also identifies the level of provision that should be available and where shortfalls exist.
- The SE Dorset Green Infrastructure Strategy (2011) identifies large scale, cross boundary needs.

Policy HE4

Open space provision

The open space standards and Local Need Area boundaries provided by the 2007 Open Space, Sport and Recreation Studies will be applied throughout the Plan area (amended as necessary to take account of recent open space developments and new areas allocated for housing in

the Core Strategy). Contributions will be directed towards meeting the quantity, quality and accessibility shortfalls for each of the Local Need Areas. The aim is to deliver a combination of new facilities and improvements to existing ones, depending on the unique needs of the Local Needs Areas and the availability of land.

Existing open spaces and leisure facilities identified on the Proposals Map will be protected and their loss will not be permitted unless their whole or partial redevelopment would result in greater benefits to the community than retaining that facility. On such occasions the replacement must be provided in close proximity, unless it can be shown that the open space, sport or recreational facility was not required.

Recommended Open Space Standards from the 2007 Open Space, Sport & Recreation Study:

Open space type	Recommended accessibility standard (straight line distance).	Recommended quantity standard (hectares per 1000 population)	Recommended quantity standard (square metres per person)	Total recommended provision
Recreation Grounds & Public Gardens (includes parks)	450m	0.5 ha	5.0 sq m	3.75 ha per 1000 population / 37.5 sq m per person
Amenity Green Space	450m	0.5 ha	5.0 sq m	
Natural & Semi-natural Green Space	600m	1.0 ha	10.0 sq m	
Active (outdoor) Sports Space	600m	1.25 ha	12.5 sq m	
Children & Young People's Space	450m	0.25 ha	2.5 sq m	
Allotments	600m	0.25ha	2.5 sq m	

Children's play provision, which forms part of the children and young people's space category, must be provided on the basis of the guidance set out in Appendix 1.

Where appropriate in terms of location and the nature of the development, and where a local need for small scale facilities has been identified, on site provision will be preferable. It may be appropriate for earlier developments to provide the land upon which later developments pay for structures or equipment. Financial contributions towards off site provision of open space may be acceptable where it is impractical for provision to be on site. In this instance contributions should be in line with the standards set out in this policy.

The policy will aim to deliver a combination of new facilities and improvements to existing ones, depending on the unique needs of the 'Local Need Areas' and the availability of land.

This policy should be read in conjunction with Appendix 1 Open Space Provision and the current Infrastructure Delivery Plan.

Location of new provision

When considering sites for new open space and leisure provision, priority will be given to sites which are easily accessible by a range of transport modes and which can be integrated into a network of green infrastructure. Sites for new open space provision will be identified through an implementation and delivery plan and considered for allocation through the forthcoming Site-Specific Allocations Development Plan Document.

Green Infrastructure

Where appropriate, the Community Infrastructure Levy will be used to ensure that elements of green infrastructure will be incorporated into their design such as 'permeability', with green foot and cycle paths running through the development, connecting with existing routes wherever possible.

Delivery and Monitoring

14.21 This policy will be delivered by:

- The development management process.
- Investment through the SE Dorset Green Infrastructure Strategy.
- Investment to support the Councils' Open Space, Sport and Recreation Strategies.

14.22 The policy will be monitored by:

- A two yearly measurement of the change in provision as a result of the development management process.
- A review of the Open Space, Sport and Recreation Study.

15 Meeting Local Needs

Introduction

15.1 Our basic needs include health, safety and shelter. We also need social cohesion and education. Without the ability to provide for these needs we fail to live successful and meaningful lives. This chapter sets out policies for well planned housing, site location criteria for Gypsies and Travellers and Travelling Showpeople, affordable housing and facilities and services to meet the needs of the local population.

Housing

15.2 Housing is the largest urban land use in the area, with over 60,000 homes in Christchurch and East Dorset. There is a significant need for new housing and the following policies address how best to deliver what is required in a form that respects the local area. The number of new homes to be built and the principles of where they should be built are dealt with in the Key Strategy chapter and the area based chapters. This section considers the nature and form that new housing should take.

Dwelling Size and Type

15.3 The opportunity to provide new homes is a chance to meet the housing needs of the local community. It is important that the right mix of housing is developed over the plan area over the forthcoming years. The housing must be appropriate to the needs of the community, providing a range of types, sizes and tenures to meet the needs of existing and future households including housing for the elderly and other specialist housing needs. This will include the provision of affordable housing as set out in Policy LN3. The Strategic Housing Market Assessment provides the relevant evidence on household needs.

15.4 Evidence suggests that the health and well being of people is directly related to the space in which they live. Over crowded conditions can result in poor health, family conflict, poor educational attainment and anti social behaviour. There are no national living space standards to ensure that new homes are built to avoid these problems. In order to ensure that the new housing built over the lifetime of the plan is fit to last it is important that standards are set. Building to suitable space standards will ensure new homes provide sufficient space for everyday activities. The Councils will produce a Supplementary Planning Document on this issue. In the interim period the Councils will apply the Homes and Communities Agency Housing Quality Indicators to applications for residential development in relation to private open space, unit sizes, unit layout and accessibility within the unit (HQL Sections 3.2.1 to 3.2.9 and 5.1 to 5.1.13).

Key Facts

- The average new home built in the UK is the smallest in Europe averaging 15.8 m² per room compared with 21.4 m² in Germany, 28.2 m² in the Netherlands and 26.9 m² in France.
- In Europe only the UK, Portugal, Austria and Luxembourg build new homes smaller than existing housing.
- East Dorset has a very high number of large properties with more than 8 habitable rooms, 17% compared to 10.5% in England and 11% throughout the Housing Market Area.
- Christchurch has a higher proportion of medium sized homes with 4 or 5 habitable rooms, 54% compared to 47% in England and 45% in the Housing Market Area.

Key Facts

- East Dorset has a very high proportion of detached dwellings, 60% compared to 45% in the Housing Market Area. Of these 30% are bungalows. In comparison about 40% of Christchurch properties are detached compared to just 24% nationally.
- In contrast only 9.3% of homes in East Dorset are terraced and only 9.9% are flats. For Christchurch the figures are 19% terraced and 19.6% flats in comparison to 27% terraced and 15% flats nationally.

Relevant Evidence

15.5 Housing Quality Indicators (HQI) Form (2008) Homes and Communities Agency.

15.6 Mayor of London: Housing Space Standards (2006). Mayor of London: Housing Design Standards: Evidence Summary July 2012.

15.7 Space standards: the benefits (April 2010), Report prepared by University College London for CABE.

15.8 Mid Sussex District Council: Housing Space Standards Supplementary Planning Document (2009).

Policy LN1

The size and type of new dwellings

Overall, the size and type of new market and affordable dwellings will reflect current and projected local housing needs identified in the latest Strategic Housing Market Assessment and informed by future Annual Monitoring Reports to ensure that the proposed development contributes towards attaining a sustainable and balanced housing market. Individual sites will be expected to reflect the needs of the Strategic Housing Market Assessment, subject to site specific circumstances and the character of the local area.

All new housing will be required to be built to meet minimum living space standards for both internal and external areas. The Councils will produce a Supplementary Planning Document which will set out the detailed requirements of this policy. In the meantime the Councils will apply the Homes and Community Agency Housing Quality Indicators in relation to private open space, unit sizes, unit layout and accessibility within the unit.

Delivery and Monitoring

15.9 The policies will be delivered by:

- The development management process.

15.10 The policies will be monitored by:

- The annual housing completions survey.
- Updates to the Strategic Housing Market Assessment.

Density of Development

15.11 It is important to ensure that new housing respects the character of an area, whilst ensuring that the best use is made of land to deliver the quantity of homes required. There is a wide variation in the built character of the area which means it would be inappropriate to impose standard density requirements. The defining features of character areas are described in separate statements and local design studies will continue to inform decisions regarding protection of local character and appropriate design control. Elsewhere there are locations where high densities would be appropriate, reflecting existing character and also placing people in locations with easy access to services, facilities and work.

Policy LN2

Design, layout and density of new housing development

On all sites, the design and layout of new housing development should maximise the density of development to a level which is acceptable for the locality. A minimum density of net 30dph will be encouraged, unless this would conflict with the local character and distinctiveness of an area where a lower density is more appropriate. Proposed housing densities will be informed by the Strategic Housing Land Availability Assessment, housing need as set out in the Strategic Housing Market Assessment, the master plan reports for new neighbourhoods and future Annual Monitoring Reports.

Proposals for high density developments will be acceptable in the following types of location where this form of development will not have an adverse impact on the character of the area and where residents have the best access to facilities, services and jobs:

- New greenfield housing sites (density range to be determined by outputs of master planning process).
- Town centres.
- Along the Prime Transport Corridors.
- Areas outside town centres with good access to public transport and essential facilities and services.
- In areas where there is a high level of need for affordable housing or on land already owned by housing associations, or where a housing association is the applicant.

The Councils will carefully consider the design and density of new development in terms of their responsibilities for community safety under Section 17 of the Crime & Disorder Act, and will involve the Police Architectural Liaison Officer in appropriate cases.

Delivery and Monitoring

15.12 The policies will be delivered by:

- The development management process.

15.13 The policies will be monitored by:

- The annual housing completions survey.
- Updates to the Strategic Housing Market Assessment.

Meeting Affordable Housing Needs

15.14 The provision of more affordable housing forms part of the Core Strategy Vision and is expressed in Objective 5. Affordable housing definitions are set out in Appendix 2. Not enough affordable housing has been delivered over the past 20 years and this, along with steep house and rental prices has made suitable accommodation inaccessible to many people.

15.15 A key aim of the Councils' affordable housing strategy is to meet local needs. As a result the Councils will require the allocation of new affordable housing in line with local connection criteria, ensuring that such homes are always prioritised, and in certain cases restricted, to occupation by those in housing need and with connections to the local area.

Key Facts

- **East Dorset Statistics**

- 38,000 dwellings.
- About 9% are provided by registered social landlords.
- About 8% are privately rented.
- 2.3% of dwellings are vacant.
- Average house price in spring 2011 was £250,000 (Land Registry).
- Market entry prices in 2011 were approximately £110,000.
- Housing Register – 2,863 (January 2012).
- 85 Black & Minority Ethnic applicants.
- 1502 applicants require 1 bedroom accommodation 175 single applicants aged under 25.
- Strategic Housing Market Assessment (2011) – Net annual need 430 dwellings.
- Backlog: 395 dwellings – 79 per annum.
- Taking income and savings into account 17% of all households in East Dorset cannot afford housing at current market prices / rents without the need for some form of subsidy (SHMA, 2011).

- **Christchurch Statistics**

- 21,920 dwellings.
- About 11% are provided by registered social landlords.
- About 8.6% are privately rented.
- About 3% are empty.
- Average house price in spring 2011 was £238,000 (Land Registry).
- Market entry prices in 2011 were approximately £110,000.
- Housing register 2,025 January (2012).
- Strategic Housing Market Assessment (2011) – Net annual need 330 dwellings.
- Backlog: 310 dwellings – 62 per annum.
- Taking income and savings into account 19.5% of all households in Christchurch cannot afford housing at current market prices / rents without the need for some form of subsidy (SHMA, 2011).

Relevant Evidence

15.16 The Bournemouth and Poole Strategic Housing Market Assessment Update 2012 provides the latest information on the level of affordable housing need in the area and justifies policies that seek the highest possible provision, subject to financial viability. The following policy sets out the circumstances in which affordable housing is required.

15.17 Details on how the policy is to be implemented will be published within the Affordable Housing Supplementary Document.

Policy LN3

Provision of affordable housing

To maximise affordable housing provision, whilst ensuring flexibility and sufficient margins to facilitate housing delivery, the Councils will require all residential developments to meet the following affordable housing requirements:-

Policy Percentage Requirements:

All greenfield residential development which results in a net increase of housing is to provide up to 50% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements unless otherwise stated in strategic allocation policies. All other residential development which results in a net increase of housing is to provide up to 40% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements.

Any Planning Application which on financial viability grounds proposes a lower level of affordable housing than is required by the Policy Percentage Requirements must be accompanied by clear and robust evidence that will be subject to verification.

Affordable Housing Requirements

The mix of affordable housing units will be subject to negotiation and agreement with the Council but in any event must reflect local housing needs identified in the latest Strategic Housing Market Assessment (see Policy LN1). Tenure split should normally allow for 30% intermediate housing, with the remainder being affordable rented or social rented.

Conditions or legal obligations will be used to ensure that affordable housing is secured for those in housing need and prioritised for those with a Local Connection.

Policy Delivery Requirements:

- On sites resulting in a net increase of 1 to 4 dwellings, the Councils will accept on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements or a financial contribution in lieu of on site affordable housing, calculated in accordance with the Commuted Sum Methodology.
- On sites resulting in a net increase of 5 to 14 dwellings, the Councils will require on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements, however, where this is not possible or at the Councils' discretion, a financial contribution in lieu of on site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology
- On sites resulting in a net increase of 15 or more dwellings, provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements should be on site but where it is not possible to provide affordable housing units on the site, off-site provision on an

alternative site may be acceptable. If an alternative site is not available, a financial contribution in lieu of on site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology.

Financial contributions should be of equivalent value to on-site provision calculated in accordance with the Commuted Sum Methodology.

Where developments are required to provide 10 or more affordable homes, 10% of the affordable housing element should be planned for households requiring specially adapted or supported housing. However, if a requirement for specialised affordable housing (or a viable delivery mechanism) cannot be demonstrated by the Council at the point of submitting a planning application, the quota shall revert to 100% general need affordable housing.

Under no circumstances will the financial consequences of including 10% adapted or supported housing result in a greater cost to the development than would arise through an acceptable, viable and proportionate mix of general need affordable housing.

Exception Sites for the Provision of Affordable Housing

15.18 The following policy seeks to enable the provision of affordable housing in areas where no significant development is proposed. Details on how the policy is to be implemented will be published within the Affordable Housing Supplementary Document.

