

Schedule of Main Modifications to the Christchurch and East Dorset Core Strategy

Modifications are shown blue and underlined for additions and ~~struck through and red~~ for text proposed to be removed.

Ref	Page	Policy/Paragraph	Main Modifications
		Chapter 3	Challenges, Vision and Strategic Objectives
MM1	21	The Core Strategy Vision	<p>Amend text as follows:</p> <p>.....Christchurch Borough Council will continue to press for the development of <u>options for a</u> Christchurch Bypass as a long term solutions to the town's traffic problems <u>beyond the plan period, including the possible future provision of a by-pass, subject to any options proposed at that time meeting the necessary local and national policy requirements</u>....</p> <p>In East Dorset, transport corridors will be developed to help to promote a wider choice of transport, including walking, cycling and public transport. These corridors will include linking the towns and villages of Ferndown, West Moors, Three Legged Cross and Verwood, and improving links from Christchurch to Wimborne and Corfe Mullen and to Wimborne from Poole. Improvements to Canford Bottom roundabout and dualling the A31 from Ferndown to Merley will reduce congestion and improve connectivity with the rest of Dorset and Hampshire.</p>
MM2	23	Objective 1	<p>Amend text as follows:</p> <p>The Green Belt will be retained and protected, except for strategic release of land to provide new housing, and for employment development in East Dorset and</p>

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			<p>at Bournemouth Airport. Impact on or close to designated sites will be avoided, and residential development will contribute to mitigation of development its effects on Heathland habitats. New greenspace and biodiversity enhancements will be provided as part of major housing proposals. Important natural features such as Christchurch Harbour, the coast, rivers and beaches and the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty will be protected and enhanced.</p>
MM3	24	Objective 6	<p>...Prime transport corridors will be improved in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, A349 B3074 and B3072, and corridors north of the A31(T).</p> <p>Key transport schemes proposed to support the Core Strategy will include:</p> <ul style="list-style-type: none"> • Improvements to the A35 corridor through Christchurch • Improvements to the A338/B3073 corridor around Bournemouth Airport • <u>Improvement</u> of the A31(T) around Wimborne...
		Chapter 4	The Key Strategy
MM4		Key Diagram	<p><i>Insert at beginning of chapter</i></p> <p><i>Please refer to the Map Appendix to this schedule to view the map</i></p>

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MM%A	31	Paragraphs 4.17 and 4.18	<p>4.17 A housing strategy for <u>This plan sets out the strategy for delivering housing in</u> Christchurch and East Dorset has been established for the plan period (2013 - 2028), informed by local evidence including the Bournemouth and Poole Strategic Housing Market Assessment (2012), Bournemouth, Dorset and Poole Population and Household Projections (2012), Strategic Housing Land Availability Assessments (20142) and master planning work undertaken for new greenfield sites.</p> <p>4.18 The Bournemouth and Poole Strategic Housing Market Assessment (2012) provides an assessment of need for market and affordable housing. Further evidence has been prepared by Dorset County Council for Bournemouth, Dorset and Poole which provides population and household projections derived from new 2011 census data. The Office for National Statistics 2011 based household projections updates the information used for the Strategic Housing Market Assessment, . Based on this identifies identifying that there is a need to provide 7,500 7,742 new market and affordable homes in Christchurch and East Dorset between 2013 and 2028. The SHMA and Dorset County Council Office for National Statistics data have informed a single housing target for the plan area, recognising the Councils agreement to co-operate in delivery across the plan area. In order to provide additional flexibility and to give a tolerance for potential non delivery of some proposals, the joint housing target has been set at 8,200 dwellings. This provides flexibility of the plan identifies a target of 8,400 homes, which is approximately 10% over and above the baseline need</p>

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			<p>figure. This allows accounts for non-implementation of planning permissions, provision for second and vacant homes. This also provides and some allowance for possible future changes in statistical data which affect household projections. In establishing housing targets for Christchurch and East Dorset the assessment of housing need must be balanced against the level of housing that can be delivered sustainably.</p>
MM5B		Paragraph 4.19	<p>4.19 In this respect, the Strategic Housing Land Availability Assessments (20142) and Housing Trajectory undertaken for Christchurch and East Dorset provide a detailed assessment of the capacity for housing development <u>inform the assessment of housing capacity in the plan.</u> In Christchurch there is capacity to build approximately 2,140 <u>2,250</u> new homes in the urban areas and 2,800 <u>2,740</u> in East Dorset over a 15 year period. This does not meet the needs identified in the evidence base referred to above so it has been necessary to identify sites in the Green Belt.</p>
MM5C		New paragraph after 4.19	<p><i>Insert new paragraph:</i></p> <p><u>The targets for the two areas have been combined into a single target. This will provide flexibility across the plan period and across the plan area. It will allow the rolling 5 year housing supply to be considered across both local authority areas and will help to avoid planning by appeal.</u></p>
MM6	34	Policy KS3	<p>About 8,200 <u>8,490</u> new homes will be provided in the plan area between the years 2013 and 2028. This will comprise about 4,800 <u>5,000</u> homes within the existing</p>

