

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





### Schedule of Main Modifications to the Submitted Core Strategy

Following the submission of the Pre-Submission Core Strategy to the Secretary of State in March 2013 and the subsequent Hearing Sessions conducted by an independent Planning Inspector, between the 10 and 26 September 2013, the Inspector has identified some key areas which she considers need to be modified to help make the plan sound. The Inspector has invited the Councils to consider what form the modifications should take and consult on these before she issues her final report.

The Main Modifications as set out in the table below concern amendments to the content of some of the policies and their supporting text which are considered necessary for the Core Strategy to be sound in planning terms.

The proposed Main Modifications have been subject to Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) which is an integral part of the preparation of the Core Strategy. The SA and HRA identify the positive and negative impacts on sustainability and habitats arising from the modifications.

A list of minor modifications has also been produced. These relate to minor textual and grammatical amendments as well as updates to references made to national and regional policy. A separate schedule is available listing the minor modifications (Submission Document **SD34**). These minor modifications are published for information only and do not form part of this consultation.

#### **Making Representations on the Main Modifications**

The consultation period is from **11 December 2013** to **22 January 2014**. If you wish to make representations on the Main Modifications set out in the table below, then you will need to complete an official Response Form for each main modification you wish to comment on. If you are using our online consultation system at [www.dorsetforyou.com/348323](http://www.dorsetforyou.com/348323), then you will also need to complete a separate response for each Main Modification using the link by each MM number.

Responses made must be based on the 'Tests of Soundness' that require the Core Strategy to be 'Positively Prepared', 'Justified', 'Effective' and 'Consistent with National Policy'.

Comments received after **22 January 2014** are deemed inadmissible and cannot be accepted. All representations made will be published and sent to the Planning Inspector for her consideration. The Councils will not be responding to those who make representations.

#### **What is the Core Strategy?**

The Core Strategy (Local Plan) is the document that sets out the planning strategy for Christchurch Borough and East Dorset District over the next 15 years. It sets out how much, what type, where and how development should take place and how this should be catered for. It sets out a vision and objective for the area which are reflected in planning policies to achieve this.

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### Explanation of table notations

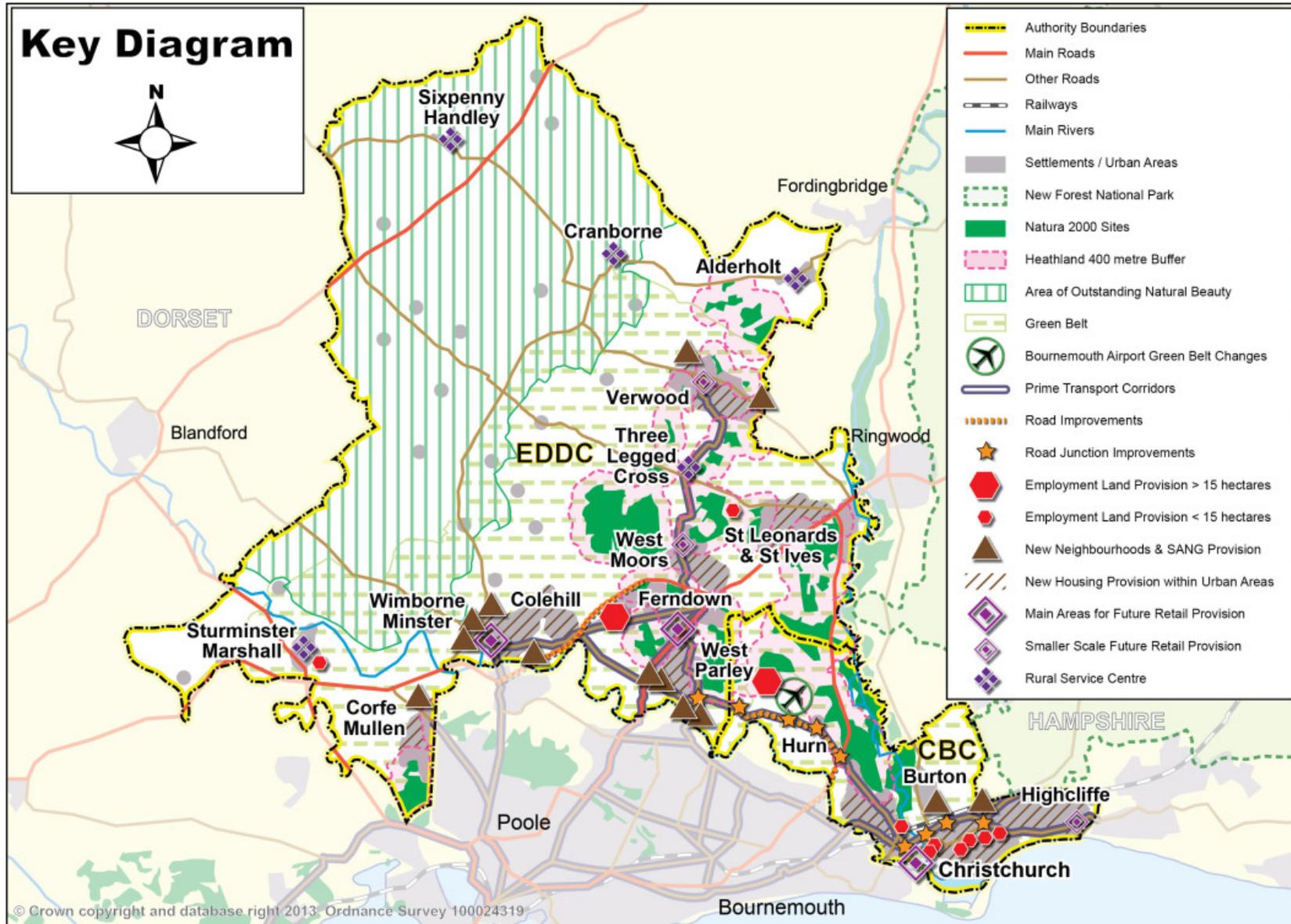
Modifications are shown blue and underlined for additions and ~~struck through and highlighted red~~ for text proposed to be removed.

The page numbers in the table refer to the Consolidated Core Strategy document **SD28**.

**Please note:** As a consequence of the modifications set out in the table below, following the outcome of the Main Modifications consultation and any further outcomes of the examination, the policy and paragraph numbers will be amended back in to chronological order.

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
		<b>Chapter 3</b>	<b>Challenges, Vision and Strategic Objectives</b>	
<b>MM 1</b>	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 Christchurch Bypass as a long term solutions</u> 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 <del>Canford Bottom roundabout and dualling</del> the A31 from Ferndown to Merley will reduce congestion and improve connectivity with the rest of Dorset and Hampshire.</p>	<p>There is strong public and political support for some form of transport solution to traffic congestion in Christchurch, but the Council recognises the environmental constraints of providing an outer relief road. Natural England objected to the inclusion of a reference to a bypass as it has not been subject to any detailed Habitats Regulation Assessment. The amended wording addresses the concerns of both parties.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 2	23	Objective 1	<p>Amend text as follows:</p> <p>The <b>Green Belt</b> will be retained and protected, except for strategic release of land to provide new housing, and for employment development in East Dorset and at Bournemouth Airport. Impact <b>on or close to designated sites</b> will be avoided, and residential development will contribute to mitigation of <del>development</del> <b>its effects</b> on Heathland habitats. New <b>greenspace and biodiversity enhancements</b> 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>	Text amended in response to comments received from Natural England.
MM 3	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, <del>A349</del> 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"> <li>• Improvements to the A35 corridor through Christchurch</li> <li>• Improvements to the A338/B3073 corridor around Bournemouth Airport</li> <li>• <a href="#">Improvement</a> of the A31(T) around Wimborne...</li> </ul>	Updated information from Dorset County Council, as transport authority.
		<b>Chapter 4</b>	<b>The Key Strategy</b>	
MM 4		Key Diagram	<p><i>Insert at beginning of chapter</i></p> <p><i>Please refer to the Map below</i></p>	Information regarding how to read the Key Diagram.

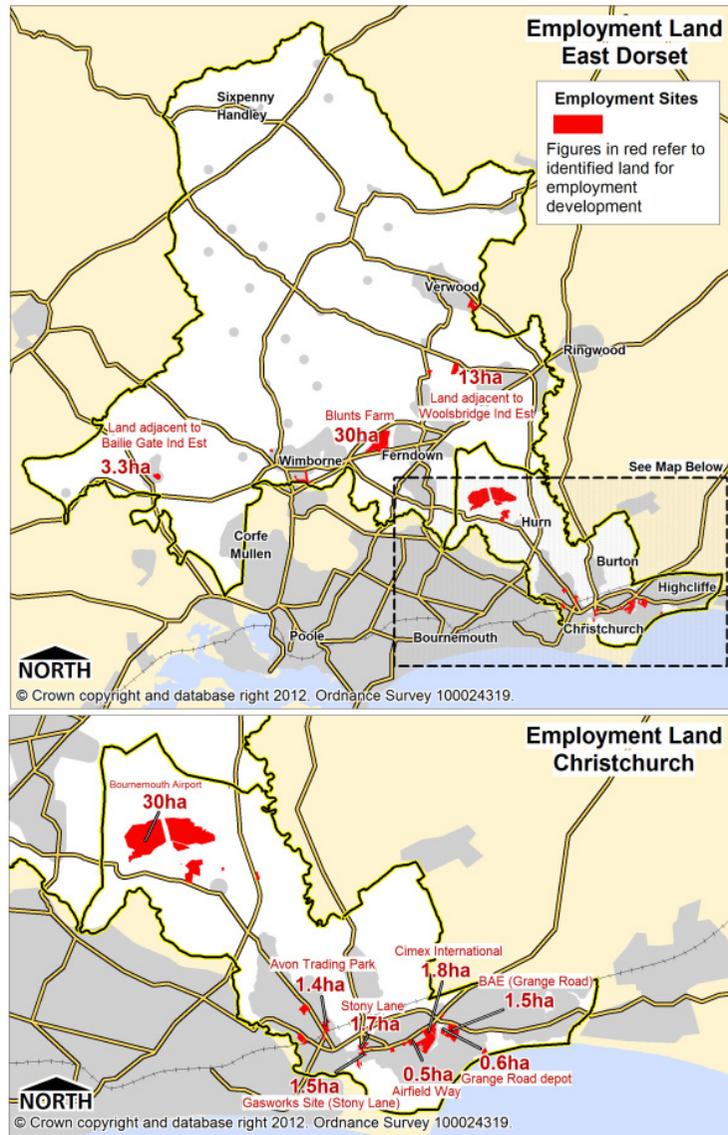


Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 5	31	Paragraph 4.17 to 4.19	<p>4.17 <del>A housing strategy for</del> <a href="#">This plan sets out the strategy for delivering housing in</a> Christchurch and East Dorset <del>has been established</del> for the plan period (2013 - 2028), informed by local evidence including the Bournemouth and Poole Strategic Housing Market Assessment (2012), <del>Bournemouth, Dorset and Poole Population and Household Projections (2012)</del>, Strategic Housing Land Availability Assessments (2014<sup>2</sup>) and master planning work undertaken for new greenfield sites.</p> <p>4.18 <del>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 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.</del></p>	<p>Updated evidence base for information on future household projections and consequent amendments to housing targets across the Plan area.</p> <p>Use of latest census data is best avoided in view of concerns that it does not take account of suppressed household formation due to the state of the economy and the housing market and that the 2011-based projections will not necessarily persist throughout the Plan period.</p>

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			<p>4.19 In this respect, the Strategic Housing Land Availability Assessments (2014<del>2</del>) and Housing Trajectory undertaken for Christchurch and East Dorset <del>provide a detailed assessment of the capacity for housing development</del> <a href="#">inform the assessment of housing capacity in the plan</a>. In Christchurch there is capacity to build approximately <del>2,140</del> <a href="#">2,250</a> new homes in the urban areas and <del>2,800</del> <a href="#">2,740</a> 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> <p><i>Insert new paragraph:</i></p> <p><a href="#">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.</a></p>	
<b>MM 6</b>	34	Policy KS3	<p>About <del>8,200</del> <a href="#">8,490</a> new homes will be provided in the plan area between the years 2013 and 2028. This will comprise about <del>4,800</del> <a href="#">5,000</a> homes within the existing urban areas and a further <del>3,400</del> <a href="#">3,465</a> 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>	Updated housing target to reflect the Strategic Housing Market Assessment figure + 2% to allow for vacant dwellings and second homes.

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			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 <a href="#">of</a> the Core Strategy.	
MM 7	36	Map 4.3	<i>Please refer to the Map below.</i>	Amend map with regards Grange Road area value.



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
<p style="text-align: center;"><b>MM 8</b></p>	<p>44</p>	<p>Policy KS10</p>	<p><b>Strategic transport improvements</b></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><b>Short Term 2013 – 2017</b></p> <ol style="list-style-type: none"> <li>1. B3073 Hurn roundabout improvement</li> <li>2. <del>A338 reconstruction from A31 junction – A3060 Cooper Dean and widening to 3 lanes from B3073 Blackwater to A3060 Cooper Dean.</del></li> <li>1. <a href="#">A338 reconstruction from A31 junction – County boundary (joint scheme with Bournemouth Borough Council which will deliver the section from County Boundary - A3060 Cooper Dean)</a></li> <li>2. <a href="#">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)</a></li> </ol> <p><b>Medium Term 2018 - 2022</b></p> <ol style="list-style-type: none"> <li>1. A35 Fountains roundabout, Stony Lane roundabout, Staple Cross, and potentially Somerford roundabout improvements</li> <li>2. B3073 Parley Cross junction improvements and associated development link roads.</li> <li>3. B3073 Blackwater Junction improvements.</li> <li>4. B3073 Chapel Gate junction improvements.</li> <li>5. A31(T) Merley roundabout improvements (Highways Agency Scheme).</li> </ol> <p><b>Long Term 2023 - 2028</b></p>	<p>Updated information from Dorset County Council, as transport authority.</p>