Policy LN4

Affordable housing exception sites

Exceptionally land adjoining or very close to the defined rural and urban settlements which would otherwise be considered inappropriate for development may be developed to facilitate affordable housing, in perpetuity, provided that:

- Secure arrangements are included to ensure that affordable housing will be enjoyed by successive as well as initial occupiers.
- The proposed development would provide a mix of affordable housing size and type which meets demonstrated local housing needs.
- The development is small scale and reflects the setting, form and character of the settlement and the surrounding landscape.

This policy will apply to the following settlements:

East Dorset

- West Moors; St Leonards and St Ives; Colehill; Corfe Mullen; Three Legged Cross; Alderholt; Cranborne.
- Furzehill; Gaunts Common; Gussage St Michael; Gussage All Saints; Hinton Martell; Holt.
- Horton; Longham; Shapwick; Sixpenny Handley; Sturminster Marshall; Wimborne St Giles.
- Witchampton; Woodlands.

Christchurch

- Land Adjoining the built up area of Christchurch
- Burton; Winkton

Delivery and Monitoring

15.19 The policies will be delivered by:

- The development management process.
- A Supplementary Planning Document on the provision of affordable housing.

15.20 The policies will be monitored by:

- The annual housing completions survey identifying those that are affordable.
- Updates to the Strategic Housing Market Assessment.

Gypsies, Travellers and Travelling Showpeople

15.21 The Councils have a statutory responsibility to provide for the needs of Gypsies, Travellers and Travelling Showpeople. The Councils are working with the other authorities in Dorset to produce a Gypsy, Travellers and Travelling Showpeople Sites Development Plan Document. This will identify the required provision of allocated permanent and transit pitches and where suitable sites should be allocated. This Development Plan Document will also consider the accommodation needs of Travelling Showpeople and will seek to identify two plots within the County to meet this need. However, it is necessary for the Core Strategy to provide a general approach as to where the most suitable locations could be identified. This will inform the Development Plan Document and also any relevant planning applications.

Key Facts

- Dorset Councils estimate a need for 21 residential pitches in East Dorset up to 2028 and 20 in Christchurch.
- Dorset Councils also estimate a need for 20 transit pitches in East Dorset and 16 in Christchurch to 2028.
- Currently there are no transit or residential sites in Christchurch or East Dorset but there are some private sites. The January 2012 caravan counts indicate some 4 pitches in Christchurch and 8 pitches on East Dorset have permanent planning permission for private caravans.
- Both areas are subject to unauthorised encampments, especially in the summer months, which in some cases cause nuisance and concern to local residents and damage to the sites involved.

Relevant Evidence

15.22 The Planning Policy for Traveller Sites (2012) advises that the Core Strategy should set out criteria for the location of travelling showpeople sites which will be used to determine planning applications on unallocated sites that may come forward. Paragraph 11 of the Planning Policy for Traveller Sites sets out good practise for criteria policies.

Policy LN5

Location of sites for gypsy and traveller sites

The following considerations should be taken into account when determining locations for Gypsy and Traveller sites and Travelling Showpeople sites:

1. Sites should be located to meet the needs of Gypsy & Traveller communities with a preference for close proximity to existing communities to use services and facilities, including schools, shops, health facilities and public transport;
2. Sites should provide for adequate on-site facilities for parking, storage, play and residential amenity;
3. Sites should allow for adequate levels of privacy and residential amenity for the occupiers;
4. Sites should not have an unacceptable impact on the amenities of adjacent occupiers; and
5. Sites should not result in a detrimental impact on the natural environment.
6. Sites should be located outside areas of high flood risk (zone 3 flood risk areas)
7. Development of a site in a rural / semi-rural area should be appropriate to the scale of its surroundings and existing nearby settlement
8. In sites where mixed uses are proposed, the site and its surrounding context are suitable for mixed residential and business uses and would not result in an unacceptable loss of amenity and adverse impact on the safety and amenity of the occupants of the site or neighbouring properties.
9. Alterations to the Green Belt boundary to accommodate sites will only be considered in exceptional circumstances, to meet a specific identified need. In such circumstances, and as part of the Site Allocations Development Plan Document, sites will be specifically allocated as a Gypsy and Traveller site only.

Proposals for sites for Travelling Showpeople will also need to provide adequate space for residential, maintenance and storage uses and be:-

1. Well related to the public highway network to accommodate the safe passage of large vehicles and pedestrians.
2. Located so as to minimise the impact of on-site business activities on neighbouring properties,
3. Located so as to minimise the visual impact of the uses on the landscape.

Delivery and Monitoring

15.23 The policies will be delivered by:

- Dorset-wide Gypsy, Traveller and Travelling Showpeople Site Allocations Development Plan Document.
- The development management process.

15.24 The policies will be monitored by:

- Gypsy and traveller caravan count data and information on unauthorised encampments..
- Updates to the Strategic Housing Market Assessment.

Housing and Accommodation Proposals for Vulnerable People

15.25 General principles for all residential development proposals:

15.26 To achieve sustainable and inclusive communities, larger scale developments and new neighbourhoods should make provision for older and vulnerable people in both the market and affordable housing sectors. Including, but not limited to older and younger people and people with physical or learning disabilities.

15.27 By requiring appropriate and adaptable housing, good layout and design, such schemes should create opportunities for older and vulnerable people to live securely, independently and inclusively within communities. Across all types and tenures the Council will therefore encourage the provision of homes which incorporate flexible and sustainable design principles, including the 'Lifetime Homes' standards and those that contribute to achieving affordable warmth.

15.28 Mutual and co-housing models will be supported where a group of households with supported or specialised housing requirements, meet their own needs collectively, procuring and managing their own housing.

Policy (New Policy) LN 7

Housing and Accommodation Proposals for Vulnerable People

Category C2 health and care related development proposals

New social, care or health related development proposals, or major extensions to existing developments, within the C2 use classification will not be subject to Policy LN3 however they will be required to demonstrate that any impacts upon, or risks to, the strategic aims and objectives of Dorset County Council and NHS Dorset health and social care services have been taken into account and mitigated against.

Non C2 residential development proposals for older and vulnerable people

All other residential development proposals for older and vulnerable people including sheltered housing, assisted-living and extra-care accommodation, must meet the requirements of policy LN3.

Subject to viability, open market development proposals to provide housing for older or vulnerable people will be required to meet policy LN3 through a commuted sum contribution, calculated in accordance with the approved methodology.

Specialist housing proposals for older or vulnerable people that seek to address the policy requirements of LN3 through on site affordable housing will be considered, however, the details of any such proposals and associated delivery mechanisms will require the prior approval of both the Council and Dorset County Council.

Providing Services and Facilities to Serve Local Needs

15.29 Access to a wide range of services and facilities is an essential requirement for the well being of the community. Provision through the urban areas is, on the whole, good, but the rural areas and parts of the more suburban area are not so well served. Also, there are threats to services and facilities and it is important to enable different ways for these to be provided. It is therefore necessary to ensure that the needs of current and future communities continue to be provided for.

Key Facts

- A large proportion of the population are above retirement age with 34% in Christchurch and 32% in East Dorset compared to 19% nationally.
- The numbers of elderly are set to increase dramatically over the next 15 years.
- In 2001, about 30% of people in the districts were living alone which may impact on the need for community support, particularly for the pensioner households.
- Overall the health of residents is good with life expectancy figures significantly higher than national figures.

Key Facts

- There are few deprived areas in the districts in comparison to the UK and County. However, Somerford, in Christchurch and Heatherlands in Ferndown are in the most deprived 25% of areas in the Country.
- Crime rates are very low in both districts with parts of East Dorset being the safest in the Country.
- Educational provision is good throughout the districts although new development could put pressure on some facilities in both East Dorset and Christchurch..
- There are a wide range of cultural facilities either in, or within close proximity of the districts, including theatres, cinemas, museums, historic attractions and arts venues.

Relevant Evidence

15.30 The Core Strategy Infrastructure Delivery Plan sets out what services and facilities will be required to support the existing and future population. These have been identified in partnership with service providers and utility companies as set out in their Asset Management Plans and Business Plans.

Policy LN6

Community facilities and services

Facilities and services will be provided to support existing and future population growth and changes in the age profile by the following:

New facilities should be concentrated in the settlements of Christchurch, Highcliffe, Burton, Corfe Mullen, Wimborne Minster, Colehill, Ferndown, West Moors, Verwood, Alderholt, Cranborne, Sixpenny Handley, Three Legged Cross and Sturminster Marshall. This is where access can be by public transport, bike and on foot. Some facilities can be provided in smaller settlements in innovative ways such as the provision of health care in the home. Services can also be provided in more innovative ways in suburban areas of Christchurch and East Dorset where access to facilities is more restricted to the car.

The Council will work with partners and service providers to ensure the timely provision of high quality, convenient, local and accessible facilities and services for community and cultural use such as education, health, libraries, facilities for older people / children and young people and community buildings.

Priority will be given to any proposals to allow the multi-use of existing facilities, followed by the expansion of existing, well located facilities to allow for the co-location of facilities and services.

New facilities will be required to serve the needs of the population and new development when the alternatives above are not feasible. Preference will be given to the clustering of services and facilities.

The loss of existing community facilities and services will be resisted unless it is clearly demonstrated there is insufficient demand and it is not feasible and viable to support their continued existence and the loss would not result in a substantial decline in the range and quality of facilities and services for local people

Planning obligations may be sought in accordance with the Community Infrastructure Levy Regulations 2010 to obtain financial contributions towards the provision of facilities and services.

Delivery and Monitoring

15.31 The policy will be delivered in partnership with service providers, other Councils and community groups.

15.32 The policy will be monitored using a survey of key facilities and services undertaken every two years.

16 Creating Prosperous Communities

Introduction

16.1 Christchurch and East Dorset face significant challenges in stimulating local business growth, inward investment, and facilitating sustainable development of the tourist industry. In meeting the future needs of the economy and local communities it is also important that an appropriate range of retail facilities are maintained across the area.

16.2 This chapter addresses issues associated with establishing sustainable and prosperous communities which include:

- Establishing an employment land hierarchy - the location of employment uses across sites in Christchurch and East Dorset.
- Use of existing employment land.
- Economic development in rural areas and farm diversification.
- Safeguarding local shops and other local community facilities.
- Supporting the tourist economy.

16.3 Core Strategy policies relating to the broad provision of employment land, the town centre hierarchy and the distribution of employment land for Christchurch and East Dorset are set out in Chapter 4 The Key Strategy. The detailed policy approach for the main retail centres in Christchurch and East Dorset is set out in Chapters 5, 8, 9, 10 and 11. Strategic allocations of new employment sites are set out in Chapters 7, 10, 11 and 12.

Key Facts

Value of the Economy

- Total Gross Value Added is around £740 million in Christchurch and £1,170 million in East Dorset.

Business Structure

- There are around 2,020 firms in Christchurch and 4,340 firms in East Dorset.
- Most firms in the area are small but large firms employ one fifth of employees.
- More than half the firms in Christchurch and East Dorset fall within the following sectors: distribution, hotels, restaurants, banking and finance, and insurance.
- The proportion of knowledge intensive firms is in line with the County average in Christchurch and above the County average in East Dorset.

Working age Population

- The working age population is around 22,970 in Christchurch and 44,680 in East Dorset.
- By 2030 it is predicted that for every four people working in the area three people will be retired.

Employment by Sector

- Christchurch has around 18,900 employees in employment and East Dorset has 31,800 (excluding the self employed).
- The majority of employment in Christchurch and East Dorset is in the service sector but manufacturing is also very significant in East Dorset.

Key Facts

- In Christchurch almost half of employment in the Borough is in distribution, hotels and restaurants and public administration, education and health.
- In East Dorset more than two thirds of employment is within 3 sectors: public administration, education and health; distribution, hotels; and banking, finance and insurance.

Self Employment

- About 16% (above county average) of working age employees are self employed in Christchurch and 13% in East Dorset (below County average).

Employment Growth

- Employment growth in Christchurch is predicted to be service sector led especially in distribution, transport and communications and education and health.
- Employment growth in East Dorset is predicted to be service sector led in distribution, other business services and education and health.

Unemployment

- Claimant unemployment in Christchurch as of September 2011 was 1.7% of working age residents and 1.0% in East Dorset.
- August 2009 was 2.7% in Christchurch and 2.0% in East Dorset.

Skills and Qualifications

- Christchurch and East Dorset have an average proportion of working age population with no qualifications compared to Dorset.
- The percentage of 15 years olds gaining five or more A – C grades in Christchurch and East Dorset is above the national average.
- Christchurch has above the County average level of young people not in education, employment or training and in East Dorset the level is below the county average.

Tourism

Tourism and the Economy

- Tourism contributes about £111 million to the local economy in Christchurch and £122 million in East Dorset.
- A large proportion of employment in Christchurch and East Dorset is in hotels and restaurants as part of the tourist economy.
- Christchurch and East Dorset provide 12% of total tourist accommodation in Dorset and there is scope to increase this market share.

Flooding and sea level rise

- Much of Christchurch Town Centre is in flood zone 3a and within Wimborne there are significant areas of flood zone 2 and 3 which restricts development potential.
- Areas at significant risk in Christchurch include Bournemouth Airport Business Park, parts of the town centre, Christchurch Quay, Bridge Street, Purewell and parts of Stanpit and Mudeford.
- The beaches in Christchurch are at risk from coastal erosion from rising sea levels as a result of climate change.

The Natural Environment and Climate Change

16.4 The area is renowned for the quality of its natural environment; these natural assets are a valuable resource for the area and help to sustain our local tourism industry as well as attracting businesses to locate in the area. Growth in employment and tourism must help to support the environment and avoid contributing to the causes of climate change.

Connectivity and Accessibility

16.5 Within the wider sub-region Christchurch and East Dorset are not well connected to the rest of the South West and South East. There is no motorway access and parts of the area are served by limited public transport services which has implications for the level of future inward investment that can be achieved in comparison to better connected areas in the South East.

16.6 Rural areas only provide limited employment opportunities and shopping facilities. There is a requirement for key rural centres such as Sturminster Marshall, Sixpenny Handley, Cranborne and Alderholt to maintain and possibly expand existing employment, shops and facilities to reduce the need to travel. Nevertheless it is unrealistic to believe that sufficient facilities can be provided in these small settlements to avoid trips to other centres in the area. However, the rise of the Internet now enables rural communities to access goods and services by different means.