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			<p>urban areas and a further 3,400 provided as new neighbourhoods at Christchurch, Burton, Corfe Mullen, Wimborne/Colehill, Ferndown/West Parley and Verwood. The locations of these strategic sites are identified in the relevant settlement chapters along with illustrative plans setting out how they can be delivered. Development briefs will need to be agreed with the Councils in advance of planning approval being granted for the new neighbourhoods, with the exception of the Christchurch Roeshot Hill urban extension where the Council's Masterplan is to be applied.</p> <p>The Councils aim for a total of 35% of the new homes to be affordable, as defined in Appendix 2.</p> <p>The Councils will carefully monitor the delivery of housing. If this falls significantly below the housing target set out in this policy the Councils will undertake a partial review of the Core Strategy.</p>
MM7	36	Map 4.3	<p><i>Please refer to the Map Appendix to this schedule to view the revised map.</i></p>
MM8	44	Policy KS10	<p>Strategic transport improvements</p> <p>The Local Transport Plan recommends the following strategic transport improvements to support future development. Development will contribute towards their delivery through the payment of the South East Dorset Transport Contributions which will be replaced by the Community Infrastructure Levy:</p> <p>Short Term 2013 – 2017</p> <ol style="list-style-type: none"> 1. B3073 Hurn roundabout improvement 2. A338 reconstruction from A31 junction – A3060 Cooper

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			<p>Dean and widening to 3 lanes from B3073 Blackwater to A3060 Cooper Dean.</p> <ol style="list-style-type: none"> 2. A338 reconstruction from A31 junction – County boundary (joint scheme with Bournemouth Borough Council which will deliver the section from County Boundary - A3060 Cooper Dean) 3. A338 widening from A338 / B3073 Blackwater junction – County boundary (joint scheme with Bournemouth Borough Council which will deliver the section from County Boundary - A3060 Cooper Dean) <p>Medium Term 2018 - 2022</p> <ol style="list-style-type: none"> 1. A35 Fountains roundabout, Stony Lane roundabout, Staple Cross, and potentially Somerford roundabout improvements 2. B3073 Parley Cross junction improvements and associated development link roads. 3. B3073 Blackwater Junction improvements. 4. B3073 Chapel Gate junction improvements. 5. A31(T) Merley roundabout improvements (Highways Agency Scheme). <p>Long Term 2023 - 2028</p> <ol style="list-style-type: none"> 1. B3073 widening between Chapel Gate to Blackwater junctions. 2. A31(T) dualling between Merley - Ameysford roundabouts (Highways Agency scheme). <p>4.59 Development proposals that involve a new direct access on to the A338 will generally not be permitted in order to maintain traffic flow and reduce safety concerns. Exceptions will be made where the type of development is such that it requires a primary route location, such as road side service stations and rest areas.</p>
MM9	46	Policy KS11	<p>... allow safe movement of development related trips on the immediate network; and</p> <ul style="list-style-type: none"> • minimise the number of new accesses on to primary

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			route network the A338 .
		Chapter 6	Christchurch New Neighbourhoods
MM10	63	Paragraph 6.2	<p>The Coalition Government is currently in the process of revoking the South West Regional Spatial Strategy has now been revoked. through the Localism Act, which received royal assent in November 2011. However, the Government maintains an emphasis on meeting local housing need through locally established housing targets. There remains a high level of local housing need to address over the plan period to 2028 as identified in the Council's evidence base which includes the Strategic Housing Market Assessment (2012). and the Bournemouth, Dorset and Poole Population and Household Projections (2012). There is also a shortage of housing land supply and the North Christchurch Urban Extension provides the opportunity to deliver a significant level of new housing. On this basis the Urban Extension remains as part of the housing strategy for the Borough as it remains the most sustainable option for new greenfield development in Christchurch.</p>
MM11	65	Paragraph 6.10	<p>From an assessment of the The Bournemouth and Poole Strategic Housing Market Assessment (2012) Bournemouth, Dorset and Poole Population and Household Projections (2012) there is a projected requirement for 8,490 dwellings in Christchurch and East Dorset identify a requirement for 3,375 dwellings to be provided during the Core Strategy plan period 2013 - 2028. In Christchurch there is capacity to build approximately 2,250 new homes in the urban area The Christchurch Strategic Housing Land Availability</p>