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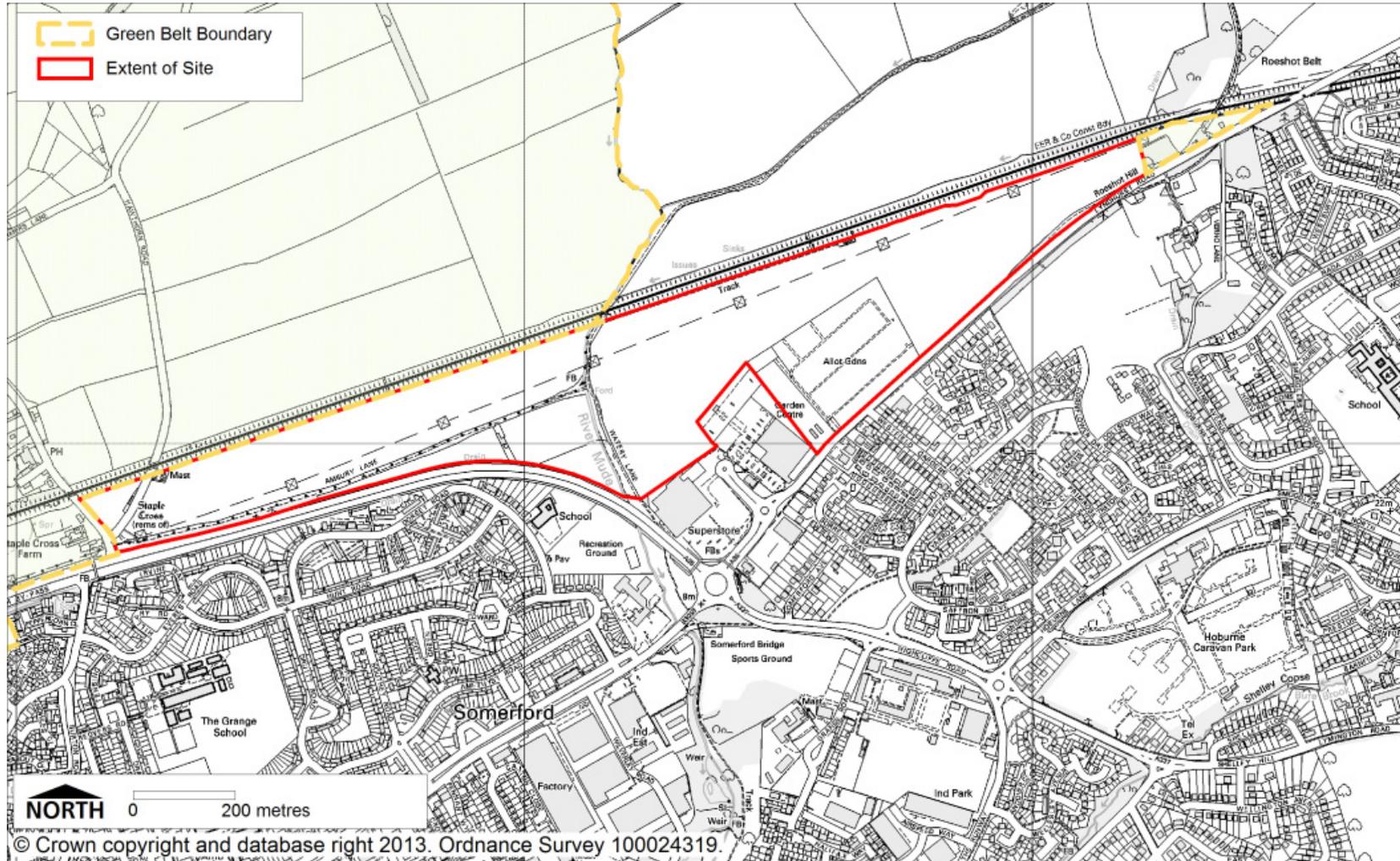
Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<ol style="list-style-type: none"> <li>B3073 widening between Chapel Gate to Blackwater junctions.</li> <li>A31(T) dualling between Merley - Ameysford roundabouts (Highways Agency scheme).</li> </ol> <p>4.59 Development proposals that involve a new direct access <a href="#">on to the A338</a> 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>	
<b>MM 9</b>	46	Policy KS11	<p>... allow safe movement of development related trips on the immediate network; and</p> <ul style="list-style-type: none"> <li>minimise the number of new accesses on <del>to primary route network</del> <a href="#">the A338</a>.</li> </ul>	Updated information from Dorset County Council, as transport authority. Clarification that other accesses are less of a problem on the remainder of the primary route network.
		<b>Chapter 6</b>	<b>Christchurch New Neighbourhoods</b>	
<b>MM 10</b>	63	Paragraph 6.2	<p><del>The Coalition Government is currently in the process of revoking the South West Regional Spatial Strategy</del> <a href="#">has now been revoked</a> <del>through the Localism Act, which received royal assent in November 2011.</del> 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). <del>and the Bournemouth, Dorset and Poole Population and Household Projections (2012).</del> 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</p>	Update the introductory paragraphs to reflect the revocation of the RSS, and updated national statistics.

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			<p>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>	
<p><b>MM 11</b></p>	<p>65</p>	<p>Paragraph 6.10</p>	<p><a href="#">From an assessment of the</a> <del>The Bournemouth and Poole Strategic Housing Market Assessment (2012) Bournemouth, Dorset and Poole Population and Household Projections (2012)</del> there is a projected requirement for 8,490 dwellings in Christchurch and East Dorset <del>identify a requirement for 3,375 dwellings to be provided</del> during the <del>Core Strategy</del> plan period 2013 - 2028. <a href="#">In Christchurch there is capacity to build approximately 2,250 new homes in the urban area</a> <del>The Christchurch Strategic Housing Land Availability Assessment (2011) identifies a housing potential in the region of 2150 in the existing urban area</del> <a href="#">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.</a> 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 950 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>	<p>Updated housing target to reflect revised national statistical information and additional Master Planning studies.</p>
<p><b>MM 12</b></p>	<p>66</p>	<p>Paragraph 6.20</p>	<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</p>	<p>Update housing capacity of the site in light of changes to paragraph 6.10 above.</p>

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			identified in the open space audit and Policy HE4 of the Core Strategy for a development of 8950 dwellings. The Urban Extension will need to provide sufficient open space in accordance with the Core Strategy policy.	
MM 13	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 109 years and on-going monitoring will determine whether there is a requirement to make improvements to SANGs provision between phases of the development.	Updated information from prospective developer.
MM 14	69	Policy CN1	<b>Housing Strategy</b> About 950 dwellings will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. <del>It is envisaged that development will be phased over a period of 9 years with possible commencement in 2014/15.</del>	Delete superfluous information.
MM 15	72	Map 6.1 (Policy CN1)	<i>Please refer to the Map below.</i>	To define the Green Belt boundary.  <i>Justification for the proposed Green Belt Boundary Changes:</i>  The revised Green Belt boundary runs eastwards along the northern edge of the A35 and south of Staple Cross Farm before turning northwards along Salisbury Road to the railway embankment. The Green Belt boundary runs eastwards following the southern edge of the railway embankment which forms a clear defensible boundary. The boundary then turns northwards and follows the Borough

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				<p>boundary and the River Mude. To the far eastern end of the site the boundary runs southwards from the railway embankment along the tree line before turning eastwards to follow the northern edge of the A35 to the Borough boundary.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>

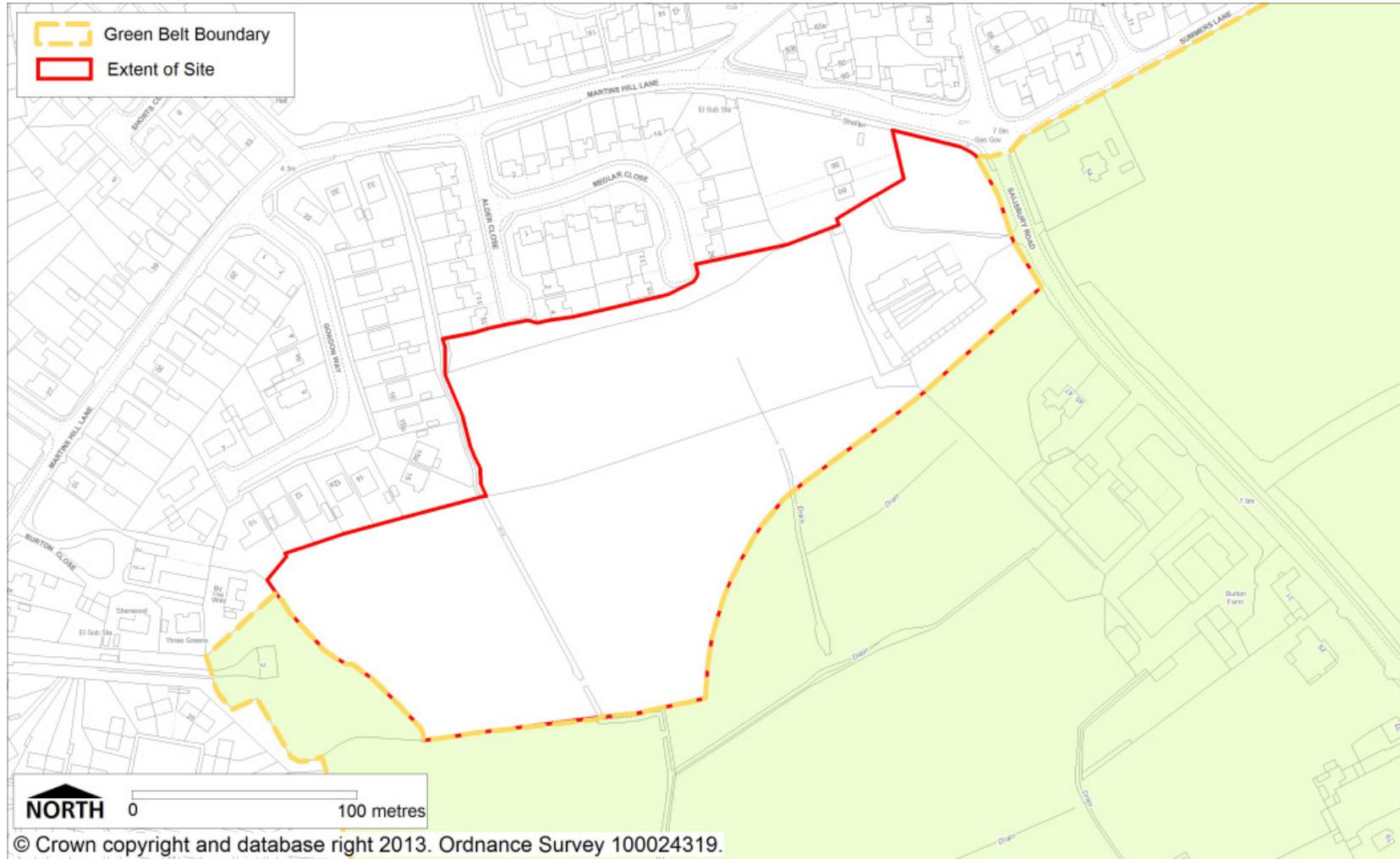


Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 16	73	Paragraph 6.49	The delivery of the Urban Extension will primarily involve the landowner, developer, Dorset County Council and Christchurch Borough Council. It is envisaged that the development will be phased over a period of <del>109</del> years commencing in <del>2016/17</del> <del>14/15</del> .	Updated information from the prospective developer.
MM 17	73	Paragraph 6.53	The Council will work closely with the Roeshot Hill Allotments Association, the landowner and developer to deliver replacement allotments <del>north of the railway line</del> in accordance with statutory requirements and the standards of provision set out in the Council's Allotments Strategy (2012).	To give greater flexibility regarding the location of the replacement allotments.
MM 18	75	Policy CN2	<p><b>Housing Strategy</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>Approximately 45 houses will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. <del>Development will be phased over a period of 3 years with possible commencement in 14/15.</del> Up to 50% of all housing will be affordable consistent with Policy LN3.</li> </ul> <p><b>Design and Density</b></p> <ul style="list-style-type: none"> <li>The layout and design of the development will be consistent in scale and character with Burton Village and the Conservation Area.</li> <li><a href="#">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.</a></li> </ul> <p><b>Protection of International, European and Nationally designated habitats</b></p>	To remove superfluous information and to clarify the situation regarding the Listed Building on site. Also to add text referring to the need for an ecological survey, as requested by Natural England.

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<ul style="list-style-type: none"> <li>• <a href="#">Any planning application for the site must be accompanied by an on-site ecological survey.</a></li> <li>• Suitable Alternative Natural Greenspace must be provided in accordance with the criteria set out in Policy ME2 and Appendix 5 of the Core Strategy.</li> </ul>	
<p style="text-align: center;"><b>MM 19</b></p>	76	Map 6.3 (Policy CN2)	<p><i>Please refer to the Map below.</i></p>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The Green Belt boundary follows the southern settlement boundary to Burton Village to the east of Sandy Plot. The boundary runs along the southern edge of the property named 'By the Way' before heading south east along the field boundary. The boundary then turns eastwards along the field boundary before heading north east across the field to Salisbury Road and south of the historic listed Barns. The boundary then runs northwards along the western edge of Salisbury Road before turning eastwards along the southern boundary of Summers lane.</p> <p>The Green Belt boundary maintains a gap between the village of Burton and the railway line and the Christchurch urban area.</p>

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				This boundary line complies with paragraph 85 of the National Planning Policy Framework.

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Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
		Chapter 7	Bournemouth Airport and Business Park	

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<p style="text-align: center;"><b>MM 20</b></p>	<p>84</p>	<p>Paragraph 7.27 to 7.31</p>	<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"> <li>• <a href="#">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.</a></li> <li>• <a href="#">The proposal will facilitate the implementation of the Aviation Policy Framework.</a></li> <li>• <a href="#">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 contributing towards the national strategy for meeting the UKs international connectivity needs and achieving sustainable economic growth.</a></li> <li>• <a href="#">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.</a></li> <li>• <a href="#">The Bournemouth, Dorset and Poole Structure Plan confirms the strategic status of the airport and supports long term employment growth at the airport.</a></li> <li>• <a href="#">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.</a></li> <li>• <a href="#">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.</a></li> </ul>	<p>Updated information to include national policies and clarification of justification for the changes to the Green Belt boundary around the site.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<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 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>	

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			<p><del>Despite being developed, operational restrictions mean that essentially certain areas such as the airfield, including runway and taxiways will remain open.</del></p> <p><b>7.28 Green Belt Zoning Approach</b></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> <del>which places a further restriction on the type of development permitted.</del> 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> <del>openness of the Green Belt and to</del> 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><del>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.</del></p>	
<p><b>MM 21</b></p>	<p>85</p>	<p>Policy BA3</p>	<p><b>Green Belt at Bournemouth Airport</b></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>Clarification of the interpretation of the policy on the adjacent Green Belt and village of Hurn.</p>

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			<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 <del>the openness of</del> the <a href="#">adjoining Green Belt and the character of Hurn Village</a> as follows.</p> <ul style="list-style-type: none"> <li>• Zone A will be restricted to uses that retain the predominantly open aspect of this area of land, such as car parking;</li> <li>• 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;</li> <li>• 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.</li> </ul> <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>	
		<b>Chapter 8</b>	<b>Wimborne and Colehill Housing and Town Centre</b>	
<b>MM 22</b>	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 Neighbourhoods including 220 home, open space and 0.4 hectares of land for a future extension to Victoria Hospital, <a href="#">or housing if shown to be not required</a>....</p>	<p>Clarification that the land identified for the hospital expansion can be used for residential purposes if the Health Authority no longer require the site.</p>
<b>MM 23</b>	99	Map 8.3 (Policy WMC3)	<p><i>Please refer to the Map below.</i></p>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
				<p>The new Green Belt boundary for the residential development adjacent to St Margaret's Close follows the edge of the highway on its western boundary, the existing hedgerow on its northern and eastern boundaries and the rear gardens of the neighbouring dwellings on its southern boundary.</p> <p>The new Green Belt boundary for the residential development on the Cuthbury Allotment site follows the bank of the River Stour on its western boundary from its junction with Julian's Road, then follows the existing hedgeline separating the residential development from the adjacent Suitable Alternative Natural Greenspace (SANG) to its junction with Cowgrove Road. The northern boundary follows Cowgrove Road until it meets the edge of the existing urban area at Netherwood Place. The eastern boundary then follows the edge of the existing urban area, and the southern boundary also follows the rear of the properties in Cuthbury Close. The boundary re-crosses Julian's Road to the south of Cuthbury Close and encompasses the existing hedgerow around the current allotment site.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 24	101	Policy WMC4	<p><u>Drainage</u></p> <ul style="list-style-type: none"> <li><u>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.</u></li> </ul>	Insert additional text to the policy to bring this policy in line with other residential allocations and ensure that the water quality of the River Allen is protected.
MM 25	102	Policy WMC5	<p><b>Transport and access</b></p> <ul style="list-style-type: none"> <li>Vehicular access is to be provided primarily from Cranborne Road, <del>with a single access coming</del> from Burts Hill <u>will be for pedestrians and cyclists only.</u></li> <li>Traffic management measures will be required along Cranborne Road to limit speeds to less than 30 mph. <del>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).</del></li> <li>Public transport routes are to be provided through the scheme.</li> </ul> <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 towards the town centre.</p>	Amendments to the text to reflect the comments of DCC as transport authority. The removal of a vehicular access onto Burts Hill means that other traffic control measures are unnecessary.
MM 26	104	Map 8.5 (Policy WMC5)	<i>Please refer to the Map below.</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The southern – most edge of the new boundary adjoins the existing urban area at Walford Mill and incorporates the existing commercial premises to the north of Walford Bridge. The boundary then turns west and follows the rear of the</p>