Developing an Employment Site Hierarchy

16.7 Policy PC1 provides the opportunity to maximise the market potential of employment sites in Christchurch and East Dorset in a way that is sensitive to the types of business activity currently located on these sites and activity that could be attracted to these sites in the future. The direction of higher order employment uses to higher quality sites across the districts will also assist in encouraging clusters of related activity which promotes economic growth such as with clusters of advanced engineering companies located at the Airport Business Park. The site hierarchy approach needs to be sensitive to the changing economic requirements during the plan period and in this respect a specific approach is adopted to individual sites.

16.8 The approach to provision of employment land is set out in Policy KS5 of the Key Strategy. The employment land hierarchy set out in Policy PC1 identifies the 'Strategic' and 'Other Higher Quality' sites that will be key in delivering sufficient employment land to meet projected requirements to 2028.

16.9 On strategic sites including the Bournemouth Airport Northern Business Parks and Ferndown Industrial Estate it is necessary to consider a range of non employment uses which are ancillary to the main employment uses and necessary to meet the needs of workers. This approach assists in making these locations more attractive for inward investment. Potential ancillary uses have been explored through the Bournemouth Airport Economic Study (2008) and through the Christchurch and East Dorset Employment Land Review process. Core Strategy Policy BA2 sets out further detail of ancillary uses which may be required at Bournemouth Airport Business Parks.

16.10 Across the plan area a large proportion of employment sites fall within one market segment of 'general industrial / business activity'. It is important to sustain businesses in the local area but also to encourage inward investment from a more diverse range of business activity. The employment land hierarchy identifies a range of sites suitable for 'upgrading' whereby through on site and off site infrastructure improvements and the delivery of the right mix of premises, opportunities may be generated for inward investment.

Christchurch and East Dorset Employment Land Hierarchy

Policy PC1

Christchurch and East Dorset employment land hierarchy

The following site hierarchy is proposed to influence the location of employment uses across sites in Christchurch and East Dorset. 'Higher order' uses that are economically productive offering highly skilled and well paid employment will be located on 'Strategic Higher Quality' and 'Higher Quality' sites which offer the necessary locational attributes. A more flexible approach toward employment uses will be adopted towards other employment sites in the Christchurch and East Dorset hierarchy.

The following sites are considered to be 'higher quality' and offer the necessary locational attributes to attract 'higher order' uses. These sites will be the focus for meeting projected requirements for B1 (Office and Light Industrial uses), B2 (General Industry) and B8 (Warehousing and Distribution) uses as set out in Key Strategy Policy KS5. Strategic and higher quality sites set out below will be protected for employment uses within B1, B2 and B8. On these sites employment activity within non B use class (other employment generating uses) will only be considered where it makes a significant contribution to raising levels of productivity and offers skilled employment opportunities. Non employment uses ancillary to core employment functions will be considered on 'Strategic Higher Quality' Sites where such facilities are required to meet the needs of workers.

Strategic Higher Quality Sites

- Bournemouth Airport Northern Business Park (North West and North East Sectors), Christchurch.

Other Higher Quality Sites

- The former BAE site, Grange Road
- Sites located directly off Airfield Way, Airfield Road, and Wilverley Road including:
 - Silver Business Park
 - Airfield Industrial Estate
 - Ambassador Industrial Estate
 - Beaver Industrial Estate
 - Sea Vixen Industrial Estate
 - Somerford Business Park
 - Hughes Business Centre

The following sites will also be a focus for meeting projected requirements for B1 (Office and Light Industrial uses), B2 (General Industry) and B8 (Warehousing and Distribution) uses as set out in Key Strategy Policy KS5. Employment uses within B1, B2 and B8 use classes will be protected in accordance with Policy PC2. A more flexible approach will be adopted for the following sites where B1, B2 and B8 uses will be accommodated in addition to a more diverse range of non B employment uses, as well as non employment uses ancillary to core employment functions:

- Avon Trading Park, Christchurch
- Stony Lane South including the Gasworks Site, Christchurch
- Groveley Road, Christchurch
- Somerford Road, Christchurch

- Brook Road Industrial Estate, Wimborne, East Dorset
- Gundrymoor Industrial Estate, West Moors, East Dorset
- Riverside Park Industrial Estate, Wimborne, East Dorset
- Uddens Industrial Estate, Ferndown, East Dorset
- Ferndown Industrial Estate, East Dorset
- Woolsbridge Industrial Estate, Three Legged Cross, East Dorset
- Ebblake Industrial Estate, Verwood, East Dorset
- Bailie Gate Industrial Estate, Sturminster Marshall, East Dorset

The following sites have been identified for upgrading:

- Bournemouth Airport Northern Business Park (North West and North East Sectors), Christchurch
 - In order to realise its potential for attracting business activity this site will require 'upgrading' to ensure it offers the necessary locational site attributes. This will include improvements in transport infrastructure, flood risk management infrastructure, on site environmental improvements and the delivery of new employment units to meet market requirements.
- Sites located directly off Airfield Way, Airfield Road, and Wilverley Road as set out above.

The upgrading of these sites will involve the provision of an enhanced range of higher quality employment premises to meet market requirements and to attract a more diverse range of business activity to the Borough. This may also include business park environmental enhancements and improvements to broadband infrastructure. Transport infrastructure improvements will be delivered on Stony Lane, Christchurch, as identified in the Key Strategy Policy KS10.

Delivery and Monitoring

16.11 The Councils will work closely with landowners concerning the delivery of key infrastructure improvements. Infrastructure improvements will be funded by a range of sources including private business, developer contributions and public funding which may be used to support infrastructure such as transport improvements for key strategic sites. The delivery of on site and off site infrastructure serving Bournemouth Airport Business Park is set out in the Key Strategy Policy KS10 and in the Bournemouth Airport & Business Park Chapter.

16.12 The 'upgrading' of sites will be achieved over the plan period with more detail set out in the Site Allocations Development Plan Document. Changes in the composition of premises on sites identified for upgrading will be achieved over time through planning consents.

Existing Employment Land

16.13 There is a shortage of available employment land in the sub region and key strategic sites such as Bournemouth Airport Business Park and Ferndown Industrial Estate face infrastructure constraints which restrict the level of development that can come forward. In this respect it is important to retain employment sites in sustainable locations well served by infrastructure that enable the future employment land requirements of the housing market area to be met. In adopting a flexible approach to changes in economic circumstances the loss of employment land will be considered where there is strong evidence to demonstrate that a site is not required by the market to meet projected land requirements over the plan period. In some instances mixed use schemes may be considered where this is necessary for reasons of development viability to enable a site to come forward for development.

Policy PC2

Alternative uses for employment land where justified by market evidence

Where there is strong evidence of the lack of market demand over the plan period (2013 – 2028) employment land may be considered for non B use classes. High quality mixed use schemes may also be considered to ensure a site can be brought forward for development.

Delivery and Monitoring

16.14 The Council will work closely with landowners and neighbouring authorities to ensure that sufficient employment land is brought forward across the Bournemouth and Poole Strategically Significant City and Town area to meet projected requirements set out in the Bournemouth, Dorset and Poole Workspace Study (2012). This will require a cross border approach to the use of contributions through the Community Infrastructure Levy for key infrastructure required to enable strategic sites of sub regional importance to come forward. The Employment Land Review and Workspace Study will be monitored and reviewed to ensure the policy is performing.

Communications Strategy

16.15 High quality communications infrastructure is vital for sustainable economic growth, and high speed broadband and other communications networks also play an important role in enhancing the provision of local community facilities and services. Many types of communications equipment do not require express planning permission but may be installed under permitted development rights.

16.16 It is national policy, set out in the NPPF, that the planning system should encourage and not hinder the expansion of electronic communications networks, including telecommunications and high speed broadband. However, this does not mean the appearance of buildings, towns and the countryside can be allowed to suffer serious damage, or that the ecology of identified sites of nature conservation importance should be degraded. The Councils will consider the prevailing government advice which stresses the importance of modern communications as an essential part of the local community and national economy in determining planning applications. It is recognised that other developments may, in turn, have an impact on electronic communications. In particular, bulky buildings or large structures may mask or reflect signals or block micro-wave links. This may be a material consideration in determining planning applications.

Policy (New Policy) PC 6

Electronic Communications Networks

Electronic Communications Networks

In determining whether approval of siting and appearance is required or considering applications for planning permission from licensed telecommunication operators, including the provision of high speed broadband networks, the planning authority will need to be satisfied that:

1. The siting and external appearance of apparatus, including any location or landscaping requirements, have been designed to minimise the impact of such apparatus on amenity, while respecting operational efficiency;
2. Antennae have, so far as is practicable, been sited so as to minimise their effect on the external appearance of the building on which they are installed;

3. Applicants for large masts have shown evidence that they have explored the possibility of erecting antennae on an existing building, mast or other structure;
4. Applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators.

The potential impacts of proposals for bulky buildings or other structures upon known telecommunications links will be taken into account in determining planning applications. Measures to mitigate significant impacts will be required as a condition of planning permission.

The Rural Economy

16.17 The rural economy performs a significant role in the sustainable economic growth of the plan area and particularly in East Dorset. The Core Strategy will strictly control economic development in open countryside away from existing settlements and the new strategic housing and employment allocations identified in the Core Strategy. There are however, opportunities for economic development to come forward in or on the edge of existing settlements including Alderholt, Cranborne, Sixpenny Handley and Sturminster Marshall where employment, housing, services and other facilities can be provided close together. Additionally, the Core Strategy will consider favourably proposals for sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and which utilise and enrich, rather than harm, the character of the local countryside, towns, villages, buildings and other features. The Councils' recognise the important role played by major country landowners and large rural estates in shaping, maintaining and promoting rural housing, enterprise, tourism and landscape quality.

Policy PC3

The Rural Economy

Although economic development will be strictly controlled in open countryside away from existing settlements, in order to promote sustainable economic growth in the rural area, applications for economic development will be encouraged where development is located in or on the edge of existing settlements where employment, housing, services and other facilities can be provided close together. Such proposals should be small scale to reflect the rural character. This includes the settlements of Alderholt, Cranborne, Sixpenny Handley, and Sturminster Marshall, and other locations where the development will aid the sustainability of the village.

Proposals for the conversion and re-use of appropriately located and suitably constructed existing buildings in the countryside (particularly those adjacent to the villages set out above) for economic development, including tourist related uses, must ensure:

- The proposal supports the vitality and viability of rural service centres and villages with existing facilities.
- Proposals must not adversely impact the supply of employment sites and premises and the economic, social and environmental sustainability of the area, when considering proposals which involve the loss of economic activity.
- Proposals do not have a materially greater impact on the openness of the Green Belt and the purpose of including land within it.
- The benefits outweigh the harm in terms of:
 1. The potential impact on countryside, landscapes and wildlife.

2. Development is compatible with the pursuit of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) purposes, which are set out in the AONB Management Plan.
3. Local economic and social needs and opportunities not met elsewhere.
4. Settlement patterns and the level of accessibility to service centres, markets and housing.
5. The building is suitable for the proposed use without major re-building and would not require any significant alteration which would damage its fabric and character, or detract from the local characteristics and landscape quality of the area. Any necessary car parking provision should also not have an adverse impact on the setting of the building in the open countryside.
6. The preservation of buildings of historic or architectural importance/interest, or which otherwise contributes to local character.

Proposals for the development and diversification of agricultural and other land-based rural businesses will be supported which meet the criteria set out in the National Planning Policy Framework and also that:

- Are consistent in scale and environmental impact with their rural location avoiding adverse impacts on sensitive habitats, Areas of Great Landscape Value and landscapes identified through landscape character assessments and the openness of the Green Belt.
- Conserve the landscape quality and scenic beauty of the Cranborne Chase and West Wiltshire Downs AONB, and comply with the provisions of the AONB Management Plan.
- Do not harm amenity and enjoyment of the countryside through the impact of noise and traffic generation.
- That minimise additional trips on the highway network and are accessible by sustainable modes other than the car.

Subject to compliance with criteria set out above acceptable uses for rural diversification include:

- Tourism
- Leisure and related activities
- Equestrian
- Small offices
- Light Manufacturing
- Renewable energy
- Retail (farm shops and pick your own)

Support will be given to new forms of working practises, which include the creation of live/work spaces in rural areas. The assessment of these proposals will be made in accordance with rural housing need and potential affordable housing exception sites as well as access to services.

Delivery and Monitoring

16.18 Implementation of the policy will be through the development management process.

The Safeguarding of Local Shops, Services and Facilities

16.19 Christchurch and East Dorset have a range of local commercial facilities that provide for the basic needs of the community, including shops, pubs, post offices etc. Most of these are in the urban area. Some rural communities, particularly in East Dorset lack convenient access to basic facilities. The rural settlements and villages are vulnerable to the loss of non profitable facilities.

16.20 Monitoring of the Christchurch and East Dorset Local Plans has demonstrated that maintaining retail uses has been important in maintaining the vitality and viability of local centres. Additionally the Joint Retail Study Update (2012) identifies the importance of shopping parades and village shops and that these facilities should be maintained as fulfilling a vital function for the community.

Shops and Community Facilities in Local Centres and Villages

Policy PC4

Shops and Community Facilities in Local Centres and Villages

In local shopping areas and villages planning applications which propose improvements to the provision of shops which provide for people's day to day needs, leisure uses including public houses and facilities for local communities will be supported in principle.

The loss of existing retail premises, leisure and other local facilities will be resisted unless it is clearly demonstrated there is insufficient demand and it is not feasible and viable to support their continued existence and the loss would not result in a substantial decline in the range and quality of services for local people.

Delivery and Monitoring

16.21 Implementation of the policy will be through the development management process and the performance of the policy will be monitored on an annual basis during the plan period through the Annual Monitoring Reports.

Supporting the Tourist Economy

16.22 The historic town centres of Christchurch and Wimborne have the potential to enhance tourism and the evening economy through the provision of restaurants and cafés in appropriate locations. Tourism is a key part of the local economy which employs 1,700 people and is a growing sector which plays an important role in creating jobs and sustaining the local economy. The area serves as an important base for visiting tourist destinations within the districts and elsewhere, such as The New Forest National Park, The Jurassic Coast and Bournemouth and Poole.