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			<p>Assessment (2011) identifies a housing potential in the region of 2150 in the existing urban area and 995 in the Christchurch new neighbourhoods over the plan period to 2028. This has been informed by the Christchurch Strategic Housing Land Availability Assessment (2012) and the Christchurch and East Dorset Housing Trajectory. In order to provide additional flexibility the plan identifies a target of 8,490 homes. Due to the shortage of housing land supply in the existing urban area and in order to make a significant contribution towards local housing need it is important to maximise development potential within the urban extension. This can be achieved at appropriate densities which positively integrate the development with the existing urban area and the village of Burton. More detailed master planning undertaken for Stage 2 has identified a potential of between 765 and 933 50 dwellings with densities ranging across the site from 26 - 46 dwellings per hectare. This has informed the development potential set out in Policy CN1 of 950.</p>
MM12	66	Paragraph 6.20	<p>The Councils' open space audit undertaken by Inspace in 2007 has identified standards for open space provision in the Borough. Master planning work undertaken for the Urban Extension by Broadway Malyan has identified requirements for open space provision that meet the standards for provision identified in the open space audit and Policy HE4 of the Core Strategy for a development of 8 950 dwellings. The Urban Extension will need to provide sufficient open space in accordance with the Core Strategy policy.</p>

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MM13	67	Paragraph 6.25	SANGs must be provided in perpetuity and management and monitoring procedures will be established with the landowner to ensure that the SANGs remains functional. It is envisaged that the development will be phased over a period of 10 ⁹ years and on-going monitoring will determine whether there is a requirement to make improvements to SANGs provision between phases of the development.
MM14	69	Policy CN1	Housing Strategy About 950 dwellings will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. It is envisaged that development will be phased over a period of 9 years with possible commencement in 2014/15.
MM15	72	Map 6.1 (Policy CN1)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM16	73	Paragraph 6.49	The delivery of the Urban Extension will primarily involve the landowner, developer, Dorset County Council and Christchurch Borough Council. It is envisaged that the development will be phased over a period of 10 ⁹ years commencing in 2016/17 ^{14/15} .
MM17	73	Paragraph 6.53	The Council will work closely with the Roeshot Hill Allotments Association, the landowner and developer to deliver replacement allotments line ^{north of the railway} in accordance with statutory requirements and the standards of provision set out in the Council's

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			Allotments Strategy (2012).
MM18	75	Policy CN2	<p>Housing Strategy</p> <ul style="list-style-type: none"> The strategic amendment to the Green Belt will allow limited residential development to meet the local housing needs of Burton Village, including the provision of affordable housing. Approximately 45 houses will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. Development will be phased over a period of 3 years with possible commencement in 14/15. Up to 50% of all housing will be affordable consistent with Policy LN3. <p>Design and Density</p> <ul style="list-style-type: none"> The layout and design of the development will be consistent in scale and character with Burton Village and the Conservation Area. <u>The listed barn on the site must be retained, but may form part of the residential development. The local planning authority will positively consider the conversion to residential accommodation subject to a sympathetic scheme being agreed.</u> <p>Protection of International, European and Nationally designated habitats</p> <ul style="list-style-type: none"> <u>Any planning application for the site must be accompanied by an on-site ecological survey.</u> Suitable Alternative Natural Greenspace must

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			<p>be provided in accordance with the criteria set out in Policy ME2 and Appendix 5 of the Core Strategy.</p>
MM19	76	Map 6.3 (Policy CN2)	<p><i>Please refer to the Map Appendix to this schedule to view the revised map.</i></p>
		Chapter 7	Bournemouth Airport and Business Park
MM20	84	Paragraph 7.27 to 7.31	<p>7.27 Policy BA3 proposes to remove the operational airport from the Green Belt in order to facilitate growth of airport facilities which can be achieved within environmental limits .The National Planning Policy Framework states that the Green Belt boundaries should only be altered on exceptional circumstances, through the preparation or review of the Local Plan. Exceptional Circumstances remain for changes to the Green Belt at the Airport which are as follows:</p> <ul style="list-style-type: none"> • <u>The Green Belt designation is a constraint to the sustainable growth of the airport and an amendment will help facilitate the delivery of Core Strategy Policies BA1, BA2 and the Airport Master plan.</u> • <u>The proposal will facilitate the implementation of the Aviation Policy Framework.</u> • <u>Bournemouth Airport will be in a more flexible position to respond positively to the conclusions of the Davies Commission making the best use of runway capacity and</u>