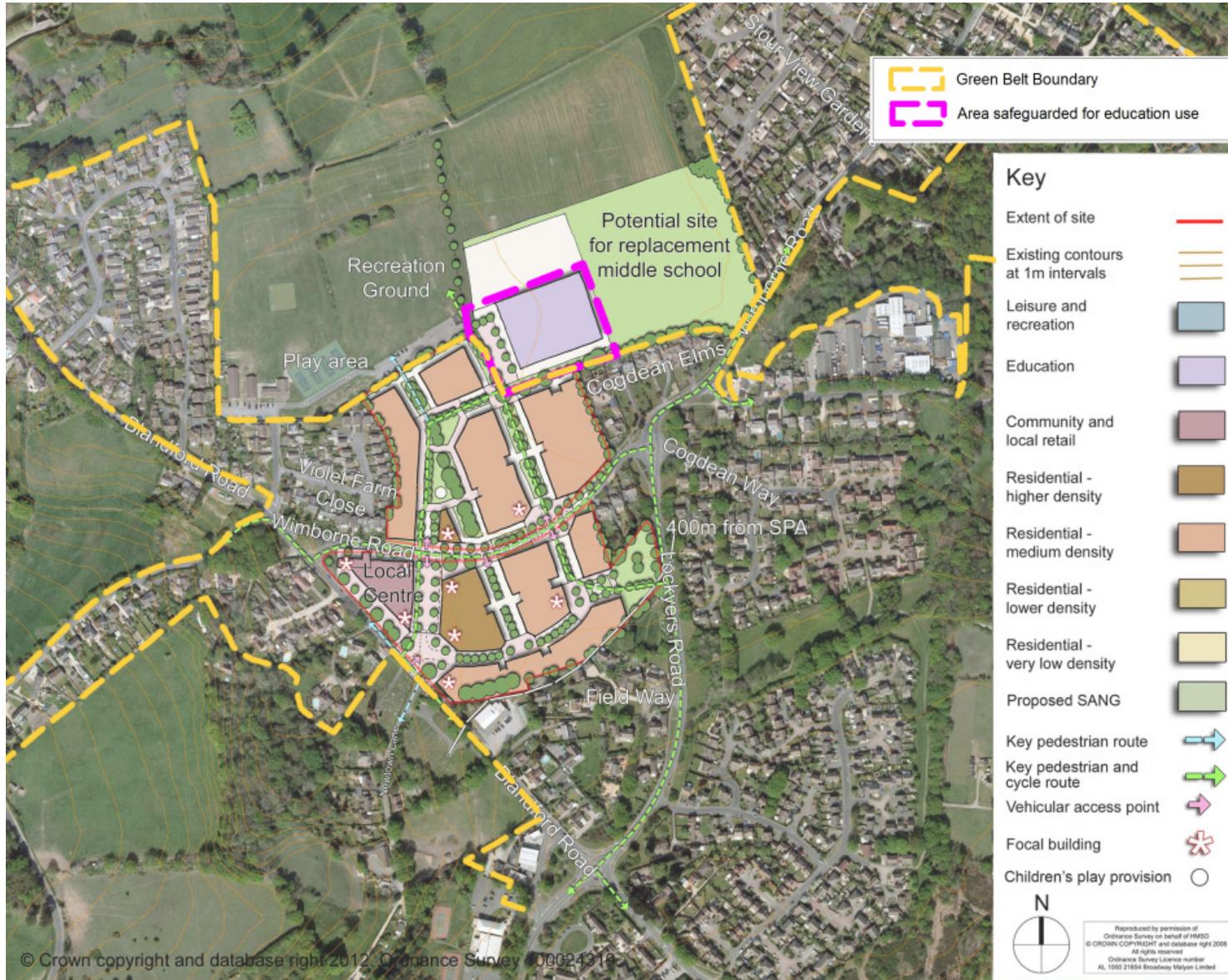
Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
				<p>existing buildings known as Long Close Farm (which are now largely in commercial use) until it meets the edge of the water pumping station site. The boundary then follows the eastern edge of The Row north, and continues eastwards along the existing hedge line to the north of the site. At this point the boundary continues the Cranborne Road and follows the highway north until it reaches a substantial hedgerow to the east of the road. The line continues along this hedgerow until a point where the new residential development will form the enduring Green Belt boundary as there are no physical features that are readily recognisable or likely to be permanent in this location. The Green Belt boundary then follows a well-defined hedge line around an area of SANG before continuing east, then turning south and south west along a hedgerow which forms the boundary of the adjoining Burt's Hill Conservation Area. At the southern end of this hedgerow the boundary follows the highway edge of Burt's Hill until it reaches the rear of the properties in Walford Close and meets the edge of the existing urban area.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
<p style="text-align: center;"><b>MM 27</b></p>	<p>107</p>	<p>Map 8.6 (Policy WMC6)</p>	<p><i>Please refer to the Map below.</i></p>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The new Green Belt boundary follows the edge of the existing urban area to the rear of the Wimborne Sewage Treatment Works north to the rear of the employment uses in Brook Road and east along the rear boundaries of the properties in Parmiter Way, Parmiter Drive, Brookside Road Leigh Road, and Brookside Manor until it reaches the highway, Leigh Road. The boundary then turns due south, through an existing farm complex (which will be replaced as part of the development), until it reaches the A31 highway. This line will form the edge of the new development and will result in a boundary that will protect the Green Belt gap between Wimborne and Colehill, thus preventing the coalescence of the two settlements in this location, in accordance with the provisions of paragraph 80 of the NPPF. The boundary will then follow the northern edge of the A31 until it meets the edge of the existing built up area to the west.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



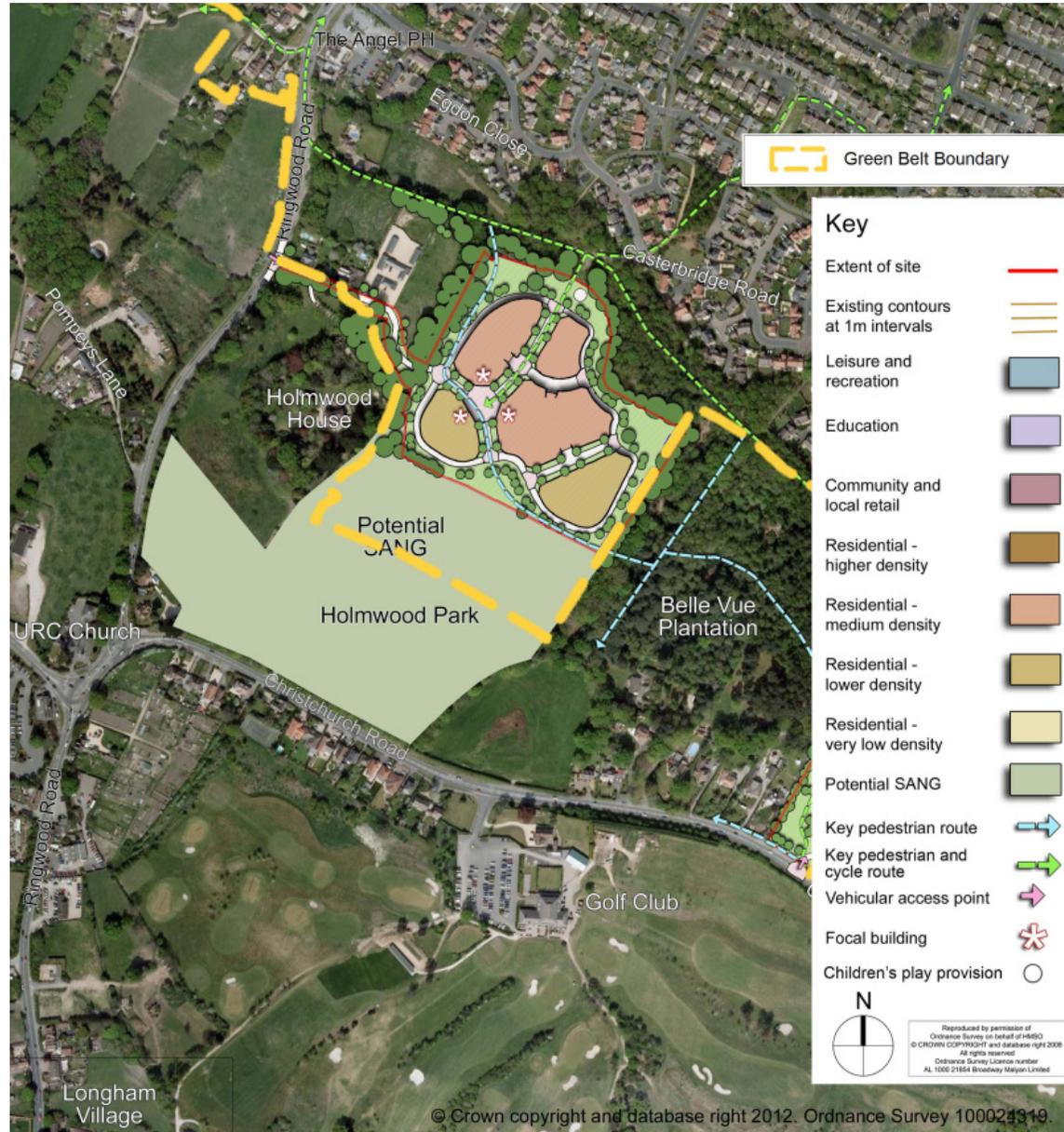
Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
		<b>Chapter 9</b>	<b>Corfe Mullen Housing</b>	
<b>MM 28</b>	114	Map 9.1 (Policy CM1)	<i>Please refer to the Map below.</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The new Green Belt boundary will follow the edge of the existing urban area along its southern, eastern and western boundaries, and the northern boundary will be defined by the existing hedgerow between the site and the Recreation Ground.</p> <p>An area of land within the Recreation Ground abutting the north eastern boundary of the residential site will be safeguarded for future educational use. The extent of the boundary has been informed by the area of land the Education Authority have stipulated for the built form and hardstanding needed for the required school. The playing fields associated with the school will remain in the Green Belt.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



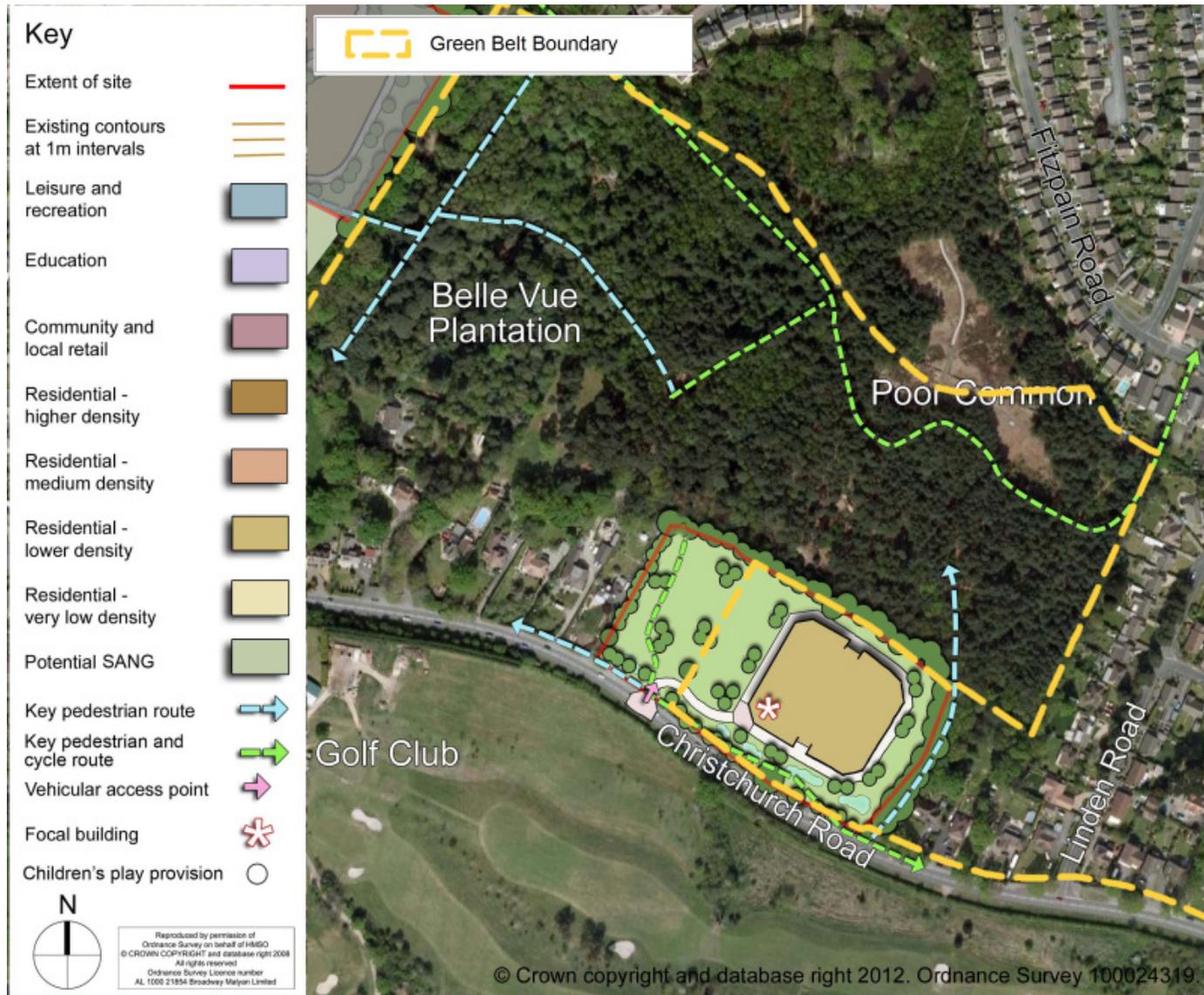
## Schedule of Main Modifications to the Submitted Core Strategy

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
		<b>Chapter 10</b>	<b>Ferndown and West parley Housing, Employment and Town centre</b>	
<b>MM 29</b>	117	Policy FWP1	8. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management <del>and calming</del> 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.	Amendments to the text to reflect the comments of DCC as transport authority.
<b>MM 30</b>	122	Policy FWP3	A New Neighbourhood is allocated adjacent to Holmwood House, south of Ferndown to provide about <del>110</del> 150 homes...	The increase in housing numbers reflects pre-application discussions with the developer which has shown the site may have capacity for more dwellings.
<b>MM 31</b>	123	Map 10.4 (Policy FWP3)	<i>Please refer to the Map below.</i>	To define the Green Belt boundary.  <i>Justification for the proposed Green Belt Boundary Changes:</i>  The northern boundary of the site will follow the edge of the existing built up area to the south of Casterbridge Road and Egdon Close. It will then turn due south and the new Green Belt boundary will follow the eastern boundary of the site with the Poor Common Area of Open Space which is marked by a fence line. The southern Green Belt boundary follows a fence and track line until it meets the boundary with Holmwood House. The

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
				<p>boundary then turns north and follows the eastern and northern edge of Holmwood House's grounds which are demarked by a fence line. The boundary then follows the existing access track to the Longham Business Centre until it meets the A348 Ringwood Road, and then turns north along the eastern edge of the road until it meets the edge of the existing urban area at the Angel Inn.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 32	124	Policy FWP4	A New neighbourhood is allocated at Coppins Nursery, south of Ferndown to provide about <del>30</del> 40 homes....	The increase in housing numbers reflects pre-application discussions with the developer which has shown the site may have capacity for more dwellings.
MM 33	125	Map 10.5 (Policy FWP4)	<i>Please refer to the Map below</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The eastern boundary of the site adjoins the existing urban area along the boundary of number 129 Christchurch Road. The new Green Belt boundary follows the northern edge of Christchurch Road in a westerly direction until it meets the hedgerow adjacent to the existing car park at the western end of the site. The Green Belt boundary then heads north along this existing hedgerow until it meets the boundary with the Poor Common Area of Open Space. At this point it heads east along the hedgerow which forms the boundary with Poor Common until it meets the boundary with 129 Christchurch Road.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
<b>MM 34</b>	127	Paragraph 10.38	<p>10.33 <b>Relevant Evidence</b></p> <ul style="list-style-type: none"> <li>• The East Dorset New Neighbourhood Masterplan Reports.</li> <li>• Buro Happold B3073 Corridor Study 2011.</li> <li>• <a href="#">WSP Parley Cross, East Dorset Potential Junction Improvement Summary 2012.</a></li> </ul>	Add reference to the most recent evidence study.
<b>MM 35</b>	127	Map 10.8	Map 10.8 <a href="#">Potential</a> West Parley Village Centre Enhancement Scheme.	Clarify the intent of the scheme.
<b>MM 36</b>	129	Map 10.9 (Policy FWP6)	<i>Please refer to the Map below</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The new northern Green Belt boundary of the site will adjoin the existing urban area boundary and will be formed by the southern edge of Christchurch Road. The Green Belt boundary will then head south along the western edge of Church Lane until it reaches Brambles Farm. At this point it heads west along the track to the south of Brambles Farm, along the fence line across the field, around the northern fence line of the property which fronts onto New Road and along the northern boundary of the small copse to the north</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
				<p>of 108 New Road. At this point the boundary crosses the road to join with the existing urban area boundary.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>