16.23 The Core Strategy adopts a sustainable approach to tourism in avoiding harmful impacts on important natural features which make the area attractive to visitors and in reducing recreational pressure on sensitive habitats, the Dorset Heathlands and the New Forest.

Policy PC5

Tourism

The Core Strategy will protect and enhance the unique features of Christchurch and East Dorset that attract visitors to the area whilst encouraging investment. This will be achieved through the following measures:

- Protection of the beaches, river front and Christchurch Harbour and supporting appropriate sustainable tourist related development.
- Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Appropriate mitigation measures will be identified through the Heathlands Supplementary Planning Document (2012 - 2014) and the Joint Heathlands Development Plan Document.

- By protecting visitor attraction sites unless it can be proved the use is no longer economically viable, and promoting new visitor attractions and accommodation in sustainable locations.
- By encouraging sustainable transport to tourist and cultural sites.
- By supporting the aims and objectives of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.

Tourism and culture in Christchurch and East Dorset will develop in the context of the wider sub- regional strategy (Towards 2015 – Shaping Tomorrow’s Tourism), by improving planning and use of resources through collaboration across Dorset, Bournemouth and Poole, which values local distinctiveness and diversity.

Delivery and Monitoring

16.24 The Council will continue to maintain the beaches, the river fronts and Christchurch Harbour with key stakeholders such as the Environment Agency and Natural England. The Council will also work with other South East Dorset authorities in identifying and taking forward heathland mitigation projects to avoid increased recreational pressure on the heathlands through the Heathlands Supplementary Planning Document and the Joint Heathlands Development Plan Document.

Appendix 1 Open Space Provision

1.1 Children's play provision should be to the following standards:

1.2 On sites of 50 dwellings or more a site for open space should be provided subject to the following:

- To be of a suitable size and location for the specific site.
- To be pre-prepared, in terms of drainage, clearance, fencing and contamination and ready for use.
- Full details of the open space requirements for the locality to be agreed with the relevant Council
- To be accompanied by a capital payment of £50,000* towards the site layout and provision.
- To be accompanied by a £50,000* maintenance fund toward the ongoing care and maintenance of the site**.

1.3 2. On sites of 150 dwellings or more a site for open space should be provided subject to the following:

- To be of a suitable size and location for the specific site.
- To be pre-prepared, in terms of drainage , clearance, fencing and contamination and ready for use.
- Full details of the open space requirements for the locality to be agreed with the relevant Council.
- To be accompanied by a capital payment of £100,000* towards the site layout and provision.
- To be accompanied by a £100,000* maintenance fund toward the ongoing care and maintenance of the site**.

1.4 In many cases a large site, which may be considered as a single unit in planning terms, is subdivided between developers because of market and financial considerations. In such cases, the site will be treated as one for the purposes of considering the proper provision of play space. Provision will need to be planned between the separate developers to a comprehensive overall plan.

1.5 * The capital payment and maintenance fund will be index linked to provide current values of the costs of delivery.

1.6 ** The maintenance fund will be ring fenced for the delivery of open space maintenance across the Partnership area during the Plan period.

Appendix 2 Affordable Housing Definitions

2.1 For the purposes of the Core Strategy affordable housing is defined as follows:

2.2 *Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should:*

- *Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices i.e. an amount which can be afforded without some form of subsidy .*
- *Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.*

2.3 *Social rented housing is:*

2.4 *Rented housing owned and managed by local authorities and Registered Providers, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.*

2.5 *Affordable rented housing is:*

- *Rented housing let by Registered Providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, and as calculated using the RICS approved valuation methods).*

2.6 *Intermediate affordable housing is:*

- *Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing. The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.*

2.7 *The terms 'affordability' and 'affordable housing' have different meanings. 'Affordability' is a measure of whether housing may be afforded by certain groups of households. 'Affordable housing' refers to particular products outside the main housing market.*

2.8 Local connection definition

2.9 *"Local Connection" means a connection with the District or Borough (or Parish if applicable) demonstrated by a person or persons within that household at the time of nomination:*

- *being permanently resident therein for at least twelve months prior to nomination or for at least five years out of the previous ten years, or*
- *having close relatives (i.e. parents, children, brother or sister) who have lived therein for the past four years or for at least ten years at any time during the person's lifetime, or*

- *having had permanent employment therein for twelve months prior to nomination, or*
- *having other special circumstances which create a link to the District or Borough (not including residence in a hospital, armed forces accommodation, holiday let, or prison) such special circumstances having first been verified and approved by the Council.*

Appendix 3 East Dorset: Status of Saved Local and Structure Plan Policies

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
KS1		
KS2	SM1	Local Plan - the village of Sturminster Marshall is excluded from the Green Belt
KS3		
KS4	HSUP1 Housing Policy A	Local Plan housing target for East Dorset Structure Plan housing allocation for East Dorset
KS5	Economic Policy A	Structure Plan employment land allocation
KS6	SHDEV1	Local Plan - location of shops, service and offices uses in defined town centres
	CM3	Local Plan - definition of locations for retail uses in Corfe Mullen
	Shopping Policy A	Structure Plan - sequential approach to retail provision
KS7	SHDEV1	Local Plan - location of shops, service and office uses in defined town centres
	SHDEV4	Local Plan - Retail warehouses
	SHDEV5	Local Plan - suitable locations for restaurants and hot-food take away shops
	WIMCO6	Local Plan - definition of primary shopping frontages and uses in Wimborne
	Shopping Policy A	Structure Plan criteria for location of retail development
KS8		
KS9	RODEV9	Local Plan - develop railway using redundant Somerset and Dorset railway line between Corfe Mullen and the District boundary.
	WIMCO19	Local Plan - control over commercial traffic in Wimborne town centre
	CM13	Local Plan - discourage development on named roads in Corfe Mullen which would be

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
		environmentally unacceptable.
	FWP12	Local Plan - create trailway through Ferndown and West Moors on old railway line
	FWP13	Local Plan - proposes linked system of footways and cycleways in Ferndown
	WM5	Local Plan - create trailway through West Moors on old railway line
	WIMCO11	Local Plan - footpath provision to countryside around Wimborne
	V34	Local Plan - create footpath and cycleway routes in Verwood
	Transportation Policy A	Structure Plan - integrated transport system required
	Transportation Policy B	Structure Plan - encourages alternative uses to the car
	Transportation Policy C	Structure Plan - travel intensive uses should be well served by public transport
	Transportation Policy E	Structure Plan - integrated transport strategy to reduce congestion
	Transportation Policy I	Structure Plan - network of safe pedestrian and cycle routes will be developed
	Transportation Policy J	Structure Plan - public transport will be promoted
	Transportation Policy K	Structure Plan - bus priority schemes to be concentrated on the strategic network
	Transportation Policy M	Structure Plan - new development areas will be designed to accommodate bus services
	Transportation Policy Q	Structure Plan - redundant railways should first be considered for transport purposes
	Transportation Policy U	Structure Plan - major developments to the strategic highway network requirements
	Transportation Policy V	Structure Plan - management of the strategic highway network
KS10	Transportation Policy D	Structure Plan - improve sustainable forms of movement across the South East Dorset conurbation

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
KS11	TRANS2	Local Plan - criteria for development onto non-strategic road network
	TRANS3	Local Plan - minimise access to District Distributor Roads
	TRANS4	Local Plan - no frontage development to District Distributor Roads and segregate footways and cycle tracks from the carriageway
	TRANS5	Local Plan - close existing accesses to District Distributor Roads
	TRANS7	Local Plan - protect existing cycle or footway networks and Rights of Way
	TRANS8	Local Plan - avoid disruption of long distance trailways
	TRANS9	Local Plan - new development should incorporate measures for bus services
	TRANS13	Local Plan - development will not be permitted where servicing from the street will cause disruption
	TRANS14	Local Plan - developer contributions will be required towards transport improvements
	CM8	Local Plan - requirements for servicing of new shops in Corfe Mullen
	FWP8	Local Plan - requirements for servicing of new shops in West Parley
	V26	Local Plan - road scheme in Verwood
	V28	Local Plan - road scheme in Verwood
KS12	TRANS10	Local Plan - level of parking should promote sustainable travel choices
	Transportation Policy F	Structure Plan - car parking strategy
	Transportation Policy G	Structure Plan - car parking strategy
WMC1	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
	ADSDEV3	Local Plan - conditions for replacement shopfronts in Conservation Areas
	WIMCO5	Local Plan - uses appropriate within Wimborne town centre
	WIMCO6	Local Plan - definition of primary shopping frontages and appropriate uses
	WIMCO8	Local Plan - tourist facilities are appropriate in Wimborne town centre
	WIMCO24	Local Plan - restrictions on locations of private car parks in Wimborne town centre
WMC2		
WMC3	WIMCO21	Local Plan - improved highway safety requirements at Julian's Bridge
WMC4		
WMC5		
WMC6		
WMC7		
CM1	CM1	Local Plan - proposes access route from Lockyer's School to the Recreation Ground, Corfe Mullen
FWP1	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops
	FWP5	Local Plan - control of development in Ferndown town centre
	FWP7	Local Plan - control of development in Ferndown town centre
	FWP17	Local Plan - improvement of the shopping area environment in Ferndown
FWP2	HSUP3	Local Plan - safeguarded land for consideration in future Local Plan
FWP3		

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
FWP4		
FWP5	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
FWP6	FWP8	Local Plan - control of development in Parley Cross shopping parade
FWP7		
FWP8		
VTSW1	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops
	V7	Local Plan - uses appropriate in Verwood town centre
	WM1	Local Plan - West Moors Centre
VTSW2	V11	Local Plan - land for use as joint use playing fields off Margards Lane, Verwood
VTSW3	HSUP3	Local Plan - safeguarded land for consideration in future Local Plan
VTSW4		
VTSW5		
VTSW6		
VTSW7	SL5	Local Plan - St Leonards Hospital identified as a Major Developed Site in the Green Belt
VTSW8	HSUP3	Local Plan - safeguarded land for consideration in future Local Plan
VTSW9	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops
	WM1	Local Plan - appropriate development in West Moors commercial centre

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
RA1		
RA2		
ME1	NCON2	Local Plan - protection of local Nature Reserves
	NCON3	Local Plan - protection of designated areas of nature conservation interest
	NCON4	Local Plan - protection of heathlands
	NCON5	Local Plan - protection of natural features of importance
	V15	Local Plan - protection of heathland sites in Verwood
	V18	Local Plan - protection of SSSI land in Verwood
	Environment Policy A	Structure Plan - protection for sites of international wildlife importance
	Environment Policy B	Structure Plan - protection for SSSIs
	Environment Policy C	Structure Plan - protection for SNCIs or geological or geomorphological sites
	Environment Policy D	Structure Plan - protection for protected species or habitat
Telecommunications Policy	Structure Plan - telecoms masts and major satellite dishes should not be in internationally recognised areas	
ME2	NCON4	Local Plan - protection of heathlands
ME3		
ME4	FWP3	Local Plan - surface water drainage requirements for Ferndown Industrial Estate scheme
	Implementation Policy A	Structure Plan - need to ensure that development supports the principle of sustainable development
	Implementation Policy C	Structure Plan - need to ensure developments take account of the implications of pollution
ME5	Energy Policy B	Structure Plan - developments and re-developments of buildings should be energy efficient

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
ME6		
ME7	Environment Policy M	Structure Plan - development which harms surface or underground water resources shouldn't not be permitted
HE1	BUCON5	Local Plan - protection of historic parks and gardens
	Environment Policy Q	Structure Plan - safeguard architectural and historic heritage of the County
HE2	BUCON6	Local Plan - appropriate development within Special Character Areas
	ADSDEV4	Local Plan - conditions for security grilles in Conservation Areas
	DES5	Local Plan - Landscaping
	DES8	Local Plan - design criteria for developments
	DES9	Local Plan - ensure suitable materials are used
	DES10	Local Plan - reduction of crime by the use of careful design
	WIMCO14	Local Plan - St Catherine's area of Wimborne to be affected by Policy BUCON6
	Environment Policy H	Structure Plan - quality of life in urban areas is enhanced by a high quality of design
	Implementation Policy D	Structure Plan - developments should take account of the safety and amenity of residents
HE3	LSCON2	Local Plan - protect the character of the AONB
	NCON5	Local Plan - protection of landscape features
	DES5	Local Plan - requirements for development proposals to be accompanied by landscape plans
	Environment Policy F	Structure Plan - protection of the quality and diversity of the landscape
	Environment Policy G	Structure Plan - control of development in the AONB
HE4	RCDEV2	Local Plan - play space and outdoor sports standards
	RCDEV3	Local Plan - conditions for off-site provision of play space

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
	V12	Local Plan - Potterne Playing Fields, Verwood, will be retained
	WIMCO10	Local Plan - open space at Leigh Road, Wimborne
	Communities Facilities Policy E	Structure Plan - protection of playing fields
	Environment Policy I	Structure Plan - protection and creation of urban parks
LN1	Housing Policy B	Structure Plan - seeks to achieve an appropriate housing mix
LN2	HODEV1	Local Plan - ensure that new housing is appropriate to the area through location and form
LN3	HODEV5	Local Plan - affordable housing policy
	Housing Policy D	Structure Plan - affordable housing policy
LN4	HODEV6	Local Plan - affordable housing rural exceptions sites
LN5	HODEV7	Local Plan - safeguard land at Mannington Park for possible Gypsy or Traveller site
	HODEV8	Local Plan - criteria-based policy for Gypsy site identification
	Housing Policy F	Structure Plan - suitable locations for Gypsy and Traveller sites
LN6	CM3	Local Plan - location of sites suitable for retail development in Corfe Mullen
PC1	INDEV1	Local Plan - sites where industrial development is permitted
	V5	Local Plan - land allocated for B8 use, Ebblake Industrial Estate, Verwood
	SM2	Local Plan - development criteria for Bailie Gate Industrial Estate, Sturminster Marshall
PC2	INDEV2	Local Plan - criteria for re-location of established industrial estates
PC3	CSIDE1	Local Plan - criteria for development in the open countryside
	CSIDE2	Local Plan - criteria for the re-use of existing buildings in the open countryside
	Economy Policy H	Structure Plan - employment uses in the rural area

Core Strategy Policy	Replaces East Dorset Local Plan and Structure Plan Policies	
PC4	SHDEV6	Local Plan - small-scale shopping facilities in rural and urban areas
	SHDEV8	Local Plan - safeguarding local shops and facilities in rural areas
	Shopping Policy B	Structure Plan - retention of local shopping facilities
	Community Facilities Policy B	Structure Plan - retention of local community facilities
PC5		

East Dorset Local Plan	Saved Policies
WENV4	Development should be sited and designed to protect or enhance the visual and physical quality of specific rivers within the Plan Area.
CSIDE5	Agricultural dwellings which are of an excessive size will not be permitted.
CSIDE7	Locational and boundary treatment required for open sport, recreation and allotment uses in the open countryside. Control over water storage on golf courses.
CSIDE8	Criteria for the control of the use of land and development of buildings for equestrian uses.
GB3	Criteria for extensions to dwellings in the Green Belt.
GB5	Criteria to avoid abuse of agricultural buildings on the Green Belt.
GB6	Criteria to avoid abuse of agricultural buildings on the Green Belt.
GB7	Infill development will be allowed within Village Envelopes, subject to criteria.
BUCON4	Control over the location of services on developments in Conservation Areas.
HODEV2	Criteria for new housing developments in urban areas and village envelopes.
HODEV3	Criteria for development of elderly person's accommodation.
HODEV4	Criteria for the development of 'granny annexes' as extensions to dwellings.
LTDEV1	Criteria for external lighting on developments.
SHDEV7	Criteria for the establishment of farm shops in the rural area
TEDEV3	On sites of 0.5ha or more, the developer will be required to provide underground ducting to be used by service providers.
TODEV2	Criteria for the location of new and extended holiday caravan and tent sites.
DES2	Criteria for development to avoid unacceptable impacts from types of pollution.
DES6	Landscaping schemes in rural areas and on the edge of settlements should be of indigenous species.