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			<p><u>contributing towards the national strategy for meeting the UKs international connectivity needs and achieving sustainable economic growth.</u></p> <ul style="list-style-type: none"> • <u>The need to amend the Green Belt boundary at Bournemouth Airport was established through the evidence and debate established through the preparation of the South West Regional Spatial Strategy and the Future of Air Transport White Paper. This evidence remains valid even though these documents now have no formal status.</u> • <u>The Bournemouth, Dorset and Poole Structure Plan confirms the strategic status of the airport and supports long term employment growth at the airport.</u> • <u>The strategic role of Bournemouth Airport in contributing towards growth of the sub region and improving international connectivity is identified by the Dorset Local Enterprise Partnership.</u> • <u>A precedent has been set on a national basis whereby a number of airports have been taken out of the Green Belt in facilitating growth and the implementation of national policy.</u> <p>National policy support in the Air Transport White Paper (2003) for the growth of Bournemouth Airport.</p> <p>The Air Transport White Paper 2003 as confirmed by the 2006 progress report supports additional terminal capacity within the airport boundary at Bournemouth Airport, subject to action to minimise impacts on</p>

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			<p>environmentally sensitive sites and improved access.</p> <p>Removal of land within the operational airport boundary from the Green Belt is required to implement national policy.</p> <p>Evidence and debate as part of the preparation of the South West RSS supported local Green Belt boundary change at the airport to accommodate growth.</p> <p>The significant benefits arising from airport operations and its growth to the south west region:</p> <p>The operational airport and business park are identified as of strategic significance for the South East Dorset sub region in the Bournemouth, Dorset and Poole Structure Plan. The Dorset Local Enterprise Partnership identifies Bournemouth Airport as a global hub for trade and international business.</p> <p>Removing land within the existing operational airport boundary from the Green Belt provides added flexibility to support the sustainable economic growth of the airport in line with national and local policy.</p> <p>Removal of the land within the existing operational airport boundary will provide flexibility for improvement in airport operational facilities in accordance with the adopted Airport Master Plan 2007.</p> <p>There is a precedent of previous decisions at other regional airports for amendments to the Green Belt.</p> <p>Despite being developed, operational restrictions mean that essentially certain areas such as the airfield, including runway and taxiways will remain</p>

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			<p>open.</p> <p><u>7.28</u> Green Belt Zoning Approach</p> <p><u>7.29</u> Within the area to be removed from the Green Belt a zoning approach has been applied <u>to limit the extent of built development at the operational airport to specific areas, with other areas identified for uses that will preserve a sense of openness from adjoining Green Belt.</u> which places a further restriction on the type of development permitted. The purpose of this approach is to avoid any adverse impact on the <u>adjoining Green Belt and the character of Hurn Village and to</u> openness of the Green Belt and to retain a buffer between the airport and the Moors River SSSI. Through this approach development will be concentrated in the existing built core of the South East Sector. <u>The removal of the Green Belt within the existing boundary of the operational airport will not result in an encroachment into the countryside.</u></p> <p>7.31—The proposed amendment to the Green Belt boundary will maintain a gap between the airport and the Moors River and future development within the airport boundary will need to avoid any adverse impact on the openness of the Green Belt within this gap. Proposals will also need to consider any potential impact on the setting of Hurn Village and the Conservation Area. The removal of the Green Belt within the existing boundary of the operational airport will not result in an encroachment into the countryside.</p>

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MM21	85	Policy BA3	<p>Green Belt at Bournemouth Airport</p> <p>Land required to meet the operational needs of the Airport will be removed from the Green Belt as identified in the plan below.</p> <p>Within the area to be removed from the Green Belt a zoning approach has been applied in order to avoid any adverse impact on the openness of the adjoining Green Belt and the character of Hurn Village as follows.</p> <ul style="list-style-type: none"> • Zone A will be restricted to uses that retain the predominantly open aspect of this area of land, such as car parking; • Zone B applies to the airport South East Sector and will be restricted to uses as set out in Policy BA2 with respect to the Strategy for the operational Airport; • Zone C shall remain free from development other than that permitted by the Airport's operating license or that which is essential to the future operation of the airport in order to concentrate built development in the existing built core of the South East Sector. <p>This restriction will also maintain a buffer zone between the Moors River and the airport runways and taxiways where development will not take place.</p>
		Chapter 8	Wimborne and Colehill Housing and Town Centre
MM22	97	Policy WMC3	<p>Areas south of Julians Road, at Cuthbury allotments, at Wimborne Town Football Club and to the east of St Margaret's Hill are allocated to provide New</p>

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			Neighbourhoods including 220 home, open space and 0.4 hectares of land for a future extension to Victoria Hospital, or housing if shown to be not required
MM23	99	Map 8.3 (Policy WMC3)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM24	101	Policy WMC4	<p>Drainage</p> <ul style="list-style-type: none"> • A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aim of preventing flooding problems for neighbouring properties and on the River Allen as well as protecting and enhancing nature conservation quality.
MM25	102	Policy WMC5	<p>Transport and access</p> <ul style="list-style-type: none"> • Vehicular access is to be provided primarily from Cranborne Road, with a single access coming from Burts Hill will be for pedestrians and cyclists only. • Traffic management measures will be required along Cranborne Road to limit speeds to less than 30 mph. Additionally, further measures will need to be put in place to the east of the new Burts Hill junction to make this an unattractive route for those wishing to access the A31(T). • Public transport routes are to be provided through the scheme. <p>A network of dedicated pedestrian and cycling routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane and also</p>