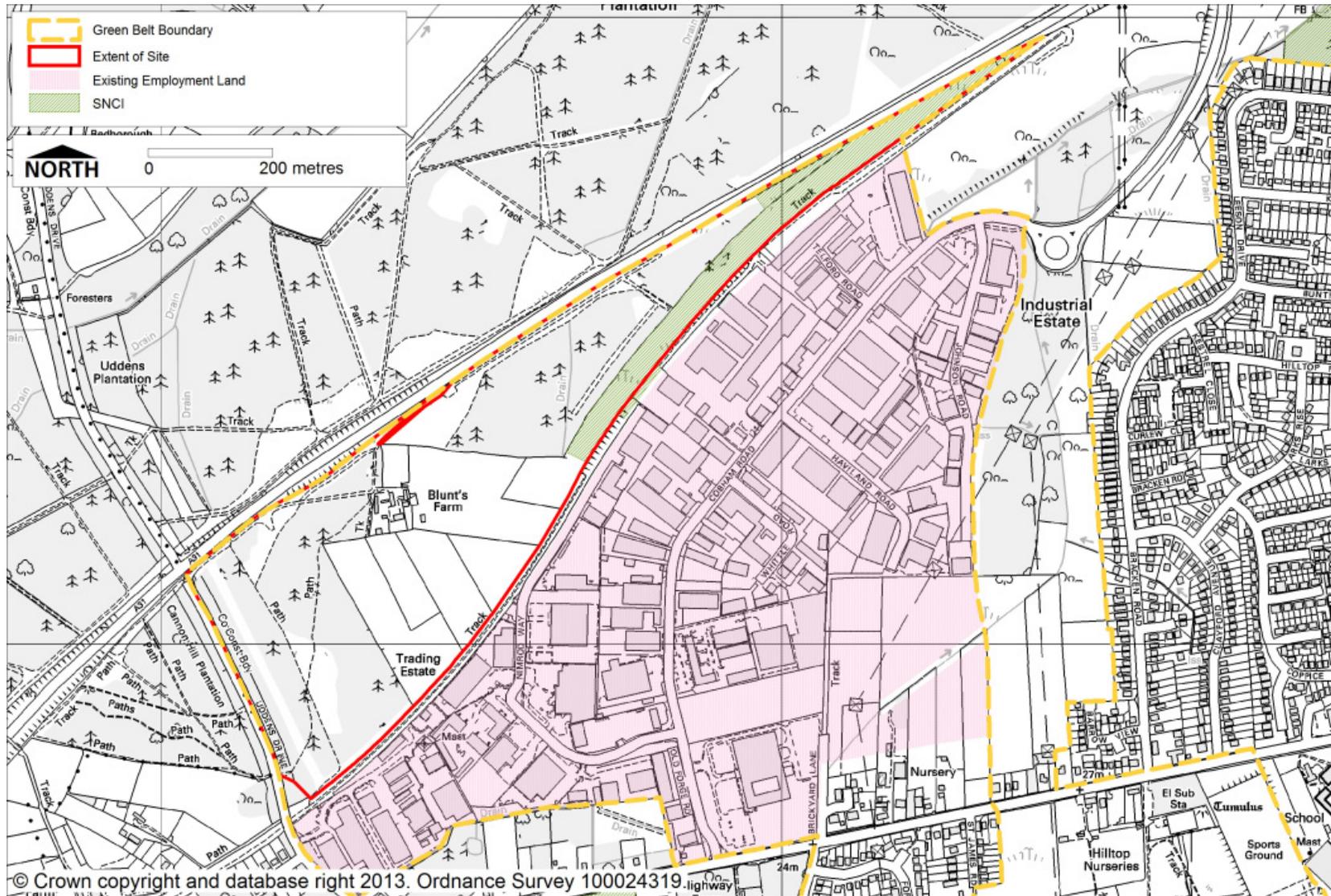


Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 37	130	Policy FWP7	<p>A New Neighbourhood is allocated to deliver about <del>200</del>150 homes...</p> <p>....<b>Layout and Design</b></p> <p>New Bullet 4: <a href="#">The design and setting of the road will need to comply with the requirements of the Historic Landscape Assessment by means of bunding and planting or setting the road in a cutting with appropriate planting.</a></p>	<p>The boundary of the site has been amended to take into account English Heritage concerns about the impact of development on the Dudsbury Camp Scheduled Ancient Monument.</p> <p>Additional bullet point added to ensure the development protects the setting of the adjacent Scheduled Ancient Monument.</p>
MM 38	132	Map 10.10 (Policy FWP7)	<p><i>Please refer to the Map below</i></p>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The eastern boundary of the site adjoins the existing urban area along the rear gardens of properties in New Road, along Ridgeway, and along the rear gardens of properties in Christchurch Road and along the road itself until the property at 195 Christchurch Road. The new Green Belt boundary will head south from the western boundary of this property and will follow the edge of the ridge line which provides the setting for the Dudsbury Hillfort until it reaches New Road. At this point it crosses New Road to join the existing urban area boundary.</p>

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MM 39	134	Map 10.11 (Policy FWP8)	<i>Please refer to the Map below.</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The south western boundary of the site adjoins the existing urban area formed by the Ferndown and Uddens Industrial Estates. The new Green Belt Boundary will be formed by the southern edge of the A31 Trunk Road and the eastern edge of the access track known as Uddens Drive until it meets the existing urban area boundary adjacent to the Uddens Trading Estate. At the north eastern edge of the site, the new Green Belt boundary will be formed by the northern edge of the disused railway line from a point adjacent to the existing urban area eastwards until it meets the A31.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
		<b>Chapter 11</b>	<b>Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres</b>	
<b>MM 40</b>	143	Map 11.5 (Policy VTSW4)	<i>Please refer to the Map below.</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The eastern boundary of the site adjoins the existing urban area adjacent to Trinity First School, the rear gardens of properties in Edmondsham Road and the eastern site of Eastworth Road. The new Green Belt boundary to the south of the site will be formed by the existing hedgerow along the northern edge of Ironmonger's Copse. The boundary will then head north along the eastern edge of the disused railway line until it reaches Edmondsham Road. The Green Belt boundary will then be formed by the southern edge of Edmondsham Road until it reaches the eastern boundary of Eastworth Farm. It then heads north along the line of the public footpath until it meets the field boundary which heads east to meet the existing urban area boundary around Trinity First School.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
<p style="text-align: center;"><b>MM 41</b></p>	<p>143</p>	<p>New Policy VTSW5 and supporting text.</p>	<p><b><u>North Eastern Verwood New Neighbourhood</u></b></p> <p><u>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.</u></p> <p><b><u>Relevant Evidence</u></b></p> <ul style="list-style-type: none"> <li><u>The East Dorset New Neighbourhood Masterplan Reports.</u></li> </ul> <p><b><u>Policy VTSW5</u></b></p> <p><b><u>North Eastern Verwood New Neighbourhood</u></b></p> <p><u>A New Neighbourhood to the north east of Verwood is identified to provide about 65 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.</u></p> <p><b><u>Layout and design</u></b></p> <ul style="list-style-type: none"> <li><u>The new neighbourhood will be set out according to the principles of the masterplan.</u></li> <li><u>A design code will be agreed by the Council, setting out the required high standards.</u></li> </ul> <p><b><u>Green Infrastructure</u></b></p> <ul style="list-style-type: none"> <li><u>Approximately half of the identified land is to be set out as informal open space along with children's play.</u></li> <li><u>A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2.</u></li> </ul> <p><b><u>Transport and access</u></b></p>	<p>This proposal has been re-introduced at the request of the Planning Inspector. This reflects the fact that Natural England is now satisfied an appropriate heathland mitigation strategy can be implemented. The Inspector considers that the site will make an important contribution to the delivery of housing to meet the needs of the area.</p>

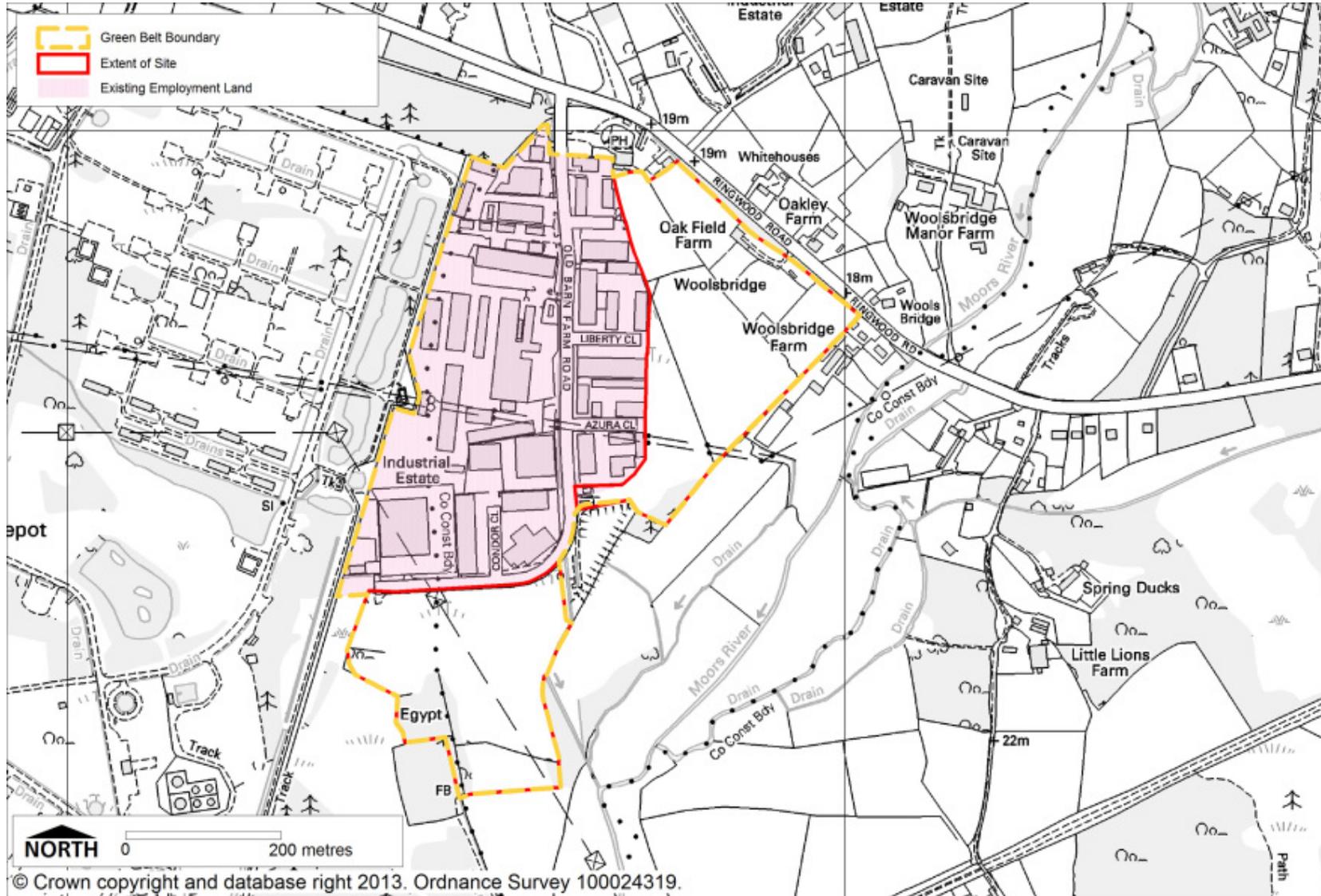
## Schedule of Main Modifications to the Submitted Core Strategy

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<ul style="list-style-type: none"> <li>• <a href="#">Vehicular access is to be provided from Ringwood Road</a></li> <li>• <a href="#">Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.</a></li> </ul>	
<b>MM 42</b>	143	New Map 11.6 (Policy VTSW5)	<i>Please refer to the Map below.</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The new Green Belt boundary for the residential development to the rear of properties 217 to 241 Ringwood Road follows the edge of the site with woodland on its northern boundary, and then heads south along the County boundary until it meets the edge of the existing urban area.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>

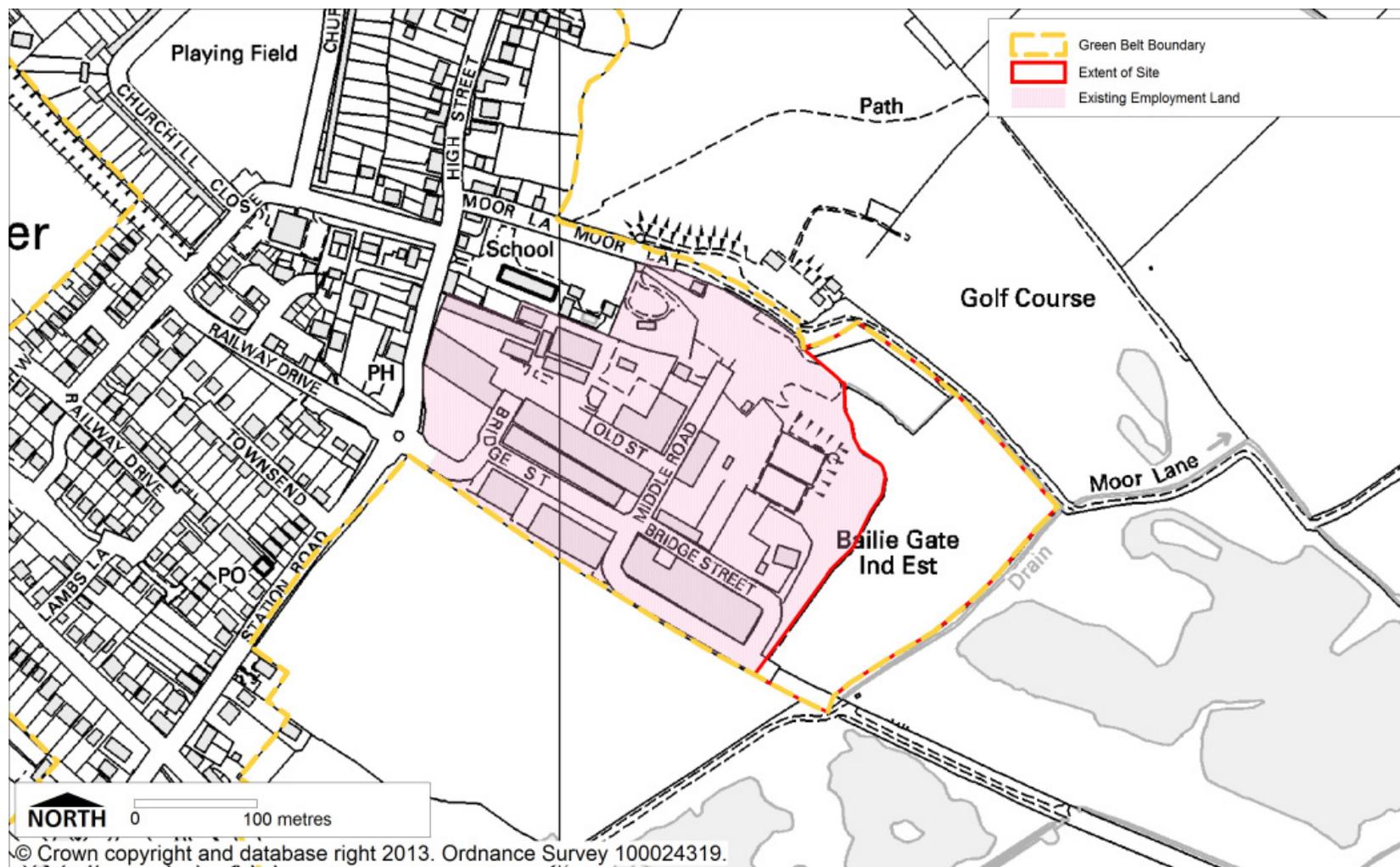


Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
<p style="text-align: center;"><b>MM 43</b></p>	<p>145</p>	<p>Map 11.7 (Policy VTSW6)</p>	<p><i>Please refer to the Map below.</i></p>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The western boundary of the northern section of the allocation is adjacent to the existing urban area of the Woolsbridge Industrial Estate. The new Green Belt boundary to the north east of the site follows the boundary of the adjacent Public house and the southern edge of the Ringwood Road until it reaches Woolsbridge Farm. The boundary then follows the existing hedgerow/field boundary south west, and then it heads west to the north of the existing surface water balancing pond.</p> <p>The northern boundary of the southern part of the allocation is adjacent to the existing urban area boundary. The new Green Belt boundary heads south along the western edge of the surface water balancing pond and follows a ditch line until it meets a hedgerow which heads west. The Green Belt boundary then follows this hedge line until it meets a boundary line around a small copse. The Green Belt boundary heads in a northerly direction following the field boundaries until it meets the existing urban area boundary on Old Barn Farm Road.</p>