East Dorset Local Plan	Saved Policies
DES7	Criteria controlling the loss of trees.
DES11	Criteria for ensuring developments respect or enhance their surroundings.
FWP1	Residential development proposal at Green Worlds, Ringwood Road, Ferndown.
FWP2	Industrial development proposal on Ferndown Industrial Estate.
FWP10	Land east of Ford Lane, Ferndown, will be designated as a Local Nature Reserve.
FWP11	Land at Bracken Road, Ferndown will be used as public open space.
SL1	Land at the military testing ground, Boundary Lane, St Leonards, may be used for employment uses.
SL3	Sites in St Leonards could be restored to or re-created as areas of heathland.
SL4	The majority of the land at the military testing ground, St Leonards, will be used for nature conservation if the military use ceases.
SL6	Criteria for the improvement of facilities at Matchams Stadium, St Leonards.
WM2	Land identified for a possible expansion of West Moors library.
WM3	Land adjacent to Fryer Field, West Moors, will be developed as public open space.
WM4	Land adj Oakhurst Road, West Moors, shall be used as public open space.
WIMCO1	Redevelopment potential of land off Old Road, Wimborne.
WIMCO4	Control over development on land off Brook Road, Wimborne.
WIMCO9	Land east of Canford Bottom, Colehill, shall be used as a play area.
WIMCO12	Protect public access rights to Cannon Hill Plantation, Colehill.
WIMCO23	Land off Old Road and Mill Lane, Wimborne, shall be used for car parking.
V16	Sites in Verwood could be restored to or re-created as areas of heathland.

East Dorset Local Plan	Saved Policies
V17	Land off Dewlands Road, Verwood, to be re-created as heathland.
V26	Junction improvements at Manor Lane and St Michael's Road, Verwood.
V30	Springfield Road, Verwood, will be made up to a District Distributor Road.
V31	Works to Manor Lane once the Springfield Road Distributor Road is complete.
A1	Housing development will be permitted in Alderholt within the village envelope.
CHASE1	Requirements for new housing within the village envelope in Cranborne.
CHASE2	Land at the former saw mill, Cranborne, will be re-developed for small business units.
CHASE3	Speed reduction measures proposed for Cranborne,
CHASE4	Requirements for new housing within the village envelope in Gussage All Saints.
CHASE5	Requirements for new housing within the village envelope in Gussage St Michael.
CHASE6	Land allocated for residential development subject to highway improvements Back Lane, Sixpenny Handley.
CHASE7	Land allocated for residential development adj Frogmore Lane, subject to the prior completion of the Sixpenny Handley Bypass and drainage improvements.
CHASE8	Requirements for new housing within the village envelope in Sixpenny Handley.
CHASE11	Speed reduction measures proposed for Sixpenny Handley,
CHASE15	Speed reduction measures proposed for Witchampton,
SM3	Land at Station Road, Sturminster Marshall, shall be developed as public open space for sports pitches.
GBV1	Village Infill Policy Envelopes defined.
GBV2	Within Village Infill Policy Envelopes development must be in character with the settlements.
GB4	Land between High Street and Stewards Lane, Shapwick, will be developed

East Dorset Local Plan	Saved Policies
	as public open space.

East Dorset Local Plan	Policies Not Saved
HSUP1	Housing requirement.
HSUP2	Phased release of housing sites.
HSUP3	Safeguarded land.
NCON2	Local Nature Reserves.
NCON3	Development that affects a designated area of nature conservation value.
NCON4	Protection of heathland.
NCON5	Protection of wildlife habitats.
CSIDE1	General countryside policy.
CSIDE2	Re-use of buildings in the countryside.
LSCON2	Areas of Great Landscape Value
BUCON5	Protection of Historic Parks and Gardens.
BUCON6	Special Character Areas.
ADSDEV5	Shopfronts in Conservation Areas.
ADSDEV6	Shop security grilles.
HODEV1	Suitable locations for housing development.
HODEV5	Affordable housing requirements.
HODEV6	Rural exception affordable housing.

East Dorset Local Plan	Policies Not Saved
HODEV7	Mannington Park Gypsy site.
HODEV8	General Gypsy site criteria policy.
INDEV1	Suitable locations for employment development.
INDEV2	Relocation of industrial uses.
RCDEV2	Provision of children's play facilities.
RCDEV3	Off-site open space provision.
SHDEV1	Suitable development in the town centres.
SHDEV4	Control over the location of retail warehouses.
SHDEV5	Restaurants and hot food take-away shops.
SHDEV6	Provision of local shopping facilities.
SHDEV8	Protection of rural shops, pubs and community facilities.
DES8	General design policy
DES9	Type of materials policy.
DES10	Designing out crime
TRANS1	Road hierarchy within the District.
TRANS2	Access from non-strategic roads.
TRANS3	Access from District Distributor Roads.
TRANS4	Access from new District Distributor Roads.
TRANS5	Closing access to District Distributor Roads.
TRANS7	Protection of cycle and pedestrian access.

East Dorset Local Plan	Policies Not Saved
TRANS8	Protection of long distance trailways.
TRANS9	Bus provision and estate distributor roads.
TRANS10	Provision of car parking.
TRANS11	Town centre car parks limited to shoppers use only.
TRANS13	On street servicing.
TRANS14	Provision of developer contributions for transport schemes.
RODEV1	Proposed A350 Charlton Marshall to Sturminster Marshall bypass.
RODEV2	Proposed B3072 West Moors bypass.
RODEV3	Improvements to the B7072 associated with the West Moors bypass.
RODEV4	The junction of the C2 and A354 at Thickthorn Cross will be re-aligned.
RODEV9	Corfe Mullen to Sturminster Marshall Trailway.
CM1	Access route to Corfe Mullen playing fields.
CM3	Appropriate uses for shopping areas of Corfe Mullen.
CM4	Protection of specific views in Corfe Mullen.
CM6	Improved bridleway and pedestrian access will be made to Roman Road, Corfe Mullen.
CM7	Location of advisory cycle route in Corfe Mullen.
CM8	Rear servicing of shops in Corfe Mullen.
CM9	Proposed lay-by construction, Wareham Road, Corfe Mullen.
CM10	Proposed road improvements, Wareham Road, Corfe Mullen.
CM13	Traffic control in Corfe Mullen.

East Dorset Local Plan	Policies Not Saved
FWP3	Surface water drainage system for new industrial development east of Cobham Road.
FWP4	Land off A31, Ferndown, will be developed as a service area.
FWP5	Appropriate uses for shopping areas of Corfe Mullen.
FWP6	Control over height of buildings on Ringwood Road and Victoria Road, Ferndown.
FWP7	Protection of residential amenity in Ferndown Town Centre.
FWP8	Protection of residential amenity at Parley Cross Shopping Parade.
FWP12	Creation of trailway between West Moors and Stapehill.
FWP13	Cycle and footpath schemes in Ferndown.
FWP14	Provision of a cycle way between Leeson Drive and Cobham Road, Ferndown.
FWP15	Provision of a cycle way as part of the West Moors by pass.
FWP16	Provision of a route for cyclists and horseriders along Parley Lane to District boundary.
FWP17	Environmental improvement of Ringwood Road shopping areas in Ferndown.
FWP18	Junction improvements of Glenmoor Road with Ringwood Road, Ferndown.
FWP19	Protection of line of A3060 Castle Lane West Relief Road.
FWP20	Land off Princes Road will be maintained as a shoppers car park.
SL2	Woodland adjacent to Folly Farm Lane, St Leonards, will be used as public open space.
SL5	Identification of St Leonards Hospital as a Major Developed Site in the Green Belt.
WM1	Appropriate development in the commercial centre of West Moors.
WM5	Creation of a trailway between West Moors and Ferndown.

East Dorset Local Plan	Policies Not Saved
WM6	Provision of a cycleway/footway along the West Moors bypass.
WM7	Improvements to junction of The Avenue and Station Road, West Moors.
WIMCO3	Land at southern end of Brook Road, Wimborne, will be re-developed for employment uses.
WIMCO5	Appropriate development within Wimborne Town Centre.
WIMCO6	Shopping frontages in Wimborne Town Centre.
WIMCO7	Support for the continued operation of Wimborne Market.
WIMCO8	Tourist facilities in Wimborne Town Centre.
WIMCO11	Provision of new footpaths in Wimborne.
WIMCO13	Land off Leigh Road will be designated as a Local Nature Reserve.
WIMCO14	Identification of a Special Character Area at St Catherine's in Wimborne.
WIMCO15	Paving schemes proposed in Wimborne town centre.
WIMCO16	Speed control measures will be carried out in Avenue Road and Hayes Lane, Wimborne.
WIMCO17	Pedestrianisation proposed in part of the High Street, Wimborne.
WIMCO18	New footpath proposed, Mill Lane, Wimborne.
WIMCO19	Through traffic in Wimborne Town Centre.
WIMCO20	A shared footway/cycleway will be provided along St Margaret's Hill, Wimborne.
WIMCO21	Julian's Bridge traffic signals in Wimborne.
WIMCO22	Developments which will lead to the loss of trees in named roads, Wimborne, will not be permitted.
WIMCO24	Provision of private car parks in Wimborne Town Centre.

East Dorset Local Plan	Policies Not Saved
V1	Land at Aggis Farm, Verwood, will be developed for housing.
V2	Land at Hainault Farm, Verwood, will be developed for housing
V5	Allocation for industrial development south west of Ebblake, Verwood.
V6	Land south of Station Road, Verwood, will be developed for shops and offices.
V7	Appropriate development within Verwood Town Centre.
V8	Land north of Coopers Lane will be developed by a Middle School.
V9	Land at Bakers Farm, Verwood, will be developed for community uses.
V11	Playing fields allocation, Margards Lane, Verwood.
V12	Potterne playing fields, Verwood.
V14	Land south of Howe Lane will be developed as a sports hall and swimming pool.
V15	Nature conservation improvements in Verwood.
V21	Road works associated with the completion of the Verwood Distributor Roads.
V25	Protection of land for possible highway improvements, Manor Road, Verwood.
V26	Road improvements along the B3081, Verwood.
V33	Junction improvements on the B3081.
V34	Provision of a footpath and cycleway, Potterne Hill, Verwood.
V36	Land at Potterne, Verwood, will be developed as a pollution control reed bed.
TLC1	Land at Horton Road, Three Legged Cross, will be developed for housing.
TLC3	Land in Three Legged Cross will be developed as a garage and filling station.

East Dorset Local Plan	Policies Not Saved
TLC4	Road improvements to the B3072 in association with the West Moor bypass.
TLC5	Junction improvements to the B3072 in association with the West Moor bypass.
TLC6	Road improvements to the B3072 in Three Legged Cross.
TLC7	Road improvements to the B3072 in Three Legged Cross.
OBLIG1	Contributions from developments towards the provision of pre-requisites for development in Verwood.
OBLIG2	Contributions from developments towards the provision of pre-requisites for development in Three Legged Cross.
CHASE9	Back Lane, Sixpenny Handley, will be improved to form part of the Sixpenny Handley bypass.
CHASE10	A car park will be provided for the school in Common Lane, Sixpenny Handley.
CHASE12	A footway will be created along Common Lane, Sixpenny Handley.
CHASE13	Frontage development will be developed between the Post Office and Mount Pleasant Cottages, Sixpenny Handley.
SM1	Exclusion of Sturminster Marshall from the Green Belt.
SM2	Development at Bailie Gate, Sturminster Marshall.