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			towards the town centre.
MM26	104	Map 8.5 (Policy WMC5)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM27	107	Map 8.6 (Policy WMC6)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
		Chapter 9	Corfe Mullen Housing
MM28	114	Map 9.1 (Policy CM1)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
		Chapter 10	Ferndown and West parley Housing, Employment and Town centre
MM29	117	Policy FWP1	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.
MM30	122	Policy FWP3	A New Neighbourhood is allocated adjacent to Holmwood House, south of Ferndown to provide about 110 <u>150</u> homes...

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MM31	123	Map 10.4 (Policy FWP3)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM32	124	Policy FWP4	A New neighbourhood is allocated at Coppins Nursery, south of Ferndown to provide about 30 <u>40</u> homes....
MM33	125	Map 10.5 (Policy FWP4)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM34	127	Paragraph 10.38	<p>10.33 Relevant Evidence</p> <ul style="list-style-type: none"> • The East Dorset New Neighbourhood Masterplan Reports. • Buro Happold B3073 Corridor Study 2011. • WSP Parley Cross, East Dorset Potential Junction Improvement Summary 2012.
MM35	127	Map 10.8	Map 10.8 <u>Potential</u> West Parley Village Centre Enhancement Scheme.
MM36	129	Map 10.9 (Policy FWP6)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM37	130	Policy FWP7	<p>A New Neighbourhood is allocated to deliver about 200 <u>150</u> homes...</p> <p>....Layout and Design</p> <p>New Bullet 4: The design and setting of the road will need to comply with the requirements of the Historic Landscape Assessment by means of bunding and</p>

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			planting or setting the road in a cutting with appropriate planting.
MM38	132	Map 10.10 (Policy FWP7)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM39	134	Map 10.11 (Policy FWP8)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
		Chapter 11	Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres
MM40	143	Map 11.5 (Policy VTSW4)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM41	143	New Policy VTSW5 and supporting text.	<p>North Eastern Verwood New Neighbourhood</p> <p>This is a small area well contained in the landscape by surrounding woodland. It offers the potential to provide much needed housing and can do this along with the setting out of a large area of open space. Access is to be taken from Ringwood Road.</p> <p>Relevant Evidence</p> <ul style="list-style-type: none"> • The East Dorset New Neighbourhood Masterplan Reports. <p>Policy VTSW5</p> <p>North Eastern Verwood New Neighbourhood</p> <p>A New Neighbourhood to the north east of Verwood is</p>

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			<p>identified to provide about 65 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.</p> <p><u>Layout and design</u></p> <ul style="list-style-type: none"> • 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. <p><u>Green Infrastructure</u></p> <ul style="list-style-type: none"> • Approximately half of the identified land is to be set out as informal open space along with children's play. • A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2. <p><u>Transport and access</u></p> <ul style="list-style-type: none"> • Vehicular access is to be provided from Ringwood Road • Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.
MM42	143	New Map 11.6 (Policy VTSW5)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM43	145	Map 11.7 (Policy VTSW6)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
MM44	147	Policy VTSW7	<p>Policy VTSW7</p> <ul style="list-style-type: none"> • A wildlife strategy to be agreed with the

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			<p>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. The Applicant will need to show that they have avoided harm to priority habitats and species. The layout of the site is likely to require compensatory measures which may include SANG provision where recreational pressure is generated. 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.</p>
		Chapter 12	Strategic Allocations in the East Dorset Rural Areas
MM45	155	Map 12.1 (Policy RA1)	<i>Please refer to the Map Appendix to this schedule to view the revised map.</i>
		Chapter 13	Managing the Natural Environmental
MM46	159	Paragraph 13.8	<p>Relevant evidence....</p> <ul style="list-style-type: none"> To mitigate harm caused by recreation to human impacts on 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 between 400m and 5km of the heaths to

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			<p>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....</p> <p>Priority habitats and species are those species <u>and</u> 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.</p>
MM47	161	Policy ME1	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>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</p>

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			<p>resistant to climate change.</p> <p>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.</p> <p>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.</p> <p>The following criteria should be addressed when development is proposed:</p> <ul style="list-style-type: none"> • Avoidance of harm to existing priority habitats and species through careful site selection, artificial lighting design, development design and phasing of construction and the use of good practise practice construction techniques. • Retention of existing habitats and features of interest, and provision of buffer zones around

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			<p>any sensitive areas.</p> <ul style="list-style-type: none"> • 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 <u>should</u> 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. <p>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.</p>
MM48	164	Paragraph 13.13 – 13.14	<p>The Dorset Heathlands</p> <p>13.13 There is strong evidence to support the</p>

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			<p>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.</p> <p>13.14 The authorities have been formally required to consult Natural England about developments falling within a 400m zone of European and internationally protected heathlands. The principle through which this zone was established is set out in the Dorset Heathlands SPD. The authorities view, supported by the evidence available, is that the Natural England consultation area represents the zone in which heathlands are most likely to be adversely affected by effects arising from residential development and consequently it should not be permitted in this area.</p> <p>13.15 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. what is now the Dorset Heathlands Planning Framework (Supplementary Planning Document). The SPD sets out a programme of both short and long term measures to ensure</p>

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			<p><u>that appropriate avoidance and mitigation measures are being implemented. The SPD sits alongside the Dorset Heathland Development Plan Document which sets the strategic policy framework for the protection of the international sites from development that would ordinarily be likely to have a significant adverse effect on them.</u></p> <p><u>Suitable Alternative Natural Green Space (SANGs)</u></p> <p><u>13.16 The provision of SANGs is one of the key tools in mitigating the adverse impacts of development on the Dorset Heaths. Once SANGs are secured they need to be retained in perpetuity unless alternative sites offering the same degree of protection and benefit can be delivered. For large sites of approximately 50 dwellings and above it will be expected that the provision of SANGs will form part of the infrastructure provision of that site particularly where new neighbourhoods or greenfield sites are proposed.</u></p>
MM49A	165	Policy ME2	<p>Protection of the Dorset Heathlands</p> <p>In accordance with the advice from Natural England, <u>the evidence available to the authority and Core Strategy Habitats Regulations Assessment (HRA)</u>, no residential development will be permitted within 400m of protected European and internationally protected heathlands.</p> <p>Any residential development within <u>between</u> 400m and 5km of these areas will provide mitigation through a range of measures as set out in the Dorset</p>

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			<p>Heathlands Joint Development Plan Document, and the Core Strategy, Site Specific Allocations Development Plan Document and Dorset Heathlands Joint Supplementary Planning Document which sets out guidance in the intervening period prior to the adoption of the Development Plan Document, including:</p>
MM49B	165	Policy ME2	<ul style="list-style-type: none"> • Provision of on-site and off-site suitable alternative natural greenspace (provided in accordance with guidelines set out Appendix 5). • Contributions to Provision of off-site greenspace or recreation projects. other appropriate avoidance / mitigation measures.
MM49C	165	Policy ME2	<p>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. The delivery of Heathland mitigation measures will be secured as set out in the Councils' Regulation 123 list 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.</p> <p>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</p>

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			<p>will be required.</p> <p>The Dorset Heathlands Supplementary Planning Document Joint Development Plan Document will set out the type of development circumstances where mitigation is required, a and a list of mitigation strategic projects. The Councils' Core Strategy and Site Specific Allocations Development Plan Document sit alongside the SPD in identifying SANGs provision. 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 Dorset Heathlands SPD will also maintain a programme of projects both short and long term to This will ensure that suitable measures are in place by the time development is occupied. The combination of the 400m exclusion zone with the heathland mitigation measures set out above are designed to function together as an effective package avoiding the harmful effects of addition residential development on the European and internationally designated heathlands.</p>
MM50	168	Policy ME4	<p>Policy ME4</p> <p>Sustainable development standards for new development</p> <p>Residential and non non-residential development including new homes, and the extension of existing</p>

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			<p>homes will be expected to meet national sustainable development standards. <u>The Councils wish to encourage higher standards of sustainable development where they are viable and do not significantly compromise other policies in this plan</u></p> <p>Schemes that meet higher standards will be considered more favourably.</p> <p>Developments will be required to incorporate carbon <u>emissions</u> 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 <u>Ceode</u> for Sustainable Homes Design Categories <u>for residential development and BREEAM standards for non-residential (or subsequently agreed national standards for sustainable development)</u>. These will include <u>In particular, this includes:</u></p> <ul style="list-style-type: none"> • 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. • <u>Minimising soil disturbance to reduce soil carbon losses</u> <p><u>In line with the current government requirements and targets, all new development will ensure CO₂ emission are minimised to practical and viable levels</u></p>

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			<p><u>by following the hierarchy for regulated energy below (unless it can be demonstrated that utilising measures further down the hierarchy will achieve greater carbon reductions):</u></p> <ol style="list-style-type: none"> <u>1. Energy efficiency measures resulting from maximising building fabric performance, scheme layout and building orientation</u> <u>2. On-site renewable, decentralised, and low carbon energy</u> <u>3. Carbon reductions through off-site measures, known as 'Allowable Solutions' (to compensate for carbon emissions targets that are difficult to achieve on site)</u> <p><u>Emissions arising from regulated energy refer to those related to space heating, hot water provision, fixed lighting and ventilation. Unregulated emissions are those related to cooking and plug-in appliances. Unregulated emissions are not counted for the purposes of calculating the carbon compliance of new development.</u></p> <p>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.</p>
MM51	169	Policy ME5	<p>Policy ME5</p> <p>Renewable energy provision for residential and</p>

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			<p>non-residential developments</p> <p>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- 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.</p> <p><u>Until such time that national requirements and targets necessitate higher percentages of renewable, decentralised, and low carbon energy generation to meet carbon emissions targets, the</u> The expectation will be that 10% of the total <u>regulated</u> 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 <u>In such cases carbon reductions using off-site measures as set out in the energy hierarchy in policy ME4</u> 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.</p> <p>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 <u>requirements and targets</u> standards increase the requirement then such standards will be required to be integrated into any further on-going development on the site.</p>

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			<p>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. In line with the energy hierarchy set out in Policy ME4, dDevelopers 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.</p> <p>Energy provision should normally be provided on-site as set out in the energy hierarchy in Policy ME4, particularly on larger developments, or if not viable, or will be secured in accordance with the Councils' current Regulation 123 list until of the introduction of 'Allowable Solutions' frameworks through the Community Infrastructure Levy.</p>
MM52	169	Policy ME8	<p>Policy ME8</p> <p>Sources of Renewable Energy</p> <p>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.</p> <p>Proposals for renewable energy apparatus will only be permitted where:</p> <ul style="list-style-type: none"> • The technology is suitable for the location and does not cause significant adverse harm to visual amenity from both within the landscape

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			<p>and views into it, and within the Cranborne Chase and West Wiltshire Downs AONB <u>Area of Outstanding Natural Beauty</u>, is in accordance with the <u>its</u> current AONB Management Plan;</p> <ul style="list-style-type: none"> • It would not have an <u>It is in accordance with Policy ME1 regarding</u> adverse ecological impacts upon the integrity of protected <u>priority</u> habitats or <u>local populations of priority species and opportunities for biodiversity enhancement</u> unless there is no alternative solution and there are imperative reasons of overriding public interest; • <u>Cumulative impacts are taken into account, with assessments undertaken for impacts on the landscape, visually, the local amenity and biodiversity;</u> • 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 <u>and</u> measures to ensure the removal of the installations when operations cease; • Safe access during construction and operation

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			<p>must be provided; and</p> <ul style="list-style-type: none"> It avoids harm to the significance and settings of heritage assets. <p>Further work will be undertaken to identify suitable areas for renewable and low carbon energy sources.</p>
		Chapter 14	Creating High Quality and Distinctive Environments
MM53	174	Policy HE1	<p>Valuing and conserving our historic environment Protection of local historic and architectural interest</p> <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> <u>The significance of all heritage assets and their settings (both designated and non-designated) will be protected and enhanced especially elements of the historic environment which contribute to the distinct identity of Christchurch and East Dorset. Such key historic elements include the market towns of Wimborne Minster and Christchurch; Christchurch Quay; Highcliffe and Christchurch Castles; 11th Century Christchurch Priory Church and Saxon Mill; site of a civil war siege in 1645; the setting of Wimborne Minster; significant Neolithic, Iron Age, and Roman archaeological landscape;</u>

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			<p>and prominent estates such as Cranborne and Wimborne St Giles.</p> <ul style="list-style-type: none"> • As part of its Heritage Strategy, a publicly accessible Dorset Historic Environment Record will be maintained; Conservation Area Appraisals will be kept up to date, and Article 4 Directions used where necessary. • A Local List of heritage assets will be created in East Dorset and the Local Lists of heritage assets will be maintained to support the conservation of non-designated assets of distinctive local character. • Both Councils will seek to promote and support initiatives to reduce the number of heritage assets at risk including the sensitive re-use and adaptation of historic buildings. • Working with the Highways Authority, and Town and Parish Councils, highway infrastructure and public realm works will be designed to protect and enhance the historic environment.
MM54	176	Policy HE3	<p>Development proposals within and/or affecting the setting of the Area of Outstanding Natural Beauty will need to demonstrate that account has been taken of have regard to the relevant Management Plan.</p>
MM55	177	Policy HE4	<p>Amend text as follows:</p> <p>Open Space Provision</p> <p>.....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.</p> <p>Where appropriate in terms of location and the nature of the development, and where a local need for small</p>

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			<p>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.</p> <p>Financial contributions towards off <u>Off</u> 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 <u>Open space provision will be secured as set out in the Council's Regulation 123 list.</u></p> <p>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.</p> <p>This policy should be read in conjunction with Appendix 1 Open Space Provision and the current Infrastructure Delivery Plan.</p> <p>Location of new provision</p> <p>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.</p> <p>Green Infrastructure</p> <p>Where appropriate, the Community Infrastructure Levy will be used to ensure that elements of green infrastructure will be incorporated into their design <u>of</u></p>

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			<p>new open space provision such as 'permeability', with green foot and cycle paths running through the development, connecting with existing routes wherever possible.</p>
		Chapter 15	Meeting Local Needs
MM56	181	Paragraph 15.4	<p>Evidence suggests that the health and well-being of people is directly related to the space in which they live. Overcrowded 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. Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence. 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 (HQI Sections 3.2.1 to 3.2.9 and 5.1 to 5.1.13).</p>
MM57	182	Policy LN1	<p>All new housing will be required to be built to meet minimum living space standards for both internal and external areas. Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence. The Councils</p>

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			<p>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 Communities Agency Housing Quality Indicators in relation to private open space, unit sizes, unit layout and accessibility within the unit (HQI sections, 3.2.1 to 3.2.9 and 5.1 to 5.1.13).</p>
MM58	187	Paragraph 15.21	<p>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 west of the County to meet this need. However, it is necessary for the Core Strategy to provide a general approach to the criteria to be used to determine any planning application for Traveller sites in advance of the adoption of the County-wide Development Plan Document or submitted on sites not allocated within that Document once formally adopted, as to where the most suitable locations could be identified. This will inform the Development Plan Document and also any relevant planning applications.</p> <p>Key Facts</p> <p>Dorset Councils' Gypsy and Traveller Accommodation Assessment 2013 estimates a need for 24 19 residential pitches in East Dorset up to 2028 and 20 14 in Christchurch.</p> <p>Dorset Councils also estimate a need for 20 transit pitches</p>

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			<p>in East Dorset and 16 in Christchurch to 2028. The GTAA also recognises the need for a transit site in Dorset which should accommodate up to 25 pitches.</p> <p>Currently there are no transit or public 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....</p>
MM59	187	Policy LN5	<p>Location of sites for Criteria for consideration of Gypsy and Traveller, and Travelling Showpeople planning applications.</p> <p>The following considerations should be taken into account when determining locations-planning applications for Gypsy and Traveller sites and Travelling Showpeople sites which are not allocated for development in the Dorset-wide Gypsy, Traveller and Travelling Showpeople Joint Site Allocations Development Plan Document:</p>
MM60	190	Policy LN6	<p>.... The provision of facilities and services will be secured in accordance with the Councils' current Regulation 123 list.</p> <p>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.</p>
		Chapter 16	Creating Prosperous Communities
MM61	196	Policy PC1	<ul style="list-style-type: none"> • The former BAE site, Grange Road • Christchurch Business Park

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			<ul style="list-style-type: none"> • Priory Industrial Park • Sites located directly off Airfield Way, Airfield Road, and Wilverley Road including: <ul style="list-style-type: none"> ○ Silver Business Park ○ Airfield Industrial Estate ○ Ambassador Industrial Estate ○ Beaver Industrial Estate ○ Sea Vixen Industrial Estate ○ Somerford Business Park ○ Hughes Business Centre
MM62	199	Policy PC3	<p>Policy PC3</p> <p>The Rural Economy</p> <p>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.</p> <p>Proposals for the conversion and re-use of appropriately located and suitably constructed existing buildings in the countryside (particularly those</p>

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			<p>adjacent to the villages set out above) for economic development, including tourist related uses, must ensure:</p> <p>The proposal supports the vitality and viability of rural service centres and villages with existing facilities.</p> <ul style="list-style-type: none"> • 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: <ol style="list-style-type: none"> 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

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			<p>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.</p> <p>6. The preservation of buildings of historic or architectural importance/interest, or which otherwise contributes to local character.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Subject to compliance with criteria set out above acceptable uses for rural diversification include:</p>

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			<ul style="list-style-type: none"> • Tourism • Leisure and related activities • Equestrian • Small offices • Light Manufacturing • Renewable energy • Retail (farm shops and pick your own) <p>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.</p>
MM63	201	Policy PC5	<p>Tourism</p> <p>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:</p> <p>Protection of the beaches, river front and Christchurch Harbour and supporting appropriate sustainable tourist related development.</p> <p>Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Appropriate mitigation measures will be identified through the Heathlands Supplementary Planning Document and the Site Specific Allocations Development Plan Document (2012–2014) and the Joint Heathlands</p>

Appendix to Inspector's Report

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			Development Plan Document
		Appendices	
MM64		Add New Appendix	<i>Please refer to the Monitoring Appendix to this schedule to view the Monitoring Framework.</i>
MM65	203	Appendix 1	Delete Appendix 1
MM66		New Appendix	Housing Trajectory