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Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 44	147	Policy VTSW7	<p>Policy VTSW7</p> <ul style="list-style-type: none"> <li>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. <a href="#">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.</a> 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.</li> </ul>	To comply with the amendments required by Natural England, Dorset Wildlife Trust and ETAG.
		<b>Chapter 12</b>	<b>Strategic Allocations in the East Dorset Rural Areas</b>	
MM 45	155	Map 12.1 (Policy RA1)	<i>Please refer to the Map below.</i>	<p>To define the Green Belt boundary.</p> <p><i>Justification for the proposed Green Belt Boundary Changes:</i></p> <p>The new Green Belt boundary will follow the southern edge of Moor Lane to the north of the site, and will then head south along the hedgerow which forms the eastern boundary of the site. The southern Green belt boundary follows the existing hedgerow until it meets the edge of the existing urban area, which is contiguous with the western boundary of the site.</p> <p>This boundary line complies with paragraph 85 of the National Planning Policy Framework.</p>



Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
		Chapter 13	Managing the Natural Environmental	

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 46	159	Paragraph 13.8	<p><b>Relevant evidence....</b></p> <ul style="list-style-type: none"> <li>To mitigate harm caused by <del>recreation to</del> <a href="#">human impacts on</a> the protected Dorset Heaths, the Dorset Heathlands Interim Planning Framework, now <a href="#">the Dorset Heathlands Planning Framework</a> Supplementary Planning Document, requires all residential development (of one unit net gain and above) <del>within</del> <a href="#">between 400m and</a> 5km of the heaths to contribute a financial sum to a <del>joint</del> projects fund which is used to provide alternative recreation space for the heaths, as well as management of them....</li> </ul> <p>Priority habitats and species are those species <a href="#">and</a> 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>	Text amended to reflect the comments of Natural England and to correct previous typos.
MM 47	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"> <li>Internationally designated sites (SPA, SAC, Ramsar)</li> <li>Sites of Special Scientific Interest (SSSI)</li> <li>Sites of Nature Conservation Interest (SNCI)</li> <li>Local Nature Reserves.</li> <li>Priority species and habitats</li> <li>Important geological and geomorphological sites.</li> <li>Riverine and coastal habitats</li> <li>Suitable Alternative Natural Greenspace.</li> </ul>	Text amended to reflect the comments of Dorset Wildlife Trust and ETAG regarding light pollution, and to correct typos.

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<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 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"> <li>• Avoidance of harm to existing priority habitats and species through careful site selection, <a href="#">artificial lighting design</a>, development design and phasing of construction and the use of good <del>practise</del><a href="#">practice</a> construction techniques.</li> <li>• Retention of existing habitats and features of interest, and provision of buffer zones around any sensitive areas.</li> <li>• 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</li> </ul>	

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p>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.</p> <ul style="list-style-type: none"> <li>• Where harm is identified as likely to result, provision of measures to <del>adequately</del> avoid or adequately mitigate that harm should be set out. Development <del>may</del> <u>should</u> be refused if adequate mitigation or, as a last resort, compensation, cannot be provided.</li> <li>• Provision of adequate management of the retained and new features.</li> <li>• 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.</li> </ul> <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>	
<p style="text-align: center;"><b>MM 48</b></p>	<p>164</p>	<p>Paragraph 13.13 – 13.14</p>	<p><b>The Dorset Heathlands</b></p> <p>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.</p> <p>13.14 <a href="#">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 Planning Framework SPD. The authorities view, supported by the evidence available, is that the</a></p>	<p>Clarification of the status of planning policy documents relating to the protection of the Dorset Heaths and a clearer definition of when SANGs will be required to mitigate the impacts of residential development on the protected heaths.</p> <p>The Councils' approach to heathland mitigation will be set out in the Core Strategy, Site Specific Allocations Development Plan Document and the Dorset Heathlands Planning Framework Supplementary Planning Document. This will fulfil the approach to mitigation</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p><a href="#">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.</a></p> <p><del>13.15</del>A detailed strategy for mitigation has been operated for some years as part of the <del>Heathland Interim Planning Framework (now revised as a Supplementary Planning Document), and will eventually be incorporated into a Development Plan Document.</del> <a href="#">what is now the Dorset Heathlands Planning Framework (Supplementary Planning Document).</a> The SPD sets out a programme of both short and long term measures to ensure that <a href="#">appropriate avoidance and mitigation measures are being implemented.</a> The SPD sits alongside the <del>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.</del></p> <p><b><a href="#">Suitable Alternative Natural Green Space (SANGs)</a></b></p> <p><a href="#">13.16</a> 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.</p>	<p>previously included in the Joint Heathland DPD. The South East Dorset authorities have agreed to no longer progress the Heathlands DPD.</p>
<p><b>MM 49</b></p>	<p>165</p>	<p>Policy ME2</p>	<p><b>Protection of the Dorset Heathlands</b></p> <p>In accordance with the advice from Natural England, <a href="#">the evidence available to the authority and Core Strategy Habitats Regulations Assessment (HRA)</a>, no residential development will be permitted within 400m of protected European and internationally protected heathlands.</p>	<p>Clarification of the status of the various planning policy documents relating to the protection of the Dorset Heaths and a clearer definition of when SANGs will be</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p>Any residential development <del>within</del> <a href="#">between</a> 400m and 5km of these areas will provide mitigation through a range of measures as set out in the <del>Dorset Heathlands Joint Development Plan Document, and the</del> <a href="#">Core Strategy, Site Specific Allocations Development Plan Document and</a> Dorset Heathlands <a href="#">Planning Framework</a> Supplementary Planning Document <del>which sets out guidance in the intervening period prior to the adoption of the Development Plan Document,</del> including:</p> <ul style="list-style-type: none"> <li>• Provision of on-site <a href="#">and off-site suitable</a> alternative natural greenspace (provided in accordance with guidelines set out in Appendix 5).</li> <li>• <del>Contributions to</del> <a href="#">Provision of off-site greenspace or recreation projects.</a> <a href="#">other appropriate avoidance / mitigation measures.</a></li> </ul> <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. <a href="#">The delivery of</a> Heathland mitigation measures will be secured <a href="#">as set out in the Councils' Regulation 123 list</a> <del>through GIL in the majority of cases.</del> The authority will ensure that mitigation measures to avoid harm are given priority as required by this policy.</p> <p><del>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.</del></p> <p>The Dorset Heathlands <a href="#">Planning Framework</a> <del>Supplementary Planning Document</del> <a href="#">Supplementary Planning Document</a> will set out the type of development circumstances <a href="#">where mitigation is required,</a> <del>a</del> <a href="#">and a list of mitigation</a> <del>strategic</del> projects. <a href="#">The Councils' Core Strategy and Site Specific Allocations Development Plan Document sit alongside the Supplementary Planning Document in identifying SANGs provision.</a> <del>list of projects which will be funded by developer contributions and the calculated contribution</del></p>	<p>required to mitigate the impacts of residential development on the protected heaths.</p> <p>The Councils' approach to heathland mitigation will be set out in the Core Strategy, Site Specific Allocations Development Plan Document and the Dorset Heathlands Planning Framework Supplementary Planning Document. This will fulfil the approach to mitigation previously included in the Joint Heathland DPD. The South East Dorset authorities have agreed to no longer progress the Heathlands DPD.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p><del>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</del> <a href="#">This will ensure that suitable measures are in place by the time development is occupied.</a> The combination of the 400m exclusion zone with the heathland mitigation measures set out above <a href="#">are designed to</a> function together as an effective package avoiding the harmful effects of addition residential development on the European and internationally designated heathlands.</p>	
<p style="text-align: center;"><b>MM 50</b></p>	<p>168</p>	<p>Policy ME4</p>	<p><b>Policy ME4</b></p> <p><b>Sustainable development standards for new development</b></p> <p>Residential and <del>non</del> <a href="#">non</a>-residential development including new homes, and the extension of existing homes will be expected to meet national sustainable development standards. <a href="#">The Councils wish to encourage higher standards of sustainable development where they are viable and do not significantly compromise other policies in this plan</a> <del>Schemes that meet higher standards will be considered more favourably.</del></p> <p>Developments will be required to incorporate carbon <a href="#">emissions</a> 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 <del>C</del>code for Sustainable Homes Design Categories <a href="#">for residential development and BREEAM standards for non-residential (or subsequently agreed national standards for sustainable development)</a>. <del>These will include</del> <a href="#">In particular, this includes:</a></p>	<p>Text amended to better reflect national requirements and targets, and the comments of ETAG regarding soil carbon issues.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<ul style="list-style-type: none"> <li>• Water and energy efficiency.</li> <li>• Orientation and solar gain (natural lighting and heating).</li> <li>• Use of renewable and low impact materials.</li> <li>• Minimising waste, pollution and water run-off, incorporating Sustainable Drainage where possible.</li> <li>• <a href="#">Minimising soil disturbance to reduce soil carbon losses</a></li> </ul> <p><a href="#">In line with the current government requirements and targets, all new development will ensure CO<sub>2</sub> emission are minimised to practical and viable levels 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):</a></p> <ol style="list-style-type: none"> <li>1. <a href="#">Energy efficiency measures resulting from maximising building fabric performance, scheme layout and building orientation</a></li> <li>2. <a href="#">On-site renewable, decentralised, and low carbon energy</a></li> <li>3. <a href="#">Carbon reductions through off-site measures, known as ‘Allowable Solutions’ (to compensate for carbon emissions targets that are difficult to achieve on site)</a></li> </ol> <p><a href="#">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.</a></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</p>	

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p>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>	
<p><b>MM 51</b></p>	<p>169</p>	<p>Policy ME5</p>	<p><b>Policy ME5</b></p> <p><b>Renewable energy provision for residential and non-residential developments</b></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 <del>non</del> <u>non</u>-residential development of 1,000m<sup>2</sup> 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> <del>The</del> 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. <del>in which case</del> <u>In such cases carbon reductions using off-site measures as set out in the energy hierarchy in policy ME4</u> <del>the highest levels of this type of energy generation possible will be sought</del>). <del>If applicable national standards call for a higher percentage of such energy, the national standards will be applied.</del></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> <del>standards</del> increase the requirement then such standards will be required to be integrated into any further on-going development on the site.</p>	<p>Text amended to better reflect national requirements and targets.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<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. <a href="#">In line with the energy hierarchy set out in Policy ME4, d</a> 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.</p> <p>Energy provision should normally be provided on-site <a href="#">as set out in the energy hierarchy in Policy ME4</a>, particularly on larger developments, <del>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.</del></p>	
<p style="text-align: center;"><b>MM 52</b></p>	<p>169</p>	<p>Policy ME8</p>	<p><b>Policy ME8</b></p> <p><b>Sources of Renewable Energy</b></p> <p>The Councils encourage the sustainable <del>use and</del> 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"> <li>• The technology is suitable for the location and does not cause significant adverse harm to visual amenity from <del>both</del> within the landscape and views into it, and within the Cranborne Chase and West Wiltshire Downs <del>AONB</del> <a href="#">Area of Outstanding Natural Beauty</a>, is in accordance with <del>the</del> <a href="#">its</a> current <del>AONB</del> Management Plan;</li> <li>• <del>It would not have an</del> <a href="#">It is in accordance with Policy ME1 regarding</a> adverse ecological impacts upon the integrity of <del>protected</del> <a href="#">priority</a> habitats or <a href="#">local populations of priority</a> species <a href="#">and opportunities for</a></li> </ul>	<p>Include the full name of the Cranborne Chase AONB, link the policy back to the provisions of Policy ME1, and better reflect the Planning practice guidance for renewable and low carbon energy (DCLG, July 2013), particularly with regards the cumulative impacts.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p><del>biodiversity enhancement unless there is no alternative solution and there are imperative reasons of overriding public interest;</del></p> <ul style="list-style-type: none"> <li>• <del>Cumulative impacts are taken into account, with assessments undertaken for impacts on the landscape, visually, the local amenity and biodiversity;</del></li> <li>• It would not cause interference to radar, or electronic communications networks, or highway safety;</li> <li>• 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;</li> <li>• It includes an agreed restoration scheme, any necessary mitigation measures, <del>with</del> <del>and</del> measures to ensure the removal of the installations when operations cease;</li> <li>• Safe access during construction and operation must be provided; and</li> <li>• It avoids harm to the significance and settings of heritage assets.</li> </ul> <p>Further work will be undertaken to identify suitable areas for renewable and low carbon energy sources.</p>	
		<b>Chapter 14</b>	<b>Creating High Quality and Distinctive Environments</b>	
<b>MM 53</b>	174	Policy HE1	<p><b>Valuing and conserving our historic environment</b> <del>Protection of local historic and architectural interest</del></p> <p><del>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.</del></p>	The text has been amended following discussions with English Heritage to ensure the policy reflects the requirements of the NPPF.

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<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"> <li>• <a href="#">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; and prominent estates such as Cranborne and Wimborne St Giles.</a></li> <li>• <a href="#">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></li> <li>• <a href="#">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.</a></li> <li>• <a href="#">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.</a></li> <li>• <a href="#">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.</a></li> </ul>	
<p style="text-align: center;"><b>MM 54</b></p>	<p>176</p>	<p>Policy HE3</p>	<p>Development proposals within and/or affecting the setting of the Area of Outstanding Natural Beauty <a href="#">will need to demonstrate that account has been taken of</a> <del>have regard to</del> the relevant Management Plan.</p>	<p>Clarification of the policy following discussion with the AONB Team.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
<p style="text-align: center;"><b>MM 55</b></p>	<p>177</p>	<p>Policy HE4</p>	<p>Amend text as follows:</p> <p><b>Open Space Provision</b></p> <p>.....<del>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.</del></p> <p>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. <del>Financial contributions towards off</del> <u>Off</u> site provision of open space may be acceptable where it is impractical for provision to be on site. <del>In this instance contributions should be in line with the standards set out in this policy</del> <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 <del>Appendix 1 Open Space Provision and</del> the current Infrastructure Delivery Plan.</p> <p><b>Location of new provision</b></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>Clarification that off-site open space requirements will be accommodated as part of the CIL strategy and will be included in the Regulation 123 List.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p><b>Green Infrastructure</b></p> <p>Where appropriate, <del>the Community Infrastructure Levy will be used to ensure that</del> elements of green infrastructure will be incorporated into their design <a href="#">of new open space provision</a> such as ‘permeability’, with green foot and cycle paths running through the development, connecting with existing routes wherever possible.</p>	
		<b>Chapter 15</b>	<b>Meeting Local Needs</b>	
<b>MM 56</b>	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. <del>There are no national living space standards to ensure that new homes are built to avoid these problems.</del> 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. <a href="#">Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence.</a> <del>The Councils will produce a Supplementary Planning Document on this issue.</del> 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>	Clarification that the Councils will introduce specific space standards for the Plan area in an SPD if justified by new evidence.
<b>MM 57</b>	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. <a href="#">Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence.</a> <del>The Councils will produce a Supplementary Planning Document which will set out the detailed requirements of this policy.</del> In the meantime, the Councils will apply the Homes and Communities Agency</p>	Clarification that the Councils will introduce specific space standards for the Plan area in an SPD if justified by new evidence, and clarification as to which of the HCA Housing Quality Indicators are applicable within the Policy.

## Schedule of Main Modifications to the Submitted Core Strategy

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			Housing Quality Indicators in relation to private open space, unit sizes, unit layout and accessibility within the unit ( <a href="#">HQI sections, 3.2.1 to 3.2.9 and 5.1 to 5.1.13</a> ).	
<b>MM 58</b>	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 <del>two</del> plots within the <a href="#">west of the</a> County to meet this need. However, it is necessary for the Core Strategy to provide a general <a href="#">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</a>. <del>as to where the most suitable locations could be identified. This will inform the Development Plan Document and also any relevant planning applications.</del></p> <p><b>Key Facts</b></p> <p>Dorset <a href="#">Councils' Gypsy and Traveller Accommodation Assessment 2013</a> estimates a need for <del>21</del><a href="#">19</a> residential pitches in East Dorset up to 2028 and <del>20</del><a href="#">14</a> in Christchurch.</p> <p><del>Dorset Councils also estimate a need for 20 transit pitches in East Dorset and 16 in</del></p> <p><del>Christchurch to 2028.</del> <a href="#">The GTAA also recognises the need for a transit site in Dorset which should accommodate up to 25 pitches.</a></p>	Update the Plan to reflect recent evidence of need for Gypsy and Traveller pitches and the Councils' approach to planning applications in advance of the adoption of the County-wide DPD.

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			Currently there are no transit or <a href="#">public</a> 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....	
<b>MM 59</b>	187	Policy LN5	<p><del>Location of sites for</del> <a href="#">Criteria for consideration of Gypsy and Traveller sites and Travelling Showpeople planning applications.</a></p> <p>The following considerations should be taken into account when determining <del>locations</del> <a href="#">planning applications</a> for Gypsy and Traveller sites and Travelling Showpeople sites <a href="#">which are not allocated for development in the Dorset-wide Gypsy, Traveller and Travelling Showpeople Joint Site Allocations Development Plan Document:</a> ....</p>	Clarification of the purpose of the policy to guide decision making on proposals not contained in the County-wide DPD, or in advance of its adoption.
<b>MM 60</b>	190	Policy LN6	<p>.... <a href="#">The provision of facilities and services will be secured in accordance with the Councils' current Regulation 123 list.</a></p> <p><del>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.</del></p>	Clarification that the Councils will secure the provision of new facilities via the CIL process.
		<b>Chapter 16</b>	<b>Creating Prosperous Communities</b>	
<b>MM 61</b>	196	Policy PC1	<ul style="list-style-type: none"> <li>• The <del>former</del> BAE site, Grange Road</li> <li>• <a href="#">Christchurch Business Park</a></li> <li>• <a href="#">Priory Industrial Park</a></li> <li>• Sites located directly off Airfield Way, Airfield Road, and Wilverley Road including:                             <ul style="list-style-type: none"> <li>• Silver Business Park</li> </ul> </li> </ul>	Amend the 'Other Higher Quality Sites' bullet points to include two additional sites.

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<ul style="list-style-type: none"> <li>• Airfield Industrial Estate</li> <li>• Ambassador Industrial Estate</li> <li>• Beaver Industrial Estate</li> <li>• Sea Vixen Industrial Estate</li> <li>• Somerford Business Park</li> <li>• Hughes Business Centre</li> </ul>	
<p style="text-align: center;"><b>MM 62</b></p>	<p>199</p>	<p>Policy PC3</p>	<p><b>Policy PC3</b></p> <p><b>The Rural Economy</b></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 <del>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.</del></p> <p>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:</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"> <li>• Proposals must not adversely impact the supply of employment sites and premises and the economic, social and environmental sustainability</li> </ul>	<p>Reference to named villages has been removed to ensure clarity that the policy can apply to a range of settlements where the criteria for development are met.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p>of the area, when considering proposals which involve the loss of economic activity.</p> <ul style="list-style-type: none"> <li>• Proposals do not have a materially greater impact on the openness of the Green Belt and the purpose of including land within it.</li> <li>• The benefits outweigh the harm in terms of:               <ol style="list-style-type: none"> <li>1. The potential impact on countryside, landscapes and wildlife.</li> <li>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.</li> <li>3. Local economic and social needs and opportunities not met elsewhere.</li> <li>4. Settlement patterns and the level of accessibility to service centres, markets and housing.</li> <li>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.</li> <li>6. The preservation of buildings of historic or architectural importance/interest, or which otherwise contributes to local character.</li> </ol> </li> </ul> <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"> <li>• 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.</li> <li>• 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.</li> </ul>	

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<ul style="list-style-type: none"> <li>• Do not harm amenity and enjoyment of the countryside through the impact of noise and traffic generation.</li> <li>• That minimise additional trips on the highway network and are accessible by sustainable modes other than the car.</li> </ul> <p>Subject to compliance with criteria set out above acceptable uses for rural diversification include:</p> <ul style="list-style-type: none"> <li>• Tourism</li> <li>• Leisure and related activities</li> <li>• Equestrian</li> <li>• Small offices</li> <li>• Light Manufacturing</li> <li>• Renewable energy</li> <li>• Retail (farm shops and pick your own)</li> </ul> <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>	
<p style="text-align: center;"><b>MM 63</b></p>	<p>201</p>	<p><b>Policy PC5</b></p>	<p><b>Tourism</b></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>The Councils' approach to heathland mitigation will be set out in the Core Strategy, Joint Heathlands Supplementary Planning Document and Site Specific Allocations Development Plan Document. This will fulfil the approach to mitigation previously included in the Joint Heathland DPD. The South East Dorset authorities have agreed to no longer progress the Heathlands DPD.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Appropriate mitigation measures will be identified through the Heathlands Supplementary Planning Document <a href="#">and the Site Specific Allocations Development Plan Document</a> (2012 - 2014) and the <del>Joint Heathlands Development Plan Document</del> .....	
		<b>Appendices</b>		
<b>MM 64</b>		Add New Appendix	<i>Please see the text below.</i>	The Appendix has been added to ensure clarity regarding the monitoring of specific policies within the Plan.

**[Christchurch and East Dorset Core Strategy Monitoring Framework](#)**

**[The Localism Act](#)**

[The Authorities' Monitoring Report is a legal requirement of the Planning & Compulsory Purchase Act 2004 as amended by the Localism Act 2011. The report must be prepared at least annually and contain information on the implementation of the local development scheme \(LDS\) and the extent to which the policies set out in local development documents \(LDDs\) including the Core Strategy are being achieved.](#)

[Section 34 of the updated Local Planning Regulations 2012 introduced the requirement for the Annual Monitoring Report \(AMR\) to give details of what actions have been taken by the Councils on the Duty to Co-operate and strategic planning matters. The Council has prepared a statement to demonstrate how the councils have co-operated with national, regional and sub-regional partners in the preparation of the Core Strategy which can be found at <http://www.dorsetforyou.com/media.jsp?mediaid=182311&filetype=pdf>](#)

**[Sustainability Appraisal](#)**

[The SA report accompanies the core strategy and assesses the predicted effects of implementing the Core Strategy. Each policy is assessed against 12 SA objectives. It can be found at: <http://www.dorsetforyou.com/media.jsp?mediaid=170656&filetype=pdf>](#)

Assessments of early stages of the Core Strategy highlighted some negative aspects of the proposals. The Pre-Submission Core Strategy was written taking this into consideration. The policies provide mitigation, requiring SANGs to act as alternative space to using the heaths, landscaping to reduce impacts on the countryside, suitable construction and the use of renewable energy and a clear transport strategy which promotes where possible alternatives to the car. As a result of the work no negative effects are recorded in the SA. Further mitigation can be provided in subsequent DPDs and SPDs.

The SA states that monitoring the effects of the implementation of the plan will be carried out through the AMR.

### **Habitats Regulation Assessment**

In line with the legal requirements a Habitats Regulation Assessment was prepared by Land Use Consultants in February 2012 to accompany the Pre submission Core Strategy document and can be found at <http://www.dorsetforyou.com/media.jsp?mediaid=170542&filetype=pdf>

This assesses the “likely significant effects” of the policies within the Christchurch and East Dorset Core Strategy on European sites. Recommendations have been made, where relevant, for mitigation or avoidance measures which could be included in the Core Strategy.

### **Infrastructure Delivery Plan**

The delivery of infrastructure is an issue of great relevance to policy delivery. An Infrastructure Delivery Plan has been produced which outlines the types of infrastructure that should be planned for through the Core Strategy with an indication of those groups who will be responsible for the provision. This can be found at

<http://www.dorsetforyou.com/media.jsp?mediaid=170596&filetype=pdf>

An additional monitoring framework will be set up to monitor the delivery of infrastructure and developer contributions set out in the IDP. This will be reported on in the AMR.

### **Purpose of Monitoring Framework**

The purpose of this Monitoring Framework is to list the Monitoring Indicators for the Core Strategy that will appear in the future Monitoring Reports which will be produced at least annually.

The Monitoring Reports will:-

- Assess the extent to which policies are effective;
- Where these are not effective, explain why;
- Set out whether policies need to be changed;

For policies where clear outputs are required - such as annual housing delivery - specific targets have been included within the monitoring framework.

## Types of Indicator

The Monitoring Framework contains three types of indicator:-

- Contextual indicator – measuring social, economic and environmental contextual information.
- Output indicator - measures of impact on targets – eg numbers of completions. Delivery indicators which assess the

effectiveness of individual policies.

- Significant Effects – aim to show the impact of policies in regard to the Councils’ objectives for sustainable development. They measure progress against the strategic objectives and some are shared with the SA report.

Regular reporting against the monitoring framework will highlight areas where aims and objectives are not being met as anticipated or where unintended consequences are occurring. In some cases, this information will trigger additional action under a

certain policy or will direct the implementation of contingency measures to ensure successful delivery. It may also assist the Councils in determining whether a partial or full review of any Local Development Document is required.

The following table is structured by theme area and lists the Core Strategy Policy Number and links with Strategic Objectives, followed by the monitoring indicator and target in policy where applicable. Sources of monitoring information are identified and a commentary where appropriate. Some Core Strategy Policies are not listed and this is because either the relevant indicator is already identified but linked to another policy or it is considered that there are no indicators that are necessary to be monitored.

Contextual indicators are not listed in this schedule but are contained in each Authority’s current AMR. The Dorset authorities have agreed a standard set of contextual indicators and it is anticipated that future AMR’s will continue to include these indicators.

The monitoring framework will inform the structure of the new joint Christchurch and East Dorset AMR, which will be produced following the Core Strategy’s adoption.

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<u>Housing delivery and supply</u>				

## Schedule of Main Modifications to the Submitted Core Strategy

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<p><u>Policy KS 3</u></p> <p><u>Broad location and scale of housing (linked to Policy KS 1 Settlement Hierarchy)</u></p>	<u>5</u>	<ul style="list-style-type: none"> <li><u>Number of residential completions (by district)</u></li> <li><u>Number of residential completions in the urban area.</u></li> <li><u>Number of residential completions within the new neighbourhoods</u></li> </ul>	<p><u>8,200 dwellings in Christchurch and East Dorset between 2013 – 2028.</u></p> <p><u>547 a year.</u></p> <p><u>4,800 within existing urban area and 3,400 in new neighbourhoods.</u></p>	<p><u>Annual residential completions survey.</u></p> <p><u>SHLAA database.</u></p>
-	-	<ul style="list-style-type: none"> <li><u>Housing Supply – identification of five-year supply of deliverable sites</u></li> <li><u>Housing Trajectory –measuring predicted housing delivery against proposed housing target</u></li> </ul>	<p><u>NPPF requires identification of sufficient deliverable sites to provide 5 years worth of housing against housing requirements with an additional 5% buffer to be moved forward from later in the plan period.</u></p>	<p><u>SHLAA.</u></p> <p><u>Masterplan reports for phasing of new neighbourhoods.</u></p> <p><u>Liaison with development services and building control officers.</u></p>
<b><u>Urban extension and new neighbourhoods: housing delivery</u></b>				
<p><u>Policies CN1, CN2</u></p> <p><u>WMC 3, WMC 4,</u></p> <p><u>WCM 5, WMC 6.</u></p>	<u>1,2,5,7</u>	<ul style="list-style-type: none"> <li><u>Number of residential units completed in each new neighbourhood.</u></li> </ul>	<p><u>Targets for delivery of dwellings in new neighbourhood set in each policy.</u></p>	<p><u>Annual residential completions survey.</u></p>

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<a href="#">CM 1, FWP 3, FWP 4, FWP 5, FWP 6, FWP 7, FWP 8, VTSW 4, VTSW 5</a>				
-	-	<ul style="list-style-type: none"> <li><a href="#">Numbers of affordable housing completed within each new neighbourhood and proportion of total dwellings completed.</a></li> </ul>	<a href="#">Targets for proportion of affordable housing set in Policies CN 1 CN 2 and Policy LN 3</a>	<a href="#">Annual residential completions survey</a>
<b><u>Design of new housing</u></b>				
<a href="#">Urban extension and new neighbourhoods policies.</a>  <a href="#">Policy HE 2 Design of new development</a>	<a href="#">2</a>	<ul style="list-style-type: none"> <li><a href="#">Assessment of completed housing against Building for Life Criteria</a></li> </ul>	-	<a href="#">Qualifying schemes to be monitored annually by Accredited Building for Life Assessors to assess design quality of schemes.</a>
<a href="#">Policy LN 2 Design, layout and density of new development</a>	<a href="#">2</a>	<ul style="list-style-type: none"> <li><a href="#">Density of completed housing development: percentage completed at less than 30dph, 30-49dph and 50+dph</a></li> </ul>	<a href="#">Encourages a minimum density of 30dph</a>	<a href="#">Annual residential completions survey.</a>
<b><u>Size and type of new housing</u></b>				

## Schedule of Main Modifications to the Submitted Core Strategy

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<u>Policy LN 1 Size and type of new dwellings</u>	<u>2, 5</u>	<ul style="list-style-type: none"> <li><u>Completions of new housing by size and type.</u></li> </ul>	<u>Mix of size and type to reflect latest SHMA.</u>	<u>Annual residential completions survey.</u>
-	-	<ul style="list-style-type: none"> <li><u>Total number of completions of new housing which meet HCA HQI in relation to unit size and unit layout and proportion of total completions.</u></li> </ul>	<u>All new housing to be built to meet HCA HQA in relation to unit size and unit layout.</u>	<u>For all residential completions, information from planning applications database on assessment of this indicator.</u>
<b><u>Affordable housing</u></b>				
<u>Policy LN 3 Provision of Affordable Housing</u>	<u>5</u>	<ul style="list-style-type: none"> <li><u>Numbers of affordable housing units completed in greenfield locations and proportion of total completions.</u></li> </ul>	<u>On greenfield development: up to 50% of the residential units as affordable housing</u>	<u>Annual residential completions survey</u>
-	-	<ul style="list-style-type: none"> <li><u>Numbers of affordable housing units completed in existing urban area and proportion of total completions</u></li> </ul>	<u>On all other residential development: up to 40% of residential units as affordable housing</u>	<u>Annual residential completions survey</u>
-	-	<ul style="list-style-type: none"> <li><u>Completions of affordable housing by size and type</u></li> </ul>	<u>To reflect housing needs in SHMA</u>	<u>Annual residential completions survey</u>  <u>Updates of SHMA</u>

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
-	-	<ul style="list-style-type: none"> <li><u>Completions of affordable housing by tenure of housing.</u></li> </ul>	<u>Tenure split normally 30% intermediate and 70% affordable rented or social rented</u>	<u>Annual residential completions survey.</u> <u>Planning permissions database.</u>
-	-	<ul style="list-style-type: none"> <li><u>Proportion of specialised affordable housing completions on schemes of 10 or more affordable dwellings.</u></li> </ul>	<u>10% of the affordable housing element should be planned for households requiring specially adapted or supported housing.</u>	<u>Annual residential completions survey.</u> <u>Planning permissions granted for affordable housing.</u>
<u>Policy LN 4 Affordable housing exception sites</u>	<u>5</u>	<ul style="list-style-type: none"> <li><u>Numbers of affordable housing units completed on exception sites and proportion of total housing completions on site.</u></li> </ul>	-	<u>Annual residential completions survey.</u>
<b><u>Housing and accommodation for vulnerable people</u></b>				
<u>Policy LN 7</u> <u>Housing and accommodation proposals for vulnerable people</u>	<u>5</u>	<ul style="list-style-type: none"> <li><u>Number of completions of category C2 health and care related residential units.</u></li> </ul>	-	<u>Annual residential completions survey.</u>
<b><u>Gypsy and traveller sites</u></b>				

## Schedule of Main Modifications to the Submitted Core Strategy

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<a href="#">Policy LN 5 Location of sites for gypsy and traveller sites and travelling show people's sites</a>	<a href="#">5</a>	<ul style="list-style-type: none"> <li><a href="#">Number of completed pitches: residential and transit.</a></li> </ul>	<a href="#">Target number of pitches per district to be set by Dorset-wide Gypsy, Traveller and Travelling Showpeople DPD</a>	<a href="#">Annual survey of completed gypsy and traveller pitches</a>
-	-	<ul style="list-style-type: none"> <li><a href="#">Number of unauthorised encampments</a></li> </ul>	-	<a href="#">Information held at County level - report annually.</a>
-	-	<ul style="list-style-type: none"> <li><a href="#">Number of completed travelling showpeople sites</a></li> </ul>	<a href="#">County target to be set by Dorset-wide Gypsy, Traveller and Travelling Showpeople DPD</a>	<a href="#">Annual survey of completed travelling showpeople sites</a>
<b><a href="#">Employment</a></b>				
<a href="#">KS5 Provision of employment land</a>	<a href="#">4</a>	<ul style="list-style-type: none"> <li><a href="#">Total amount of employment completions: ha and sq m by type.</a></li> <li>-</li> <li><a href="#">Employment land available by type</a></li> </ul>	<a href="#">80 hectares of land from 2013 - 2028</a>	<a href="#">Annual employment completion survey.</a>  <a href="#">Employment Land Review and Workspace study.</a>  <a href="#">Annual employment land availability survey</a>

<a href="#">CS Policy Context and Ref</a>	<a href="#">Strategic Objective No.</a>	<a href="#">Monitoring Indicator (what we will measure)</a>	<a href="#">Target in policy (where relevant)</a>	<a href="#">Monitoring Source – how it will be monitored</a>
<a href="#">Employment Allocations – Policies FWP 8, VTSW 6, RA 1</a>	<a href="#">1, 4</a>	<ul style="list-style-type: none"> <li><a href="#">Completions of employment land by hectares and category in each allocation</a></li> <li><a href="#">Completions of employment floorspace in sq m by category in each allocation.</a></li> </ul>	<a href="#">Targets for delivery of employment land set within each employment allocation</a>	<a href="#">Annual employment completion survey</a>
<a href="#">Policy BA 1 Vision for Bournemouth Airport</a>	<a href="#">3,4,6</a>	<ul style="list-style-type: none"> <li><a href="#">Facilitation of sustainable access to airport and business park</a></li> </ul>	<a href="#">Implementation of airport area wide travel plan</a>	<a href="#">LTP.</a>
<a href="#">Policy BA 2 Strategy for Operational Airport</a>	<a href="#">4</a>	<ul style="list-style-type: none"> <li><a href="#">Airport passenger numbers per annum</a></li> </ul>	<a href="#">Projected growth to 3 million passengers per annum by 2028</a>	<a href="#">Bournemouth Airport’s Annual Monitoring Report</a>
-	<a href="#">7</a>	<ul style="list-style-type: none"> <li><a href="#">Progress on development of infrastructure to support operational airport</a></li> </ul>	<a href="#">Categories listed in policy</a>	<a href="#">Monitoring of completed development of categories listed in policy.</a>
<a href="#">Policy BA 2 Strategy for the Airport Northern Business Parks</a>	<a href="#">3, 4, 6</a>	<ul style="list-style-type: none"> <li><a href="#">Amount of completed employment development land at Airport in hectares and category of use/</a></li> <li><a href="#">Amount of employment development at Airport by floorspace (sq m) and category.</a></li> </ul>	<a href="#">About 30 ha of new employment development to come forward to 2028</a>	<a href="#">Annual survey of employment completions.</a>

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<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<a href="#">Policy PC2</a> <a href="#">Christchurch and East Dorset Employment Hierarchy</a>	<a href="#">4</a>	<ul style="list-style-type: none"> <li><a href="#">Progress of upgrading employment sites identified in Policy PC2</a></li> </ul>	<a href="#">Bournemouth Airport Northern Business Park, and sites located directly off Airfield Way, Airfield Road and Wilverley Road listed in policy are identified for upgrading.</a>	<a href="#">Annual survey of employment development.</a>  <a href="#">Update on progress of environmental improvements to business parks.</a>
<a href="#">Policy PC 2</a> <a href="#">Alternative uses for employment land where justified by market evidence</a>	<a href="#">4, 5</a>	<ul style="list-style-type: none"> <li><a href="#">Amount of sqm of floor space of employment uses lost to other uses – completions.</a></li> </ul>	-	<a href="#">Annual monitoring of loss of employment uses (employment change of use completions).</a>  <a href="#">Employment Land Review and Workspace Study</a>
<b><a href="#">The Rural Economy</a></b>				
<a href="#">Policy PC 3</a> <a href="#">The Rural Economy</a>	<a href="#">1, 4</a>	<ul style="list-style-type: none"> <li><a href="#">Completions of new economic development in the rural areas.</a></li> <li><a href="#">Permissions for new economic development in rural areas.</a></li> </ul>	-	<a href="#">Annual survey of employment completions.</a>  <a href="#">Planning permissions information from planning applications database.</a>
<b><a href="#">Site specific policies – various mixes of uses</a></b>				

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<u>Policies WMC2 – Allendale Area.</u> <u>RA 2 - Furzehill Village Envelope</u>	<u>1, 4, 5</u>	<ul style="list-style-type: none"> <li><u>Progress of delivery of site specific proposals</u></li> </ul>	-	<u>Annual residential and employment completions survey</u>
<u>Policy WMC7</u> <u>Leigh Park Area of Potential Change.</u> <u>Wimborne</u>	<u>2</u>	<ul style="list-style-type: none"> <li><u>Progress of delivery of open space and leisure facilities.</u></li> </ul>	<u>Retention of 1.5 ha of land to be used as open space which includes multi use games area.</u>	<u>Annual survey of open space and recreation completions.</u>
<u>Policy FWP 5</u> <u>West Parley Village Centre Enhancement Scheme</u>	<u>2</u>	<ul style="list-style-type: none"> <li><u>Progress of delivery of enhancement scheme</u></li> </ul>	-	<u>Progress of enhancement scheme reported on in AMR.</u>
<u>Policy VTSW 2</u> <u>South of Howe Lane Education Allocation.</u> <u>Verwood</u>	<u>7</u>	<ul style="list-style-type: none"> <li><u>Progress of delivery of site for upper school.</u></li> </ul>	<u>Sets criteria for implementation</u>	<u>Annual survey of completions of education facilities.</u>
<u>Town centres</u>				

## Schedule of Main Modifications to the Submitted Core Strategy

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<a href="#">KS7</a> <a href="#">Role of Town and District Centres</a>	<a href="#">2.7</a>	<ul style="list-style-type: none"> <li>• <a href="#">Assessment of vitality and viability of town and district centres.</a></li> <li>• <a href="#">Proportion of vacant shops in all centres</a></li> <li>• <a href="#">Amount of out of centre retail development permitted</a></li> <li>• <a href="#">Amount of out of centre retail development completed</a></li> </ul>	-	<a href="#">Future retail assessment updates.</a> <a href="#">Town centre health checks.</a> <a href="#">Annual shopping survey</a> <a href="#">Survey of planning permissions for retail development.</a> <a href="#">Annual monitoring of new town centre uses completions.</a>
<a href="#">Policy KS7 and Policy CH 6</a> <a href="#">Development in Primary Shopping Frontages</a>	<a href="#">2.7</a>	<ul style="list-style-type: none"> <li>• <a href="#">Proportion of non-retail uses of all ground floor units within Primary Shopping Frontages.</a></li> </ul>	<a href="#">No more than 30% non-retail uses of all ground floor units within Primary Shopping Frontages</a>	<a href="#">Annual shopping centre surveys.</a> <a href="#">AMR monitoring of percentage of non-retail uses in primary shopping frontages.</a>
<a href="#">Policy KS7 and Policy CH 7</a> <a href="#">Development in Secondary Shopping Frontages</a>	<a href="#">2.7</a>	<ul style="list-style-type: none"> <li>• <a href="#">Types of uses of ground floor units in secondary shopping frontages: proportion within each category of use class</a></li> </ul>	-	<a href="#">Annual shopping centre surveys.</a>

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<a href="#">KS8</a> <a href="#">Future retail provision</a>	<a href="#">2.7</a>	<ul style="list-style-type: none"> <li><a href="#">Delivery of sufficient new retail floorspace to meet projected requirements.</a></li> </ul>	<p><a href="#">Up to 2031 Christchurch: 8,100sqm net additional comparison and 2,300 sqm convenience floorspace.</a></p> <p><a href="#">East Dorset:</a></p> <p><a href="#">5,200 sqm comparison and 4,000 convenience floorspace</a></p>	<p><a href="#">Annual monitoring of new retail uses completions.</a></p> <p><a href="#">Annual shopping centre surveys.</a></p>
<a href="#">Town centre visions</a> <a href="#">Policies CH1, CH 4, WMC 1, CM 1, FWP 1, VTSW 1, VTSW 9.</a>	<a href="#">2.7</a>	<ul style="list-style-type: none"> <li><a href="#">Amount of new retail floorspace completed in each town centre.</a></li> </ul>	<a href="#">Targets for new retail floorspace (comparison and convenience) set in various town centre visions where relevant.</a>	<a href="#">Annual monitoring of completion of new retail development.</a>
-	<a href="#">2.7</a>	<ul style="list-style-type: none"> <li><a href="#">Progress of development of key strategic sites</a></li> </ul>	<p><a href="#">Policy CH 1 identifies strategic sites at:-</a></p> <ul style="list-style-type: none"> <li><a href="#">Magistrates Court Site</a></li> <li><a href="#">Saxon Square</a></li> <li><a href="#">The Lanes</a></li> <li><a href="#">Land between Bridge Street, Stony Lane South and the Civic Offices</a></li> <li><a href="#">Stony Lane</a></li> </ul>	<a href="#">To be taken forward through Site Specific Allocations DPD, progress of which reported in AMR.</a>

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-	<a href="#">2.7</a>	<ul style="list-style-type: none"> <li><a href="#">Increase of evening economy uses in various town centres – new completions or changes of use.</a></li> <li><a href="#">Increase in vibrancy of town centres in afternoon and evening hours</a></li> </ul>	<a href="#">Expansion of evening economy to make town centre a more vibrant place in the afternoon and evening hours</a>	<a href="#">Annual shopping surveys.</a>  <a href="#">Town centre evening economy assessment (if commissioned)</a>
<b><u>Listed buildings and conservation areas</u></b>				
<a href="#">Policy HE 1</a> <a href="#">Protection of local historic and architectural interest</a>	<a href="#">2</a>	<ul style="list-style-type: none"> <li><a href="#">Grade 1 and 2* listed buildings at risk</a></li> </ul>	-	<a href="#">English Heritage: Heritage at Risk Register – annual report</a>
-	-	<ul style="list-style-type: none"> <li><a href="#">Number of conservation areas and percentage with published management proposals</a></li> </ul>	-	<a href="#">Annual update of conservation area appraisal progress.</a>
<b><u>Open space and recreation</u></b>				
<a href="#">Policy HE 4</a> <a href="#">Open Space Provision</a>	<a href="#">2</a>	<ul style="list-style-type: none"> <li><a href="#">Location and amount of open space provided as part of new development.</a></li> </ul>	<a href="#">Standards set out in policy.</a>	<a href="#">A 2 yearly measurement of the change in provision as a result of the development management process.</a>

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
				<a href="#">A review of the Open Space Sport and Recreation Study</a>
<b><u>Tourism</u></b>				
<a href="#">Policy PC5 Tourism</a>	<a href="#">2, 4</a>	<ul style="list-style-type: none"> <li>• <a href="#">Loss of visitor attraction sites.</a></li> <li>• <a href="#">Increase in visitor attraction sites.</a></li> <li>• <a href="#">Loss of tourism accommodation.</a></li> <li>• <a href="#">Increase in tourism accommodation.</a></li> </ul>	<a href="#">Protect visitor attraction sites unless it can be proved the use is no longer viable.</a>	<a href="#">Annual survey of completions of changes of use and new visitor attraction sites and tourism accommodation</a>
<b><u>Community facilities and services</u></b>				
<a href="#">Policy LN6 and Urban extension / new neighbourhood policies</a>	<a href="#">7</a>	<ul style="list-style-type: none"> <li>• <a href="#">Completions of new community facilities and services</a></li> </ul>	<a href="#">Targets set where applicable within new neighbourhood policies.</a>	<a href="#">Annual survey of completions of new community facilities.</a>  <a href="#">Survey of key facilities and services undertaken every 2 years.</a>
-	<a href="#">7</a>	<ul style="list-style-type: none"> <li>• <a href="#">Loss of community facilities and services</a></li> </ul>	<a href="#">Loss of existing facilities resisted subject to criteria in policy</a>	<a href="#">Annual survey of loss of community facilities to other uses. Completions information.</a>

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<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
				<u>Survey of key facilities and services undertaken every 2 years.</u>
<u>Policy PC 4</u> <u>Shops and Community Facilities in local centres and villages</u>	<u>7</u>	<ul style="list-style-type: none"> <li><u>Loss of retail and community facilities in local centres and villages</u></li> </ul>	<u>Loss of existing facilities resisted subject to criteria in policy.</u>	<u>Annual survey of local shopping areas and villages.</u>
<b><u>Managing the natural environment</u></b>				
<u>Policy ME1</u> <u>Safeguarding biodiversity and geodiversity</u>	<u>1</u>	<ul style="list-style-type: none"> <li><u>Changes in areas of biodiversity importance (loss and addition of sites)</u></li> </ul>	-	<u>Dorset Environmental Records Centre (DERC) report</u>
<u>Policy ME 2</u> <u>Protection of the Dorset Heathlands</u> <u>Urban extension and relevant new neighbourhood policies.</u>	<u>1</u>	<ul style="list-style-type: none"> <li><u>Progress of provision of SANGS</u></li> </ul>	<u>Relevant sites identified in urban extension / new neighbourhood policies. In accordance with criteria in Policy ME2 and Appendix 5. Will need to be in place prior to development coming forward within individual sites.</u>	<u>Ongoing monitoring of Dorset Heathland projects is already carried out by specialist consultants.</u>

<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<u>Policy ME 4</u> <u>Sustainable development standards for new development</u>	<u>1</u>	<ul style="list-style-type: none"> <li><u>Percentage of new residential and non-residential developments meeting relevant code for sustainable homes national standard</u></li> </ul>	<u>Policy sets out relevant design categories of Code for Sustainable Homes.</u>	<u>Annual residential completions survey.</u>  <u>Planning permissions database.</u>
<u>Policy ME 5</u> <u>Renewable energy provision for developments</u>	<u>4</u>	<ul style="list-style-type: none"> <li><u>Renewable energy capacity installation by type</u></li> </ul>	<u>Encourage 10% of total energy in schemes of 10 or more dwellings or 1,000sq m of non-residential floorspace to be from renewable energy sources.</u>	<u>Regen SW Annual Survey of renewable electricity and heat projects in SW England.</u>  <u>Monitoring of targets within the Bournemouth, Dorset and Poole Energy Efficiency Strategy.</u>
<u>Policy ME 6</u> <u>Flood management, mitigation and defence</u>	<u>4</u>	<ul style="list-style-type: none"> <li><u>Number of planning permissions granted contrary to EA Agency Advice on flooding and water quality grounds.</u></li> <li><u>Number of residential planning permissions granted in flood risk zones 3a and 2</u></li> <li><u>Delivery of improvements to flood defences</u></li> </ul>	<u>Improvements to flood defences identified in IDP</u>	<u>EA Report</u>  <u>Planning Applications Database.</u>  <u>Annual survey of improvements to flood defences.</u>

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<u>CS Policy Context and Ref</u>	<u>Strategic Objective No.</u>	<u>Monitoring Indicator (what we will measure)</u>	<u>Target in policy (where relevant)</u>	<u>Monitoring Source – how it will be monitored</u>
<b><u>Transport</u></b>				
<u>KS 9</u> <u>Transport Strategy and Prime Transport Corridors</u>	<u>6</u>	<ul style="list-style-type: none"> <li><u>Delivery of Strategic transport improvements at various prime transport corridors</u></li> <li><u>LTP 3 proposals to improve opportunities for sustainable transport</u></li> </ul>	<u>Delivery of site specific transport improvements.</u>  <u>As set out in second part of Policy KS9.</u>	<u>Local Transport Plan</u>  <u>Through monitoring undertaken for the LTP</u>
<u>KS10</u> <u>Strategic Transport improvements</u>	<u>6</u>	<ul style="list-style-type: none"> <li><u>Delivery of strategic transport improvements at various prime transport corridors</u></li> </ul>	<u>Short term – 2013 – 2017</u>  <u>Medium Term 2018 – 2022</u>  <u>Long Term 2023 – 2028</u>	<u>Local Transport Plan</u>
<b><u>Infrastructure Delivery</u></b>				
<u>Various policies – Infrastructure requirements of delivering the Core Strategy</u>	<u>1,2,3,4,5,6,7</u>	<ul style="list-style-type: none"> <li><u>Amount of CIL and Section 106 / 278 agreement contributions received and spent.</u></li> </ul>	<u>Monitoring against financial levels set out in the Infrastructure Delivery Plan.</u>	<u>Section 106 / 278 agreements and CIL receipts.</u>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
MM 65	203	Appendix 1	<p><del>Appendix 1 Open Space Provision</del></p> <p><del>Children’s play provision should be to the following standards:</del></p> <p><del>On sites of 50 dwellings or more a site for open space should be provided subject to the following:</del></p> <ul style="list-style-type: none"> <li><del>• To be of a suitable size and location for the specific site.</del></li> <li><del>• To be pre-prepared, in terms of drainage, clearance, fencing and contamination and ready for use.</del></li> <li><del>• Full details of the open space requirements for the locality to be agreed with the relevant Council</del></li> <li><del>• To be accompanied by a capital payment of £50,000* towards the site layout and provision.</del></li> <li><del>• To be accompanied by a £50,000* maintenance fund toward the ongoing care and maintenance of the site**.</del></li> </ul> <p><del>2. On sites of 150 dwellings or more a site for open space should be provided subject to the following:</del></p> <ul style="list-style-type: none"> <li><del>• To be of a suitable size and location for the specific site.</del></li> <li><del>• To be pre-prepared, in terms of drainage , clearance, fencing and contamination and ready for use.</del></li> <li><del>• Full details of the open space requirements for the locality to be agreed with the relevant Council.</del></li> <li><del>• To be accompanied by a capital payment of £100,000* towards the site layout and provision.</del></li> <li><del>• To be accompanied by a £100,000* maintenance fund toward the ongoing care and maintenance of the site**.</del></li> </ul> <p><del>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</del></p>	<p>This Appendix has been deleted to comply with the proposed amendments to Policy HE4.</p>

Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
			<p><del>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.</del></p> <p><del>* The capital payment and maintenance fund will be index linked to provide current values of the costs of delivery.</del></p> <p><del>** The maintenance fund will be ring fenced for the delivery of open space maintenance across the Partnership area during the Plan period.</del></p>	
<b>MM 66</b>		Add new Appendix for Housing Trajectory	<i>Please see the text below.</i>	The appendix has been added to reflect the requirement in the NPPF that Local Plans should include a housing trajectory.

### 1 Introduction

1.1 The Christchurch and East Dorset Core Strategy sets a single housing delivery target of 8,490 dwellings for the 15 year period 2013 to 2028. The commitment to a single target shows a strong partnership approach, as recommended by the Localism Act duty to co-operate. As there is a single target it is necessary to provide a single housing trajectory combining delivery over the two authority areas. Information to continuously monitor the supply of housing will be amalgamated, so that there will be one Annual Monitoring Report.

#### Housing Delivery

1.3 The supply of housing will come from a range of sites within the existing urban areas, and those within the New Neighbourhoods set out in the Core Strategy.

1.4 The prediction of housing completions has been informed by evidence in the Strategic Housing Land Availability Assessments 2012 update, Stage 2 Masterplan Report information on phasing of the New Neighbourhoods, residential monitoring information and discussion with development services and policy colleagues.

It is predicted that development will occur at several of the New Neighbourhoods within the first five years of the plan, as set out within Table 1.

Settlement	Site	Years															Total	
		2013 / 2014	2014 / 2015	2015 / 2016	2016 / 2017	2017 / 2018	2018 / 2019	2019 / 2020	2020 / 2021	2021 / 2022	2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028		
Christchurch	Roeshot Hill				50	50												100
	Burton				20	25												45
Wimborne	St Margaret's Hill				15	30												45
	Cuthbury Allotments		30	50	50	45												175
	North Wimborne		50	75	75	75												275
	South of Leigh Road			30	50	50												130
Corfe Mullen	North of Wimborne Road			50	50	50												150
Ferdown and West Parley	Holmwood House		50	50	50													150
	Coppins		40															40
	East of New Road			30	50	50												130
	West of New Road			30	50	50												130
Verwood	NE Verwood			20	20	25												65
	NW Verwood			30	50	50												130
Other Sites and remaining supply from commenced sites							205	205	255	255	205	205	205	155	105	105		1900
Total		0	170	365	530	500	205	205	255	255	205	205	205	155	105	105		
Cumulative Total			170	535	1065	1565	1770	1975	2230	2485	2690	2895	3100	3255	3360	3465		

1.6 It is predicted that the remaining New Neighbourhood allocations are unlikely to gain planning permission and/or commence development within the first five years following the adoption of the Core Strategy. Based on this, it can be assumed that the rate of development from these remaining sites, along with those outstanding from sites commenced in the first five years, can be evenly distributed across the remaining Plan period to give a supply rate of between 105 and 255 units per annum amounting to a total of 1,900 to be delivered over a 12 year period.

1.7 Table 2 sets out the predicted annual delivery of housing sourced from the Strategic Housing Land Availability Assessments and New Neighbourhoods.

**2 Predicted Housing Delivery for Christchurch and East Dorset Compared to the Annual Core Strategy Target**

2.1 Paragraph 47 of the National Planning Policy Framework requires that local authorities should identify a ‘supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20%....’

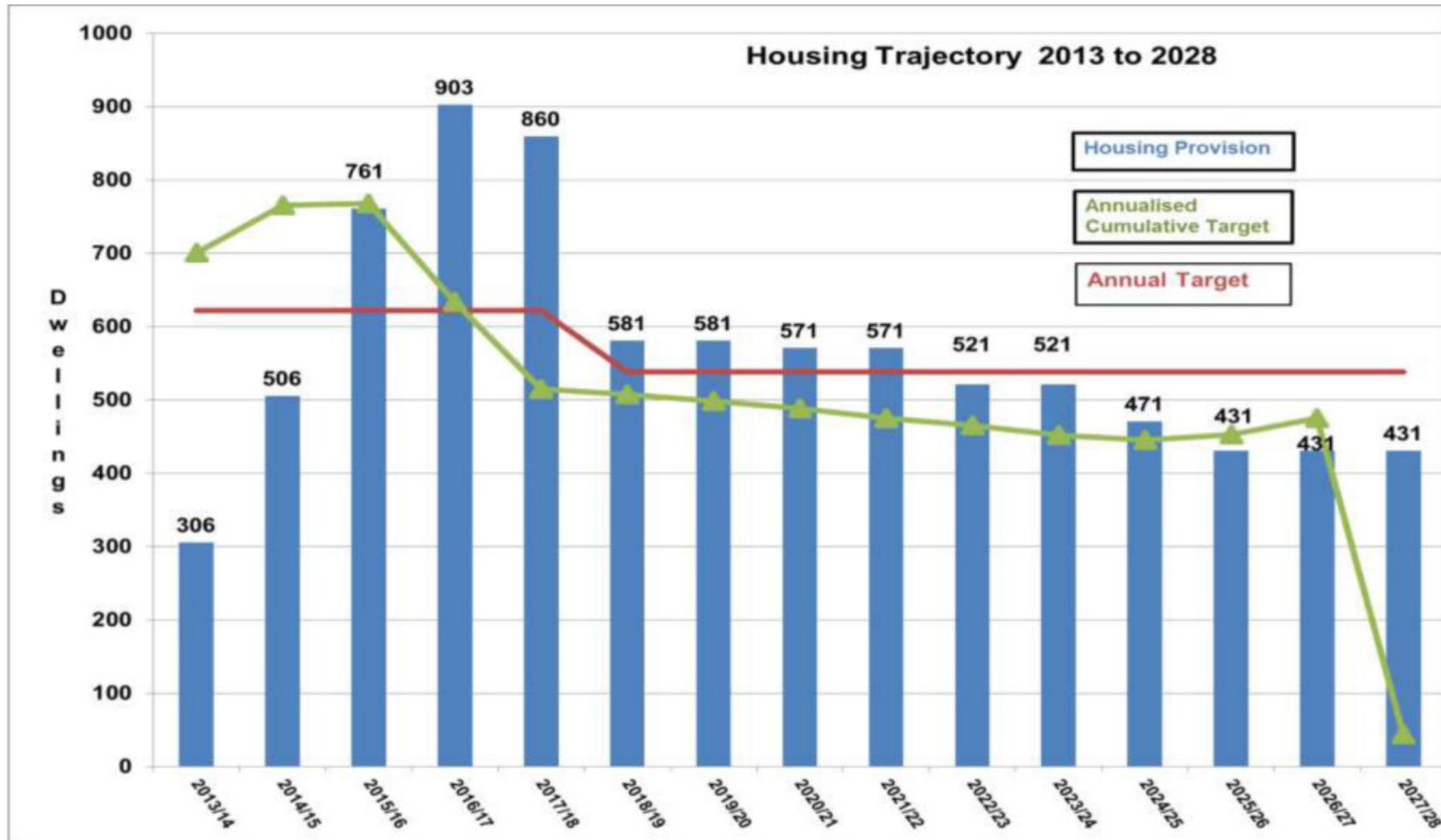
2.2 The Councils have delivered the necessary housing to meet historic targets, so should only apply a 5% buffer. Both Councils delivered more housing than needed to meet the housing requirement in the last Structure Plan, which covered the period 1994 to 2011. In Christchurch this amounted to a 25% over provision where the requirement was for 2,000 net dwellings and delivery amounted to 2,552. In East Dorset over provision was in the order of 18%, with the requirement of 3,800 net dwellings being exceeded by 684 dwellings. Total over provision for the combined Core Strategy area therefore amounted to 1,236 dwellings (21%) over the seventeen years to 2011.

2.3 Table 2 along with the following Charts bring together the predicted housing delivery identified in the Core Strategy and measure this against the proposed housing target. They show that in the first five years of the plan period there is a surplus provision of 210 dwellings over the Core Strategy target, including a 5% buffer. Over the full 15 years the prediction is that the target will be exceeded.

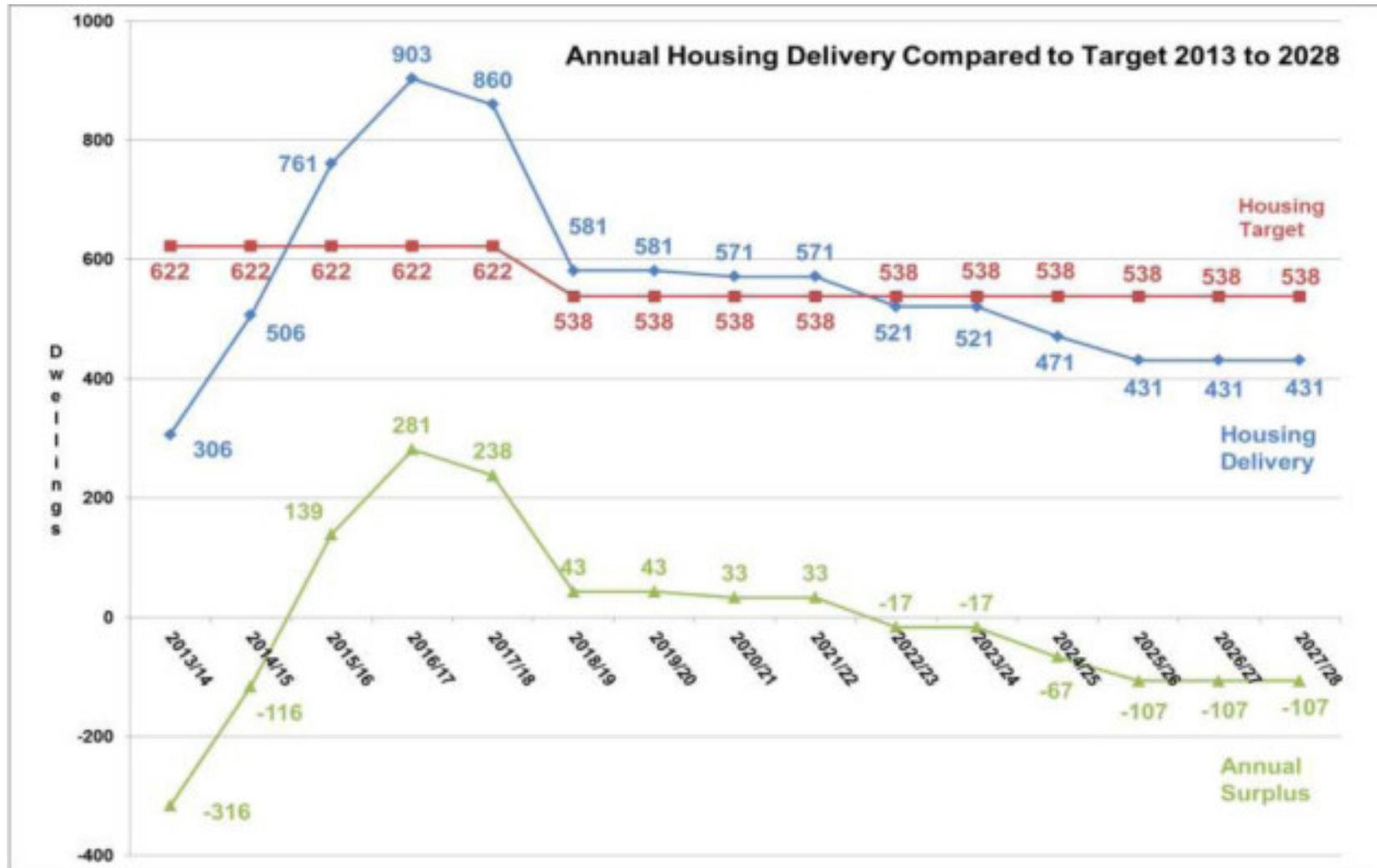
Housing Supply and Requirement for Christchurch and East Dorset											
Year	1	2	3	4	5	6	7	8	9	10	11
	Housing Supply					Household projection (+5% NPPF buffer for the first five years)	Cumulative Target	Remaining Target	Annual Surplus/ Deficit	Cumulative Surplus/ Deficit	Annualised Cumulative Target
	SHLAA	Strategic Sites	Total	Cumulative	Affordable Housing Provision						
2013/14	306	0	306	306	153	622	622	8490	-316	-316	701
2014/15	336	170	506	812	153	622	1244	8184	-116	-432	766
2015/16	396	365	761	1573	154	622	1866	7678	139	-293	769
2016/17	373	530	903	2476	154	622	2488	6917	281	-12	634
2017/18	360	500	860	3336	153	622	3110	6014	238	226	515
2018/19	376	205	581	3917	237	538	3648	5154	43	269	508
2019/20	376	205	581	4498	237	538	4186	4573	43	312	499
2020/21	316	255	571	5069	231	538	4724	3992	33	345	489
2021/22	316	255	571	5640	231	538	5262	3421	33	378	475
2022/23	316	205	521	6161	213	538	5800	2850	-17	361	466
2023/24	316	205	521	6682	213	538	6338	2329	-17	344	452
2024/25	266	205	471	7153	193	538	6876	1808	-67	277	446
2025/26	276	155	431	7584	180	538	7414	1337	-107	170	453
2026/27	326	105	431	8015	182	538	7952	906	-107	63	475
2027/28	326	105	431	8446	182	538	8490	475	-107	-44	44
Totals	4981	3465	8446		2866	8490		44			

**Calculation of column 6**

1. The Strategic Housing Market Assessment identifies a housing requirement of 555 p.a. plus 2% to account for vacant dwellings and second homes. This gives a 15 year total of 8,490 dwellings. To accord with the requirements of the NPPF it is necessary to add a further 5% to the overall target (425), and add this to the first five years (divide by 5 years = 85). The remaining housing (8,490-425 = 8,065) is then divided by 15 years (537.5). For the first five years this is then rounded down and added to the NPPF 5% (85+537= 622 p.a). The requirement for years 6 - 15 reduces to 538 p.a. (rounded up).
2. Affordable housing provision has been calculated by first identifying existing permissions and then adding either 40% or 50% affordable housing provision from all remaining supply, depending on whether sites are greenfield or not (Policy LN3). Actual number will be subject to site specific viability issues







Ref	Page	Policy / Paragraph	Main Modifications	Reason for Change
<p style="text-align: center;"><b>MM 67</b></p>		<p>Amended Infrastructure Delivery Plan</p>	<p><i>Please see separate document, 'Infrastructure Delivery Plan' (Submission Document SD35)</i></p>	<p>The Infrastructure Delivery Plan has been updated to reflect the latest information and modifications to the plan.</p>