Appendix 4 Christchurch: Status of Saved Local and Structure Plan Policies

Core Strategy Policy	Replaces Christchurch Local Plan (LP) and Structure Plan (SP) Policy	
KS1	SP Economy Policy B SP Housing Policy C	Location of employment land Location of housing
KS2		
KS3	LP H1 SP Housing Policy A	Housing provision 1994-2011 Housing provision for Christchurch
KS4		
KS5	SP Economy Policy A	Employment land provision
KS6	SP Shopping Policy A	Sequential approach to retail provision
KS7	LP ES1 SP Shopping Policy A	Shopping development outside shopping cores Criteria for location of retail development
KS8		
KS9	LP T6 LP T8 LP T13 LP T15 SP Transportation Policy A SP Transportation Policy B SP Transportation Policy C SP Transportation Policy E SP Transportation Policy I SP Transportation Policy J	Other road improvements Traffic management measures Contributions to cycleways and cycling Improvements to pedestrian facilities. Requirement for integrated transport system Encourage alternatives to the car Travel intensive uses well served by public transport Integrated transport strategy to reduce congestion Pedestrian & cycle route network Promotion of public transport Bus priority schemes on the strategic network

Core Strategy Policy	Replaces Christchurch Local Plan (LP) and Structure Plan (SP) Policy	
	SP Transportation Policy K SP Transportation Policy M SP Transportation Policy V	New development areas to accommodate bus services Strategic highway network management
KS10	LP T6 LP T7 SP Transportation Policy D SP Transportation Policy U	Other road improvements A338 Link Road safeguarding Improve sustainable movement in South East Dorset Strategic highway network improvements
KS11		
KS12	SP Transportation Policy F SP Transportation Policy G	Car parking strategy Car parking provision from new development
CH1		
CH2		
CH3	LP ES2 LP ES3	Primary shopping cores Secondary shopping cores
CH4		
CH5		
CH6	LP ES2	Primary shopping cores
CH7	LP ES3	Secondary shopping cores
CN1		Amends Green Belt boundary - Roeshot Hill
CN2		Amends Green Belt boundary - Land south of Burton

Core Strategy Policy	Replaces Christchurch Local Plan (LP) and Structure Plan (SP) Policy	
CN3		Amends Green Belt boundary - Land east of Marsh Lane
BA1	LP EI5 LP EI6	Major development at Bournemouth Airport Limited development at Bournemouth Airport
BA2	LP EI5 LP EI6	Major Development at Bournemouth Airport Limited development at Bournemouth Airport
BA3		Amends Green Belt boundary - Bournemouth Airport southern sectors.
ME1	LP ENV11 LP ENV14 LP ENV15 SP Environment Policy A SP Environment Policy B SP Environment Policy C SP Environment Policy D	Development affecting SSSIs Development affecting SNCIs Wildlife corridors Protection of international sites Protection of SSSI Protection of local sites Protected species and habitats
ME2		
ME3		
ME4		
ME5	SP Energy Policy B	Energy efficiency in new development
ME6	LP ENV7 LP ENV8	Development in the flood plain Development and flood risk
ME7	SP Environment Policy M	Development and water resources
HE1	LP BE19 LP BE20 SP Environment Policy Q SP Environment Policy S	Buildings of local architectural and historic interest Scheduled Ancient Monuments and archaeological sites Architectural and historic heritage

Core Strategy Policy	Replaces Christchurch Local Plan (LP) and Structure Plan (SP) Policy	
		Locally important archaeological remains
HE2	SP Environment Policy H	High quality urban design
HE3	SP Environment Policy F	Protection of the landscape
HE4	LP L1 LP L2 LP L20 LP CF6 SP Environment Policy I SP Community Facilities Policy E	Open space protection and provision Loss of playing fields Open space in new development Loss of allotment sites Protection of playing fields Protection of urban parks
LN1	SP Housing Policy B	Appropriate housing mix
LN2		
LN3	LP H8 SP Housing Policy D	Affordable housing policy Affordable housing
LN4		
LN5	LP H17 SP Housing Policy F	Proposals for gypsy and traveller sites Location of gypsy and traveller sites
LN6	LP L19	Protection of indoor and outdoor leisure facilities
PC1	LP EI1	Protection of employment sites
PC2	LP EI1	Protection of employment sites
PC3	SP Economy Policy H	Employment uses in rural areas
PC4	LP ES4 SP Shopping Policy B SP Community Facilities Policy B	Local shopping areas Retention of local shopping facilities Retention of local community facilities

Core Strategy Policy	Replaces Christchurch Local Plan (LP) and Structure Plan (SP) Policy	
PC5	LP ET1 LP L17 LP L19	Loss of tourism accommodation Development of undeveloped rivers and harboursides Development of indoor/outdoor recreation facilities

Christchurch Borough Local Plan - SAVED POLICY REF:	SAVED POLICY DESCRIPTION
ENV 1	Waste facilities in new development
ENV 2	Protection of development from nearby polluting operations
ENV 3	Pollution and existing development
ENV 4	Protection of water supply and quality
ENV 5	Drainage and new development
ENV 6	Connection of development to mains system
ENV 9	Development in the coastal zone
ENV 18	Re-use of buildings in the Green Belt
ENV 21	Landscaping in new development
BE 2	Demolition of unlisted buildings in conservation areas
BE 3	Demolition of unlisted buildings in conservation areas
BE 4	New development in conservation areas
BE 5	Setting of conservation areas
BE 11	Mudford/Harbour edge & 71 Mudford/Avonmouth Hotel
BE 14	Alterations to listed buildings
BE 15	Setting of listed buildings
BE 16	Views and vistas
BE 18	Highcliffe Castle
H2	11 Seaton Road

Christchurch Borough Local Plan - SAVED POLICY REF:	SAVED POLICY DESCRIPTION
H6	R/o 108-116 Stour Road
H7	The Grove/Barrack Road
H9	Chewton Farm Estate
H11	Loss of residential accommodation in town centre
H12	Residential infill
H13	Replacement dwellings in Green Belt
H14	Extensions to dwellings in Green Belt
H16	Crime prevention and design
H18	Residential caravans and mobile homes
EI 7	Airport safety zone
EI 9	Loss of boatyards and marine facilities
EI 10	Telecoms facilities
EO 3	Bridge Street/Stony Lane mixed development
EO 5	Office development criteria
ES 5	Land west of High Street
ES 8	Land adj Royalty Inn, Bargates
ES 10	Loss of Public Houses
T1	Access to district distributor roads
T3	New local distributor roads
T4	Castle Lane Relief Road corridor
T5	Barrack Road junction improvements
T11	Rear servicing 1-13 High Street
T12	Rear servicing 37-47 Bargates
T14	Cycle routes
T16	Access for those with impaired mobility
T18	Highway improvements and traffic management
P1	R/o 13 Wick Lane parking
P2	Magistrates Court site car parking
P3	Highcliffe public parking

Christchurch Borough Local Plan - SAVED POLICY REF:	SAVED POLICY DESCRIPTION
P5	Replacement for loss of car parking
P6	Provision of vehicle/cycle parking, safe access and servicing
L3	BAE Sports ground
L4	Druitt Gardens
L5	Highcliffe Castle grounds
L8	Highcliffe golf course
L9	Land at Hoburne open space
L11	East of Salisbury Road open space
L12	Other proposed open spaces
L13	Fisherman's Bank policy
L14	Land east side of River Avon as open space
L15	Boat park at Civic Offices as open space
L16	Jumpers Common open space
L18	Boating facilities policy
L21	Dudmoor Country Park proposal
CF 3	Land adj Stanpit recreation facilities
CF 4	Highcliffe community facility
CF 5	Public art
CF 7	Proposed cemetery sites

Christchurch Borough Local Plan - Deleted Policies following adoption of Core Strategy LOCAL PLAN CHAPTER	DELETED POLICIES
Conservation of the Natural Environment	ENV 7, ENV 8, ENV 10, ENV 11, ENV 12, ENV 13, ENV 14, ENV 15, ENV 16, ENV 17, ENV 19, ENV 20, ENV 22
Conservation of the Built Environment	BE 1, BE 6, BE 7, BE 8, BE 9, BE 10, BE 12, BE 13, BE 17, BE19, BE 20, BE 21

Christchurch Borough Local Plan - Deleted Policies following adoption of Core Strategy LOCAL PLAN CHAPTER	DELETED POLICIES
Housing	H 1, H 3, H 4, H 5, H 8, H 10, H 17
The Economy	EI 1, EI 2, EI 3, EI 4, EI 5, EI 6, EI 8, EO 1, EO 2, EO 4, ES 1, ES 2, ES 3, ES 4, ES 6, ES 7, ES 9, ET 1, ET 2, ET 3, ET 4, ET 5
Transport	T 2, T 6, T 7, T 8, T 9, T 10, T 13, T 15, T 17, P 4
Leisure and Community Needs	L 1, L 2, L 6, L 7, L 10, L 17, L 19, L 20, CF 1, CF 2, CF 6

Appendix 5 New Appendix: Guidelines for the establishment of Suitable Alternative Greenspace

Guidelines for the establishment of Suitable Alternative Natural Greenspace (SANGs)

Introduction

5.1 'Suitable Alternative Natural Greenspace' (SANGs) is the name given to green space that is of a quality and type suitable to be used as mitigation for applications likely to affect the Dorset Heathlands European and internationally protected sites. The provision of SANGs is one of a range of mitigation measures, a number of which are detailed in the Dorset Heathlands Planning Framework Supplementary Planning Document, which the south east Dorset Planning Authorities and Natural England consider offer an effective means of avoiding or mitigating harm from a number of urban effects.

5.2 Its role is to provide alternative green space to divert visitors away from the Dorset Heathlands Special Protection Area (SPA), the two Dorset Heaths Special Areas of Conservation (SACs) and the Dorset Heathlands Ramsar (collectively called the 'Dorset Heathlands' in these guidelines). SANGs are intended to provide mitigation for the likely impact of residential-type developments on the Dorset Heathlands by preventing an increase in visitor pressure. The effectiveness of a SANG as mitigation will depend upon its location and design. These must be such that the SANG is more attractive to visitors than the Dorset Heathlands.

5.3 This appendix describes the features that have been found to draw visitors to the Dorset Heathlands, which should be replicated in SANGs. It provides guidelines on:

- the type of site which should be identified as a SANG;
- measures that can be taken to enhance sites so that they may be used as a SANG.

5.4 These guidelines relate specifically to the means to provide mitigation for development of a residential nature within or close to 5km of the Dorset Heathlands. They do not address nor preclude the other functions of green space (e.g. provision of disabled access). Other functions may be provided within SANGs, as long as they do not conflict with the specific function of mitigating visitor impacts on the Dorset Heathlands.

5.5 SANGs may be created from:

- existing open space of SANG quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public;
- existing open space that is already accessible but could be changed in character so that it is more attractive to the specific group of visitors who might otherwise visit the Dorset Heathlands;
- land in other uses that could be converted into SANGs.

5.6 The identification of SANGs should seek to avoid sites of high nature conservation value, which are likely to be damaged by increased visitor numbers. Such damage may arise, for example, from increased disturbance, erosion, input of nutrients from dog faeces, and increased incidence of fires. Where sites of high nature conservation value are considered as SANGs, the impact on their nature conservation value should be assessed and considered alongside relevant policy in the local plan.

The character of the Dorset Heathlands and its visitors

5.7 The Dorset Heathlands are made up of 42 Sites of Special Scientific Interest, and consist of a mixture of open heathland and mire with some woodland habitats. The topography is varied with some prominent viewpoints. Many sites contain streams, ponds and small lakes. Some have open

landscapes with few trees and others have scattered trees and areas of woodland. Most sites are freely accessible to the public, although in some areas access is restricted by army, or other operations.

5.8 Surveys have shown that about half of visitors to the Dorset Heathlands arrive by car and about half on foot. Where sites are close to urban development around Poole and Bournemouth, foot access tends to be most common. On rural sites in Purbeck and East Dorset, more visitors come by car. Some 75% of those who visited by car had come from 5.3km of the access point onto the heathlands. A very large proportion of the Dorset Heathland visitors are dog walkers, many of whom visit the particular site regularly (i.e. multiple visits per week) and spend less than an hour there, walking on average about 2.2km.

Guidelines for the quality of SANGs

5.9 The quality guidelines have been subdivided into different aspects of site fabric and structure. They have been compiled from a variety of sources but principally from visitor surveys carried out at heathland sites within the Dorset Heathlands and the Thames Basin Heaths.

5.10 The guidelines concentrate on the type of SANG designed principally to cater for heathland dog walkers. Other important heathland mitigation measures, for example facilities designed to attract motor cycle scramblers or BMX users away from heathlands, or facilities for adventurous play for children, are not covered specifically and will need to be considered case by case.

5.11 The principle criteria contained in the guidelines have also been put into a checklist format at the end of this appendix.

5.12 It is important to note that these guidelines only cover the quality of SANGs provision. There are a number of other matters that will need to be agreed with Natural England and the Council including: provision of in perpetuity management of the SANG; SANG capacity; other avoidance and mitigation measures as necessary.

Accessibility - reaching the SANG

5.13 Most visitors reach the Dorset Heathlands either by foot or by car and the same will apply for SANGs. Thus SANGs may be intended principally for the use of a local population living within a 400 metre catchment around the site; or they may be designed primarily to attract visitors who arrive by car (they may also have both functions).

5.14 SANG design needs to take into account the anticipated target group of visitors. For example, where large populations are close to the Dorset Heathlands the provision of SANGs may need to be attractive to visitors on foot.

5.15 If intended to attract visitors arriving by car, the availability of adequate car parking is essential. Car parks may be provided specifically for a SANG or a SANG may make use of existing car parks, but some existing car parks may have features incompatible with SANG use, such as car park charging. The amount and nature of parking provision should reflect the anticipated numbers and mode of arrival by visitors to the site and the catchment size of the SANG. It is important that there is easy access between the car park and the SANG, i.e. this is not impeded by, for example, a road crossing. Thus such SANGs should have a car park with direct access straight on to the SANG with the ability to take dogs safely from the car park to the SANG off the lead. Similarly, the nature of foot access between urban development and a SANG is important and green corridors reaching into the urban area can be an important part of facilitating access to the SANG.

5.16 Guidelines:

1. *Sites must have adequate parking for visitors, unless the site is intended for local pedestrian use only, i.e. within easy walking distance (400m) of the developments linked to it. The amount of car parking space should be determined by the anticipated numbers using the site and arriving by car.*
2. *Car parks must be easily and safely accessible, be of an open nature and should be clearly sign posted.*
3. *There should be easy access between the car park or housing and the SANG with the facility to take dogs safely from the car park to the SANG off the lead.*
4. *Access points should have signs outlining the layout of the SANG and the routes available to visitors.*

Paths, tracks and other SANGs infrastructure

5.17 SANGs should aim to supply a choice of circular walking routes that provide an attractive alternative to those routes on heathlands in the vicinity (i.e. those heaths that the SANG is designed to attract visitors away from).

5.18 Given the average length of walks on heathland, a circular walk of 2.3-2.5km in length is necessary unless there are particular reasons why a shorter walk is considered still appropriate. Where possible, a range of different length walks should be provided; a proportion of visitors walk up to 5km and beyond so walking routes longer than 2.5 km are valuable, either on-site or through the connection of sites along green corridors.

5.19 Paths do not have to be of any particular width, and both vehicular-sized tracks and narrow paths are acceptable to visitors, although narrow corridors where visitors/dogs may feel constrained should be avoided. The majority of visitors come alone and safety is one of their primary concerns. Paths should be routed so that they are perceived as safe by the visitors, with some routes being through relatively open (visible) terrain (with no trees or scrub, or well spaced mature trees, or wide rides with vegetation back from the path), especially those routes that are 1-3 km long.

5.20 A substantial number of visitors like to have surfaced but not tarmac paths, particularly where these blend in well with the landscape. This is not necessary for all paths but there should be some visitor-friendly, all weather routes built into the structure of a SANG, particularly those routes that are 1-3 km long. Boardwalks may help with access across wet areas but excessive use of boardwalks, as may be necessary on sites that are mostly wet or waterlogged such as flood plain and grazing marsh, is likely to detract from the site's natural feel.

5.21 Other infrastructure specifically designed to make the SANGs attractive to dog walkers may also be desirable but must not detract from a site's relatively wild and natural feel. Measures could include accessible water bodies for dogs to swim/drink; dog bins; fencing near roads/car-parks, etc. to ensure dog safety; clear messages regarding the need to 'pick-up'; and large areas for dogs to be off lead safely.

5.22 Guidelines:

5. *Paths must be easily used and well maintained but most should remain unsurfaced to avoid the site becoming too urban in feel. A majority of paths should be suitable for use in all weathers and all year around. Boardwalks may be required in wet sections.*
6. *All SANGs with car parks must have a circular walk that starts and finishes at the car park.*

7. *It should be possible to complete a circular walk of 2.3-2.5km around the SANGs, and for larger SANGs there should be a variety of circular walks.*
8. *SANGs must be designed so that visitors are not deterred by safety concerns.*

Advertising - making people aware of the SANGs

5.23 The need for some advertising is self evident. Any advertising should make clear that the site is designed to cater specifically for dog walkers.

5.24 Guidelines:

9. *SANGs should be clearly sign-posted and advertised.*
10. *SANGs should have leaflets and/or websites advertising their location to potential visitors. It would be desirable for leaflets to be distributed to new homes in the area and be made available at entrance points and car parks.*

Landscape and Vegetation

5.25 The open or semi-wooded and undulating nature of most of the Dorset Heathland sites gives them an air of relative wildness, even when there are significant numbers of visitors on site. SANGs must aim to reproduce this quality but do not have to contain heathland or heathy vegetation. Surveys in the Thames Basin heath area show that woodland or a semi-wooded landscape is a key feature that people who use the SPA there appreciate. Deciduous woodland is preferred to coniferous woodland. In these circumstances, a natural looking landscape with plenty of variation including both open and wooded areas is ideal for SANGs. There is clearly a balance to be struck between what is regarded as an exciting landscape and a safe one and so some element of choice between the two is desirable.

5.26 Hills do not put people off visiting a site, particularly where these are associated with good views, but steep hills are not appreciated. An undulating landscape is preferred to a flat one. Water features, particularly ponds and lakes, act as a focus for visitors for their visit, but are not essential. The long term management of the SANG habitats should be considered at an early stage. Grazing management is likely to be necessary, particularly for larger SANGs and those with grasslands.

5.27 A number of factors can detract from the essential natural looking landscape and SANGs that have an urban feel, for example where they are thin and narrow with long boundaries with urban development or roads, are unlikely to be effective.

5.28 Guidelines:

11. *SANGs must be perceived as natural spaces without intrusive artificial structures, except in the immediate vicinity of car parks. Visually-sensitive way-markers and some benches are acceptable.*
12. *SANGs must aim to provide a variety of habitats for visitors to experience (e.g. some of: woodland, scrub, grassland, heathland, wetland, open water).*
13. *Access within the SANG must be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead.*
14. *SANGs must be free from unpleasant visual, auditory or olfactory intrusions (e.g. derelict buildings, intrusive adjoining buildings, dumped materials, loud intermittent or continuous noise from traffic, industry, sports grounds, sewage treatment works, waste disposal facilities).*

Appendix 6 Glossary

Glossary of terms used in the document

6.1 A

6.2 Adoption

6.3 The final confirmation of a development plan or Local Development Document status by a local planning authority (LPA).

6.4 Affordable Housing (or sub-market housing)

6.5 Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

6.6 Ancient Woodlands

6.7 Woodlands where there is believed to have been continuous woodland cover since at least 1600AD. Ancient woodland is likely to be home to more threatened species than any other habitat in the UK.

6.8 Ancillary Use / Operations

6.9 A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

6.10 Annual Monitoring Report (AMR)

6.11 A report produced by local planning authorities assessing progress with and the effectiveness of a Local Development Framework.

6.12 Archaeological Assessment / Evaluation

6.13 An assessment of the potential archaeological interest of a site or building. This can be either a desk-based assessment or a field assessment, involving ground survey and small-scale pits or trial trenching carried out by professionally qualified archaeologist(s) looking for historical remains.

6.14 B

6.15 Biodiversity

6.16 The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

6.17 Biodiversity Action Plan (BAP)

6.18 A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

6.19 BREEAM

6.20 BREEAM (BRE Environmental Assessment Method) is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the measure used to describe a building's environmental performance.

6.21 Brief / Planning Brief

6.22 A document containing guidance and specification about the way a site or group of sites should be developed. The term can refer to site-specific development briefs, design briefs, development frameworks and master plans that seek to positively shape future development.

6.23 Brownfield Land and Sites

6.24 See 'Previously-Developed Land'.

6.25 Building for Life

6.26 A framework developed by Centre for Architecture and Built Environment (CABE) which is used as an indication of the design quality of new housing developments. The assessment comprises a set of 20 questions, which are used to evaluate the quality of new housing developments.

6.27 Built Environment

6.28 Refers to the man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter to neighbourhoods to the large-scale civic surroundings.

6.29 C

6.30 Catchment (in retailing terms)

6.31 The geographical area from which a retail destination draws its trade. Sometimes measured in terms of 'Drive Time'.

6.32 Change of Use

6.33 A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another.

6.34 Character

6.35 A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.

6.36 Community Infrastructure Levy (CIL)

6.37 A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area to help finance infrastructure projects needed to support the new development.

6.38 Circular

6.39 A government publication setting out policy guidance and procedural matters.

6.40 Climate Change

6.41 Changes to weather patterns caused by increased emissions of 'greenhouse' gases including CO₂. The changes are thought likely to bring wetter winters and hotter drier summers.

6.42 Code for Sustainable Homes

6.43 An environmental impact rating system for housing in England & Wales, setting new standards for energy efficiency (above those in current building regulations) and sustainability which are not mandatory under current building regulations but represent important developments towards limiting the environmental impact of housing.

6.44 Community Infrastructure Levy (CIL)

6.45 This is a local levy which local authorities can choose to apply to most new developments in their area in order to secure contributions towards funding for essential local or sub-regional infrastructure. It is aimed at providing top-up funding for the infrastructure necessary to mitigate the effects of housing and economic growth, for example roads, public transport, schools, health facilities, flood defences or sports facilities.

6.46 Community Services or Facilities

6.47 These include facilities such as local shops or post office, schools, medical or dental practice, village hall, play area or bus service.

6.48 Comparison Retail / Floorspace

6.49 Comparison goods (sometimes called 'Durables') are those other than convenience goods notably clothing, footwear, DIY and hardware, furniture, carpets, major appliances and electrical and gardening items.

6.50 Conditions (or 'planning conditions')

6.51 Requirements attached to a planning permission to limit, control or direct the manner in which a development is carried out.

6.52 Conservation Area

6.53 Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

6.54 Contaminated Land

6.55 Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

6.56 Convenience Retail

6.57 Convenience goods can be defined as food, drink, tobacco and other goods such as newspapers and magazines.

6.58 Core Strategy

6.59 Sets out the long-term spatial vision for the local planning authority area and the strategic policies and proposals to deliver that vision. It will contain a set of primary policies for delivering the core strategy. Broad locations for development may be set out in a key diagram.

6.60 D

6.61 Dorset Wildlife Trust

6.62 Aims to raise awareness of potential threats to wildlife in Dorset and encourage individuals and organisations to take responsibility for caring for their local environment.

6.63 Design guide

6.64 A document providing guidance on how development can be carried out in accordance with good design practice often produced by a local authority with a view to retaining local distinctiveness.

6.65 Designing Out Crime

6.66 The planning and design of street layouts, open space, and buildings so as to reduce the actual likelihood or fear of crime, for example by creating natural surveillance.

6.67 Development Plan Documents (DPDs)

6.68 Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework. Development Plan Documents include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and be adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Development Framework.

6.69 District Centre

6.70 A group of shops, community uses and service outlets serving part of an urban area and providing a geographic focus for it, separate from the town centre, but with more variety than local centres.

6.71 E

6.72 Ecosystem Services

6.73 The benefits people obtain from ecosystems. These include provisioning services such as food and water; regulating services such as flood and disease control; cultural services such as spiritual, recreational, and cultural benefits; and supporting services such as nutrient cycling that maintain the conditions for life on Earth.

6.74 Edge-of-Centre

6.75 A location that is within easy walking distance (often considered 200-300 metres) of the primary shopping area.

6.76 Employment Land Availability (ELA)

6.77 The total amount of land reserved for industrial and business use awaiting development.

6.78 Environmental Impact Assessment (EIA), and Environmental Statement (EA)

6.79 Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

6.80 Exceptions Test

6.81 The Exception Test is a series of three criteria as shown below, all of which must be satisfied for development in a flood risk area to be considered acceptable. For the Exception Test to be passed: a) It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA; b) The development should be on developable previously developed land or, if not, it must be demonstrated there is no such alternative land available; and c) A FRA must demonstrate that the development will be safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. All three parts of this test must be satisfied in order for the development to be considered appropriate in terms of flood risk. There must be robust evidence in support of every part of the test.

6.82 F**6.83 Flood Plain**

6.84 Generally low-lying areas adjacent to a watercourse, tidal lengths of a river or the sea, where water flows in times of flood, or would flow but for the presence of flood defences.

6.85 Flood Risk Assessment

6.86 An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

6.87 Flood Zones

6.88 National planning guidance sets out three levels of flood risk which can be mapped in zones. Zone 1 covers areas of little or no risk of flooding (less than 1 in 100). Zone 2 covers areas with low to medium risk (between 1 in 20 and 1 in 10). Zone 3 covers areas of high risk (greater than 1 in 10). The Environment Agency produces maps of these zones and updates them every 3 months.

6.89 Functional Floodplain

6.90 This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their SFRA's areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. The identification of functional floodplain should take account of local circumstances and not be defined solely on rigid probability parameters. But land which would flood with an annual probability of 1 in 20 (5%0 or greater in any year, or is designed to flood in an extreme (0.1%) flood, should provide a starting point for consideration and discussions to identify the functional floodplain.

6.91 G**6.92 Green Belt** (not to be confused with the term 'greenfield')

6.93 A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt are to:

- check the unrestricted sprawl of large built-up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land.

6.94 Green belts are defined in a local planning authority's development plan.

6.95 Green corridor / wildlife corridor

6.96 Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as valuable habitats and linkages for wildlife movement between wetlands and the countryside.

6.97 Green Infrastructure (GI)

6.98 This is a strategic network of multi-functional green space, both rural and urban, which supports natural and ecological processes, has the potential to provide sustainable transport routes and is integral to the health and quality of life in sustainable communities.

6.99 Greenways

6.100 Are generally car-free off-road routes for shared use by people of all abilities on foot, bike or horseback.

6.101 Green Wedges

6.102 Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities.

6.103 Greenfield Land or Site

6.104 Land (or a defined site) usually farmland, that has not previously been developed.

6.105 Greenhouse Gases

6.106 Naturally occurring examples include water vapour, carbon dioxide, methane, nitrous oxide and ozone. Some human activities increase these gases, including fossil fuel combustion within motor vehicles and some power stations.

6.107 H

6.108 Heritage Assessment

6.109 A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment, and include designated heritage assets (Scheduled Monuments, Listed Buildings, Registered Parks and Gardens or Conservation Areas) and assets identified by the local planning authority during the process of decision making or through the plan making process. (e.g. local listings)

6.110 Historic Environment

6.111 All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

6.112 Historic Environment Record

6.113 A resource that contains information on the historic environment within a defined geographic area.

6.114 Housing Land Availability (HLA)

6.115 The total amount of land reserved for residential use awaiting development.

6.116 Housing Market Area

6.117 Sub-regional housing market areas are geographical areas defined by household demand and preferences for housing. They reflect the key functional linkages between places where people live and work. Housing market areas may be comprised of smaller, more local sub-markets and neighbourhoods which can be aggregated together to identify sub-regional housing market areas.

6.118 Housing Trajectory

6.119 Means of showing of past and future housing performance by identifying the predicted provision of housing over a period of time.

6.120 I**6.121 Infill Development**

6.122 The development of a relatively small gap between existing buildings.

6.123 Inset Map

6.124 A development plan map showing a particular area of interest on the wider proposals map at a larger, more readable scale.

6.125 K**6.126 Key Diagram**

6.127 An illustration of the main policies and proposals in the Core Strategy on a non-Ordnance Survey map base.

6.128 Knowledge-based Industry

6.129 High technology industries (such as computers and office equipment, and pharmaceuticals) and knowledge-based services (for example, telecommunications, information technology, finance, insurance and business services), which are important to economic development.

6.130 L**6.131 Landscape Character**

6.132 The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape and give it recognisable identity. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

6.133 Lifetime Homes Standards

6.134 Relates to the interior and exterior features of the home, which must be addressed to ensure that a house can be adapted to meet the changing needs of individuals during their lives. There are 16 Design Criteria which dwellings must incorporate to achieve the Lifetime Homes Standard.

6.135 Listed Building

6.136 Designated heritage assets of national importance, and are included on the statutory list of buildings of special architectural or historic interest.

6.137 Listed Building Consent

6.138 Consent required for the demolition, in whole or in part of a listed building, or for any works of alteration or extension that would affect the character of the building.

6.139 Local Centre

6.140 A small group of shops and perhaps limited service outlets of a local nature (for example in a suburban housing estate) serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

6.141 Local Enterprise Partnership (LEP)

6.142 Have replaced the eight regional development agencies outside Greater London in England under the current coalition government. These measures have been enacted as part of the Public Bodies (Reform) Bill and have been implemented from April 2012. Local enterprise partnerships are locally-owned partnerships between local authorities and businesses. Local enterprise partnerships will play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery. As local enterprise partnerships are based on more meaningful economic areas, they will be better placed to determine the needs of the local economy along with a greater ability to identify barriers to local economic growth. Christchurch and East Dorset are covered by the South East Dorset LEP.

6.143 Local Service Centre

6.144 Three well developed local centres with good retail, service and community facilities with good public transport links.

6.145 Local Development Document (LDD)

6.146 A document contained in a Local Development Framework.

6.147 Local Development Framework (LDF)

6.148 Local Development Framework (LDF) is a term used to describe a folder of documents, which includes all the local planning authority's local development

6.149 documents. A LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan)
- Supplementary Planning Documents
- Proposals Map

6.150 The local development framework will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report
- any Local Development Orders or Simplified Planning Zones that may have been added
- any policies or guidance saved from the pre-2004 development plan system.

6.151 L**6.152 Local Development Scheme (LDS)**

6.153 The local planning authority's time-scaled programme for the preparation of Local Development Documents that is reviewed every year.

6.154 Local Distinctiveness

6.155 The positive features of a place and its communities which contribute to its special character and sense of place.

6.156 Local Nature Reserve

6.157 An area designated by a local authority for the management of a habitat of local significance where protection and public understanding of nature conservation is

6.158 encouraged. (See also Site of Nature Conservation Importance)

6.159 Locally Important Building

6.160 Buildings and structures identified as having a degree of significance in terms of historic, architectural, archaeological or artistic interest. Like all heritage assets, local listings are valued components of the historic environment.

6.161 Local Plan

6.162 An old-style development plan prepared by district and other local planning authorities. Some of these plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

6.163 New-style Local Plan

6.164 The National Planning Policy Framework (2012) defines current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, to form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

6.165 Local Strategic Partnership (LSP)

6.166 A partnership that brings together organisations from the public, private, community and voluntary sectors within one or more local authority areas, with the objective of improving people's quality of life and aspirations. (See also Sustainable Community Strategy)

6.167 Local Transport Plan

6.168 A five-year integrated transport strategy, prepared by local transport authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

6.169 M

6.170 Major/Minor Development

6.171 For dwellings, a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application, a site area of 0.5 hectares or more should be used as the definition of a major development. For all other uses, a major development is one where the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more. A Minor development is one that does not meet these conditions.

6.172 Market Towns

6.173 Small to medium-sized country towns that are rural service, social and economic centres. Most also hold or used to hold a regular market.

6.174 Master Plan

6.175 A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a development on a site or group of sites. To provide detailed guidance for subsequent planning applications.

6.176 Mixed use

6.177 Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

6.178 N

6.179 **National Planning Policy Framework**

6.180 Sets out the Government's planning policies for England and how these are expected to be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development.

6.181 **National Park**

6.182 The statutory purposes of national parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. National parks are designated by the Countryside Agency, subject to confirmation by the Secretary of State under the National Parks and Access to the Countryside Act 1949.

6.183 **Nature Conservation**

6.184 The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

6.185 O

6.186 **Office for National Statistics**

6.187 The Office for National Statistics (ONS) is the executive office of the UK Statistics Authority, a non-ministerial department which reports directly to Parliament. ONS is the UK Government's single largest statistical producer.

6.188 **Outline application**

6.189 A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

6.190 **Out-of-Centre**

6.191 In retailing terms, a location that is clearly separate from the primary shopping area of a town centre but not necessarily outside the urban area.

6.192 Over-development

6.193 An amount of development (for example, the quantity of buildings or intensity of use) that is excessive in terms of demands on infrastructure and services, or impact on local amenity and character.

6.194 P

6.195 **Passive Solar Design**

6.196 All the methods of architectural design and construction intended to capture and store the sun's heat. Very simple examples include a garden greenhouse, or a south-facing window in a dwelling.

6.197 Permitted Development (or Permitted Development Rights)

6.198 Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

6.199 Phasing or Phased Development

6.200 The programming of development into manageable parts. For example, an annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.

6.201 Planning & Compulsory Purchase Act 2004

6.202 The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:

- a statutory system for regional planning
- a new system for local planning
- reforms to the development control and compulsory purchase and compensation systems
- removal of crown immunity from planning controls.

6.203 P

6.204 Planning Condition

6.205 Condition attached to a planning permission.

6.206 Planning Gain

6.207 The benefits or safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense. For example, affordable housing, community facilities or measures mitigating adverse environmental impacts.

6.208 Planning Obligations and Agreements

6.209 Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements. (See also CIL)

6.210 Planning Permission

6.211 Formal approval sought from a local planning authority (such as Christchurch Borough Council or East Dorset District Council) to allow a proposed development to proceed. Often granted with conditions. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

6.212 Previously Developed Land (PDL) or 'Brownfield' land

6.213 Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development.

6.214 Primary Frontages

6.215 The most important shopping frontages of the town centre. Most will have a high proportion of shops.

6.216 Priority habitats and species

6.217 Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

6.218 Protected Species

6.219 Plants and animal species afforded protection under certain Acts of Parliament and Regulations.

6.220 Public Open Space

6.221 Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

6.222 Public Realm

6.223 The publicly accessible external space including pavements, streets, squares, parks.

6.224 R

6.225 Ramsar sites

6.226 Wetlands of international importance, designated under the 1971 Ramsar Convention.

6.227 Recycling

6.228 The reprocessing of waste for further productive use either in its current form or in a different one.

6.229 Regeneration

6.230 The economic, social and environmental renewal and improvement of rural and urban areas.

6.231 Regional and Sub-Regional Shopping Centres

6.232 Out-of-town or out-of-centre shopping centres generally over 50,000 square metres net retail area, typically enclosing a wide range of comparison goods.

6.233 Registered Parks and Gardens

6.234 These are designated heritage assets of national importance and are registered for their special historic interest.

6.235 Registered Social Landlord

6.236 Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.

6.237 Renewable and Low Carbon Energy

6.238 is energy that can help reduce emissions of CO₂ and other 'greenhouse' gases (compared to the conventional use of fossil fuels). Renewable and low carbon energy supplies include, but not exclusively, biomass and energy crops; combined heat and power; heat pumps, such as ground-source and air-source heat pumps; energy from waste including from solid recovered fuel; hydro; solar thermal and photovoltaic generation and wind generation.

6.239 Retail Floorspace

6.240 Total floor area of a property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas).

6.241 Retail Offer

6.242 The range and mixture of different quality, sizes and types of shop within or outside town, district or local centres.

6.243 Retail Study

6.244 This study has been undertaken jointly for Christchurch and East Dorset Councils and will provide key evidence for possible future retail and leisure development in the borough and district. Nathaniel Lichfield & Partners (NLP) were commissioned by the councils to prepare a joint retail capacity study including an assessment of the main town centres within the authorities, namely Wimborne, Christchurch, Ferndown, Verwood, Corfe Mullen and Highcliffe.

6.245 Retail Warehouses

6.246 Large, usually out-of-town or out-of-centre units selling bulky non-food items such as DIY, furniture, leisure and household goods.

6.247 S

6.248 Saved Policies / Saved Plan

6.249 Policies within unitary development plans, local plans and structure plans that are saved for a time, pending their replacement through production of Local Development Documents.

6.250 Secondary frontages

6.251 Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages.

6.252 Section 106 Agreement

6.253 A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain necessary extra works related to a development are undertaken.

6.254 Sequential approach / sequential test

6.255 A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

6.256 Setting (of a Heritage Asset)

6.257 Is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.

6.258 Shoreline Management Plan

6.259 A plan providing a large-scale assessment of the risk to people and the developed, historic and natural environment associated with coastal process.

6.260 Strategic Flood Risk Assessment (SFRA)

6.261 The aim of the SFRA is to map all forms of flood risk and use this as an evidence base to locate new development primarily in low flood risk areas (Zone 1). Areas of 'low' (zone 1), 'medium' (zone 2) and 'high' (zone 3) risk are mapped using data collected from many sources, including the Environment Agency, Highways, as well as the borough and district councils.

6.262 Significance of a Heritage Asset

6.263 The value of a heritage asset to this and future generations because of its archaeological, architectural artistic or historic interest.

6.264 Site of Nature Conservation Importance (SNCI)

6.265 Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

6.266 Site of Special Scientific Interest

6.267 Sites designated by Natural England under the Wildlife and Countryside Act 1981.

6.268 Social Infrastructure

6.269 Facilities enabling social interaction and well being including community, leisure cultural education and health buildings and other facilities such as allotments, pubs and post offices.

6.270 Social Inclusion

6.271 Positive action taken to include all sectors of society in planning and other decision making.

6.272 Spatial Vision

6.273 A brief description of how an area will change. The Core Strategy must contain a spatial vision of what the borough should be like by 2026 if it succeeds in addressing all the challenges it sets out.

6.274 Special Area of Conservation (SAC)

6.275 Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

6.276 Special Protection Areas (SPA)

6.277 Areas which have been identified as being of international importance for the breeding, feeding and wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

6.278 Special Needs Housing

6.279 Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes.

6.280 Strategic Gap

6.281 Land with predominantly open or rural appearance maintained to prevent neighbouring areas from merging into one another.

6.282 Sui-Generis

6.283 A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order 2005, for example amusement arcades, launderettes, car showrooms and petrol filling stations.

6.284 Suitable Alternative Natural Greenspace (SANG)

6.285 Substantial areas of open space in the vicinity of major residential development to act as sites to attract users who would otherwise recreate on nearby internationally designated heathlands, to mitigate the harm caused by human occupation within 5km of internationally protected heathland.

6.286 Superstore

6.287 A self-service store selling mainly food, or food and non-food goods, usually of more than 2,500 square metres of trading floor space, with a large car park.

6.288 Supplementary Planning Document (SPD)

6.289 A Local Development Document that may cover a range of issues, thematic or site specific, and which provides further detail of policies and proposals in a 'parent' Development Plan Document. Under the new planning system, this class of document is intended to take the place of Supplementary Planning Guidance (SPG).

6.290 Supplementary Planning Guidance (SPG)

6.291 Document produced under the old development plan system which could cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan. Intended to be replaced by Supplementary Planning Documents under the post-2004 planning system.

6.292 Sustainability Appraisal (including Strategic Environmental Assessment)

6.293 An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with the principles of sustainable development.

6.294 Sustainable Development

6.295 A widely used definition drawn up by the World Commission on Environment and Development (the Brundtland Commission) in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The

government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK. The four aims, to be achieved simultaneously, are:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment.

6.296 Sustainable Drainage Systems (SUDs)

6.297 Drainage techniques used with developments to help return excess surface run-off to natural watercourses (rivers, streams, lakes and so on) without negatively affecting people and the environment. These might include ponds or reed beds to hold water before it runs into a watercourse.

6.298 Sustainable travel / sustainable transport

6.299 Often meaning walking, cycling and public use of transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and likely to contribute less to traffic congestion and pollution than one person car journeys.

6.300 T

6.301 Town Centres

6.302 Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a local authority's area.

6.303 Town Centre Uses

6.304 These are uses other than shopping that are commonly found in town centres including residential, food and drink, offices and leisure.

6.305 Townscape

6.306 Character and appearance of spaces and buildings in an identified area of a town.

6.307 Transitional Arrangements

6.308 Generally used to describe arrangements that are put in place to manage the change from one system of regulations or procedures to another. More recently used to describe government regulations outlining the process of preparing development plans begun before, and to be completed after, the Planning and Compulsory Purchase Act 2004. It includes existing "saved" unitary, structure and local plans until new Local Development Documents are adopted.

6.309 Transport Assessment

6.310 An assessment of the traffic impact of a proposed development including measures to ensure highway safety and encourage the use of sustainable transport.

6.311 Travel Demand Management

6.312 Planning the travel impacts of existing and new developments to minimise travel needs and provide travel choices, for example by efficient car usage (including car sharing), bicycles, and walking and public transport.

6.313 Tree Preservation Order (TPO)

6.314 A mechanism for securing the preservation of single trees or groups of trees of acknowledged public amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

6.315 U**6.316 Unauthorised Development**

6.317 Development that has taken, or is taking place, without the benefit of planning permission. It may be the subject of enforcement action if to allow the development could conflict with the policies of the Local Development Framework or other material considerations.

6.318 Urban Capacity Study

6.319 A study undertaken to establish how much additional housing can be accommodated within a particular urban area.

6.320 Urban Design

6.321 The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, to create successful development.

6.322 Urban Fringe

6.323 The urban fringe is the transitional area at the point where urban areas meet the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to make such provision.

6.324 Urban Regeneration

6.325 Making an urban area develop or grow strong again through means such as job creation and environmental renewal.

6.326 Use

6.327 In the context of this development plan document, the way in which land or buildings are used. See also Change of Use and Use Classes Order.

6.328 Use Classes Order

6.329 The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

6.330 V**6.331 Viability**

6.332 In terms of retailing, a centre that is capable of commercial success. In terms of community facilities such as village shops and pubs, operations which are capable of being sustained on the evidence of projected resources and usage.

6.333 Vitality

6.334 In terms of retailing, the vigour of a centre or individual shop's day to day trading, or the capacity of a centre to grow or develop its level of activity.

6.335 W**6.336 Wildlife Corridor**

6.337 Strip of land (for example, along a hedgerow) conserved and managed for wildlife, usually linking more extensive wildlife habitats.

6.338 Windfall Site

6.339 A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes.