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1 Schedule of Proposed Changes

Introduction

Schedule of Proposed Changes to the Pre-Submission Document

- 1.1** This document sets out the schedule of proposed policy changes to the Pre-Submission Core Strategy. It follows the Pre-Submission Consultation (2nd April – 25th June 2012). Changes have been made to the document as a result of responses to that consultation and from changes in national planning guidance, published in the National Planning Policy Framework (NPPF) in March 2012.
- 1.2** The publication for consultation of the Schedule of Proposed Changes to the Pre-Submission document is a formal statutory stage in the production of the Core Strategy, as set out in Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.3** 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 to 2028. 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 objectives for the area which are reflected in planning policies to achieve this.
- 1.4** This document is supported by a series of background papers which provide an analysis of the comments received to the Pre-Submission Consultation and explain the reasoning for changes made, and why changes have not been made.
- 1.5** Also supporting this document is the Infrastructure Delivery Plan, the Sustainability Appraisal (incorporating the Health Impact Assessment and the Equalities Impact Assessment) and the Habitat Regulations Assessment.
- 1.6** The format for this document is a schedule setting out the existing policy, the proposed word changes, and the reasoning for these changes. Comments should only be made on the changes proposed, not the whole document or other policies not contained in this schedule of changes. For policies which are not contained in this schedule, it is proposed that no further changes take place, and we are satisfied they should be considered as they stand by the Inspector at the Examination in Public in the summer of 2013.

How do I respond?

- 1.7** The consultation period is from 5th November to 21st December 2012. All comments must be duly submitted on an official Response Form or online through the consultation portal Objective: www.dorsetforyou.com/348323
- 1.8** Responses made must be around the 'Tests of Soundness' that require the Core Strategy to be 'Positively Prepared', 'Justified', 'Effective' and 'Consistent with National Policy'.

1.9 Comments received after 21st December 2012 are deemed inadmissible and cannot be accepted. All representations made will be sent to the Inspector duly appointed by the Planning Inspectorate for their consideration, and there is no need to re-submit previous comments. The Councils will not be responding to those who make representations. Representations will be published.

What happens next?

1.10 It is proposed the Core Strategy will be submitted to the Secretary of State in March 2013 to consider its soundness, taking into account national policy, available evidence and the consultation responses. It is anticipated the Examination in Public will take place in the summer of 2013. To appear at the Examination will be at the discretion of the Inspector.

1.11 Once the Inspector's Report has been published the Councils will have to decide whether to accept the recommendations and adopt the Strategy.

Question 1

Making Representations on the Schedule of Proposed Changes

If you wish to make representations on the proposed changes set out in the table below, then you will need to complete a separate response form for each paragraph, policy number or map reference you wish to comment on as set out in the table below. If you are using our online consultation system, then you will also need to complete a separate response for each proposed change using the link 'Add Comments' from this box.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
5	1.2		<u>Under recent changes to the development planning system, the Core Strategy effectively forms part of the new style Local Plan. A further set of more detailed development management policies and site allocations will follow in a separate document forming part 2 of the Local Plan. This document will be produced following on from the Core Strategy with a timetable set out in councils local development schemes.</u>	New text to clarify the relationship between the Core Strategy and other documents prepared as part of the Local Plan.

1 Schedule of Proposed Changes

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10	2.11	<p>.....The north and western part of the District is more rural in character, a large proportion being within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and contains villages, hamlets and isolated dwellings.</p>	<p>.....The north and western part of the District is more rural in character, a large proportion being within</p> <p>the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and contains</p> <p>villages, hamlets and isolated dwellings. <u>Significant areas of the District comprise large, rural estates where there has been a continuity of ownership and stewardship over many generations.</u></p>	<p>Additional text to reflect the role of rural estates in the area.</p>
19	3.1	<ul style="list-style-type: none"> • Providing adequate land for employment growth, including major sites such as Bournemouth Airport and Ferndown Industrial Estate. • Supporting our communities in urban and rural areas, including ensuring that community facilities support community development, and that the specific needs of older residents and young people are met. • Tackling inequalities, such as pockets of deprivation and high levels of young people not in education, employment or training, which are often hidden in a relatively affluent area. 	<ul style="list-style-type: none"> • Providing adequate land for employment growth, including major sites such as Bournemouth Airport and Ferndown Industrial Estate, <u>as well as enabling the rural economy to diversify and flourish through the reuse of buildings and small new employment developments at the major villages.</u> • Supporting our communities in urban and rural areas, including ensuring that community facilities support community development, and that the specific needs of older residents and young people are met. 	<p>New text in response to representations to refer to the rural economy and the needs of the elderly and retired population.</p>

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			<ul style="list-style-type: none"> Tackling inequalities, such as pockets of deprivation and high levels of young people not in education, employment or training, which are often hidden in a relatively affluent area. <u>Addressing the challenges posed by a significant elderly and retired population in the area, in terms of provision of appropriate housing, health and community facilities and services.</u> 	
19	3.2	Although national planning policy is changing, there is still an expectation that planning should be genuinely plan-led, with succinct Local Plans setting out a positive long term vision for an area. The strategic priorities for Local Plans defined in national policy and set out below are taken forward in the Christchurch and East Dorset Core Strategy.	Although national planning policy is changing. <u>National planning policy has been revised and condensed into the National Planning Policy Framework (NPPF).</u> There is still an expectation that planning should be genuinely plan-led, with succinct Local Plans setting out a positive long term vision for an area. The strategic priorities for Local Plans defined in <u>the NPPF national policy</u> and set out below are taken forward in the Christchurch and East Dorset Core Strategy.	Amendment required in relation to the NPPF.
20	The Core Strategy Vision	The natural environment of Christchurch and East Dorset and their historic and thriving towns and villages are, and will continue to be, the most important assets for the area. This special environment will be used to sustain the growth of the local economy, and the welfare	The natural environment of Christchurch and East Dorset and their historic and thriving towns and villages are, and will continue to be, the most important assets for the area. The quality of this <u>is secured to sustaining</u> the growth of the local economy, and the welfare of its local	Changes made in response to representations made by Natural England the Cranborne Chase and West Wiltshire Downs AONB and Dorset Wildlife Trust (DWT).

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		<p>of its local communities, rather than being used as a reason to turn our back on growth which can be achieved sustainably.</p> <p>The Dorset Heathlands, the Cranborne Chase and West Wiltshire Downs Area Of Outstanding Natural Beauty, Christchurch Harbour, the coast, beaches and rivers will be protected and enhanced for their intrinsic value and to ensure that recreation and commercial activity sustains these areas.....</p> <p>Housing will also continue to be delivered from redevelopment within the existing towns, but developments will now better reflect the character and type of housing found in each local area, and will make appropriate contributions to infrastructure. Almost all new housing development will contribute to the provision of affordable housing, creating a step change in delivery of affordable dwellings and a significant reduction in waiting lists.....</p> <p>....The economy of the area will grow, both by sustaining its traditional sectors such as tourism, health and education, but also by creating a mixed economy with emphasis on growth in new knowledge based sectors including engineering, creative and technical industries and the green knowledge economy. Economic growth will be sustained by the creation of major high quality employment sites in East Dorset and at Bournemouth Airport, and by the protection of other well located sites for</p>	<p>communities, rather than being used as a reason to turn our back on growth which can be achieved sustainably.</p> <p>The <u>intrinsic landscape and biodiversity value of the</u> Dorset Heathlands, the Cranborne Chase and West Wiltshire Downs Area Of Outstanding Natural Beauty, Christchurch Harbour, the coast, beaches and rivers will be protected <u>and their connectivity enhanced. Improving our special environment and its green infrastructure for their intrinsic value and to will</u> ensure that recreation and commercial activity sustains these areas.....</p> <p>Housing will also continue to be delivered <u>from redevelopment within the existing towns, in our towns and villages</u> but developments will now better reflect the character and type of housing found in each local area, and will make appropriate contributions to infrastructure. Almost all new housing development will contribute to the provision of affordable housing, creating a step change in delivery of affordable dwellings and a significant reduction in waiting lists....</p> <p>....The economy of the area will grow, both by sustaining its traditional sectors such as tourism, health and education, but also by creating a mixed economy with emphasis on growth in new knowledge based sectors including engineering, creative and technical</p>	<p>Change to provide recognition that some housing may be appropriate in rural areas.</p> <p>Greater recognition provided in relation to the rural economy in response to representations.</p> <p>In response to representations recognition of the issues affecting the elderly population.</p> <p>Reference to a new community facility in Christchurch town centre has been deleted as the Council does not have an aspiration for this.</p>

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		<p>key employment uses. These will have an important role in sustaining the economy of South East Dorset....</p> <p>....The Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services....</p> <p>...Perhaps most important of all, our communities will thrive. There will be targeted regeneration to provide improved housing facilities and services in the Somerford, Leigh Park and Heatherlands Estates. Community facilities will be safeguarded and support will be given to the community groups and organisations to develop volunteering, and to obtain premises from which to deliver services. The provision of a new community facility in Christchurch town centre will be supported.</p>	<p>industries and the green knowledge economy. Economic growth will be sustained by the creation of major high quality employment sites in East Dorset and at Bournemouth Airport, and by the protection of other well located sites for key employment uses. These will have an important role in sustaining the economy of South East Dorset. <u>Within the rural areas traditional employment will be supported and rural diversification encouraged to create jobs and prosperity.</u></p> <p>-</p> <p><u>...The Bournemouth</u> Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services....</p> <p>...Perhaps most important of all, our communities will thrive. <u>The challenges of supporting a significant elderly and retired population will be planned for through provision of appropriate housing, health and community facilities and services.</u> There will be targeted regeneration to provide improved housing, facilities and services in the Somerford, Leigh Park and Heatherlands Estates. Community facilities will be safeguarded and support will be given to the community groups and organisations to</p>	

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			develop volunteering, and to obtain premises from which to deliver services. The provision of a new community facility in Christchurch town centre will be supported.	
22	Objective 1	<p>To manage and safeguard the natural environment of Christchurch and East Dorset.</p> <p>The Green Belt will be retained and protected, except for strategic release of land to provide new housing, and for employment development in East Dorset and at Bournemouth Airport. Impact on designated sites will be avoided, and residential development will contribute to mitigation of development on Heathland habitats. New greenspace will be provided as part of major housing proposals. Important natural features such as Christchurch Harbour, the coast, rivers and beaches and the Wiltshire Downs and Cranborne Chase Area of Outstanding Natural Beauty will be protected and enhanced.</p>	<p>To manage and safeguard the natural environment of Christchurch and East Dorset.</p> <p>The Green Belt will be retained and protected, except for strategic release of land to provide new housing, and for employment development in East Dorset and at Bournemouth Airport. Impact close to designated sites will be avoided, and residential development will contribute to mitigation of development on Heathland habitats. New greenspace and biodiversity enhancements will be provided as part of major housing proposals. Important natural features such as Christchurch Harbour, the coast, rivers and beaches and the Wiltshire Downs and Cranborne Chase Area of Outstanding Natural Beauty will be protected and enhanced.</p>	Amended text in response to representations to clarify avoidance / mitigation of impact on heathlands and added text concerning biodiversity enhancements in line with the NPPF.
22	Objective 3	<p>To adapt to the challenges of climate change.</p> <p>The impact of carbon emissions from transport will be reduced by more sustainable patterns of development in accessible</p>	<p>To adapt to the challenges of climate change.</p> <p>The impact of carbon emissions from transport will be reduced by more sustainable patterns of development in accessible</p>	Amended text in response to representations to refer to ecosystem services in line with the NPPF.

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		<p>locations, and by encouraging travel by bike, on foot, or by public transport. Developments will be expected to incorporate carbon reduction, water and energy efficiency measures as part of measures to reduce impact on climate change. At least 15% of total energy used on developments of 10 or more dwellings or 1,000m² of non-residential floorspace will come from decentralised, renewable or low carbon sources.</p> <p>Development will be located in areas at lowest risk of flooding. A Supplementary Planning Document for Flood Risk will be produced on how the sequential and exception tests will apply locally.</p>	<p>locations, and by encouraging travel by bike, on foot, or by public transport. Developments will be expected to incorporate carbon reduction, water and energy efficiency measures as part of measures to reduce impact on climate change and support important ecosystem services. At least 105% of total energy used on developments of 10 or more dwellings or 1,000m² of non-residential floorspace will come from decentralised, renewable or low carbon sources. Development will be located in areas at lowest risk of flooding. A Supplementary Planning Document for Flood Risk will be produced on how the sequential and exception tests will apply locally.</p>	<p>Percentage change from 15% to 10% in line with amended Policy ME5. The change reflects representations on viability and deliverability of 15%.</p>
23	Objective 5	<p>To deliver a suitable, affordable and sustainable range of housing to provide for local needs.</p> <p>Sufficient housing will be provided in Christchurch and East Dorset to reduce local needs, whilst maintaining the character of local communities. This housing will include well planned sustainable new communities in appropriate locations. The size and type of dwellings (both open market and affordable) will reflect current and projected local need through the Strategic Housing Market Assessment. All residential development resulting in a net increase in dwellings will contribute towards provision of affordable</p>	<p>To deliver a suitable, affordable and sustainable range of housing to provide for local needs.</p> <p>Sufficient housing will be provided in Christchurch and East Dorset to reduce local needs, whilst maintaining the character of local communities. This housing will include well planned sustainable new communities in appropriate locations. The size and type of dwellings (both open market and affordable) will reflect current and projected local need through the Strategic Housing Market Assessment, and will include housing capable of meeting people's needs at all stages of life. All residential development</p>	<p>Amended text in response to representations received regarding planning for the housing needs of older people.</p>

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		<p>housing, at a rate of 35% of total units being developed. Development of 100% affordable housing schemes may be considered exceptionally in land adjoining rural and urban settlements. Criteria for the provision of Gypsy and Traveller sites will be established.</p>	<p>resulting in a net increase in dwellings will contribute towards provision of affordable housing, at a rate of 35% of total units being developed. Development of 100% affordable housing schemes may be considered exceptionally in land adjoining rural and urban settlements. Criteria for the provision of Gypsy and Traveller sites will be established.</p>	
23	Objective 6	<p>To reduce the need for our communities to travel, and to do so more easily by a range of travel choices.</p> <p>The overall aim will be to reduce congestion in key locations, by reducing the need to travel and encouraging public transport use, walking and cycling as alternatives to the car. Development will be located in the most accessible locations, focused on prime transport corridors and town centres. New residential development will be located either close to existing facilities, or where good transport links exist to such facilities.</p> <p>Prime transport corridors will be developed in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, A349, B3074 and B3072, and corridors north of the A31(T).</p>	<p>To reduce the need for our communities to travel, and to do so more easily by a range of travel choices.</p> <p>The overall aim will be to reduce congestion in key locations, by reducing the need to travel and encouraging public transport use, walking and cycling as alternatives to the car. Development will be located in the most accessible locations, focused on prime transport corridors and town centres. New residential development will be located either close to existing facilities, or where good transport links exist to such facilities.</p> <p>Prime transport corridors will be developed improved in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, A349, B3074 and B3072, and corridors north of the A31(T).</p>	Amended text in response to representations from Dorset County Council regarding the nature of strategic highways improvements scheduled to come forward during the plan period.

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		<p>Key transport schemes proposed to support the Core Strategy will be developed:</p> <p>A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross (Salisbury Road), Somerford Roundabout - junction improvements.</p> <p>B3073 junction improvements from Parley Cross to A338 Blackwater Junction and road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to the Cooper Dean Roundabout.</p> <p>A31(T) dualling between Merley and Ameysford.</p> <p>The development of new Green Infrastructure including footpaths, bridleways and cycleways, will also encourage people to enjoy recreation without the need to travel by car.</p>	<p>Key transport schemes proposed to support the Core Strategy will includebe developed:</p> <p>A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross (Salisbury Road), Somerford Roundabout - junction improvements.</p> <p>B3073 junction improvements from Parley Cross to A338 Blackwater Junction and road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to the Cooper Dean Roundabout.</p> <p>A31(T) dualling between Merley and Ameysford.</p> <ul style="list-style-type: none"> • <u>Improvements to the A35 corridor through Christchurch</u> • <u>Improvements to the A338/B3073 corridor around Bournemouth Airport</u> • <u>Dualling of the A31(T) around Wimborne</u> <p>The development of new Green Infrastructure including footpaths, bridleways and cycleways, will also encourage people to enjoy recreation without the need to travel by car.</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
Chapter 4	New Policy KS13		<p><u>Presumption in favour of sustainable development:</u></p> <p><u>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly, in particular through the pre-application process, to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</u></p> <p><u>Planning applications that accord with the policies in this Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</u></p> <p><u>a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when</u></p>	Model policy on presumption in favour of sustainable development introduced in accordance with the NPPF.

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			<p><u>assessed against the policies in the National Planning Policy Framework taken as a whole; or</u></p> <p><u>b) specific policies in that Framework indicate that development should be restricted.</u></p>	
27	KS2	<p>Green Belt</p> <p>Development in East Dorset District and Christchurch Borough will be contained by the South</p> <p>East Dorset Green Belt. The most important purposes of the Green Belt in the area are to:</p> <ul style="list-style-type: none"> • Protect the separate physical identity of individual settlements in the area by maintaining • wedges and corridors of open land between them. • To maintain an area of open land around the conurbation. <p>Limited changes to the existing boundaries are proposed to enable some new housing and employment to meet local needs and also to include areas in the Green Belt that are no longer capable of providing for these needs.</p>	<p>Green Belt</p> <p>Development in East Dorset District and Christchurch Borough will be contained by the South East Dorset Green Belt. The most important purposes of the Green Belt in the area are to:</p> <ul style="list-style-type: none"> • Protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them. • To maintain an area of open land around the conurbation. <p>Limited changes to the existing boundaries are proposed to enable some new housing and employment to meet local needs and also to include areas in the Green Belt that are no longer capable of providing for these needs. <u>The revised Green Belt boundaries will follow the edge of the new urban area, significant open space and SANGs will be</u></p>	<p>Clarification that revised Green Belt boundaries will be shown on Proposals Maps for each of the developments proposed.</p> <p>Additional criteria added to clarify the approach to the development of 'previously developed sites'.</p>

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			<p><u>within the Green Belt, and will be shown on the Proposals Maps for each individual development proposal.</u></p> <p><u>In accordance with the guidance contained within the National Planning Policy Framework, development proposals on sites considered as previously developed sites within the Green Belt shall be considered against sustainable development criteria, and prerequisites for development which include:</u></p> <ul style="list-style-type: none"> • <u>Approval of a development brief by the Council,</u> • <u>Agreement of a comprehensive travel plan, and</u> • <u>A wildlife strategy to be agreed with the Council that ensures no harm to features of acknowledged biodiversity importance, as well as enhancing the biodiversity where possible through improving the condition of existing habitats or creation of new ones.</u> 	
28	4.17	A housing strategy for Christchurch and East Dorset has been established for the plan period (2013 - 2028) informed by local evidence including the Bournemouth and Poole Strategic Housing Market Assessment (2012), Strategic Housing Land Availability Assessments (2011) and master planning work undertaken for new greenfield sites.	A housing strategy for Christchurch and East Dorset has been established for the plan period (2013 - 2028) informed by local evidence including the Bournemouth and Poole Strategic Housing Market Assessment (2012), <u>Bournemouth, Dorset and Poole Population and Household Projections (2012)</u> , Strategic Housing Land Availability Assessments (2011)	Amended text to reflect the recent household projections which in combination with the SHMA have informed the councils' housing target.

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			and master planning work undertaken for new greenfield sites.	
28	4.18	The Bournemouth and Poole Strategic Housing Market Assessment (2012) provides an assessment of need for market and affordable housing. In Christchurch there is a need for 3,375 new market and affordable homes and for 5,250 in East Dorset between 2013 and 2028. 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. In this respect, the Strategic Housing Land Availability Assessments (2011) undertaken for Christchurch and East Dorset provide a detailed assessment of the capacity for housing development.	The Bournemouth and Poole Strategic Housing Market Assessment (2012) provides an assessment of need for market and affordable housing. In Christchurch the study identified re is a need for 3,375 new market and affordable homes and for 5,250 in East Dorset between 2013 and 2028. <u>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. Based on this there is a need for 7,500 new market and affordable homes in Christchurch and East Dorset between 2013 and 2028. The SHMA and Dorset County Council data have informed a single housing target for 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 approximately 10% over and above the baseline need figure. This also provides some allowance for possible future changes in statistical data which affect household projections.</u> In establishing housing targets for Christchurch and East Dorset the assessment of housing need must be balanced against the level of housing that	Amended text to reflect the recent household projections which in combination with the SHMA have informed the councils' housing target.

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			can be delivered sustainably. In this respect, the Strategic Housing Land Availability Assessments (2011) undertaken for Christchurch and East Dorset provide a detailed assessment of the capacity for housing development.	
28	4.19	In Christchurch there is capacity to build approximately 2,140 new homes in the urban areas and 2,800 in East Dorset over a 15 year period. This does not meet the needs identified in the Housing Market Assessment, so it has been necessary to identify sites in the Green Belt. Even so, within Christchurch there is insufficient suitable land available to deliver the identified need set out in the Housing Market Assessment, due to the particular constraints of flood risk and proximity to heathland, which affect significant areas of the Borough.	In Christchurch there is capacity to build approximately 2,140 new homes in the urban areas and 2,800 in East Dorset over a 15 year period. This does not meet the needs identified <u>in the evidence base referred to above Housing Market Assessment</u> , so it has been necessary to identify sites in the Green Belt. <u>Even so, within Christchurch there is insufficient suitable land available to deliver the identified need set out in the Housing Market Assessment, due to the particular constraints of flood risk and proximity to heathland, which affect significant areas of the Borough.</u>	The text has been amended as policies KS3 and KS4 will be replaced by a single policy and housing target which meets the overall housing requirement for the district and borough identified in the Bournemouth, Dorset and Poole Population and Household Projections (DCC, 2012),
29	4.20	The Strategic Housing Land Availability Assessment reports do and will continue to take into account a discounting rate for the non-implementation of planning permissions in the existing urban area.	<u>The Strategic Housing Land Availability Assessment reports do and will continue to take into account a discounting rate for the non-implementation of planning permissions in the existing urban area.</u>	This text has been deleted as the Christchurch Strategic Housing Land Availability Assessment does not apply a discounting rate.
30	Map 4.2	<i>Please see existing map 4.2 in section 2 of this document.</i>	<i>Please see the proposed change map 4.2 in section 2 of this document.</i>	Removal of 'East of Marsh Lane' New Neighbourhood from the map

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30	KS3	<p>Housing provision in Christchurch</p> <p>About 3,020 new homes will be provided in Christchurch between the years 2013 and 2028. This will comprise up to 2,035 homes within the existing urban area and a further 850 homes to be provided as an urban extension at Roeshot Hill, 90 homes to the east of Marsh Lane and 45 homes to the south of Burton. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.</p>	<p>Housing Provision in Christchurch and East Dorset</p> <p><u>About 8,200 new homes will be provided in the plan area between the years 2013 and 2028. This will comprise up to 4,800 homes within the existing urban areas and a further 3,400 provided as new neighbourhoods at Christchurch, Burton, Corfe Mullen, Wimborne/Colehill, Ferndown/West Parley and Verwood. The location 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 Councils Masterplan is to be applied.</u></p> <p><u>The Councils aim for a total of 35% of the new homes to be affordable, as defined in Appendix 2.</u></p> <p><u>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 the Core Strategy.</u></p>	<p>Advice from the Planning Inspectorate is that we should set one housing target for the whole plan area.</p>

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			<p><u>Housing provision in Christchurch</u></p> <p><u>About 3,020 new homes will be provided in Christchurch between the years 2013 and 2028. This will comprise up to 2,035 homes within the existing urban area and a further 850 homes to be provided as an urban extension at Roeshot Hill, 90 homes to the east of Marsh Lane and 45 homes to the south of Burton. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.</u></p>	
31	KS4	<p>Housing provision in East Dorset</p> <p>About 5,250 new homes will be provided in East Dorset between the years 2013 and 2028. This will comprise about 2,800 homes within the existing urban areas and about a further 2,500 homes to be provided as new neighbourhoods. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.</p>	<p>As above.</p> <p><u>Housing provision in East Dorset</u></p> <p><u>About 5,250 new homes will be provided in East Dorset between the years 2013 and 2028. This will comprise about 2,800 homes within the existing urban areas and about a further 2,500 homes to be provided as new neighbourhoods. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.</u></p>	As above
31	4.26	The Bournemouth, Dorset and Poole Workspace Study (2012) forms the evidence base that informs the level of future employment land provision in the Bournemouth	The Bournemouth, Dorset and Poole Workspace Study (2012) forms the evidence base that informs the level of future employment land provision in the	The published Bournemouth, Dorset and Poole Workspace Study is based on the SSCT and the

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>and Poole Strategic Housing Market Area. The study identifies a requirement for 248ha of employment land for B1, B2 and B8 use classes to be delivered across the Bournemouth and Poole housing market area between 2011 - 2031. Within the housing market area there is a supply of 235ha of employment land that is capable of coming forward for development over this period.</p>	<p><u>Bournemouth and Poole Strategically Significant City and Town (SSCT) Bournemouth and Poole Strategic Housing Market Area.</u> The study identifies a requirement for <u>173 248ha</u> of employment land for B1, B2 and B8 use classes to be delivered across the Bournemouth and Poole <u>SSCT housing market area</u> between 2011 - 2031. <u>Within the Bournemouth and Poole SSCT housing market area</u> there is a supply of <u>150 235ha</u> of employment land that is capable of coming forward for development over this period.</p>	<p>employment land figures are also amended to reflect this change in area.</p>
31	4.27	<p>The level of employment land provision identified in Policy KS5 is necessary to address projected requirements across the housing market area and reflects the availability of employment land across the area and shortages of supply in Bournemouth. Strategic sites of importance to the sub-regional economy are located in Christchurch and East Dorset such as Bournemouth Airport Northern Business Park and Ferndown Industrial Estate. In this respect it is important for the economies of the districts and the wider sub region for sufficient employment land to come forward in Christchurch and East Dorset. On the basis of available supply across the housing market area it is necessary for in the region of 80ha to come forward in Christchurch and East</p>	<p>The level of employment land provision identified in Policy KS5 is necessary to address projected requirements across the <u>Bournemouth and Poole SSCT housing market area</u> and reflects the availability of employment land across the area and shortages of supply in Bournemouth. Strategic sites of importance to the sub-regional economy are located in Christchurch and East Dorset such as Bournemouth Airport Northern Business Park and Ferndown Industrial Estate. In this respect it is important for the economies of the districts and the wider sub region for sufficient employment land to come forward in Christchurch and East Dorset. On the basis of available supply across the housing market area it is necessary for in the region of 80ha to come forward in Christchurch and East</p>	<p>The published Bournemouth, Dorset and Poole Workspace Study is based on the SSCT and the employment land figures are also amended to reflect this change in area.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		Dorset over the plan period to address future requirements identified in the Workspace Study.	Dorset over the plan period to address future requirements identified in the Workspace Study.	
32	KS5	<p>Provision of Employment Land</p> <p>Employment land supply located in Christchurch and East Dorset will contribute in part to meeting the wider strategic requirement across the Bournemouth and Poole Housing Market Area as identified in the 2012 Bournemouth, Dorset and Poole Workspace Study. 80 hectares of land will be identified to meet the requirements of existing and new businesses. An appropriate mix of premises will be encouraged on employment sites within the portfolio to meet these business needs. Live/work units will be supported for business activity that is acceptable in environmental terms (noise, discharges or emissions to land, air or water) and that will not affect the health, safety or amenities of nearby land.</p>	<p>Provision of Employment Land</p> <p>Employment land supply located in Christchurch and East Dorset will contribute in part to meeting the wider strategic requirement across the Bournemouth and Poole <u>Strategically Significant City and Town Housing Market Area</u> as identified in the 2012 Bournemouth, Dorset and Poole Workspace Study. 80 hectares of land will be identified to meet the requirements of existing and new businesses. An appropriate mix of premises will be encouraged on employment sites within the portfolio to meet these business needs. Live/work units will be supported for business activity that is acceptable in environmental terms (noise, discharges or emissions to land, air or water) and that will not affect the health, safety or amenities of nearby land.</p>	The published Bournemouth, Dorset and Poole Workspace Study is based on the SSCT and the employment land figures are also amended to reflect this change in area.
32	Map 4.3	<i>Please see existing map 4.3 in section 2 of this document.</i>	<i>Please see the proposed change map 4.3 in section 2 of this document.</i>	Removal of Qinetiq, Bailey Drive site, Christchurch as site has consent for alternative uses.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
33	4.33	A Joint Retail Assessment (2008) has been prepared which identifies the future requirements for retail provision in Christchurch and East Dorset and establishes the broad level of retail development that needs to come forward in the main retail centres to maintain and enhance their vitality and viability. This study has informed the requirements for retail floorspace provision set out in Policy KS8 for the period to 2028.	A Joint Retail Assessment (2008) has been prepared which identifies the future requirements for retail provision in Christchurch and East Dorset. The Christchurch and East Dorset Retail Update (2012) identifies future requirements for retail floorspace provision in Christchurch and East Dorset. This study has informed the and establishes the broad level of retail development that needs to come forward in the main retail centres to maintain and enhance their vitality and viability as set out in Policy KS8. This study has informed the requirements for retail floorspace provision set out in Policy KS8 for the period to 2028.	Updated text to reflect the latest retail study that informs floorspace requirements in the plan area.
34	4.35	The hierarchy set out in Policy KS6 changes the status of some of the centres in Christchurch and East Dorset. In some instances where a retail centre can sustainably accommodate a higher level of growth, its position may be elevated in the town centre hierarchy. Christchurch town centre is the main retail centre in Christchurch Borough and will be the focus for future retail development. Highcliffe functions as a district centre and will accommodate a smaller proportion of the Borough's future requirement for retail growth. Barrack Road which was a local centre, is now defined as district centre as it contains a high proportion of commercial units and performs the role of a district centre. Purewell functions	The hierarchy set out in Policy KS6 changes the status of some of the centres in Christchurch and East Dorset. In some instances where a retail centre can sustainably accommodate a higher level of growth, its position may be elevated in the town centre hierarchy. Christchurch town centre is the main retail centre in Christchurch Borough and will be the focus for future retail development. Highcliffe functions as a district centre and will accommodate a smaller proportion of the Borough's future requirement for retail growth. Barrack Road is maintained as which was a local centre, as it does not function as a district centre. It has a broad mix of shops but it is not a focus for shopping trips in the same way as Highcliffe. is now defined	Amended text to reflect a change in the proposed policy for Barrack Road as a 'local centre' as opposed to a 'district centre' which reflects its function.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		as a local centre and existing shopping parades will remain protected by Policy PC4 to serve local needs.	as district centre as it contains a high proportion of commercial units and performs the role of a district centre. Purewell functions as a local centre and existing shopping parades will remain protected by Policy PC4 to serve local needs.	
34	KS6	District Centres: West Moors, Highcliffe and Barrack Road. Local Centres: Purewell, Corfe Mullen and West Parley.	District Centres: West Moors, Highcliffe and Barrack Road. Local Centres: Purewell, <u>Barrack Road</u> , Corfe Mullen and West Parley.	Amended text to reflect a change in the proposed policy for Barrack Road as a 'local centre' as opposed to a 'district centre' which reflects its function.
35	KS7	A sequential assessment will be required for planning applications for main town centre uses that are not in an existing centre to ensure that all in-centre options have been thoroughly assessed before less central sites are considered. Where it has been demonstrated that there are no town centre sites to accommodate the proposed development, preference is given to edge of centre locations which are well connected to a centre by means of easy pedestrian access. The sequential assessment will be required for extensions to retail and leisure schemes of more than 200 square metres of gross additional floorspace. An impact assessment is required for planning applications for main town centre uses not in a centre to assess the impact on town centre vitality and viability, town centre investment	A sequential assessment will be required for planning applications for main town centre uses that are not in an existing centre to ensure that all in-centre options have been thoroughly assessed before less central sites are considered. Where it has been demonstrated that there are no town centre sites to accommodate the proposed development, preference is given to edge of centre locations which are well connected to a centre by means of easy pedestrian access. The sequential assessment will be required for extensions to retail and leisure schemes of more than 200 square metres of gross additional floorspace. An impact assessment is required for planning applications for main town centre uses not in a centre to assess the impact on town centre vitality and viability, town centre investment	Changes made reflect the provisions in the NPPF. The change in criteria for Impact Assessments has been adjusted following the recommendations of the NLP Retail Update Report of Sept 2012.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>plans, and impact on allocated sites outside town centres. Impact assessments are required for applications for retail and leisure developments over 2,500 square metres gross floorspace.</p> <p>Primary Shopping Areas are identified where retail development is to be focused. Within these, Primary and Secondary Shopping Cores are defined.</p> <p>1. At ground floor level, support will be given within the Primary Shopping Cores for retail stores (Use Class A1), financial and professional services (Use Class A2), food and drink premises (Use Class A3), non-residential institutions (Use Class D1) and leisure uses (Use Class D2). Non retail uses (other than class A1) will not cumulatively amount to more than 30% of all ground floor units within the Primary Shopping Cores. Additionally, the proposal should not result in more than three continuous frontages being non-retail or leisure uses and shop frontage appearances should be retained.</p> <p>2. In Secondary Shopping Cores the same uses will be supported as for Primary Shopping Cores along with drinking establishments (Use Class A4), hot food take-aways (Use Class A5) and hotels (Use Class C1).</p>	<p>plans, and impact on allocated sites outside town centres. Impact assessments are required for applications for retail and leisure developments over 2,500-1,000 square metres gross floorspace <u>within Christchurch, Ferndown or Wimborne and a 500 sq m gross threshold for other parts of the authority's area. This should include assessment of:</u></p> <ul style="list-style-type: none"> <u>The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal;</u> <u>The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.</u> <p><u>Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it will be refused.</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>Primary Shopping Areas are identified where retail development is to be focused. Within these, Primary and Secondary Shopping <u>Gores-Frontages</u> are defined.</p> <p>1. At ground floor level, support will be given within the Primary Shopping <u>Gores-Frontages</u> for retail stores (Use Class A1), financial and professional services (Use Class A2), food and drink premises (Use Class A3), non-residential institutions (Use Class D1) and leisure uses (Use Class D2). Non retail uses (other than class A1) will not cumulatively amount to more than 30% of all ground floor units within the Primary Shopping <u>GoresFrontages</u>. Additionally, the proposal should not result in more than three continuous frontages being non-retail or leisure uses and shop frontage appearances should be retained.</p> <p>2. In Secondary Shopping <u>Gores Frontages</u> the same uses will be supported as for Primary Shopping <u>GoresFrontages</u> along with drinking establishments (Use Class A4), hot food take-aways (Use Class (A5) and hotels (Use Class C1).</p>	
36	4.39	The scale and focus for retail growth in Christchurch and East Dorset is in accordance with the Town Centre Hierarchy defined in Policy KS6. The floorspace requirements for the area and individual centres have been informed by the floorspace projections	The scale and focus for retail growth in Christchurch and East Dorset is in accordance with the Town Centre Hierarchy defined in Policy KS6. The floorspace requirements for the area and individual centres have been informed by the floorspace projections	Change in text to take account of the Retail Study Update (2012) which supersedes projections contained in the 2008 study.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>identified in the Joint Retail Assessment (2008). The level of retail floorspace provision is defined in relation to projected housing and population growth over the plan period and the level of available expenditure this creates to support retail growth. The floorspace requirements set out in Policy KS8 are also based on Christchurch and East Dorset maintaining most of their market share of retail expenditure.</p>	<p>identified in the <u>Christchurch and East Dorset Retail Update (2012) Joint Retail Assessment (2008)</u>. The level of retail floorspace provision is defined in relation to projected housing and population growth over the plan period and the level of available expenditure this creates to support retail growth. The floorspace requirements set out in Policy KS8 are also based on Christchurch and East Dorset maintaining most of their market share of retail expenditure.</p>	
36	KS8	<p>Future retail provision</p> <p>In order for key retail centres in Christchurch and East Dorset to maintain and enhance their vitality and viability, it is important that provision is made for additional retail floorspace to meet the needs of a growing population with associated increasing levels of available retail expenditure. It is also important for our retail centres to maintain their market share of retail expenditure within the South East Dorset sub region and provide the opportunity to increase this market share. In Christchurch there is a projected requirement for in the region of 10,000sqm - 11,000sqm net additional comparison floorspace for the period to 2028 and no requirement for additional convenience floorspace. In East Dorset there is a projected requirement for in the region of 5,000sqm net convenience</p>	<p>Future retail provision</p> <p>In order for key retail centres in Christchurch and East Dorset to maintain and enhance their vitality and viability, it is important that provision is made for additional retail floorspace to meet the needs of a growing population with associated increasing levels of available retail expenditure. It is also important for our retail centres to maintain their market share of retail expenditure within the South East Dorset sub region and provide the opportunity to increase this market share. <u>In Christchurch there is a projected requirement for in the region of 8,100 square metres net additional comparison floorspace for the period to 2031 and 2,300 square metres net additional convenience floorspace.</u></p>	<p>The Retail Study Update (Sept 2012) by NLP provides an overview of the local retail trends for Christchurch and East Dorset up to 2031. It takes into account recently completed supermarkets, projected population growth and national economic and local trends. The floorspace projections have therefore been reviewed in light of this study.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>floorspace and 12,000 - 13,000 net comparison floorspace to 2028. The broad location and level of retail floorspace that could come forward in retail centres across Christchurch and East Dorset contributing towards overall projected requirements is set out below. The Site Specific Allocations Development Plan Document will determine specific sites within the centres where retail development can take place.</p> <p>Christchurch:</p> <p>Christchurch Town Centre:</p> <ul style="list-style-type: none"> • Comparison Retail Floorspace: 8,000sqm • Convenience Floorspace: No additional requirement to 2028 <p>Highcliffe Centre:</p> <ul style="list-style-type: none"> • Comparison Floorspace: 800sqm • Convenience Floorspace: No additional requirement to 2028 <p>East Dorset:</p> <p>Ferndown</p> <ul style="list-style-type: none"> • Comparison Floorspace: 5,200 sqm • Convenience Floorspace: 3,600 sqm <p>Verwood</p>	<p><u>In East Dorset there is a projected requirement for in the region of 5,200 sqm net additional comparison floorspace and 4,000 sqm net additional convenience floorspace to 2031.</u></p> <p><u>Floorspace projections are based on Christchurch and East Dorset Councils Retail and Town Centre Uses Study (2012). Future updates to the retail study during the plan period will inform on-going strategic requirements for retail provision in Christchurch and East Dorset.</u></p> <p><u>In Christchurch there is a projected requirement for in the region of 10,000sqm - 11,000sqm net additional comparison floorspace for the period to 2028 and no requirement for additional convenience floorspace. In East Dorset there is a projected requirement for in the region of 5,000sqm net convenience floorspace and 12,000 - 13,000 net comparison floorspace to 2028.</u></p> <p>The broad location and level of retail floorspace that could come forward in retail centres across Christchurch and East Dorset to deliver the overall projected requirements is set out below. The Site Specific Allocations Development Plan Document will determine specific sites within the centres where retail development can take place.</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • Comparison Floorspace: 1,150 sqm • Convenience Floorspace: 700 sqm <p>West Moors</p> <ul style="list-style-type: none"> • Comparison Floorspace: 550 sqm • Convenience Floorspace: 110 sqm <p>Wimborne Minster:</p> <ul style="list-style-type: none"> • Comparison Floorspace: 6,650 sqm 	<p><u>Christchurch:</u></p> <p><u>Comparison Retail Floorspace:</u> <u>Christchurch town centre will be the main focus for meeting the borough wide projection for comparison floorspace. Highcliffe centre will provide a small scale contribution towards the overall borough wide figure.</u></p> <p><u>Convenience Retail Floorspace:</u> <u>Christchurch town centre will be the focus for meeting the borough wide projection for convenience floorspace.</u></p> <p><u>Further detail on the retail strategy for Christchurch is set out in chapter 5 of the Core Strategy</u></p> <p><u>East Dorset:</u></p> <p><u>Comparison Retail Floorspace:</u></p> <p><u>Wimborne Minster and Ferndown will be the main focus for comparison retail floorspace provision in the district. Verwood and West Moors will also deliver additional comparison floorspace of a smaller scale to contribute to the overall district projection.</u></p> <p><u>Convenience Retail Floorspace:</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>Ferndown and West Parley will be the focus for convenience floorspace provision in the district. Corfe Mullen, Verwood, West Moors and Wimborne Minster have potential to deliver smaller scale provision contributing to the overall district figure.</u></p> <p><u>Further detail on the retail strategy for the East Dorset retail centres is set out in chapters 8, 10 and 11.</u></p> <p><u>Christchurch Town Centre:</u></p> <ul style="list-style-type: none"> • <u>Comparison Retail Floorspace: 8,000sqm</u> • <u>Convenience Floorspace: No additional requirement to 2028</u> <p><u>Highcliffe Centre:</u></p> <ul style="list-style-type: none"> • <u>Comparison Floorspace: 800sqm</u> • <u>Convenience Floorspace: No additional requirement to 2028</u> <p><u>East Dorset:</u></p> <p><u>Ferndown</u></p> <ul style="list-style-type: none"> • <u>Comparison Floorspace: 5,200 sqm</u> • <u>Convenience Floorspace: 3,600 sqm</u> <p><u>Verwood</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<ul style="list-style-type: none"> Comparison Floorspace: 1,150 sqm Convenience Floorspace: 700 sqm <p>West Moors</p> <ul style="list-style-type: none"> Comparison Floorspace: 550 sqm Convenience Floorspace: 110 sqm <p>Wimborne Minster:</p> <ul style="list-style-type: none"> Comparison Floorspace: 6,650 sqm 	
37	4.42	The projected floorspace requirements for Christchurch and East Dorset have been informed by the Joint Retail Study (2008). These projections are not intended as fixed targets but have informed the level of retail development required to maintain and enhance the vitality and viability of our retail centres. Retail floorspace requirements will be monitored and updated on a regular basis during the plan period.	The projected floorspace requirements for Christchurch and East Dorset have been informed by the <u>Christchurch and East Dorset Retail Update (2012) Joint Retail Study (2008)</u> . These projections are not intended as fixed targets but have informed the level of retail development required to maintain and enhance the vitality and viability of our retail centres. Retail floorspace requirements will be monitored and updated on a regular basis during the plan period.	Change in text to take account of the Retail Study Update (2012) which supersedes projections contained in the 2008 study.
39	KS9	<ul style="list-style-type: none"> A349 Poole through to Wimborne Minster. 	<ul style="list-style-type: none"> A349 Poole through to Wimborne Minster. 	The majority of this route (A349) is in Poole so Borough of Poole will deliver improvements.
40	KS10	<p>Strategic transport improvements</p> <p>The South East Dorset Transport Strategy recommends the following strategic transport improvements to support future development.</p>	<p>Strategic transport improvements</p> <p>The South East Dorset Transport Strategy <u>The Local Transport Plan</u> recommends the following strategic transport improvements to</p>	Changes are required to to the timescales and therefore the way the schemes are listed. The Highways Agency has not

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Development will contribute towards their delivery through the payment of the Community Infrastructure Levy:</p> <p>Medium Term (2014 – 2019)</p> <p>In Christchurch the following improvements are required to accommodate borough wide development to 2028 including the Christchurch Urban Extension:</p> <ul style="list-style-type: none"> • A35 Fountains roundabout, Stony Lane roundabout, Staple Cross (Salisbury Road), Somerford roundabout junction improvements. <p>The following improvements and road widening are required to accommodate wider growth across the South East Dorset sub region including further employment development at Bournemouth Airport, the Airport Business Park and any new neighbourhoods created in the West Parley area:</p> <ul style="list-style-type: none"> • B3073 junction improvements from Parley Cross to A338 Blackwater. • B3073 road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to the Cooper Dean junction. <p>Long Term (2020 - 2026)</p>	<p>support future development. Development will contribute towards their delivery through the payment of <u>the South East Dorset Transport Contributions which will be replaced by the Community Infrastructure Levy:</u></p> <p><u>Short Term 2013 – 2017</u></p> <p><u>1. B3073 Hurn roundabout improvement</u></p> <p><u>2. A338 reconstruction from A31 junction - A3060 Cooper Dean and widening to 3 lanes from B3073 Blackwater to A3060 Cooper Dean</u></p> <p><u>Medium Term 2018 - 2022</u></p> <p><u>In Christchurch the following improvements are required to accommodate borough wide development to 2028 including the Christchurch Urban Extension:</u></p> <p><u>1. A35 Fountains roundabout, Stony Lane roundabout, Staple Cross junction and potentially Somerford roundabout improvements.</u></p> <p><u>The following improvements and road widening are required to accommodate wider growth across the South East Dorset sub region including further employment development at Bournemouth Airport, the</u></p>	<p>identified funding to deliver their scheme to dual the A31 before 2026 but this is being pursued. Developer contributions are being and will be collected to mitigate the impact of development as required by the Highways Agency. Numbering has been added for ease of reference to the schemes.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> A31(T) dualling between Merley - Ameysford (Highways Agency scheme). 	<p>Airport Business Park and any new neighbourhoods created in the West Parley area:</p> <p>2. B3073 Parley Cross junction improvements and associated development link roads</p> <p>3. B3073 Blackwater junction improvements</p> <p>4. B3073 Chapel Gate junction improvements</p> <p>5. A31(T) Merley roundabout improvements (Highways Agency scheme)</p> <p>Long Term 2023 - 2028</p> <p><u>1. B3073 widening between Chapel Gate to Blackwater junctions</u></p> <p>2. A31(T) dualling between Merley - Ameysford <u>roundabouts</u> (Highways Agency scheme)</p>	
41	Map 4.6	<i>Please see existing map in section 2 of this document.</i>	<p><u>Remove reference to East Dorset and Christchurch after each scheme proposal</u></p> <p><i>Please see the proposed change map 4.6 in section 2 of this document.</i></p>	Point 6 of key suggests Cooper Dean is in Christchurch

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
42	KS11	<p>Transport and development</p> <p>The Councils will use their planning powers to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. Development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the submission of a transport assessment or transport statement, and where appropriate:</p> <p>i. contributions towards local and strategic transport improvements in line with the authorities' contributions policy;</p> <p>ii. contributions to transport modelling work;</p> <p>iii. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;</p> <p>iv. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and</p> <p>v. the implementation of works to the highway....</p>	<p>Transport and development</p> <p>The Councils will use their planning powers to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. Development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the <u>implementation of measures identified within a submitted transport assessment or transport statement, including where appropriate submission of a transport assessment or transport statement, and where appropriate:</u></p> <p><u>i. contributions towards local and strategic transport improvements in line with the authorities' contributions policy;</u></p> <p>1. contributions to transport modelling work;</p> <p>2. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;</p>	Change in text to provide greater clarity for developers.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>3. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and</p> <p>4. the implementation of works to the highway.</p> <p><u>Developers will be required to contribute towards local and strategic transport improvements through site specific legal agreements and payment of the community infrastructure levy...</u></p>	
45	5.4	<p>Key Facts</p> <p>Strategic Requirements</p> <ul style="list-style-type: none"> • There is a need for in the region of 8,000sqm of additional comparison retail floorspace to 2028 in Christchurch town centre. (Joint Retail Study, 2008) • The Christchurch Strategic Housing Land Availability Assessment (2011) identifies potential for 251 new dwellings in the Town Centre by 2028 	<p>Key Facts</p> <p>Strategic Requirements</p> <ul style="list-style-type: none"> • There is a need for in the region of <u>7,5008,000sqm</u> net of additional comparison retail floorspace to <u>203128</u> in Christchurch town centre <u>(Christchurch and East Dorset Retail Update (2012))-(Joint Retail Study, 2008)</u> • The Christchurch Strategic Housing Land Availability Assessment (2011) identifies potential for 251 new dwellings in the town centre by 2028. 	Change in text to take account of the Retail Study Update (2012) which supersedes projections contained in the 2008 study.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
47	5.10	<p>The 2008 Retail Study suggests that Christchurch Town Centre does not have a requirement for new supermarkets, but requires new non food retail outlets to meet the needs of a growing population and to enhance its position as a shopping destination within South East Dorset. In Christchurch there is a requirement for around 9,000 – 11,000sqm of comparison retail floorspace over the next 15 years. There is a need for in the region of 8,000sqm of additional non food retail floorspace in Christchurch town centre specifically. The centre has a limited but adequate selection of commercial, leisure, entertainment and cultural facilities, but there is good access to other facilities outside of the Borough in Bournemouth and Poole. There is scope to improve provision of health and fitness facilities and appropriately located restaurants and bars which can enhance the economic vitality of the centre, in addition to the requirement for new retail floorspace.</p>	<p>The2012 Retail Study update suggests that there is a projected requirement for Christchurch town centre to accommodate in the region of 2,300sqm net additional convenience floorspace to 2031.does not have a requirement for new supermarkets, but requires new non food retail outlets to meet the needs of a growing population and to enhance its position as a shopping destination within South East Dorset. In Christchurch there is <u>also</u> a requirement for around 8,000sqm net additional 9,000–11,000 sqm of comparison retail floorspace over this period. over the next 15 years. There is a need for in the region of 8,000sqm of additional non food retail floorspace in Christchurch town centre specifically. The centre has a limited but adequate selection of commercial, leisure, entertainment and cultural facilities, but there is good access to other facilities outside of the Borough in Bournemouth and Poole. There is scope to improve provision of health and fitness facilities and appropriately located restaurants and bars which can enhance the economic vitality of the centre, in addition to the requirement for new retail floorspace.</p>	<p>Change in text to take account of the Retail Study Update (2012) which supersedes projections contained in the 2008 study.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
48	CH1	<p>Christchurch Town Centre Vision</p> <p>Christchurch will continue to act as the key town centre in the Borough and will be the main focus for retail development. The Town Centre sits at the top of the Christchurch town centre hierarchy (Policy KS6), is well served by public transport and has the most development opportunities. The retail offer will be enhanced and the shopping environment improved to provide a more pleasant and pedestrian friendly townscape. Improvements in public transport services will be supported in conjunction with localised infrastructure improvements. Essential services and facilities will also be enhanced within the centre serving residents and local visitors to the town.</p> <p>To achieve this vision:</p> <p>1. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre. The Town Centre will accommodate in the region of 8,000sqm of new comparison retail floorspace to meet future requirements to 2028. The strategy will seek to enhance the retail offer and improve the presence of national multiples to provide for better choice in comparison shopping. The regeneration of the Saxon Square Shopping Centre will attract national multiples whilst independent retail shops will continue to thrive on the High Street.</p>	<p>Christchurch Town Centre Vision</p> <p>Christchurch will continue to act as the key town centre in the Borough and will be the main focus for retail development. <u>Future growth and development will be based around promoting the town centre as a place to shop, participate in leisure activities, enjoy culture, access key services, and enjoy good food and drink. The attractive and historic environment of Christchurch town centre will contribute to its future vitality and viability whilst creating a vibrant multi-functional centre serving the needs of the local community and visitors alike.</u></p> <p>The Town Centre sits at the top of the Christchurch town centre hierarchy (Policy KS6), is well served by public transport and has the most development opportunities. The retail offer will be enhanced and the shopping environment improved to provide a more pleasant and pedestrian friendly townscape. Improvements in public transport services will be supported in conjunction with localised infrastructure improvements. Essential services and facilities will also be enhanced within the centre serving residents and local visitors to the town.</p> <p>To achieve this vision:</p>	<p>New additional text to provide emphasis for how the long term vitality and viability of the centre will be secured.</p> <p>Change in text to take account of the Retail Study Update (2012) which supersedes projections for Christchurch town centre contained in the 2008 study.</p> <p>Reference to national multiples has been deleted following advice contained in the 2012 Retail Study Update regarding the potential to attract national multiples in the town centre.</p> <p>Clarification added in relation to area that is 'out of centre' for retail purposes.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>....Land between Bridge Street, Stony Lane South and the Civic Offices and Stony Lane is located 'out of centre' and within an area of high flood risk. Town centre uses including employment, retail, leisure and entertainment, offices, arts and culture and tourism may be appropriate in these locations subject to compliance with other policy. In particular, development in these locations should not adversely affect the vitality and viability of the town centre and should comply with flood risk policy....</p>	<p>1. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre. The Town Centre will accommodate in the region of <u>8,0007,500sqm (net) of new comparison retail floorspace and 2,300 sqm (Net) convenience floorspace to meet future requirements to 2028. The strategy will seek to enhance the retail offer and improve the presence of national multiples to provide for better choice in comparison shopping. The regeneration of the Saxon Square Shopping Centre will attract national multiples whilst independent retail shops will continue to thrive on the High Street...</u></p> <p>....Land between Bridge Street, Stony Lane South and the Civic Offices and Stony Lane is located 'out of centre' <u>for retail purposes</u> and within an area of high flood risk. Town centre uses including employment, retail, leisure and entertainment, offices, arts and culture and tourism may be appropriate in these locations subject to compliance with other policy. In particular, development in these locations should not adversely affect the vitality and viability of the town centre and should comply with flood risk policy....</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
52	CH3	<p>Christchurch Primary Shopping Area and Retail Cores</p> <p>This policy defines the Christchurch town centre Primary Shopping Area , where retail development will be concentrated, and the primary and secondary shopping cores.</p> <p><i>Please see existing map 5.3 in section 2 of this document.</i></p>	<p>Christchurch Primary Shopping Area and Retail <u>Frontages Cores</u>.</p> <p>This policy defines the Christchurch town centre Primary Shopping Area, where retail development will be concentrated, and the primary and secondary shopping <u>frontages cores</u>.</p> <p><i>Please see the proposed change map 5.3 in section 2 of this document.</i></p>	<p>Change in text from shopping cores to shopping frontages in accordance with the NPPF.</p> <p>Amendment of Primary Shopping Area boundary to fully incorporate the Magistrates Court Site which will be a key strategic site in delivering the town centre vision.</p>
52	5.22	<p>Highcliffe-on-Sea is a coastal town located to the east of Christchurch. It is one of a number of towns that merge to form a conurbation along the south coast of Dorset. Highcliffe district centre is well located for development on the A337, which is the main coastal road giving access to Christchurch and Bournemouth as well as the passing trade driving along the coast. The town is also served by Hinton Admiral Railway Station which is located approximately one mile to the north of the centre and has an hourly service. The main shopping area of Highcliffe is concentrated along Lymington Road.</p>	<p>Highcliffe-on-Sea is a coastal town located to the east of Christchurch. It is one of a number of towns that merge to form a conurbation along the south coast of Dorset. <u>Highcliffe has seen considerable development over the past 30 years, which has included some larger blocks of flats and high density infill development which has detracted from the character of the area. Consideration will be given to developing policies and design guidance in future Development Plan Documents which protect the character of Highcliffe.</u></p> <p>Highcliffe district centre is well located for development on the A337, which is the main coastal road giving access to Christchurch and Bournemouth as well as the passing trade driving along the coast. The town is also served by Hinton Admiral Railway Station</p>	<p>Additional text to refer to the preparation of policy and design guidance to protect the character of Highcliffe.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			which is located approximately one mile to the north of the centre and has an hourly service. The main shopping area of Highcliffe is concentrated along Lymington Road.	
53	5.22	<p>Key Facts</p> <p>Strategic Requirements</p> <ul style="list-style-type: none"> • Highcliffe district centre can accommodate in the region of 800sqm additional non food retail floorspace to 2028. (Joint Retail Assessment, 2008) • There is no need for further supermarket floorspace in Highcliffe to 2028. (Joint Retail Assessment 2008), (NLP Revised Retail Floorspace Projections 2011) • There is a lack of sports/recreation facilities to accommodate the needs of children and young people. (Open Space Audit, 2007) • The Strategic Housing Land Availability Assessment identified potential for 291 new dwellings for Highcliffe and North Highcliffe/Walkford by 2028 (Christchurch Strategic Housing land Availability Assessment. (2011) • There is likely to be an increase in demand for services and facilities for the elderly, such as community meeting places, medical and social care. 	<p>Key Facts</p> <p>Strategic Requirements</p> <ul style="list-style-type: none"> • Highcliffe district centre can accommodate in the region of 500800sqm additional non food comparison retail floorspace to 2031 28. <u>(Christchurch and East Dorset Retail Update (2012)Joint Retail Assessment, 2008)</u> • There is no need for further supermarket floorspace in Highcliffe to 203128.<u>(Christchurch and East Dorset Retail Update (2012)Joint Retail Assessment 2008), (NLP Revised Retail Floorspace Projections 2011)</u> • There is a lack of sports/recreation facilities to accommodate the needs of children and young people (Open Space Audit, 2007) • The Strategic Housing Land Availability Assessment (2011) identifies potential for 291 new dwellings for Highcliffe and North Highcliffe/Walkford by 2028 	Change in text to take account of the Retail Study Update (2012) which supersedes projections for Highcliffe district centre contained in the 2008 study.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<ul style="list-style-type: none"> • There is likely to be an increase in demand for services and facilities for the elderly, such as community meeting places, medical and social care 	
54	5.24	Highcliffe does not require additional supermarket floorspace during the period to 2028. In the Borough as a whole there is a requirement for additional comparison retail floorspace. Highcliffe has capacity to provide in the region of 800sqm additional comparison retail floorspace in contributing to the overall borough requirement. This is significantly less than Christchurch town centre which has far more capacity for retail development.	Highcliffe does not require additional supermarket floorspace during the period to 2031 28 . In the Borough as a whole there is a requirement for additional comparison retail floorspace. There is a need for Highcliffe has capacity to provide in the region of 500 800 sqm additional comparison retail floorspace in contributing to the overall borough requirement. This is significantly less than Christchurch town centre which has far more capacity for retail development.	Change in text to take account of the Retail Study Update (2012) which supersedes projections for Highcliffe district centre contained in the 2008 study.
54	CH4	<p>Highcliffe District Centre Vision.</p> <p>Highcliffe District Centre will continue to act as a thriving and busy centre for the local population and visitors. The centre will accommodate further comparison retail floorspace, with Christchurch Town Centre remaining the principal centre for retail development in the Borough. The shopping environment will be improved to provide a more pleasant townscape, public transport services will be enhanced, and facilities and services will continue to be located in this central location....</p>	<p>Highcliffe District Centre Vision:</p> <p>Highcliffe District Centre will continue to act as a thriving and busy centre for the local population and visitors. The centre will accommodate further comparison retail floorspace, in the region of 500sqm (net) to 2028 with Christchurch Town Centre remaining the principal centre for retail development in the Borough. The shopping environment will be improved to provide a more pleasant townscape, public transport services will be enhanced, and facilities and services will continue to be located in this central location....</p>	Change in text to take account of the Retail Study Update (2012) which supersedes projections for Highcliffe district centre contained in the 2008 study and for consistency with the Christchurch town centre vision.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
55	CH5	<p>Highcliffe Shopping Cores.</p> <p>Policy CH5 defines the Highcliffe District Centre Primary and Secondary Shopping Cores.</p> <p><i>Please see existing map 5.4 in section 2 of this document.</i></p>	<p>Highcliffe Shopping <u>Frontages Cores</u></p> <p>Policy CH5 defines the Highcliffe District Centre Primary and Secondary Shopping <u>Frontages Cores</u></p> <p><i>Please see the proposed change map 5.4 in section 2 of this document.</i></p>	Change in text from 'shopping cores' to 'shopping frontages' in accordance with the NPPF.
56	5.31	<p>The main function of the Primary Shopping Cores of Christchurch Town Centre, Bargates and Highcliffe is to provide an appropriate mix of retail units alongside other uses which contribute to the vitality and viability of the centres. Policy CH6 restricts the number of ground floor non retail units within the Primary Shopping Core to no more than 30% in order to maintain a strong retail presence. This represents a more flexible approach than recommended in the 2008 Retail Study, but reflects the fact that the previous limit of 20% has now been exceeded.</p>	<p>The main function of the Primary Shopping <u>Frontages Cores</u> of Christchurch town centre, Bargates and Highcliffe is to provide an appropriate mix of retail units alongside other uses which contribute to the vitality and viability of the centres. Policy CH6 restricts the number of ground floor non retail units within the Primary Shopping Core to no more than 30% in order to maintain a strong retail presence. <u>This approach has been appraised and is supported by the Christchurch and East Dorset Retail Update (2012), represents a more flexible approach than recommended in the 2008 Retail Study, but reflects the fact that the previous limit of 20% has now been exceeded.</u></p>	Change reflects advice in the 2012 retail study update which supports the approach of a 30% threshold for non A1.
56	CH6	<p>Development in the Primary Shopping Cores.</p> <p>Within the Saxon Square and High Street Primary Core, and the primary cores at Bargates and Highcliffe, planning permission</p>	<p>Development in the Primary Shopping <u>Frontages Cores</u>:</p> <p>Within the Saxon Square and High Street Primary <u>frontageCore</u>, and the primary <u>frontages cores</u> at Bargates and Highcliffe, planning permission for the change of use of</p>	Change in text from 'shopping cores' to 'shopping frontages' in accordance with the NPPF.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		for the change of use of existing ground floor retail premises (Class A1) to non - retail uses will be permitted provided that:...	existing ground floor retail premises (Class A1) to non - retail uses will be permitted provided that:...	
57	CH7	<p>Development in the Secondary Shopping Cores.</p> <p>Proposals for the change of use of existing non residential premises located within the secondary cores at Bargates, Wick Lane, Church Street, Castle Street, Barrack Road and Purewell and Highcliffe as identified on the proposals map will be permitted provided that the following criteria are satisfied:</p> <ol style="list-style-type: none"> 1. The proposed use is for a financial or professional service use (Class A2), or a food and drink use (Class A3), drinking establishments (Class A4), hot food take-aways (Class A5), hotels (Class C1), or non - residential institutions falling within Class D1 and leisure and entertainment uses falling within Class D2, and 2. The amenities of the local residents are not adversely affected by noise or disturbance, or by loss of light and privacy. 	<p>Development in the Secondary Shopping Frontages Cores.</p> <p>Proposals for the change of use of existing non residential premises located within the secondary frontagescores at Bargates, Wick Lane, Church Street, Castle Street, Barrack Road and Purewell and Highcliffe as identified on the proposals map will be permitted provided that the following criteria are satisfied:</p> <p>The proposed use is for a financial or professional service use (Class A2), or a food and drink use (Class A3), drinking establishments (Class A4), hot food take-aways (Class A5), hotels (Class C1), or non - residential institutions falling within Class D1 and leisure and entertainment uses falling within Class D2, and</p> <p>The amenities of the local residents are not adversely affected by noise or disturbance, or by loss of light and privacy.</p> <p><u>Barrack Road Secondary Shopping Frontage:</u></p> <p><i>Please see the proposed change map 5.5 in section 2 of this document.</i></p>	<p>Change in text from 'shopping cores' to 'shopping frontages' in accordance with the NPPF.</p> <p>Barrack Road and Purewell secondary shopping frontage maps included to provide clarity in the Core Strategy document.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>Purewell Secondary Shopping Frontage:</u></p> <p><i>Please see the proposed change map 5.6 in section 2 of this document.</i></p>	
59	6.2	<p>The Coalition Government is currently in the process of revoking the South West Regional Spatial Strategy through the Localism Act, which received royal assent in November 2011. However, the Government maintains an emphasis on meeting local housing need through locally established housing targets. There remains a high level of local housing need to address over the plan period to 2028 as identified in the Council's Strategic Housing Market Assessment (2012). There is also a shortage of housing land supply and the North Christchurch Urban Extension provides the opportunity to deliver a significant level of new housing. On this basis the Urban Extension remains as part of the housing strategy for the Borough as it remains the most sustainable option for new greenfield development in Christchurch.</p>	<p>The Coalition Government is currently in the process of revoking the South West Regional Spatial Strategy through the Localism Act, which received royal assent in November 2011. However, the Government maintains an emphasis on meeting local housing need through locally established housing targets.</p> <p><u>There remains a high level of local housing need to address over the plan period to 2028 as identified in the Council's evidence base which includes the Strategic Housing Market Assessment (2012) and the Bournemouth, Dorset and Poole Population and Household Projections (2012).</u> There is also a shortage of housing land supply and the North Christchurch Urban Extension provides the opportunity to deliver a significant level of new housing. On this basis the Urban Extension remains as part of the housing strategy for the Borough as it remains the most sustainable option for new greenfield development in Christchurch.</p>	<p>New additional text to reflect the addition to the evidence base of the Bournemouth, Dorset and Poole Population and Household Projections (2012) which inform the Councils' joint housing target which replaces KS3 and KS4.</p>
59	6.4	<p>....</p> <ul style="list-style-type: none"> • Suitable Alternative Natural Greenspace Strategy (2011). 	<p>....</p> <ul style="list-style-type: none"> • Suitable Alternative Natural Greenspace Strategy (<u>2012</u>). 	<p>New additional text to reflect the addition to the evidence base of the Bournemouth, Dorset and</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> Bournemouth & Poole Strategic Housing Market Assessment Update (2012). Christchurch Strategic Housing Land Availability Assessment (2011). 	<ul style="list-style-type: none"> Bournemouth & Poole Strategic Housing Market Assessment <u>Update</u> (2012). <u>Bournemouth, Dorset and Poole Population and Household Projections (2012)</u> Christchurch Strategic Housing Land Availability Assessment (2011) 	Poole Population and Household Projections (2012) which inform the Councils' joint housing target which replaces KS3 and KS4.
60	6.9	<p>Key Facts</p> <ul style="list-style-type: none"> There is potential to accommodate between 765 – 933 dwellings on the site with densities ranging from 20 - 45 dwellings per hectare. The standard adopted by Natural England for the provision of Suitable Alternative Natural Greenspace is 8 – 16 ha per 1,000 people. 	<p>Key Facts</p> <ul style="list-style-type: none"> There is potential to accommodate between 765 – 950 33 dwellings on the site with densities ranging from 26 - 465 dwellings per hectare. The standard adopted by Natural England for the provision of Suitable Alternative Natural Greenspace is 8 – 16 ha per 1,000 people. 	<p>Change reflects increased potential of the site from 850 to 950 dwellings which remains consistent with the Broadway Malyan master planning.</p> <p>The standard for SANGs provision is deleted following representations from Natural England and a change to the Core Strategy heathland mitigation and SANGs policy (ME2 & ME3).</p>
61	6.11	The Bournemouth and Poole Strategic Housing Market Assessment (2011) identifies a requirement for 3,375 dwellings to be provided during the Core Strategy plan period 2013 -	The Bournemouth and Poole Strategic Housing Market Assessment (2012) and <u>Bournemouth, Dorset and Poole Population and Household Projections (2012)</u>	New additional text to reflect the addition to the evidence base of the Bournemouth, Dorset and

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>2028. The Christchurch Strategic Housing Land Availability Assessment (2011) identifies a housing potential of 2140 in the existing urban area. Due to the shortage of housing land supply in the existing urban area and in order to make a significant contribution towards local housing need it is important to maximise development potential within the urban extension. This can be achieved at appropriate densities which positively integrate the development with the existing urban area and the village of Burton. More detailed master planning undertaken for Stage 2 has identified a potential of between 765 and 933 dwellings with densities ranging across the site from 20 - 45 dwellings per hectare. This has informed the development potential set out in Policy CN1 of 850.</p>	<p>identifies a requirement for 3,375 dwellings to be provided during the Core Strategy plan period 2013 - 2028. The Christchurch Strategic Housing Land Availability Assessment (2011) identifies a housing potential of <u>in the region of 2150</u> 2140 in the existing urban area. 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 260 - 465 dwellings per hectare. This has informed the development potential set out in Policy CN1 of <u>850 950</u>.</p>	<p>Poole Population and Household Projections (2012) which inform the Councils' joint housing target which replaces KS3 and KS4.</p> <p>Change reflects increased potential of the site from 850 to 950 dwellings which remains consistent with the Broadway Malyan master planning.</p>
62	6.18	<p>The Joint Retail Assessment (2008) concludes that there is no requirement for additional convenience floorspace over the plan period. The Urban Extension is served by a good range of food stores including Sainsbury's and Lidl, and is close to Christchurch Town Centre.</p>	<p>The Joint Retail Study Update Assessment (2012) <u>identifies a projected requirement for in the region of 2,300sqm net additional convenience floorspace in Christchurch town centre to 2031. concludes that there is no requirement for additional convenience floorspace over the plan period.</u> The Urban Extension is served by a good range of food stores including Sainsbury's and Lidl, and is close to Christchurch town centre.</p>	<p>Change in text to take account of the Retail Study Update (2012) which supersedes projections contained in the 2008 study</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
63	6.27	The Council will work closely with the Dorset and Hampshire minerals planning authorities and the landowner in relation to opportunities for increased recreational provision that may be secured north of the railway line post minerals working. Opportunities may exist for further SANG enhancements which could take the form of a country park north of the railway line to the east of Burton to Burton Common.	The Council will work closely with the Dorset and Hampshire minerals planning authorities and the landowner in relation to opportunities for increased recreational provision that may be secured north of the railway line post minerals working. Opportunities may exist for further SANGs enhancements. which could take the form of a country park north of the railway line to the east of Burton to Burton Common.	Deleted text following representations received from Meyrick Estates and uncertainty of the form of possible future SANGs enhancements.
64	6.40	The Roeshot Hill statutory allotments will be relocated north of the railway line to land to the east of Salisbury Road bounded by Hawthorn Road and Summers Lane. The allotments are to be relocated in order to deliver more housing within the Urban Extension required in relation to local housing need identified in the Council's Strategic Housing Market Assessment (2011) and to improve the design quality of the site by removing a 'pinch point' to the development at Roeshot Hill. The Council has prepared a borough wide allotments strategy (2011) which has identified current and future requirements for allotment provision across the borough over the plan period and sets out standards to be applied to the provision of new allotments. The replacement allotments for Roeshot Hill will form part of a larger 'hub site' contributing towards current unmet need and future requirements.	The Roeshot Hill statutory allotments will be relocated to a suitable site in accordance with statutory requirements, north of the railway line to land to the east of Salisbury Road bounded by Hawthorn Road and Summers Lane. The allotments are to be relocated in order to deliver more housing within the Urban Extension required in relation to local housing need identified in the Council's evidence base. Strategic Housing Market Assessment (2011) and to improve the design quality of the site by removing a 'pinch point' to the development at Roeshot Hill. The Council has prepared a borough wide allotments strategy (2011) which has identified current and future requirements for allotment provision across the borough over the plan period and sets out standards to be applied to the provision of new allotments. The replacement allotments for Roeshot Hill will	Alternative sites are bring considered for the relocation of the Roeshot Hill Allotments and a such reference to a specific location has been removed. The evidence base now includes the SHMA and the DCC Household projections (2012).

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			form part of a larger 'hub site' contributing towards current unmet need and future requirements.	
65	CN1	<p>Christchurch Urban Extension.....</p> <p>....The Roeshot Hill Allotments will be relocated north of the railway line as part of a larger hub site for the borough and the overhead power cables will be moved underground in order to maximise the potential of the site for housing, and to create a high quality development.</p> <p>Housing Strategy</p> <p>About 850 dwellings will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. It is envisaged that development will be phased over a period of 9 years with possible commencement in 2014/15....</p> <p>....Affordable Housing</p> <p>A minimum of 35% of all housing on the site will be affordable. The Council will seek to maximise affordable housing provision in accordance with Policy LN3 and may require a higher proportion of affordable housing subject to changes in viability.</p> <p>Densities</p>	<p>Christchurch Urban Extension....</p> <p>....The Roeshot Hill Allotments will be relocated <u>to a suitable site north of the railway line as part of a larger hub site for the borough</u> and the overhead power cables will be moved underground in order to maximise the potential of the site for housing, and to create a high quality development.</p> <p>Housing Strategy</p> <p>About <u>950 850</u> dwellings will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. It is envisaged that development will be phased over a period of 9 years with possible commencement in 2014/15....</p> <p>....Affordable Housing</p> <p><u>A minimum of Up to</u> 35% of all housing on the site will be affordable. The Council will seek to maximise affordable housing provision in accordance with Policy LN3. <u>and may require a higher proportion of affordable housing subject to changes in viability.</u></p> <p>Densities</p>	<p>Allotments</p> <p>Alternative sites are bring considered for the relocation of the Roeshot Hill Allotments and a such reference to a specific location has been removed.</p> <p>Housing Strategy</p> <p>Following deletion of the Marsh Lane site the housing figure has been increased to 950 in order to meet the housing target identified in the policy replacing KS3 and KS4.</p> <p>Affordable Housing</p> <p>Change in text regrading provision of affordable housing to provide more flexibility in view of development viability.</p> <p>Densities</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>The Urban Extension Masterplan sets out residential plots of varying densities across the site which will inform development proposals and provide the basis for acceptable densities. Acceptable densities will be in the region of 20 – 45dph....</p> <p>...Local Centre and Central Park Area</p> <p>The western and eastern neighbourhoods will be anchored by a local neighbourhood centre adjacent to a central greenspace. The local centre will provide a community hub and cater to local day to day needs with small scale retail provision. The existing Sainsbury's, retail units and Stewarts Garden Centre will form part of the centre....</p> <p>...On Site Ecology</p> <p>A river buffer will be established within the Urban Extension along the River Mude to conserve natural habitats and protected species.</p> <p>Open Space and Recreation</p> <p>The quality of provision must also reflect the relationship of the Urban Extension to provision in the adjoining 'Local Needs Areas' of Christchurch North, Central and East as defined in the PPG17 study. The provision of</p>	<p>The Urban Extension Masterplan sets out residential plots of varying densities across the site which will inform development proposals and provide the basis for acceptable densities. <u>Acceptable densities will be in the region of 26 – 46dph 20 – 45dph</u></p> <p>...Local Centre and Central Park Area</p> <p>The western and eastern neighbourhoods will be anchored by a local neighbourhood centre adjacent to a central greenspace. The local centre will provide a community hub and cater to local day to day needs with small scale retail provision <u>and local health services</u>. The existing Sainsbury's, retail units and Stewarts Garden Centre will form part of the centre....</p> <p>On Site Ecology</p> <p>A river buffer will be established within the Urban Extension along the River Mude to conserve natural habitats and protected species. <u>Biodiversity enhancements will be provided within this buffer zone.</u></p> <p>Open Space and Recreation</p> <p>The quality of provision must also reflect the relationship of the Urban Extension to provision in the adjoining 'Local Needs Areas' of Christchurch North, Central and East as</p>	<p>Change in densities to reflect increase in site potential from 850 to 950 dwellings.</p> <p>On Site Ecology</p> <p>Change in response to representations from Natural England and Dorset Wildlife Trust in accordance with the NPPF.</p> <p>Open space and recreation / Overhead Power Cables</p> <p>Policy text moved from section on overhead power cables to open space and recreation as more consistent with this section.</p> <p>Protection of International, European and Nationally Designated Habitats</p> <p>Change in response to representations from Natural England providing clarification of protection of habitats.</p>

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		<p>on site sports, recreation and open space will be consistent with the recreational strategy set out in the master plan.</p> <p>Allotment Provision</p> <p>The Roeshot Hill Allotments will be relocated to land north of the railway line to the east of Salisbury Road, bounded by Summers Lane and Hawthorn Road. This site will serve as a 'hub' site for the Borough in delivering a level of allotment provision contributing towards projected borough wide allotment requirements to 2028. The specification for replacement allotments should be consistent with the Council's Allotments Strategy (2012).</p> <p>Protection of Sensitive Habitats and Species....</p> <p>Overhead Power Cables</p> <p>The overhead high voltage power cables will be realigned and under-grounded within the railway noise buffer zone and shall also contribute to the green infrastructure of the Urban Extension with adequate access, lighting and natural surveillance from properties....</p> <p>....Flood / Water Attenuation</p>	<p>defined in the PPG17 study. The provision of on - site sports, recreation and open space will be consistent with the recreational strategy set out in the master plan. <u>The railway buffer area will contribute to the green infrastructure of the Urban Extension with adequate access, lighting and natural surveillance from properties.</u></p> <p>Allotment Provision</p> <p>The Roeshot Hill Allotments will be relocated <u>to a suitable site in accordance with statutory requirements land north of the railway line to the east of Salisbury Road, bounded by Summers Lane and Hawthorn Road.</u> This site will serve as a 'hub' site for the Borough in delivering a level of allotment provision contributing towards projected borough wide allotment requirements to 2028. The specification for replacement allotments should be consistent with the Council's Allotments Strategy (2012).</p> <p><u>Protection of International, European and Nationally Designated International Habitats.</u></p> <p>Suitable Alternative Natural Greenspace will be provided north of the railway line in an area extending eastward from Salisbury Road to Burton Common SSSI to avoid and mitigate</p>	<p>Further detail added relating to location of principal SANG identified in the SANGs strategy.</p> <p>Flood Water / Attenuation</p> <p>Amended in response to representations providing greater certainty for flood / water attenuation measures.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Sufficient land should be identified for the provision of surface water storage. The level and location of flood storage required to support this option should be agreed with the Environment Agency....</p>	<p>any impact of the development on the South East Dorset Heathlands, the New Forest and the SSSI. This SANG will link to a wider green infrastructure network, including a provision of links in the Urban Extension and a southern link through the Mude Valley to the coast. <u>Part of the SANG provision may will fall outside the borough boundary.</u></p> <p>SANG provision must be in accordance with the criteria set out in <u>Policy ME2</u> of the Core Strategy. The Christchurch Urban Extension SANG Strategy (2012), agreed with Natural England demonstrates an acceptable approach to mitigating the impact of the Urban Extension.</p> <p>Overhead Power Cables</p> <p>The overhead high voltage power cables will be realigned and under-grounded within the railway noise buffer zone. <u>and shall also contribute to the green infrastructure of the Urban Extension with adequate access, lighting and natural surveillance from properties....</u></p> <p>....Flood / Water Attenuation</p> <p>Sufficient land <u>will should</u> be identified for the provision of surface water storage. The level and location of flood storage required to support this option <u>will should</u> be agreed <u>in consultation</u> with the Environment Agency....</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
69	6.51	The timing for key junction improvements along the A35 as set out in the policy is identified in the Local Transport Plan 3 and will be dependant on major scheme bids and contributions from the Urban Extension and development in the wider area. Key junction improvements such as Fountains Roundabout and Stony Lane are identified in the LTP to come forward in the medium term between 2014 - 2019. Short term improvements such as implementation of the Bus Showcase Corridor along the A35 will be implemented in the period to 2014.	The timing for key junction improvements along the A35 as set out in the policy is identified in the Local Transport Plan 3 and will be dependant on major scheme bids and contributions from the Urban Extension and development in the wider area. Key junction improvements, as identified in the LTP , such as Fountains Roundabout and Stony Lane are anticipated to come forward identified in the LTP to come forward in the medium term between 2018 4 - 2022 19 . Short term improvements such as implementation of the Bus Showcase Corridor along the A35 will be implemented in the period to 2014.	Updated text in response to representations from DCC which the time scales for infrastructure improvements.
69	6.54	The Council will work closely with the Roeshot Hill Allotments Association, the landowner and developer to deliver replacement allotments north of the railway line in accordance with statutory requirements and the standards of provision set out in the Council's Allotments Strategy (2012).	The Council will work closely with the Roeshot Hill Allotments Association, the landowner and developer to deliver replacement allotments north of the railway line in accordance with statutory requirements and the standards of provision set out in the Council's Allotments Strategy (2012).	Alternative sites are bring considered for the relocation of the Roeshot Hill Allotments and a such reference to a specific location has been removed.
70	6.57	In contributing towards local housing need identified in the Strategic Housing Market Assessment (2011) two further sites have been identified for limited residential development. These sites have been identified through a strategic review of housing land informed by the Council's Strategic Housing Land Availability Assessment (2011). The shortage of available housing land in the Christchurch urban area and the extent of local housing	In contributing towards local housing need identified in the Strategic Housing Market Assessment (2012 4) and the Bournemouth, Dorset and Poole Population and Household Projections (2012) , a two two further site has been identified for limited residential development to the south of Burton. These sites have been identified through a strategic review of housing land informed by the Council's Strategic Housing Land Availability Assessment (2011). The shortage of available	Amendment reflects the change to the evidence base and the deletion of the Marsh Lane site from the Core Strategy.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		need provide exceptional circumstances for amendment to the Green Belt boundary in these two locations.	housing land in the Christchurch urban area and the extent of local housing need provide exceptional circumstances for amendment to the Green Belt boundary in <u>thesetwo locations.</u>	
70	6.60	Land to the east of Marsh Lane in Jumpers Ward adjoins the existing urban area and provides the opportunity to deliver in the region of 90 dwellings accessible to local facilities and Christchurch town centre.	<u>Land to the east of Marsh Lane in Jumpers Ward adjoins the existing urban area and provides the opportunity to deliver in the region of 90 dwellings accessible to local facilities and Christchurch town centre.</u>	Natural England are not satisfied that effective mitigation measures can be put in place to avoid / mitigate harm to the heathlands and other nearby designations in order to satisfy the habitats regulations. On this basis, the allocation has been deleted.
70	6.61	This site is located adjacent to the Avon Valley Special Protection Area / Ramsar Site and within close proximity of the River Avon Special Area of Conservation and Town Common Site of Special Scientific Interest component of the Dorset Heaths Special Area of Conservation and Dorset Heaths Special Protection Area / Ramsar site. The northern part of the site is within 400m of Town Common where residential development will not be permitted commensurate with the Dorset Heathlands Interim Planning Framework. This development will provide on site Suitable Alternative Natural Greenspace in order to minimise its impact on Town Common.	<u>This site is located adjacent to the Avon Valley Special Protection Area / Ramsar Site and within close proximity of the River Avon Special Area of Conservation and Town Common Site of Special Scientific Interest component of the Dorset Heaths Special Area of Conservation and Dorset Heaths Special Protection Area / Ramsar site. The northern part of the site is within 400m of Town Common where residential development will not be permitted commensurate with the Dorset Heathlands Interim Planning Framework. This development will provide on site Suitable Alternative Natural Greenspace in order to minimise its impact on Town Common.</u>	Natural England are not satisfied that effective mitigation measures can be put in place to avoid / mitigate harm to the heathlands and other nearby designations in order to satisfy the Habitats Regulations. On this basis, the allocation has been deleted.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
71	CN2	<p>Land south of Burton village</p> <p>....Housing Strategy</p> <ul style="list-style-type: none"> The strategic amendment to the Green Belt will allow limited residential development to meet the local housing needs of Burton Village, including the provision of affordable housing. Approximately 45 houses will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. Development will be phased over a period of 3 years with possible commencement in 2014/15. A minimum of 50% of all housing will be affordable consistent with Policy LN3.... <p>Protection of Sensitive Habitats and Species</p> <ul style="list-style-type: none"> The development will contribute to the Suitable Alternative Natural Greenspace provided for the North Christchurch Urban Extension, and will provide linkages to this new greenspace.... 	<p>Land South of Burton Village</p> <p>....Housing Strategy</p> <p>The strategic amendment to the Green Belt will allow limited residential development to meet the local housing needs of Burton Village, including the provision of affordable housing. Approximately 45 houses will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. Development will be phased over a period of 3 years with possible commencement in 2014/15. A minimum of Up to 50% of all housing will be affordable consistent with Policy LN3....</p> <p><u>Protection of International, European and Nationally Designated Habitats Protection of Sensitive Habitats and Species</u></p> <p><u>Suitable Alternative Natural Greenspace must be provided in accordance with the criteria set out in Policy ME2 and appendix 5 of the Core Strategy. The provision of SANGs should also consider linkages to SANGs provided as part of the North Christchurch Urban Extension.</u></p> <p><u>Suitable Alternative Natural Green Space must be provided in accordance with the criteria set out in Policy ME3 of the Core Strategy. The provision of SANGS should</u></p>	<p>The policy has been amended to refer to 'up to' 50% affordable housing to provide flexibility in view of development viability.</p> <p>Change in response to representations by Natural England to clarify references to habitats and site requirements for SANGs provision.</p> <p>Change in response to representations that the local community may have other priorities than a village hall.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>also consider linkages to SANGs provided as part of the North Christchurch Urban Extension:</p> <p>The development will contribute to the Suitable Alternative Natural Greenspace provided for the North Christchurch Urban Extension, and will provide linkages to this new greenspace....</p> <p>Community Facilities</p> <p>There is an opportunity for new development to provide funding toward the improvement of community facilities within the village, particularly a village hall. The Council will seek to negotiate a contribution toward such facilities from this development.</p>	
72	CN3	<p>Land east of Marsh Lane</p> <p>Land to the east of Marsh Lane off Fairmile Road is allocated for residential development. The Green Belt boundary will be amended to exclude land identified for new housing.</p> <p>Housing Strategy</p> <ul style="list-style-type: none"> The strategic amendment to the Green Belt will allow limited residential development to meet the local housing needs, including the provision of affordable housing. 	<p>Land east of Marsh Lane</p> <p>Land to the east of Marsh Lane off Fairmile Road is allocated for residential development. The Green Belt boundary will be amended to exclude land identified for new housing:</p> <p>Housing Strategy</p> <ul style="list-style-type: none"> The strategic amendment to the Green Belt will allow limited residential development to meet the local housing 	<p>Natural England are not satisfied that effective mitigation measures can be put in place to avoid / mitigate harm to the heathlands and other nearby designations in order to satisfy the Habitats Regulations. On this basis, the allocation has been deleted.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> Approximately 90 houses will be delivered on the allocated site. Development will be phased over a period of 3 years with possible commencement in 2016/17. A minimum of 50% of all housing will be affordable consistent with Policy LN3. Residential development will be located outside of the 400m heathland exclusion zone to avoid adverse impacts on the Town Common component of the Dorset Heaths Special Area of Conservation and Dorset Heaths Special Protection Area / Ramsar site. <p>Design and Density</p> <ul style="list-style-type: none"> The layout and design of the development will be consistent in scale and character with the surrounding urban area. <p>Open Space and Recreation</p> <ul style="list-style-type: none"> Open space provision will be in accordance with the standards for quantity, quality and accessibility as defined in Policy HE4 of the Core Strategy. Provision of open space must be appropriate to the needs of the Christchurch West Local Needs Area. <p>Protection of Sensitive Habitats and Species</p>	<p>needs, including the provision of affordable housing.</p> <ul style="list-style-type: none"> Approximately 90 houses will be delivered on the allocated site. Development will be phased over a period of 3 years with possible commencement in 2016/17. A minimum of 50% of all housing will be affordable consistent with Policy LN3. Residential development will be located outside of the 400m heathland exclusion zone to avoid adverse impacts on the Town Common component of the Dorset Heaths Special Area of Conservation and Dorset Heaths Special Protection Area / Ramsar site. <p><u>Design and Density</u></p> <ul style="list-style-type: none"> <u>The layout and design of the development will be consistent in scale and character with the surrounding urban area.</u> <p><u>Open Space and Recreation</u></p> <ul style="list-style-type: none"> <u>Open space provision will be in accordance with the standards for quantity, quality and accessibility as defined in Policy HE4 of the Core Strategy. Provision of open space must be appropriate to the needs of</u> 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> Suitable Alternative Natural Greenspace will be provided within the site in accordance with the standards set out in Core Strategy Policy ME3. To avoid adverse impacts on off-site areas used by qualifying species of the Avon Valley Special Protection Area and Ramsar Site and Dorset Heathlands Special Protection Area appropriate survey work will be undertaken prior to development in order to allow suitable mitigation measures to be devised and implemented. <p>Sustainable Construction and Renewable Energy</p> <ul style="list-style-type: none"> The development will need to comply with policies ME4 and ME5 of the Core Strategy in relation to sustainable standards of construction and provision of renewable energy. <p>Transport and Access</p> <ul style="list-style-type: none"> The main access to the site will be from Marsh Lane. The development will provide necessary works and make appropriate contributions to mitigate its impact on the transport network. The site should provide pedestrian and cycle access to integrate the site with the existing urban area. 	<p><u>the Christchurch West Local Needs Area:</u></p> <p><u>Protection of Sensitive Habitats and Species</u></p> <ul style="list-style-type: none"> <u>Suitable Alternative Natural Greenspace will be provided within the site in accordance with the standards set out in Core Strategy Policy ME3:</u> <u>To avoid adverse impacts on off-site areas used by qualifying species of the Avon Valley Special Protection Area and Ramsar Site and Dorset Heathlands Special Protection Area appropriate survey work will be undertaken prior to development in order to allow suitable mitigation measures to be devised and implemented:</u> <p><u>Sustainable Construction and Renewable Energy</u></p> <ul style="list-style-type: none"> <u>The development will need to comply with policies ME4 and ME5 of the Core Strategy in relation to sustainable standards of construction and provision of renewable energy:</u> <p><u>Transport and Access</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<i>Please see existing map 6.4 in section 2 of this document.</i>	<ul style="list-style-type: none"> The main access to the site will be from Marsh Lane. The development will provide necessary works and make appropriate contributions to mitigate its impact on the transport network. The site should provide pedestrian and cycle access to integrate the site with the existing urban area. <p>–DELETE MAP</p>	
79	BA1	<p>Vision for Bournemouth Airport....</p> <p>....Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and adopting adequate mitigation and avoidance of environmental impacts if required in accordance with Policy ME1. Development of the airport and business park will be integrated within the high quality natural and water environment. In particular growth of the airport and business park will address the following issues:...</p> <p>....Environmental Designations: The provision of off site infrastructure including junction improvements to facilitate growth of the airport and growth in the wider area will</p>	<p>Vision for Bournemouth Airport....</p> <p>....Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport and in consideration of possible impacts on the New Forest National Park and statutory park purposes. Development of the airport and business park will be integrated within the high quality natural and water environment.; and adopting adequate mitigation and avoidance of environmental impacts if required in accordance with Policy ME1.</p> <p>Development of the airport and business park will be integrated within the high quality natural and water environment.</p> <p>In particular growth of the airport and business park will address the following issues:....</p>	<p>Change to reflect the consideration of the National Park purposes within the policy.</p> <p>Change in response to representations from Natural England to reflect the need to seek habitat enhancements and provide clarification on mitigation and compensation measures.</p> <p>Added reference to also include policy KS9 which sets out measures for improvements in public transport and cycle access.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>avoid adverse effects on designated sites of biodiversity and geological importance including European designated sites. Where harm is likely to result, measures will be provided to avoid or mitigate that harm.</p> <p>Highway Capacity / Sustainable Transport: Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. These junction improvements and improvements in public transport and cycle access are set out in the Key Strategy Policy KS10 and in Local Transport Plan 3. Delivery of these improvements will be facilitated by appropriate contributions from airport development and development in the wider area. Successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park.</p>	<p><u>....Environmental Designations:Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm. The provision of off site infrastructure including junction improvements to facilitate growth of the airport and growth in the wider area will avoid adverse effects on designated sites of biodiversity and geological importance including European designated sites. Where harm is likely to result, measures will be provided to avoid or mitigate that harm.</u></p> <p>Highway Capacity / Sustainable Transport: Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. These junction improvements and improvements in public transport and cycle access are set out in the Key Strategy Policies KS 9</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>and KS10 and in Local Transport Plan 3.</u> Delivery of these improvements will be facilitated by appropriate contributions from airport development and development in the wider area. Successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park.</p>	
80	BA2	<p>Strategy for the Operational Airport</p> <p>New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:</p> <ul style="list-style-type: none"> • Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies. • Airside airport related retail and catering facilities. • Public and staff car parking. • Public transport facilities and enhanced services in accordance with airport travel plan. 	<p>Strategy for the Operational Airport</p> <p>New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:</p> <ul style="list-style-type: none"> • Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies. • Airside airport related retail and catering facilities. • Public and staff car parking. • Public transport facilities and enhanced services in accordance with airport travel plan. 	<p>Reference to connection to the mains foul sewer has been deleted as improvements in capacity are planned to the sewage works adjacent to the site which subject to agreement with the Environment Agency is anticipated to fulfil the condition to the airport terminal consent (2007).</p> <p>Change in emphasis of text as these uses may be appropriate.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • Other facilities for general aviation. • Cargo facilities, including bonded warehousing and associated infrastructure. • Connection to the mains foul sewer (Wessex Water). <p>Associated facilities to enhance the services offered by the airport will also be encouraged subject to consideration of their impact on other Core Strategy policies, including:</p> <ul style="list-style-type: none"> • Development of hotel accommodation. • Training centres for airlines and related services. • Petrol filling stations. • Aviation maintenance facilities..... 	<ul style="list-style-type: none"> • Other facilities for general aviation. • Cargo facilities, including bonded warehousing and associated infrastructure. • Connection to the mains foul sewer (Wessex Water). <p>Associated facilities to enhance the services offered by the airport <u>may also be permitted will also be encouraged</u> subject to consideration of their impact on other Core Strategy policies, including:</p> <ul style="list-style-type: none"> • Development of hotel accommodation. • Training centres for airlines and related services. • Petrol filling stations. • Aviation maintenance facilities..... 	
82	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. Changes to the Green Belt can be made through the Core Strategy since the abolition of the South West Regional Spatial Strategy and now that the Structure Plan will not be updated.	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. <u>Changes to the Green Belt can be made through the Core Strategy since the abolition of the South West Regional Spatial Strategy and now that the Structure Plan will not be</u>	Change in text in accordance with the NPPF.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Planning Policy Guidance Note 2 states that the Green Belt can be amended in exceptional circumstances. Exceptional Circumstances remain for changes to the Green Belt at the Airport which are as follows:</p>	<p>updated. The National Planning Policy Framework states that Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. Planning Policy Guidance Note 2 states that the Green Belt can be amended in exceptional circumstances. Exceptional Circumstances remain for changes to the Green Belt at the Airport which are as follows:</p>	
83	BA3	<p>Green Belt at Bournemouth Airport</p> <p>Land required to meet the operational needs of the Airport will be removed from the Green Belt as identified in the plan below.</p> <p><i>Please see existing map 7.2 in section 2 of this document.</i></p>	<p>Green Belt at Bournemouth Airport</p> <p>Land required to meet the operational needs of the Airport will be removed from the Green Belt as identified in the plan below.</p> <p><u>Within the area to be removed from the Green Belt a zoning approach has been applied in order to avoid any adverse impact on the openness of the Green Belt as follows.</u></p> <ul style="list-style-type: none"> • <u>Zone A will be restricted to uses that retain the predominantly open aspect of this area of land, such as car parking;</u> 	<p>Amendment to the policy to address representations regarding the removal of the Green Belt and the need to impose restrictions to avoid any adverse impact on the openness of the Green Belt.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<ul style="list-style-type: none"> • <u>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;</u> • <u>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.</u> <p><u>This restriction will also maintain a buffer zone between the Moors River and the airport runways and taxiways where development will not take place.</u></p> <p><i>Please see the proposed change map 7.2 in section 2 of this document.</i></p>	
85	Para 8.5	<p>The Natural Environment</p> <p>Wimborne sits at the confluence of the Rivers Allen and Stour. These are not protected in themselves, but they do provide habitat for protected species. They also affect the location of development as they cause flooding. Additionally, the area to the north of</p>	<p>The Natural Environment</p> <p>Wimborne sits at the confluence of the Rivers Allen and Stour. These are not protected in themselves, but they do provide habitat for protected species <u>have ecological value in providing habitats for protected and priority species.</u> They also affect the location of development as they cause flooding.</p>	Expand text to give clarity on habitats.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		Wimborne is protected as a Groundwater Source Protection Zone and is a major source of water for the area.	Additionally, the area to the north of Wimborne is protected as a Groundwater Source Protection Zone and is a major source of water for the area.	
86	Para 8.24	<p>Key Facts</p> <ul style="list-style-type: none"> Wimborne has about 160 commercial and retail units in the town centre. 43% of the units are used for commercial or miscellaneous uses. 	<p>Key Facts (2012)</p> <ul style="list-style-type: none"> Wimborne has about 160 commercial and retail units in the town centre. 43% of the units are used for commercial or miscellaneous uses. <p>Trading</p> <ul style="list-style-type: none"> <u>The quality and proportion of special independent retailers within Wimborne Minster was rated as 'very good' due to the variety and quality of goods sold.</u> <u>The vacancy rate in the town is good (4.3%) as it is less than half the national average (10.7%). The few empty units are dispersed throughout the town centre, so there is not a large concentration of vacant units.</u> <u>The centre has a high number of service uses for its size, in particular banks and other financial services and estate agents (43.2%).</u> 	<p>Key Facts needs to be expanded to support the policy.</p> <p>Additional Text to be included regarding the Town Centre Boundary, the Primary Shopping Area, Primary Shopping Core and Secondary Shopping Core in the policy wording.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<ul style="list-style-type: none"> • <u>The number of convenience retailers (5.6%) is far below the national average (9.4%).</u> • <u>There are a high number of pubs, restaurants and takeaways/cafes, the majority of which are high quality units.</u> • <u>The evening economy is very good with several pubs, and restaurants, as well as the Tivoli Theatre which doubles as a cinema, and as a venue for live shows.</u> <p><u>Environment</u></p> <ul style="list-style-type: none"> • <u>The location and convenience of car parks, of varying size is seen to be quite good, as is the frequency of bus stops.</u> • <u>Accessibility and movement around Wimborne is seen as an issue due to the sprawling nature of the town centre along largely un-pedestrianised routes, and a relatively high volume of traffic, leading to some pedestrian vehicular conflict.</u> • <u>The quality of buildings, of planting and attractiveness of open space are considered to be very good.</u> • <u>The cleanliness of Wimborne is generally very good, with limited litter or fly posters.</u> 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>Strategic Requirements</u></p> <ul style="list-style-type: none"> • <u>There is a need for 2,500 - 2,550 sqm (net) of additional comparison floorspace and 400 - 500 sqm (net) of convenience floorspace to 2031 in Wimborne Town Centre (Retail Study Update 2012).</u> 	
86	Para 8.24 before Policy WMC1		<p><u>Wimborne Minster Town Centre Boundary</u></p> <p>-</p> <p><u>The Town Centre Boundary defines the focus of where town centre uses may be appropriate subject to compliance with other national and local policy, including the sequential test approach and impact assessment for retail uses.</u></p> <p><u>Wimborne Minster Town Centre Primary Shopping Area and Shopping Frontages</u></p> <p><u>The Primary Shopping Area forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages. The defined Primary Shopping Area boundary has been informed by the Joint Retail Study and the annual pedestrian count surveys.</u></p>	Inclusion of Town Centre boundary and extent of Shopping Frontages.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<u>The Primary Shopping Frontages cover the busier streets and includes The Square, High Street, and Crown Mead where A1 retail uses will supported. The streets covered by the Secondary Shopping Frontages, where footfall is lower, will allow a more flexible approach to uses, including Class A1, A2 and A3 in order to contribute to the overall vitality of the centre.</u>	
87	WMC1	<p>Wimborne Minster Town Centre...</p> <p>.</p> <ol style="list-style-type: none">The range of retail uses will be supported and improved, to continue to provide a niche range of quality comparison goods shops to appeal to the residents and large number of visitors to the town. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Tivoli Theatre, Walford Mill, the Allendale Centre and the Library. These will be retained, supported and where possible enhanced to support the vitality of the town centre. The Allenview area will be re-developed to provide a new civic hub and riverside park. The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping 	<p>Wimborne Minster Town Centre <u>Vision...</u></p> <ol style="list-style-type: none"> <u>....The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts, culture and tourism development, subject to compliance with other national and local policy.</u> <u>A Primary Shopping Area will be designated in Wimborne Minster which forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages.</u> The range of retail uses will be supported and improved;<u>convenience units of 400 - 500 sqm and comparison units of 2,500 - 2,550 sqm during the plan</u> 	<p>Wimborne Minster Town Centre</p> <p>No explicit mention of Primary Shopping Area and Primary and Secondary Shopping Frontages in the policy wording.</p> <p>Traffic movement has been merged into one paragraph to avoid repetition.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>locations to enhance the vibrancy of the afternoon and evening economy of the town....</p> <p>8. ...In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict.</p> <p>9. New development, shop fronts and advertisements in the town centre will be of the highest standard of design and in good quality materials, to reflect the architectural and historic significance of the town centre.</p> <p>10. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported with a transport hub created in the Town Centre to support this and pedestrian safety.</p> <p>The town centre as defined by the town centre boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</p>	<p>period, to continue to provide a niche range of quality comparison goods shops to appeal to the residents and large number of visitors to the town....</p> <p>8.In order to improve pedestrian safety, traffic movement and improve the ambiance of the public realm, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict and enhancements to the High Street will be introduced in a phased programme, subject to funding. <u>In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict....</u></p> <p>....The town centre as defined by the town centre boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</p>	
88	Map 8.1	<i>Please see existing map 8.1 in section 2 of this document.</i>	Amend Key to Primary Shopping Frontages and Secondary Shopping Frontages.	Change in terminology from PPS4.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<i>Please see the proposed change map 8.1 in section 2 of this document.</i>	
90	New text before paragraph 8.33		<p><u>Green Belt Boundary</u></p> <p><u>It is proposed to amend the Green Belt boundary at St Michael's Middle School and Beacroft Foundation School. The proposed allocations of residential land will increase demand for middle school education. Allenbourn School is constrained and expansion restricted. Expansion of St Michael's will require a significant amount of new infrastructure such as classrooms, specialist rooms, studio spaces, toilets and circulation space.</u></p> <p><u>Beacroft Foundation school is over capacity already. Dorset County Council wish to expand Post 16 facilities to enable students to be able to stay at the school. Additional facilities are required to provide for this facility and the numbers of students.</u></p>	To provide background text to the policies to amend the Green Belt boundary at St Michael's Middle School and Beacroft Foundation school.
	New Policy WMC8		<p><u>Green Belt Boundary at St Michael's School Colehill</u></p> <p><u>The Green Belt boundary is amended to remove land from the Green Belt to enable the satisfactory expansion of the school.</u></p>	To allow for the expansion of the school to deal with the proposed expansion of the local population.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
	New Map 8.8		<i>Please see the proposed new map 8.8 in section 2 of this document.</i>	Proposed new map to accompany new policy WMC8
	New Policy WMC9		<u>Green Belt Boundary at Beaucroft Foundation School, Colehill</u> <u>The Green Belt boundary is amended to remove land from the Green Belt to enable the satisfactory provision of facilities at the school.</u>	To allow for the expansion of the school to deal with the proposed expansion of the local population and to allow for additional expansion to cater for the changing role of the school.
	New Map 8.9		<i>Please see the proposed new map 8.9 in section 2 of this document.</i>	Proposed new map to accompany new policy WMC9
91	WMC3	Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne 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 260 homes, open space and 0.4 hectares of land for a future extension to Victoria Hospital. To enable this the Green	Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne 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 homes, open space and 0.4 hectares of land for a future extension to Victoria Hospital. To enable this the Green	The number of dwellings to be developed on the site has been reduced following a further analysis of the development potential of the site in relation to its setting on the edge of the town and its Conservation Area.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		Belt boundary will be amended to exclude the land identified for new housing and the hospital....	Belt boundary will be amended to exclude the land identified for new housing and the hospital....	
102	WMC7	<p>Leigh Park Area of Potential Change, Wimborne</p> <p>If Wimborne Rugby Club relocates to the area identified in Policy WMC6 their existing home should be used to benefit the Leigh Park Community. This is to include:</p> <ol style="list-style-type: none"> 1. The retention of 1.5 hectares of land to be used as open space, within which a multi use games area is to be provided. 2. Youth club facilities. 3. Housing to provide for the needs of residents with local connections to Leigh Park. <p>An Area Brief is to be agreed with the Council to set out how best to achieve the greatest benefit for residents of Leigh Park.</p>	<p>Leigh Park Area of Potential Change, Wimborne</p> <p>If Wimborne Rugby Club relocates to the area identified in Policy WMC6 their existing home should be used to benefit the Leigh Park Community. This is to include:</p> <ol style="list-style-type: none"> 1. The retention of 1.5 hectares of land to be used as open space, within which a multi use games area is to be provided. 2. Youth club facilities. 3. Housing to provide for the needs of residents with local connections to Leigh Park. <p>An Area Brief is to be agreed with the Council to set out how best to achieve the greatest benefit for residents of Leigh Park.</p>	Delete reference to possible housing development at Leigh Park to reflect the Town Council's views as landowner.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
107	Policy CM1	<p>Lockyer's School and Land North of Corfe Mullen New Neighbourhood....</p> <p>....Lockyer's School</p> <ul style="list-style-type: none"> • A new school is to be provided on land north of Wimborne Road. • The school playing fields are to be made available for community use when not required by the School.... 	<p>Lockyer's School and Land North of Corfe Mullen New Neighbourhood....</p> <p>....Lockyer's School</p> <ul style="list-style-type: none"> • A new school is to be provided on land north of Wimborne Road. • The school playing fields are to be made available for community use when not required by the School. • <u>The site of the new school is identified as safeguarded land for the construction of a new school alone. Should the school not be required during the plan period the site will return to the Green Belt....</u> 	The Green Belt where the school is to be relocated should be identified as safeguarded for this purpose only.
110	Para 10.20		<p><u>Key Facts (2012)</u></p> <p><u>Trading</u></p> <ul style="list-style-type: none"> • <u>The shopping area of Ferndown is concentrated along Ringwood Road and Victoria Road, with some shops located within the purpose built shopping area of Penny's Walk and the Ferndown Centre.</u> • <u>Ferndown has 113 commercial and retail units in the town centre.</u> • <u>There is a high proportion of service use units (53.1%) compared to the national average of 31.6%.</u> 	Ferndown Town Centre - Insert a Key Facts Text box to support policy (as per Wimborne Town Centre).

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<ul style="list-style-type: none"> • <u>In contrast, Ferndown has a relatively low proportion of comparison retail units (36.3%), compared with the national average (48.3%). The offer is limited however, with a lack of clothing, footwear, arts, crafts and stationers.</u> • <u>The quality and proportion of national multiples is low and are under represented in the town centre.</u> • <u>The vacancy rate is very low at 2.7%, and these units are dispersed across the town, rather than concentrated in one location, the national average is 10.7%.</u> • <u>The evening economy consists of the Barrington Theatre, the two pubs, two restaurants and take-aways.</u> <p><u>Environment</u></p> <ul style="list-style-type: none"> • <u>The topography of the town is relatively flat, with many converted buildings and some purpose built units, particularly in Penny's Walk. Overall, the units are quite large in size.</u> • <u>Penny's Walk and the Ferndown Centre is pedestrianised.</u> • <u>Movement in and around the centre of Ferndown is considered to be difficult due to the volume of traffic passing</u> 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>along Victoria Road and particularly Ringwood Road (A348).</u></p> <ul style="list-style-type: none"> • <u>The main car park at Tesco is well located and free with 800 spaces. The position of bus stops and quality of them around the centre could be improved.</u> • <u>The streets are clean and tidy with limited litter and are generally well maintained.</u> • <u>The quality of the streetscape and shopping environment is considered to be low, requiring greater vibrancy and liveliness.</u> <p><u>Strategic Requirements</u></p> <ul style="list-style-type: none"> • <u>To improve the pedestrian vehicular conflict which exists in Ringwood Road and Victoria Road.</u> • <u>To enhance the shopping streets to create a more attractive shopping environment.</u> • <u>There is a need for 1,500 - 1,600 sqm of comparison floorspace, and 1,400 - 1,500 sqm of convenience floorspace in Ferndown.</u> 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
110	After para 10.20, but before Policy FWP1		<p><u>Ferndown Town Centre Primary Shopping Area and Shopping Frontages</u></p> <p><u>The Primary Shopping Area forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Cores. The defined Primary Shopping Area boundary has been informed by the Joint Retail Study (2008), the Retail Update (2012) and the annual pedestrian count surveys.</u></p> <p><u>The Primary Shopping Frontages cover the busier streets and includes Penny's Walk and the Ferndown Centre where A1 retail uses will be supported. The streets covered by the Secondary Shopping Frontages, where footfall is lower, will allow a more flexible approach to uses, including Class A1, A2 and A3 in order to contribute to the overall vitality of the centre.</u></p>	Provide an explanation of the Primary Shopping Area and Shopping Frontages.
110	FWP1	<p>Ferndown Town Centre....</p> <p>1.Retail uses will be expanded and enhanced to promote the vitality and viability of the centre; convenience units up to 2,064 sq m and comparison units up to 4,239 sq m. The strategy will seek to enhance the niche retail offer and with a mix of unit sizes improve the presence of national multiples, to provide for better choice in comparison shopping. An</p>	<p>Ferndown Town Centre Vision....</p> <p>1. <u>....The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts, culture and tourism development, subject to compliance with other national and local policy.</u></p>	<p>Ferndown Town Centre Vision</p> <p>No explicit mention of Primary Shopping Area and Primary and Secondary Shopping Frontages in the policy wording.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>enhanced pedestrianised Penny's Walk will help to attract national multiple chains whilst niche retail shops will continue to thrive on Victoria Road....</p> <p>6.In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be introduced to reduce pedestrian/vehicular conflict in Victoria and Ringwood Roads together with the diversion of Heavy Goods Vehicles. Public transport will be promoted as the primary means of travelling into the town centre.</p> <p>7. To minimise congestion and air pollution, the use of sustainable modes of transport will be encouraged. Ferndown benefits from a comprehensive public transport network providing links both within the town and its surrounding areas via bus services. Public transport, cycling and walking will be promoted as the primary means of travelling into town....</p> <p>The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</p>	<p>2. <u>A Primary Shopping Area will be designated in Ferndown which forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages.</u></p> <p>3. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre; convenience units up to <u>2,064-1,400 - 1500 sq m</u> and comparison units up to <u>4,239-1,500 - 1,600 sq m.</u> The strategy will seek to enhance the niche retail offer and with a mix of unit sizes improve the presence of national multiples, to provide for better choice in comparison shopping. An enhanced pedestrianised Penny's Walk will help to attract national multiple chains whilst niche retail shops will continue to thrive on Victoria Road.</p> <p>4. Residents of the town will continue to have access to a variety of important community services and cultural facilities located in the town centre, such as the Barrington Theatre and the Library. These will be retained and where possible enhanced.</p> <p>5. The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping locations to enhance the vibrancy of the afternoon and evening economy of the town.</p>	<p>Traffic movement has been merged into one paragraph to avoid repetition.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>6. The townscape quality of the centre will be improved to achieve a safe, high quality and attractive environment that will give the centre a distinct character and enhance its sense of identity. This will benefit residents, visitors and businesses, improving ease of movement around the town for pedestrians and cyclists and offer better legibility.</p> <p>7. Higher density residential and commercial development will take place alongside the projected requirement for retail growth to provide for a balanced, mixed use environment.</p> <p>8. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be introduced to reduce pedestrian/vehicular conflict in Victoria and Ringwood Roads together with the diversion of Heavy Goods Vehicles. Public transport will be promoted as the primary means of travelling into the town centre. <u>To minimise congestion and air pollution, the use of sustainable modes of transport will be encouraged.</u></p> <p>9. To minimise congestion and air pollution, the use of sustainable modes of transport will be encouraged. Ferndown benefits from a comprehensive public transport network providing links both within</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>the town and its surrounding areas via bus services. Public transport, cycling and walking will be promoted as the primary means of travelling into town....</p> <p>The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</p>	
111	Map 10.1	<i>Please see existing map 10.1 in section 2 of this document.</i>	<p><u>Amend Key to Primary Shopping Frontages and Secondary Shopping Frontages.</u></p> <p><i>Please see the proposed change map 10.1 in section 2 of this document.</i></p>	Change in terminology from PPS4.
114	FWP3	<p>Holmwood House New Neighbourhood, Ferndown....</p> <p>....Dedicated pedestrian and cycling links are to be provided throughout the housing area connecting into the existing networks to the north, east and west.</p>	<p>Holmwood House New Neighbourhood, Ferndown...</p> <p>....Dedicated pedestrian and cycling links are to be provided throughout the housing area connecting into the existing <u>and proposed</u> networks <u>to the north, east and west.</u></p>	Minor amendment to text regarding cycle routes.
116	FWP4	<p>Coppins New Neighbourhood, Ferndown....</p> <p>....Green Infrastructure</p>	<p>Coppins New Neighbourhood, Ferndown....</p> <p>....Green Infrastructure</p>	Specific details of SANGs requirement has been deleted following discussions with Natural

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3. Open space is to be provided to enhance the existing open space at Poor Common, providing green links along the southern fringe of the urban area. This should extend to at least 50% of the identified site.</p> <p>Transport and access</p> <p>Vehicular access is to be provided from Christchurch Road.</p> <p>Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks to the north, east and west.</p>	<p>A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3. Open space is to be provided to enhance the existing open space at Poor Common, providing green links along the southern fringe of the urban area. This should extend to at least 50% of the identified site.</p> <p>Transport and access</p> <p>Vehicular access is to be provided from Christchurch Road.</p> <p>Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing and proposed networks. to the north, east and west.</p>	<p>England. Provision is to be made by funding support of nearby SANGs.</p> <p>Minor amendment to text regarding cycle routes.</p>
120	FWP6	<p>East of New Road New Neighbourhood, West Parley</p> <p>A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 3,000 sq metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses....</p>	<p>East of New Road New Neighbourhood, West Parley</p> <p>A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 3,000 sq m 800 -900 sq metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses....</p>	<p>Figure for convenience foodstore is incorrect.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
122	FWP7	<p>West of New Road New Neighbourhood, West Parley....</p> <p>....Development is to be kept at least 75 metres from the Dudsbury Hillfort Ancient Monument....</p>	<p>West of New Road New Neighbourhood, West Parley....</p> <p>....Development is to be kept at least 75 metres from the Dudsbury Hillfort Ancient Monument. <u>A Heritage Strategy is to be agreed by the Council which safeguards the integrity of the hillfort, and which includes an access strategy for the area.</u></p> <p>The land between <u>the hillfort and the residential development</u> is to be set out as parkland....</p>	The comments of English Heritage in respect of the settling of the hill fort Ancient Monument have been taken into consideration and a Heritage Strategy will be developed to consider the impact of the proposed residential development on the historic environment.
128	11.21		<p><u>Key Facts (2012)</u></p> <p><u>Trading</u></p> <ul style="list-style-type: none"> • <u>Verwood has 37 ground floor commercial use units in the centre.</u> • <u>There is a high proportion of service uses (hairdressers, estate agents and beauty salons) at 67.6%, compared to the national average of 31.6%.</u> • <u>Conversely, Verwood has a low proportion of comparison shop units at 24.3% compared to the national average of 48.8%. The vacancy rate is very low in the town. In particular there is under provision in furniture, clothing, books, textiles and hardware.</u> 	Verwood Town Centre - Insert a Key Facts Text box to support policy (as per Wimborne and Ferndown Town Centre).

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<ul style="list-style-type: none"> • <u>There are a high proportion of independent traders.</u> • <u>There are no restaurants or pubs in the centre.</u> <p><u>Environment</u></p> <ul style="list-style-type: none"> • <u>The topography is flat and most buildings are conversions of a modern design.</u> • <u>The centre is accessible by road and bus, but there can be pedestrian and vehicular conflict in Ringwood Road.</u> • <u>The centre is attractive and newly laid out with a green.</u> • <u>The public car parks are free, well located and well used.</u> <p><u>Strategic Requirements</u></p> <ul style="list-style-type: none"> • <u>There is a need for 700 - 800 sqm of comparison floorspace, and 600 - 650 sqm of convenience floorspace in Verwood.</u> 	
128	After Para 11.21, before Policy VTSW1		<p><u>Verwood Town Centre Primary Shopping Area</u></p> <p><u>The Primary Shopping Area forms the area where retail development will be concentrated which has been informed by the Joint Retail Study (2008), the Retail Update (2012) and the annual pedestrian count surveys.</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
129	VTSW1	<p>Verwood Town Centre....</p> <p>1.The range of retail uses will be supported and improved to provide more comparison and convenience goods shops in small to medium size units to appeal to small independent shops....</p> <p>5.Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.</p> <p>6. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict.</p> <p>7. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.</p> <p>The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</p>	<p>Verwood Town Centre Vision....</p> <p>1. <u>....The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including employment, retail, leisure and entertainment, arts, culture and tourism development, subject to compliance with other national and local policy.</u></p> <p>2. <u>A Primary Shopping Area will be designated in Verwood which forms the area where retail development will be concentrated and contains the Primary Shopping Frontages.</u></p> <p>3. The range of retail uses will be supported and improved to provide more comparison and convenience goods shops in small to medium size units to appeal to small independent shops. <u>This includes up to 600 - 650 sqm of convenience floorspace and 700 - 800 sqm of comparison floorspace in Verwood in the plan period....</u></p> <p>7.Residential and Commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.</p> <p>8. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be provided to</p>	<p>No explicit mention of Primary Shopping Area and Shopping Frontages in the policy wording.</p> <p>Floorspace projections have been included in the policy wording.</p> <p>References to residential development in the town centre removed. Most of the town centre is within 400m of heathland, which would preclude residential development.</p> <p>Traffic movement has been merged into one paragraph to avoid repetition.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>reduce pedestrian/vehicular conflict, <u>and sustainable modes of transport will be supported.</u></p> <p>9. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.</p> <p>The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</p>	
135	VTSW5	<p>North Eastern Verwood New Neighbourhood</p> <p>A New Neighbourhood to the north east of Verwood is identified to provide about 50 homes.</p> <p>To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.</p> <p>Layout and design</p> <p>The new neighbourhood will be set out according to the principles of the masterplan.</p> <p>A design code will be agreed by the Council, setting out the required high standards.</p>	<p><u>North Eastern Verwood New Neighbourhood</u></p> <p><u>A New Neighbourhood to the north east of Verwood is identified to provide about 50 homes.</u></p> <p><u>To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.</u></p> <p><u>Layout and design</u></p> <p><u>The new neighbourhood will be set out according to the principles of the masterplan.</u></p>	<p>The proposal is deleted as the location of the proposed residential as the proposal would be likely to cause harm to Ebblake Bog, which is part of the internationally protected Dorset Heaths. It is uncertain whether the impacts of the development could be mitigated.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Green Infrastructure</p> <p>Approximately half of the identified land is to be set out as informal open space along with children's play.</p> <p>A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.</p> <p>Transport and access</p> <p>Vehicular access is to be provided from Ringwood Road</p> <p>Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.</p>	<p>A design code will be agreed by the Council, setting out the required high standards:</p> <p>Green Infrastructure</p> <p>Approximately half of the identified land is to be set out as informal open space along with</p> <p>children's play:</p> <p>A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the</p> <p>provision of the new housing as required by Policy ME3:</p> <p>Transport and access</p> <p>Vehicular access is to be provided from Ringwood Road</p> <p>Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks:</p>	
137	VTSW6	<p>Woolsbridge Employment Allocation, Three Legged Cross</p> <p>9.7 hectares of land at Woolsbridge Industrial Estate is removed from the Green Belt and developed for new employment....</p>	<p>Woolsbridge Employment Allocation, Three Legged Cross.</p> <p>9.7 13.1 ha of land at Woolsbridge Industrial Estate is removed from the Green Belt and developed for new employment....</p>	Amend text to increase nature conservation protection and reflect an increase in the size of the proposal following comments from Natural

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • Agreement of a comprehensive travel plan including the support of regular bus services. • ...Provision of significant landscape buffers alongside the countryside edges of the site. • A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI will derive from the Estate. Particular regard to the water environment will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of the strategy. 	<ul style="list-style-type: none"> • Agreement of a comprehensive travel plan including the support of regular bus services, <u>cycle and walking links to the Castleman Trailway and Ringwood Road, and necessary highway improvements to the access to the site.</u> •Provision of significant landscape buffers alongside the countryside edges of the site. <u>These buffers will be of adequate size and appropriate nature to safeguard the heathland forming part of the Dorset Heaths in the vicinity of the site.</u> • A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI <u>and adjacent Site of Nature Conservation Interest</u> will derive from the Estate <u>that ensures that the landscape buffers are secured and managed as part of an ecological network connecting with adjacent land of high biodiversity value.</u> Particular regard to the water environment, <u>including flood attenuation and water quality improvements</u> will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of this strategy. 	<p>England and other wildlife bodies and adjoining landowners. The requirement for access improvements are added following comments from DCC as Transport authority.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
138	Map 11.7	<i>Please see existing map 11.7 in section 2 of this document.</i>	<i>Please see the proposed change map 11.7 in section 2 of this document.</i>	Plan amended to show additional area of employment land.
140	VTSW7	<p>St Leonards Hospital Major Developed Site in the Green Belt</p> <p>Land at St Leonards Hospital is identified as a Major Developed Site in the Green Belt, in accordance with the requirements of Annex C to Planning Policy Guidance Note 2.</p>	<p>St Leonards Hospital Major Developed Site in the Green Belt</p> <p>Land at St Leonards Hospital is identified as a Major Developed Site in the Green Belt, in accordance with the requirements of Annex C to Planning Policy Guidance Note 2.</p> <p>St Leonards Hospital Previously Developed Site in the Green Belt</p> <p>Land at St Leonards Hospital is identified as a Previously Developed Site in the Green Belt, in accordance with the provisions of the National Planning Policy Framework.</p> <p>Prerequisites for development include:</p> <ul style="list-style-type: none"> <u>Approval of a development brief by the Council.</u> <u>A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI, the Site of Nature Conservation Interest on the site and the adjacent internationally protected heathland will derive from the development. Particular regard to the water environment will be needed</u> 	<p>PPG2 has been replaced by the National Planning Policy Framework.</p> <p>The site lies in a sensitive location in close proximity to features of acknowledged biodiversity importance and a strategy is required to ensure that the re-development of the site mitigates any possible harm to these features.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of this strategy.</u></p> <ul style="list-style-type: none"> • <u>Agreement of a comprehensive travel plan.</u> 	
142	11.44The current Green Belt boundaries are considered to be defensible in terms of the National guidance set out in Planning Policy Guidance Note 2: Green Belt. The land is therefore to remain excluded from the Green Belt and included within the urban area.The current Green Belt boundaries are considered to be defensible in terms of the National guidance set out in Planning Policy Guidance Note 2: Green Belt <u>the National Planning Policy Framework</u> . The land is therefore to remain excluded from the Green Belt and included within the urban area. <u>Land to the south of Blackfield Farm forms part of the Castleman Trailway, a long-distance route which passes through the District. Part of this land also contains a high pressure water pipeline. This land forms part of an important leisure and alternative transport function and is not suitable for development. For these reasons the site will be included in the Green Belt.</u>	PPG2 has been replaced by the National Planning Policy Framework. Part of the site forms an important function as part of a long-distance trailway and is encumbered by a high pressure water pipeline. It is not suitable for development and the land forms a Green Belt function of providing access and opportunities for recreation in accordance with the guidance set out in Paragraph 81 of the NPPF.
142	VTW8	Blackfield Farm Green Belt Boundaries, West Moors Land at Blackfield Farm will no longer be safeguarded from development and is included in the urban area.	Blackfield Farm Green Belt Boundaries, West Moors Land at Blackfield Farm will no longer be safeguarded from development and is included in the urban area.	The land which forms the Castleman Trailway is to be included in the Green Belt as it serves an important leisure and alternative access function and is not suitable for development.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<u>Land which forms the Castleman Trailway to the south of Blackfield Farm will be included in the Green Belt.</u>	
142	Map 11.9	<i>Please see existing map 11.9 in section 2 of this document.</i>	<i>Please see the proposed change map 11.9 in section 2 of this document.</i>	The land which forms the Castleman Trailway is to be included in the Green Belt as it serves an important leisure and alternative access function and is not suitable for development.
142	After 11.46		<p><u>Key Facts</u></p> <p>-</p> <p><u>Trading</u></p> <ul style="list-style-type: none"> • <u>a relatively small centre located just north of Ferndown</u> • <u>44 ground floor non-residential units</u> • <u>high number of service and miscellaneous uses within the town centre (52%), compared to 31.6%</u> • <u>low vacancy rate at 6.8%</u> <p><u>Environment</u></p> <ul style="list-style-type: none"> • <u>relatively flat, non-pedestrianised and largely linear in structure.</u> 	To bring into line with the other settlements.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>Low crime rate and good safety in the town centre</u></p> <p><u>Pleasant shopping environment</u></p> <p><u>Strategic Requirements</u></p> <ul style="list-style-type: none"> • <u>40 - 50sqm of convenience floorspace</u> • <u>150 - 200sqm comparison floorspace</u> 	
142	After 11.46		<p><u>West Moors District Centre Primary Shopping Area</u></p> <p><u>The Primary Shopping Area forms the area where retail development will be concentrated which has been informed by the Joint Retail Study (2008), the Retail Update (2012) and the annual pedestrian count surveys.</u></p>	
143	VTSW9	<p>West Moors District Centre....</p> <ol style="list-style-type: none">The range of retail uses will be supported and improved to provide more comparison goods shops, in small to medium sizes to appeal to small independent shops....In order to improve the vitality of the district centre and improve pedestrian safety around the town, traffic management and calming measures will 	<p>West Moors District Centre Vision...</p> <ol style="list-style-type: none"> <u>....The District Centre as defined by the District Centre Boundary will be the focus for district centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</u> 	<p>No explicit mention of Primary Shopping Area in the policy wording.</p> <p>Floorspace projections have been included in the policy wording.</p> <p>Traffic movement has been merged into one paragraph to avoid repetition.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>be considered in Station Road to reduce pedestrian/vehicular conflict.</p> <p>6. Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed-use environment.</p> <p>7. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.</p> <p>The District Centre as defined by the District Centre Boundary will be the focus for district centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.</p>	<p>2. <u>A Primary Shopping Area will be designated in West Moors which forms the area where retail development will be concentrated.</u></p> <p>3. <u>The range of retail uses will be supported and improved to provide more comparison goods shops, in small to medium sizes to appeal to small independent shops. This includes up to 40 - 50 sqm of convenience floorspace and 150 -200 sqm of comparison floorspace in West Moors in the plan period....</u></p> <p>7.In order to improve the vitality of the district centre and improve pedestrian safety around the town, traffic management and calming measures will be considered in Station Road to reduce pedestrian/vehicular conflict, <u>and the use of sustainable modes of transport will be supported.</u></p> <p>8. Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed-use environment.</p> <p>9. <u>To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.</u></p> <p><u>The District Centre as defined by the District Centre Boundary will be the focus for district centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			culture and tourism development subject to compliance with other national and local policy:	
145	12.1	<p>Landscape Character Key Characteristic</p> <p>The Wiltshire and Cranborne Chase Area of Outstanding Natural Beauty covers a large proportion of the East Dorset rural area. In total it covers over 40% of the District. A significant area adjoining the Area of outstanding Natural Beauty has been designated an Area of Great Landscape Value.</p>	<p>Landscape Character Key Characteristic</p> <p>The Wiltshire and Cranborne Chase Area of Outstanding Natural Beauty covers a large proportion of the East Dorset rural area. In total it covers over 40% of the District. A significant area adjoining the Area of outstanding Natural Beauty has been designated an Area of Great Landscape Value. <u>The large rural estates that make up a significant proportion of these areas have played, and continue to play, an important role in shaping the landscape of the area.</u></p>	Additional text to reflect the role of country landowners and big estates in the rural area.
148	RA2	<p>Furzehill Village Envelope....</p> <p>....d) Redevelopment of the site should provide a community hall for the village.</p>	<p>Furzehill Village Envelope....</p> <p>....d) Redevelopment of the site should provide a community hall for the village.</p>	Reference to the requirement to provide a community hall has been removed as no support was received in respect of this proposal and there are sufficient existing community facilities in nearby settlements.
152	13.8	<p>Relevant evidence.....</p>	<p>Relevant evidence.....</p> <p><u>Priority habitats and species are those species and habitats of principle importance included in the England Biodiversity List published by the Secretary</u></p>	Additional text added in response to representations received from Natural England concerning the need to clarify the reference

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<u>of State under Section 41 of the Natural Environment and Rural Communities Act 2006.</u>	to priority habitats and species.
152	13.10	Protection of habitats and species will be undertaken through the Councils' own work programmes, working with partners and the local community, and through implementing the initiatives and proposals within the Dorset Biodiversity Strategy, South East Dorset Green Infrastructure Strategy and the emerging Local Nature Partnerships and Nature Improvement Areas. This will also provide an approach that looks to create an expanded and more connected ecological network giving greater resilience to the natural environment against the pressures from climate change and development.	Protection of habitats and species will be undertaken through the Council's own work programmes, working with partners and the local community, and through implementing the initiatives and proposals within the Dorset Biodiversity Strategy, South East Dorset Green Infrastructure Strategy and the emerging Local Nature Partnerships and Nature Improvement Areas. This will also provide an approach that looks to create an expanded and more connected ecological network giving greater resilience to the natural environment against the pressures from climate change and development. <u>Strategic Nature Areas, identified on the Dorset Nature Map (Map 13.2), are a positive tool for coordinating activities that secure the retention and enhancement of features of interest as well as activities for the benefit of locally important species.</u>	Additional text added in response to representations received from Dorset Wildlife Trust and Natural England regarding the role of Strategic Nature Areas.
153	ME1	Safeguarding biodiversity and geodiversity The Core Strategy aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species including:	Safeguarding biodiversity and geodiversity The Core Strategy aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species <u>within their ecological networks</u> including:	Amendments made in response to representations received from Natural England , Dorset Wildlife Trust and the Environment Agency. Changes have been made to better reflect

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • Internationally designated sites (SPA, SAC, Ramsar) • Sites of Special Scientific Interest (SSSI) • Strategic Nature Areas. • Sites of Nature Conservation Interest (SNCI) • Local Nature Reserves. • Identified priority species and habitats. • Important geological and geomorphological sites. • Suitable Alternative Natural Greenspace. <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>Based on this assessment, the following criteria should be addressed when development is proposed:</p>	<ul style="list-style-type: none"> • Internationally designated sites (SPA, SAC, Ramsar) • Sites of Special Scientific Interest (SSSI) • Strategic Nature Areas • Sites of Nature Conservation Interest (SNCI) • Local Nature Reserves • Identified Priority species and habitats • Important geological and geomorphological sites • <u>Riverine and coastal habitats</u> • Suitable Alternative Natural Greenspace <p><u>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 units that are resilient to climate change.</u></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</p>	<p>the requirements of the NPPF in relation to the hierarchy of habitats.</p> <p>Further changes have been made to clarify how Strategic Nature Areas will be treated in the Core Strategy.</p> <p>Additional text added in response to representations received from Natural England and Dorset Wildlife Trust concerning the need to clarify the reference to priority habitats and species and further textual amendments in accordance with the NPPF.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • Avoidance of existing sensitive habitats and species through careful site selection, development design and phasing of construction and the use of good practice construction techniques. • Retention of existing habitats and features of interest, and provision of buffer zones around any sensitive areas. • Enhancement of biodiversity where possible through improving the condition of existing habitats or creation of new ones. Particular attention should be paid to priority habitats referred to in the Dorset Biodiversity Strategy, and the Strategic Nature Areas identified on the Dorset Nature Map. • Where harm is identified as likely to result, provision of measures to adequately avoid or mitigate that harm should be set out. Development may be refused if adequate mitigation cannot be provided. • Provision of adequate management of the retained and new features. • Monitoring of habitats and species for a suitable period of time after completion of the development to indicate any changes in habitat quality or species numbers, and put in place corrective measures to halt or reverse any decline. 	<p>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><u>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.</u></p> <p><u>Based on this assessment,</u> The following criteria should be addressed when development is proposed:</p> <ul style="list-style-type: none"> • Avoidance of <u>harm to</u> existing <u>priority sensitive</u> habitats and species through careful site selection, development design and phasing of construction and the use of good practice construction techniques. • Retention of existing habitats and features of interest, and provision of buffer zones around any sensitive areas. 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<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>Enhancement of biodiversity where possible through improving the condition of existing habitats and achieving or net gains in biodiversity, where possible creation of new ones. Particular attention should be paid to priority habitats and species referred to in <u>Section 41 of the NERC Act 2006 and the Dorset Biodiversity Strategy, and the Strategic Nature Areas identified on the Dorset Nature Map.</u></p> <ul style="list-style-type: none"> • Where harm is identified as likely to result, provision of measures to adequately avoid or <u>adequately</u> mitigate that harm should be set out. Development may be refused if adequate mitigation <u>or, as a last resort compensation cannot be</u> provided. • Provision of adequate management of the retained and new features. • Monitoring of habitats and species for a suitable period of time after completion of the development to indicate any changes in habitat quality or species numbers, and put in place corrective measures to halt or reverse any decline. <p>In addition, and in recognition of the function of the New Forest National Park, the Core Strategy will carefully consider any adverse impacts on the New Forest as a result of development.</p>	

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	New Map 13.5		<i>Please see the proposed new map 13.5 in section 2 of this document.</i>	Map added to support revised wording of policy ME1 in respect of all types of nature conservation sites functioning as an ecological network
154	Map 13.2	<i>Please see existing map 13.2 in section 2 of this document.</i>	<i>Please see the proposed change map 13.2 in section 2 of this document.</i>	Amended following detailed comments received from Dorset Wildlife Trust in respect of the status of the Strategic Nature Areas and the addition of Nature Improvement Boundaries
156	ME2	<p>Protection of the Dorset Heathlands</p> <p>In accordance with the advice from Natural England, no residential development will be permitted within 400m of protected heathland.</p> <p>Any residential development within 400m and 5km of these areas will provide mitigation through a range of measures as set out in the Dorset Heathlands Joint Development Plan Document, including:</p> <ul style="list-style-type: none"> • Provision of on-site alternative natural greenspace. (also see Policy ME3 below). 	<p>Protection of the Dorset Heathlands</p> <p>In accordance with the advice from Natural England, no residential development will be permitted within 400m of protected <u>European and internationally designated</u> heathlands.</p> <p>Any residential development within 400m and 5km of these areas will provide mitigation through a range of measures as set out in the Dorset Heathlands Joint Development Plan Document, <u>and the Dorset Heathlands Joint Supplementary Planning Document which sets out guidance in the intervening period prior to the adoption of the Development Plan Document,</u> including:</p>	Amended following advice from Natural England, and to update the position regarding the recently adopted Heathland Supplementary Planning Document and the Purbeck District Council Examination in Public for consistency of approach across the internationally protected Dorset Heaths.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • Contributions to off-site greenspace or recreation projects. • Contributions to Heathland management projects. <p>On development proposals of up to 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.</p> <p>The Dorset Heathlands Joint Development Plan Document will set out the type of development circumstances, a list of projects which will be funded by developer contributions and the calculated contribution amounts as they apply to different types of development. Projects delivered through the Development Plan Document will include Suitable Alternative Natural Greenspace (SANG), heathland access and management, wardening, education, habitat re-creation and other appropriate measures.</p>	<ul style="list-style-type: none"> • Provision of on-site alternative natural greenspace. (<u>provided in accordance with guidelines set out in Appendix 5).</u> • Contributions to off-site greenspace or recreation projects. • <u>Contributions to Heathland management projects.</u> <p><u>Such The avoidance or mitigation measures are to be delivered in advance of the developments being occupied and must provide for mitigation in perpetuity. Suitable Alternative Natural Greenspaces (SANGs) will be secured by way of a legal agreement between the developer and the relevant council. Heathland mitigation measures will be secured through CIL in the majority of cases. The authority will ensure that mitigation measures to avoid harm are given priority as required by this policy.</u></p> <p>On development proposals of <u>up to approximately</u> 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.</p> <p>The Dorset Heathlands Joint Development Plan Document will set out the type of development circumstances, a list of projects which will be funded by developer contributions and the calculated contribution amounts as</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			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. <u>The combination of the 400m exclusion zone with the heathland mitigation measures set out above function together as an effective package avoiding the harmful effects of additional residential development on the European and internationally designated heathlands.</u>	
157	ME3	<p>Suitable Alternative Natural Greenspace</p> <p>Suitable Alternative Natural Greenspace (SANGs) is required to mitigate the impact of developments of over 50 dwellings. The provision of SANG must meet the following standards which have been agreed by Natural England:</p> <ul style="list-style-type: none"> 8 to 16 ha of SANG land or any standard within an adopted Heathlands Development Plan Document shall be provided in perpetuity per 1,000 new occupants through direct provision as an element of the development. The area of SANG must provide the key features set out in this policy to ensure it performs the 	<p>Delete policy ME3 and insert following text as Appendix 5:</p> <p><u>Guidelines for the establishment of Suitable Alternative Natural Greenspace (SANGs)</u></p> <p><u>Introduction</u></p> <p><u>'Suitable Alternative Natural Greenspace' (SANGs) is the name given to green space that is of a quality and type suitable to be used as mitigation for applications likely to affect the Dorset Heathlands European and internationally protected sites. The provision of SANGs is one of a range of mitigation measures, a number of which are detailed in the Dorset Heathlands Planning Framework Supplementary</u></p>	Amended to reflect the position agreed at the Purbeck Public Examination.

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		<p>function of attracting people away from the heaths.</p> <ul style="list-style-type: none"> Where the planning authority is satisfied that direct provision as an element of the development is not reasonable, the planning authority will require contributions towards the provision of SANGs identified through the Heathland Supplementary Planning Document, or a replacement Heathlands Development Plan Document. Contributions will be required towards strategic access management and monitoring measures. During the phasing of development the effectiveness of SANGs will be monitored and enhancements will be required if the SANGs are not functional according to the criteria set out in this policy. <p>SANGs must have the features described below without their functionality being compromised by unsuitable size, shape, location, topography or other inherent characteristics and SANGs must be compatible with other planning policy.</p> <p>For all sites there must be adequate parking for visitors, unless the site is intended for local pedestrian use only, i.e. within easy walking distance (400m) of the developments linked to it. The amount of car parking space should be determined by the anticipated numbers</p>	<p><u>Planning Document, which the south east Dorset Planning Authorities and Natural England consider offer an effective means of avoiding or mitigating harm from a number of urban effects.</u></p> <p><u>Its role is to provide alternative green space to divert visitors away from the Dorset Heathlands Special Protection Area (SPA), the two Dorset Heaths Special Areas of Conservation (SACs) and the Dorset Heathlands Ramsar (collectively called the 'Dorset Heathlands' in these guidelines). SANGs are intended to provide mitigation for the likely impact of residential-type developments on the Dorset Heathlands by preventing an increase in visitor pressure. The effectiveness of SANGs as mitigation will depend upon its location and design. These must be such that the SANGs is more attractive to visitors than the Dorset Heathlands.</u></p> <p><u>This appendix describes the features that have been found to draw visitors to the Dorset Heathlands, which should be replicated in SANGs. It provides guidelines on:</u></p> <ul style="list-style-type: none"> <u>the type of site which should be identified as SANGs;</u> <u>measures that can be taken to enhance sites so that they may be used as SANGs.</u> 	

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		<p>using the site and arriving by car. If the site is intended for local pedestrian use only, then there must be excellent access for people arriving by foot, with a range of access points directly linking housing and the SANG.</p> <ul style="list-style-type: none"> • All SANGs with car parks must have a circular walk which starts and finishes at the car park. • It should be possible to complete a circular walk of 2.3 – 2.5km around the SANG, and for larger SANGs a variety of circular walks. • Car parks must be easily and safely accessible by car and should be clearly sign posted. • The accessibility of the site must include access points appropriate for the particular visitor use the SANG is intended to cater for. • Access points should have signage outlining the layout of the SANG and the routes available to visitors. • The SANG must have a safe route of access on foot from the nearest car park and / or footpath/s. • SANGs must be designed so that they are perceived to be safe by users; they must not have trees and scrub covering parts of the walking routes. • Paths must be easily used and well maintained but most should remain unsurfaced to avoid becoming too urban 	<p><u>These guidelines relate specifically to the means to provide mitigation for development of a residential nature within or close to 5km of the Dorset Heathlands. They do not address nor preclude the other functions of green space (e.g. provision of disabled access). Other functions may be provided within SANGs, as long as they do not conflict with the specific function of mitigating visitor impacts on the Dorset Heathlands.</u></p> <p><u>SANGs may be created from:</u></p> <ul style="list-style-type: none"> • <u>existing open space of SANGs quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public;</u> • <u>existing open space that is already accessible but could be changed in character so that it is more attractive to the specific group of visitors who might otherwise visit the Dorset Heathlands;</u> • <u>land in other uses that could be converted into SANGs.</u> <p><u>The identification of SANGs should seek to avoid sites of high nature conservation value, which are likely to be damaged by increased visitor numbers. Such damage may arise, for example, from increased</u></p>	

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		<p>in feel. A majority of paths should be suitable for use in all weathers.</p> <ul style="list-style-type: none"> • SANGs must be perceived as semi natural spaces without intrusive artificial structures, except in the immediate vicinity of car parks. Visually sensitive way-markers and some benches are acceptable. • All SANGs larger than 12ha must aim to provide a variety of habitats for users to experience (e.g. some areas of woodland, scrub, grassland, heathland, wetland, open water). • Access within the SANG must be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead. • SANGs must be free from unpleasant visual, auditory or olfactory intrusions (e.g. derelict buildings, intrusive adjoining buildings, dumped materials, loud intermittent or continuous noise from traffic, industry, flood lighting, sewage treatment works, waste disposal facilities). • SANGs should be clearly sign-posted or advertised in some way. • SANGs should have leaflets and or websites advertising their location to potential users. It would be desirable for leaflets to be distributed to new homes in the area and to be made available at entrance points to car parks. 	<p><u>disturbance, erosion, input of nutrients from dog faeces, and increased incidence of fires. Where sites of high nature conservation value are considered as SANGs, the impact on their nature conservation value should be assessed and considered alongside relevant policy in the local plan.</u></p> <p><u>The character of the Dorset Heathlands and its visitors</u></p> <p><u>The Dorset Heathlands are made up of 42 Sites of Special Scientific Interest, and consist of a mixture of open heathland and mire with some woodland habitats. The topography is varied with some prominent viewpoints. Many sites contain streams, ponds and small lakes. Some have open landscapes with few trees and others have scattered trees and areas of woodland. Most sites are freely accessible to the public, although in some areas access is restricted by army, or other operations.</u></p> <p><u>Surveys have shown that about half of visitors to the Dorset Heathlands arrive by car and about half on foot. Where sites are close to urban development around Poole and Bournemouth, foot access tends to be most common. On rural sites in Purbeck and East Dorset, more visitors come by car. Some 75% of those who visited by car had come from 5.3km of the access point onto</u></p>	

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		<p>The establishment of a SANG should be accompanied by legal agreements to secure the future protection and management of the site.</p>	<p><u>the heathlands. A very large proportion of the Dorset Heathland visitors are dog walkers, many of whom visit the particular site regularly (i.e. multiple visits per week) and spend less than an hour there, walking on average about 2.2km.</u></p> <p><u>Guidelines for the quality of SANGs</u></p> <p><u>The quality guidelines have been subdivided into different aspects of site fabric and structure. They have been compiled from a variety of sources but principally from visitor surveys carried out at heathland sites within the Dorset Heathlands and the Thames Basin Heaths.</u></p> <p><u>The guidelines concentrate on the type of SANGs designed principally to cater for heathland dog walkers. Other important heathland mitigation measures, for example facilities designed to attract motor cycle scramblers or BMX users away from heathlands, or facilities for adventurous play for children, are not covered specifically and will need to be considered case by case.</u></p> <p><u>The principle criteria contained in the guidelines have also been put into a checklist format at the end of this appendix.</u></p>	

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			<p><u>It is important to note that these guidelines only cover the quality of SANGs provision. There are a number of other matters that will need to be agreed with Natural England and the Council including: provision of in perpetuity management of the SANGs; SANGs capacity; other avoidance and mitigation measures as necessary.</u></p> <p><u>Accessibility - reaching the SANGs</u></p> <p><u>Most visitors reach the Dorset Heathlands either by foot or by car and the same will apply for SANGs. Thus SANGs may be intended principally for the use of a local population living within a 400 metre catchment around the site; or they may be designed primarily to attract visitors who arrive by car (they may also have both functions).</u></p> <p><u>SANGs design needs to take into account the anticipated target group of visitors. For example, where large populations are close to the Dorset Heathlands the provision of SANGs may need to be attractive to visitors on foot.</u></p> <p><u>If intended to attract visitors arriving by car, the availability of adequate car parking is essential. Car parks may be provided specifically for a SANGs or a SANGs may make use of existing car parks, but some existing car parks may have features</u></p>	

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			<p><u>incompatible with SANGs use, such as car park charging. The amount and nature of parking provision should reflect the anticipated numbers and mode of arrival by visitors to the site and the catchment size of the SANGs. It is important that there is easy access between the car park and the SANGs, i.e. this is not impeded by, for example, a road crossing. Thus such SANGs should have a car park with direct access straight on to the SANGs with the ability to take dogs safely from the car park to the SANGs off the lead. Similarly, the nature of foot access between urban development and a SANGs is important and green corridors reaching into the urban area can be an important part of facilitating access to the SANGs.</u></p> <p><u>Guidelines:</u></p> <p><u>1. Sites must have adequate parking for visitors, unless the site is intended for local pedestrian use only, i.e. within easy walking distance (400m) of the developments linked to it. The amount of car parking space should be determined by the anticipated numbers using the site and arriving by car.</u></p> <p><u>2. Car parks must be easily and safely accessible, be of an open nature and should be clearly sign posted.</u></p>	

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			<p><u>3. There should be easy access between the car park or housing and the SANGs with the facility to take dogs safely from the car park to the SANGs off the lead.</u></p> <p><u>4. Access points should have signs outlining the layout of the SANGS and the routes available to visitors.</u></p> <p><u>Paths, tracks and other SANGs infrastructure</u></p> <p><u>SANGs should aim to supply a choice of circular walking routes that provide an attractive alternative to those routes on heathlands in the vicinity (i.e. those heaths that the SANGs is designed to attract visitors away from).</u></p> <p><u>Given the average length of walks on heathland, a circular walk of 2.3-2.5km in length is necessary unless there are particular reasons why a shorter walk is considered still appropriate. Where possible, a range of different length walks should be provided; a proportion of visitors walk up to 5km and beyond so walking routes longer than 2.5 km are valuable, either on-site or through the connection of sites along green corridors.</u></p> <p><u>Paths do not have to be of any particular width, and both vehicular-sized tracks and narrow paths are acceptable to visitors.</u></p>	

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			<p><u>although narrow corridors where visitors/dogs may feel constrained should be avoided. The majority of visitors come alone and safety is one of their primary concerns. Paths should be routed so that they are perceived as safe by the visitors, with some routes being through relatively open (visible) terrain (with no trees or scrub, or well spaced mature trees, or wide rides with vegetation back from the path), especially those routes that are 1-3 km long.</u></p> <p><u>A substantial number of visitors like to have surfaced but not tarmac paths, particularly where these blend in well with the landscape. This is not necessary for all paths but there should be some visitor-friendly, all weather routes built into the structure of a SANGs, particularly those routes that are 1-3 km long. Boardwalks may help with access across wet areas but excessive use of boardwalks, as may be necessary on sites that are mostly wet or waterlogged such as flood plain and grazing marsh, is likely to detract from the site's natural feel.</u></p> <p><u>Other infrastructure specifically designed to make the SANGs attractive to dog walkers may also be desirable but must not detract from a site's relatively wild and natural feel. Measures could include accessible water bodies for dogs to</u></p>	

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			<p><u>swim/drink; dog bins; fencing near roads/car-parks, etc. to ensure dog safety; clear messages regarding the need to 'pick-up'; and large areas for dogs to be off lead safely.</u></p> <p><u>Guidelines:</u></p> <p><u>5. Paths must be easily used and well maintained but most should remain unsurfaced to avoid the site becoming too urban in feel. A majority of paths should be suitable for use in all weathers and all year around. Boardwalks may be required in wet sections.</u></p> <p><u>6. All SANGs with car parks must have a circular walk that starts and finishes at the car park.</u></p> <p><u>7. It should be possible to complete a circular walk of 2.3-2.5km around the SANGs, and for larger SANGs there should be a variety of circular walks.</u></p> <p><u>8. SANGs must be designed so that visitors are not deterred by safety concerns.</u></p> <p><u>Advertising - making people aware of the SANGs</u></p>	

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			<p><u>The need for some advertising is self evident. Any advertising should make clear that the site is designed to cater specifically for dog walkers.</u></p> <p><u>Guidelines:</u></p> <p><u>9. SANGs should be clearly sign-posted and advertised. .</u></p> <p><u>10. SANGs should have leaflets and/or websites advertising their location to potential visitors. It would be desirable for leaflets to be distributed to new homes in the area and be made available at entrance points and car parks.</u></p> <p><u>Landscape and Vegetation</u></p> <p><u>The open or semi-wooded and undulating nature of most of the Dorset Heathland sites gives them an air of relative wildness, even when there are significant numbers of visitors on site. SANGs must aim to reproduce this quality but do not have to contain heathland or heathy vegetation. Surveys in the Thames Basin heath area show that woodland or a semi-wooded landscape is a key feature that people who use the SPA there appreciate. Deciduous woodland is preferred to coniferous woodland. In these circumstances, a natural looking landscape with plenty of variation including both open and wooded</u></p>	

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			<p><u>areas is ideal for SANGs. There is clearly a balance to be struck between what is regarded as an exciting landscape and a safe one and so some element of choice between the two is desirable.</u></p> <p><u>Hills do not put people off visiting a site, particularly where these are associated with good views, but steep hills are not appreciated. An undulating landscape is preferred to a flat one. Water features, particularly ponds and lakes, act as a focus for visitors for their visit, but are not essential. The long term management of the SANGs habitats should be considered at an early stage. Grazing management is likely to be necessary, particularly for larger SANGs and those with grasslands.</u></p> <p><u>A number of factors can detract from the essential natural looking landscape and SANGs that have an urban feel, for example where they are thin and narrow with long boundaries with urban development or roads, are unlikely to be effective.</u></p> <p><u>Guidelines:</u></p> <p><u>11. SANGs must be perceived as natural spaces without intrusive artificial structures, except in the immediate vicinity of car parks. Visually-sensitive way-markers and some benches are acceptable.</u></p>	

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			<p><u>12. SANGs must aim to provide a variety of habitats for visitors to experience (e.g. some of: woodland, scrub, grassland, heathland, wetland, open water).</u></p> <p><u>13. Access within the SANGS must be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead.</u></p> <p><u>14. SANGs must be free from unpleasant visual, auditory or olfactory intrusions (e.g. derelict buildings, intrusive adjoining buildings, dumped materials, loud intermittent or continuous noise from traffic, industry, sports grounds, sewage treatment works, waste disposal facilities).</u></p>	
159	13.22 2nd bullet	PPS1 and PPS22 require local authorities to adopt policies for renewable, low carbon and decentralised energy, and that these should apply to both residential and commercial development. In doing so, the Statements require local authorities to consider the impact of such policies on development viability.	PPS1 and PPS22 The National Planning Policy Framework requires local authorities to adopt policies for renewable, low carbon and decentralised energy, and that these should apply to both residential and commercial development. In doing so, the Statements require local authorities to consider the impact of such policies on development viability.	PPS1 and PPS22 have been replaced by the National Planning Policy Framework.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
160	ME5	<p>Renewable energy provision for residential and non-residential developments....</p> <p>....The expectation will be that 15% of the total energy used in these types of development will be from such energy sources (unless having regard to the type of development involved and its location and design, this is not feasible or viable - in which case the highest levels of this type of energy generation possible will be sought). If applicable national standards call for a higher percentage of such energy, the national standards will be applied....</p>	<p>Renewable energy provision for residential and non-residential developments....</p> <p>....The expectation will be that 15% 10% of the total energy used in these types of development will be from such energy sources (unless having regard to the type of development involved and its location and design, this is not feasible or viable - in which case the highest levels of this type of energy generation possible will be sought). If applicable national standards call for a higher percentage of such energy, the national standards will be applied.</p>	Target altered to 10% to reflect viability and deliverability evidence.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
	New Policy ME8		<p>Sources of Renewable Energy</p> <p><u>The Councils encourage the sustainable use and generation of energy from renewable and low carbon sources where adverse social, environmental and visual impacts have been minimised to an acceptable level.</u></p> <p><u>Proposals for renewable energy apparatus will only be permitted where:</u></p> <ul style="list-style-type: none"> • <u>The technology is suitable for the location and does not cause significant adverse harm to visual amenity from both within the landscape and views into it, and within the Cranborne Chase AONB is in accordance with the current AONB Management Plan;</u> • <u>It would not have an adverse ecological impact upon the integrity of protected habitats or species unless there is no alternative solution and there are imperative reasons of overriding public interest;</u> • <u>It would not cause interference to radar, or electronic communications networks, or highway safety;</u> • <u>It would not cause significant harm to neighbouring amenity by reason of visual impact, noise, vibration, overshadowing, flicker (associated</u> 	Policy required to comply with the National Planning Policy Framework (NPPF).

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			<p><u>with turbines), or other nuisances and emissions;</u></p> <ul style="list-style-type: none"> • <u>It includes an agreed restoration scheme, any necessary mitigation measures, with measures to ensure the removal of the installations when operations cease;</u> • <u>Safe access during construction and operation must be provided; and</u> • <u>It avoids harm to the significance and settings of heritage assets.</u> <p><u>Further work will be undertaken to identify suitable areas for renewable and low carbon energy sources</u></p>	
162	13.33	PPS25 makes specific recommendations that development should be located away from flood zones. It also requires that development within flood zones should be flood resistant (keeping water out) and resilient (to recover quickly following a flood). Development is also recommended to incorporate Sustainable Urban Drainage Systems to manage surface water runoff.	<u>PPS25The National Planning Policy Framework</u> makes specific recommendations that development should be located away from flood zones. It also requires that development within flood zones should be flood resistant (keeping water out) and resilient (to recover quickly following a flood). Development is also recommended to incorporate Sustainable Urban Drainage Systems to manage surface water runoff.	Change reference to the NPPF.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
162	ME6	<p>Flood management, mitigation, and defence.</p> <p>When assessing new development, the local authorities will apply the sequential and exception tests set out in PPS25.</p> <p>All developments (including redevelopments and extensions which require planning permission) within areas at risk of flooding will be required to incorporate appropriate flood resistance and resilience measures as a means of "future proofing" against the effects of climate change. Historic buildings and sites may be exempt from this Policy where measures would harm their character or increase the risk of long-term deterioration to fabric or fittings.</p> <p>All developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk. Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels of run-off overall. This will primarily be through the use of Sustainable Urban Drainage Systems (SUDS) and a range of flood resistance and resilience measures. Space for such measures should be set aside within larger developments.</p>	<p>Flood management, mitigation, and defence</p> <p>When assessing new development, the local authorities will apply the sequential and exception tests set out in the <u>National Planning Policy Framework. -PPS25-</u></p> <p><u>Where exceptionally,</u> all developments (including redevelopments and extensions which require planning permission) <u>can be permitted</u> within areas at risk of flooding <u>they</u> will be required to incorporate appropriate flood resistance and resilience measures as a means of "future proofing" against the effects of climate change. Historic buildings and sites may be exempt from this Policy where measures would harm their character or increase the risk of long-term deterioration to fabric or fittings.</p> <p>All developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk. Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels of run-off overall. This will primarily be through the use of Sustainable <u>Urban</u> Drainage Systems (SUDS) and a range of flood resistance and resilience measures. Space for such measures should be set aside within larger developments.</p>	<p>To reflect changes in the NPPF and removal of 'Urban' in SUDS.</p> <p>Further textual amendments in response to representations received from the Environment Agency.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
166	HE1	<p>Protection of local historic and architectural interest</p> <p>The protection of national and local listed buildings, along with monuments, sites, gardens, landscapes and their settings of historic, archaeological, architectural or artistic interest will form part of the heritage protection strategy. Article 4 Directions will be considered where there are threats to heritage assets. Local lists of heritage assets will identify key buildings and structures which, although not of sufficient quality to meet national listing criteria, have valuable architectural or historic merit and make a positive contribution to local character. Development proposals affecting such sites or buildings will be sympathetic to their character and will respect their key architectural or historic features.</p>	<p>Protection of local historic and architectural interest</p> <p>The protection of national and local listed buildings, along with monuments, sites, gardens, landscapes and their settings of historic, archaeological, architectural or artistic interest will form part of the heritage protection strategy.</p> <p><u>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.</u></p> <p><u>This will be promoted by ensuring proposals and initiatives are supported that protect and enhance the heritage assets, with the sensitive and viable re-use of the heritage asset when considering a conversion or new development, which makes a positive contribution to local character and distinctiveness.</u></p> <p>Article 4 Directions will be considered where there are threats to heritage assets. Local lists of heritage assets will identify key buildings and structures which, although not of sufficient quality to meet national listing criteria, have valuable architectural or historic merit and make a positive contribution to local character. <u>Conservation Area and Special Character</u></p>	<p>English Heritage has provided comments on how to bring the policy into line with the NPPF.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			Area Appraisals will be updated. Development proposals affecting such sites or buildings will be sympathetic to their character and will respect their key architectural or historic features.	
167	HE2	<p>Design of new development</p> <ul style="list-style-type: none">Relationship to nearby properties.... Relationship to mature trees. <p>This is within the context of the Christchurch Borough Wide Character Assessment. In the East Dorset rural area, design should accord with the Rural Design Summary. In Special Character Areas development must respect the identified features and characteristics. Careful design to reduce the risk of crime will be required.</p>	<p>Design of new development</p> <ul style="list-style-type: none">Relationship to nearby properties, <u>including minimising general disturbance to amenity....</u> <p>This is within the context of the Christchurch Borough Wide Character Assessment. In the East Dorset rural area, design should accord with the Rural Countryside Design Summary. <u>An East Dorset Urban Design Guide will set out the key characteristics expected to be incorporated into schemes.</u> In Special Character Areas development must respect the identified features and characteristics. Careful design to reduce the risk of crime will be required.</p>	An East Dorset Urban Design Guide is to be prepared to complement the Countryside Design Summary and set out some basic requirements for good design in the urban areas.
168	HE3	<p>Landscape Quality....</p> <p>....Development proposals within or affecting the setting of the Area of Outstanding Natural Beauty will need to have regard to the relevant Management Plan.</p> <p>Within the Areas of Great Landscape Value development will be permitted where its siting, design, materials, scale and landscaping are</p>	<p>Landscape Quality....</p> <p>....Development proposals within or and affecting the setting of the Area of Outstanding Natural Beauty will need to have regard to the relevant Management Plan.</p> <p>Within the Areas of Great Landscape Value development will be permitted where its siting, design, materials, scale and landscaping are</p>	Amended to take into account the NPPF and comments from English Heritage and the AONB Partnership.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		sympathetic with the particular landscape quality and character of the Areas of Great Landscape Value.	sympathetic with the particular landscape quality and character of the Areas of Great Landscape Value. <u>Planning permission will be refused for major developments in these designated areas except in exceptional circumstances and where they are in the public interest.</u>	
169	HE4	<p>Open Space Provision....</p> <p>...Children's play provision, which forms part of the children and young people's space category, must be provided on the basis of the standards set out in Appendix 1....</p> <p>...Delivering new and enhanced provision</p> <p>The Councils will produce an 'implementation and delivery plan' which will include a list of the priority needs and objectives for each local Needs Area and specific opportunities for new or enhanced provision. It will identify opportunities to maximise the use of existing sites and potentially re-designate sites for alternative leisure uses, in line with local needs.....</p>	<p>Open Space Provision....</p> <p>...Children's play provision, which forms part of the children and young people's space category, must be provided on the basis of the <u>standards guidance</u> set out in Appendix 1....</p> <p>...Delivering new and enhanced provision</p> <p><u>The Councils will produce an 'implementation and delivery plan' which will include a list of the priority needs and objectives for each local Needs Area and specific opportunities for new or enhanced provision. It will identify opportunities to maximise the use of existing sites and potentially re-designate sites for alternative leisure uses, in line with local needs.....</u></p> <p><u>...This Policy should be read in conjunction with Appendix 1 Open Space Provision and the current Infrastructure Delivery Plan.</u></p>	Text amended to refer to the guidance in Appendix 1 and delivery through the Infrastructure Delivery Plan. Deleted paragraph out of date
174	LN1		<u>The size and type of new dwellings</u>	No policy title text

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
176	LN3	<p>Provision of affordable housing</p> <p>In order to maximise the delivery of affordable housing the Councils will require:</p> <p>All greenfield residential development which results in a net increase of housing is to provide a minimum of 50% of the residential units as affordable housing on the site unless otherwise stated in strategic allocation policies. All other residential development which results in a net increase of housing is to provide a minimum of 40% of the residential units as affordable housing on the site.</p> <p>A financial contribution provided by the developer will be acceptable on sites of under 5 units where it is not possible to provide affordable housing units on site.</p> <p>On sites of 5 or more dwellings provision should be on-site but where it is not possible to provide affordable housing units on the site, off-site provision on an alternative site may be acceptable.</p> <p>If an alternative site is not available, a financial contribution in lieu of provision may be accepted.</p> <p>Financial contributions should be of equivalent value to on-site provision.</p>	<p>Provision of affordable housing</p> <p>In order to maximise the delivery of affordable housing the Councils will require:</p> <p>All greenfield residential development which results in a net increase of housing is to provide a minimum of 50% of the residential units as affordable housing on the site unless otherwise stated in strategic allocation policies. All other residential development which results in a net increase of housing is to provide a minimum of 40% of the residential units as affordable housing on the site.</p> <p>A financial contribution provided by the developer will be acceptable on sites of under 5 units where it is not possible to provide affordable housing units on site.</p> <p>On sites of 5 or more dwellings provision should be on-site but where it is not possible to provide affordable housing units on the site, off-site provision on an alternative site may be acceptable.</p> <p>If an alternative site is not available, a financial contribution in lieu of provision may be accepted.</p> <p>Financial contributions should be of equivalent value to on-site provision.</p>	<p>Amendments made following further evidence on affordable housing and viability in the Councils' CIL and Affordability Viability Study 2012</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Conditions or legal obligations will be used to ensure that affordable housing is secured and retained for those in housing need and with a local connection.</p> <p>The mix of units will be subject to negotiation and agreement with the Council but in any event must reflect local housing needs identified in the latest Strategic Housing Market Assessment. Tenure split should normally allow for 30% intermediate housing, with the remainder being affordable rented or social rented.</p> <p>Any planning application which on financial viability grounds proposes a lower level of affordable housing provision than is required by this policy must be accompanied by clear evidence.</p>	<p><u>Conditions or legal obligations will be used to ensure that affordable housing is secured and retained for those in housing need and with a local connection.</u></p> <p><u>The mix of units will be subject to negotiation and agreement with the Council but in any event must reflect local housing needs identified in the latest Strategic Housing Market Assessment. Tenure split should normally allow for 30% intermediate housing, with the remainder being affordable rented or social rented.</u></p> <p><u>Any planning application which on financial viability grounds proposes a lower level of affordable housing provision than is required by this policy must be accompanied by clear evidence.</u></p> <p><u>To maximise affordable housing provision, whilst ensuring flexibility and sufficient margins to facilitate housing delivery, the Councils will require all residential developments to meet the following affordable housing requirements:-</u></p> <p><u>Policy Percentage Requirements:</u></p> <p><u>All greenfield residential development which results in a net increase of housing is to provide up to 50% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>Affordable Housing Requirements unless otherwise stated in strategic allocation policies. All other residential development which results in a net increase of housing is to provide up to 40% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements.</u></p> <p><u>Any Planning Application which on financial viability grounds proposes a lower level of affordable housing than is required by the Policy Percentage Requirements must be accompanied by clear and robust evidence that will be subject to verification.</u></p> <p><u>Affordable Housing Requirements</u></p> <p><u>The mix of affordable housing units will be subject to negotiation and agreement with the Council but in any event must reflect local housing needs identified in the latest Strategic Housing Market Assessment (see Policy LN1). Tenure split should normally allow for 30% intermediate housing, with the remainder being affordable rented or social rented.</u></p> <p><u>Conditions or legal obligations will be used to ensure that affordable housing is secured for those in housing need and prioritised for those with a Local Connection.</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>Policy Delivery Requirements:</u></p> <ul style="list-style-type: none"> • <u>On sites resulting in a net increase of 1 to 4 dwellings, the Councils will accept on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements or a financial contribution in lieu of on site affordable housing, calculated in accordance with the Commuted Sum Methodology.</u> • <u>On sites resulting in a net increase of 5 to 14 dwellings, the Councils will require on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements, however, where this is not possible or at the Councils' discretion, a financial contribution in lieu of on site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology</u> • <u>On sites resulting in a net increase of 15 or more dwellings, provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements should be on site but where it is not possible to provide affordable housing units on the site, off-site provision on an alternative site may be acceptable. If an alternative site is not available, a financial contribution in lieu of on site affordable</u> 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>housing will be acceptable, calculated in accordance with the Commuted Sum Methodology.</u></p> <p><u>Financial contributions should be of equivalent value to on-site provision calculated in accordance with the Commuted Sum Methodology.</u></p> <p><u>Where developments are required to provide 10 or more affordable homes, 10% of the affordable housing element should be planned for households requiring specially adapted or supported housing. However, if a requirement for specialised affordable housing (or a viable delivery mechanism) cannot be demonstrated by the Council at the point of submitting a planning application, the quota shall revert to 100% general need affordable housing.</u></p> <p><u>Under no circumstances will the financial consequences of including 10% adapted or supported housing result in a greater cost to the development than would arise through an acceptable, viable and proportionate mix of general need affordable housing.</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
177	LN4	<p>Affordable housing exception sites....</p> <p>Exceptionally, land adjoining the defined rural and urban settlements which would otherwise be considered inappropriate for development may be developed in order to provide affordable housing, in perpetuity provided that:</p> <ul style="list-style-type: none"> The housing comprises 100% affordable housing Secure arrangements are included to ensure that its benefits will be enjoyed by successive as well as initial occupiers The proposed development would provide a mix of housing size and type which meets demonstrated local housing needs as identified in the Strategic Housing Market Assessment.... <p>....East Dorset</p> <ul style="list-style-type: none"> West Moors; St Leonards and St Ives; Three Legged Cross; Alderholt; Cranborne.... 	<p>Affordable housing exception sites....</p> <p>Exceptionally, land adjoining or very close to the defined rural and urban settlements which would otherwise be considered inappropriate for development may be developed to facilitate affordable housing in order to provide affordable housing, in perpetuity provided that:</p> <ul style="list-style-type: none"> The housing comprises 100% affordable housing Secure arrangements are included to ensure that affordable housing its benefits will be enjoyed by successive as well as initial occupiers The proposed development would provide a mix of affordable housing size and type which meets demonstrated local housing needs as identified in the Strategic Housing Market Assessment.... <p>....East Dorset</p> <ul style="list-style-type: none"> West Moors; St Leonards and St Ives; Colehill, Corfe Mullen, Three Legged Cross; Alderholt; Cranborne.... 	Amendments to reflect the range of settlements where affordable housing exceptions sites may be considered.
178	15.20	<p>Circular 04/2007 advises that the Core Strategy should set out criteria for the location of travelling showpeople sites which will be used to determine planning applications on</p>	<p>Circular 04/2007 The Planning Policy for Traveller Sites (2012) advises that the Core Strategy should set out criteria for the location of travelling showpeople sites which will be used to determine planning applications on</p>	Change to reflect recent government guidance on Planning Policy for Traveller Sites.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		unallocated sites that may come forward. Annex C of the Circular sets out good practise for criteria policies.	unallocated sites that may come forward. Annex C of the Circular Paragraph 11 of the Planning Policy for Traveller Sites sets out good practise for criteria policies.	
178	LN5	<p>Location of sites for gypsy and traveller sites</p> <p>The following considerations should be taken into account when determining locations for Gypsy and Traveller sites and Travelling Showpeople sites:</p> <ol style="list-style-type: none"> 1. Sites should be located to meet the needs of Gypsy & Traveller communities with a preference for close proximity to existing communities to use services and facilities, including schools, shops, medical facilities and public transport; 2. Sites should provide for adequate on-site facilities for parking, storage, play and residential amenity; 3. Sites should allow for adequate levels of privacy and residential amenity for the occupiers; 4. Sites should not have an unacceptable impact on the amenities of adjacent occupiers; and 5. Sites should not result in a detrimental impact on the natural environment. 	<p>Location of sites for gypsy and traveller sites</p> <p>The following considerations should be taken into account when determining locations for Gypsy and Traveller sites and Travelling Showpeople sites:</p> <ol style="list-style-type: none"> 1. Sites should be located to meet the needs of Gypsy & Traveller communities with a preference for close proximity to existing communities to use services and facilities, including schools, shops, medical facilities health facilities and public transport 2. Sites should provide for adequate on-site facilities for parking, storage, play and residential amenity; 3. Sites should allow for adequate levels of privacy and residential amenity for the occupiers; 4. Sites should not have an unacceptable impact on the amenities of adjacent occupiers; 5. Sites should not result in a detrimental impact on the natural environment. 	The policy has been amended to take account of the recent changes to national policy guidance on the provision of sites for Gypsies and Travellers.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Proposals for sites for Travelling Showpeople will also need to provide adequate space for residential, maintenance and storage uses and be:-</p> <ol style="list-style-type: none"> 1. Well related to the public highway network to accommodate the safe passage of large vehicles and pedestrians. 2. Located so as to minimise the impact of on-site business activities on neighbouring properties, 3. Located so as to minimise the visual impact of the uses on the landscape. 	<p><u>6. Sites should be located outside areas of high flood risk (zone 3 flood risk areas)</u></p> <p><u>7. Development of a site in a rural / semi-rural area should be appropriate to the scale of its surroundings and existing nearby settlement</u></p> <p><u>8. In sites where mixed uses are proposed, the site and its surrounding context are suitable for mixed residential and business uses and would not result in an unacceptable loss of amenity and adverse impact on the safety and amenity of the occupants of the site or neighbouring properties.</u></p> <p><u>9. Alterations to the Green Belt boundary to accommodate sites will only be considered in exceptional circumstances, to meet a specific identified need. In such circumstances, and as part of the Site Allocations Development Plan Document, sites will be specifically allocated as a Gypsy and Traveller site only.”</u></p> <p>Proposals for sites for Travelling Showpeople will also need to provide adequate space for residential, maintenance and storage uses and be:-</p> <ol style="list-style-type: none"> 1. Well related to the public highway network to accommodate the safe passage of large vehicles and pedestrians; 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>2. Located so as to minimise the impact of on-site business activities on neighbouring properties;</p> <p>3. Located so as to minimise the visual impact of the uses on the landscape.</p>	
	<p>New text on Housing and accommodation proposals for older and vulnerable people</p>		<p><u>Housing and Accommodation Proposals for Vulnerable People</u></p> <p><u>General principles for all residential development proposals</u></p> <p><u>To achieve sustainable and inclusive communities, larger scale developments and new neighbourhoods should make provision for older and vulnerable people in both the market and affordable housing sectors. Including, but not limited to older and younger people and people with physical or learning disabilities.</u></p> <p><u>By requiring appropriate and adaptable housing, good layout and design, such schemes should create opportunities for older and vulnerable people to live securely, independently and inclusively within communities. Across all types and tenures the Council will therefore encourage the provision of homes which incorporate flexible and sustainable design</u></p>	<p>New text included in response to representations received from Dorset County Council to take into account the housing and accommodation needs of older and vulnerable people.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>principles, including the ‘Lifetime Homes’ standards and those that contribute to achieving affordable warmth.</u></p> <p><u>Mutual and co-housing models will be supported where a group of households with supported or specialised housing requirements, meet their own needs collectively, procuring and managing their own housing.</u></p>	
180	LN6	<p>Community facilities and services....</p> <p>.....Loss of facilities will be resisted unless it is shown that the facility is no longer needed.</p> <p>Where appropriate, financial contributions towards the provision of facilities and services will be sought.</p>	<p>Community facilities and services....</p> <p>Loss of facilities will be resisted unless it is shown that the facility is no longer needed. The loss of existing community facilities and services will be resisted unless it is clearly demonstrated there is insufficient demand and it is not feasible and viable to support their continued existence and the loss would not result in a substantial decline in the range and quality of facilities and services for local people</p> <p>Where appropriate, financial contributions towards the provision of facilities and services will be sought. Planning obligations may be sought in accordance with the Community Infrastructure Levy Regulations 2010 to obtain financial contributions towards the provision of facilities and services.</p>	<p>Amended text to provide greater clarity in relation to how the policy will apply to the loss of facilities.</p> <p>Change in text in line with the Community Infrastructure Levy regulations regarding planning obligations.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
	New Policy LN7		<p><u>Housing and Accommodation Proposals for Vulnerable People</u></p> <p><u>Category C2 health and care related development proposals</u></p> <p><u>New social, care or health related development proposals, or major extensions to existing developments, within the C2 use classification will not be subject to Policy LN3 however they will be required to demonstrate that any impacts upon, or risks to, the strategic aims and objectives of Dorset County Council and NHS Dorset health and social care services have been taken into account and mitigated against.</u></p> <p><u>Non C2 residential development proposals for older and vulnerable people</u></p> <p><u>All other residential development proposals for older and vulnerable people including sheltered housing, assisted-living and extra-care accommodation, must meet the requirements of policy LN3.</u></p> <p><u>Subject to viability, open market development proposals to provide housing for older or vulnerable people will be required to meet policy LN3 through a commuted sum contribution, calculated in accordance with the approved methodology.</u></p>	New policy included in response to representations received from Dorset County Council to take into account the housing and accommodation needs of older and vulnerable people.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>Specialist housing proposals for older or vulnerable people that seek to address the policy requirements of LN3 through on site affordable housing will be considered, however, the details of any such proposals and associated delivery mechanisms will require the prior approval of both the Council and Dorset County Council.</u></p>	
184	PC1	<p>Christchurch and East Dorset employment land hierarchy</p> <p>The following site hierarchy is proposed to influence the location of employment uses across sites in Christchurch and East Dorset. 'Higher order' uses that are economically productive offering highly skilled and well paid employment will be located on 'higher quality' sites which offer the necessary locational attributes. A more flexible approach toward employment uses will be adopted towards other employment sites in the Christchurch and East Dorset hierarchy....</p> <p>....A more flexible approach will be adopted for the following sites where B1, B2 and B8 uses will be accommodated in addition to a more diverse range of non B employment uses, as well as non employment uses ancillary to core employment functions:...</p>	<p>Christchurch and East Dorset employment land hierarchy:</p> <p>The following site hierarchy is proposed to influence the location of employment uses across sites in Christchurch and East Dorset. 'Higher order' uses that are economically productive offering highly skilled and well paid employment will be located on '<u>Strategic Higher Quality</u>' and '<u>Higher Quality</u>' sites which offer the necessary locational attributes. A more flexible approach toward employment uses will be adopted towards other employment sites in the Christchurch and East Dorset hierarchy....</p> <p><u>....The following sites will also be a focus for meeting projected requirements for B1 (Office and Light Industrial uses), B2 (General Industry) and B8 (Warehousing and Distribution) uses as set out in Key</u></p>	<p>Change in text as these sites will also be key in delivering the projected requirements for B1, B2 and B8 employment as identified in the Workspace Study and policy KS5.</p> <p>Specific reference made to policy KS10 to clarify the strategic transport improvements identified in the Core Strategy.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>....The upgrading of these sites will involve the provision of an enhanced range of higher quality employment premises to meet market requirements and to attract a more diverse range of business activity to the Borough. This may also include business park environmental enhancements and improvements to broadband infrastructure. Transport infrastructure improvements will be delivered on Stony Lane as identified in the Key Strategy.</p>	<p><u>Strategy policy KS5. Employment uses within B1, B2 and B8 use classes will be protected in accordance with Policy PC2.</u>A more flexible approach will be adopted for these following sites where B1, B2 and B8 uses will be accommodated in addition to a more diverse range of non B employment uses, as well as non employment uses ancillary to core employment functions:....</p> <p>....The upgrading of these sites will involve the provision of an enhanced range of higher quality employment premises to meet market requirements and to attract a more diverse range of business activity to the Borough. This may also include business park environmental enhancements and improvements to broadband infrastructure. <u>Transport infrastructure improvements will be delivered on Stony Lane, Christchurch as identified in the Key Strategy Policy KS10.</u></p>	
186	16.15	<p>The Council will work closely with landowners and neighbouring authorities to ensure that sufficient employment land is brought forward across the Bournemouth and Poole Housing Market Area to meet projected requirements set out in the Bournemouth, Dorset and Poole Workspace Study (2012). This will require a cross border approach to the use of contributions through the Community Infrastructure Levy for key infrastructure required to enable strategic sites of sub</p>	<p>The Council will work closely with landowners and neighbouring authorities to ensure that sufficient employment land is brought forward across the <u>Bournemouth and Poole Strategically Significant City and Town Housing Market Area</u> to meet projected requirements set out in the Bournemouth, Dorset and Poole Workspace Study (2012). This will require a cross border approach to the use of contributions through the Community Infrastructure Levy for key</p>	<p>The published Bournemouth, Dorset and Poole Workspace Study (2012) refers to SSCTs and not Housing market Areas.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		regional importance to come forward. The Employment Land Review and Workspace Study will be monitored and reviewed to ensure the policy is performing.	infrastructure required to enable strategic sites of sub regional importance to come forward. The Employment Land Review and Workspace Study will be monitored and reviewed to ensure the policy is performing.	
	New text on Communications Strategy		<p><u>High quality communications infrastructure is vital for sustainable economic growth, and high speed broadband and other communications networks also play an important role in enhancing the provision of local community facilities and services. Many types of communications equipment do not require express planning permission but may be installed under permitted development rights.</u></p> <p><u>It is national policy, set out in the NPPF, that the planning system should encourage and not hinder the expansion of electronic communications networks, including telecommunications and high speed broadband. However, this does not mean the appearance of buildings, towns and the countryside can be allowed to suffer serious damage, or that the ecology of identified sites of nature conservation importance should be degraded. The Councils will consider the prevailing government advice which stresses the importance of modern communications as an essential part of the local community and national economy in determining planning applications. It is recognised that</u></p>	New text to reflect the requirements of the NPPF.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p><u>other developments may, in turn, have an impact on electronic communications. In particular, bulky buildings or large structures may mask or reflect signals or block micro-wave links. This may be a material consideration in determining planning applications.</u></p>	
	<p>New Policy PC6</p>		<p><u>Electronic Communications Networks</u></p> <p><u>In determining whether approval of siting and appearance is required or considering applications for planning permission from licensed telecommunication operators, including the provision of high speed broadband networks, the planning authority will need to be satisfied that:</u></p> <ol style="list-style-type: none"> 1. <u>The siting and external appearance of apparatus, including any location or landscaping requirements, have been designed to minimise the impact of such apparatus on amenity, while respecting operational efficiency;</u> 2. <u>Antennae have, so far as is practicable, been sited so as to minimise their effect on the external appearance of the building on which they are installed;</u> 	<p>New policy to reflect the requirements of the NPPF.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>3. <u>Applicants for large masts have shown evidence that they have explored the possibility of erecting antennae on an existing building , mast or other structure;</u></p> <p>4. <u>Applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators.</u></p> <p><u>The potential impacts of proposals for bulky buildings or other structures upon known telecommunications links will be taken into account in determining planning applications. Measures to mitigate significant impacts will be required as a condition of planning permission.</u></p>	
186	16.16		<p><u>The Councils' recognise the important role played by major country landowners and large rural estates in shaping,maintaining and promoting rural housing, enterprise, tourism and landscape quality.</u></p>	<p>New Supporting text included to reflect the role played by major country landowners and large rural estates in supporting the rural area.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
187	PC3	<p>The Rural Economy</p> <p>Although economic development will be strictly controlled in open countryside away from existing settlements, in order to promote sustainable economic growth in the rural area, applications for economic development will be encouraged where development is located in or on the edge of existing settlements where employment, housing, services and other facilities can be provided close together. Such proposals should be small scale to reflect the rural character This includes the settlements of Alderholt, Cranborne, Sixpenny Handley, and Sturminster Marshall.</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 must ensure:</p> <ul style="list-style-type: none"> • The proposal supports the vitality and viability of market towns and other rural service centres.... <ol style="list-style-type: none"> 1.The potential impact on countryside, landscapes and wildlife. 2. Local economic and social needs and opportunities not met elsewhere. 	<p>The Rural Economy</p> <p>Although economic development will be strictly controlled in open countryside away from existing settlements, in order to promote sustainable economic growth in the rural area, applications for economic development will be encouraged where development is located in or on the edge of existing settlements where employment, housing, services and other facilities can be provided close together. Such proposals should be small scale to reflect the rural character This includes the settlements of Alderholt, Cranborne, Sixpenny Handley, and Sturminster Marshall, <u>and other locations where the development will aid the sustainability of the village.</u></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, <u>including tourist related uses,</u> must ensure:</p> <ul style="list-style-type: none"> • The proposal supports the vitality and viability of market towns and other rural service centres <u>and villages with existing facilities....</u> 	<p>The policy has been made more explicit about promoting the rural economy, agricultural diversification, and the importance of protecting the landscape quality and scenic beauty of the AONB.</p> <p>Last para, misspelling of "practises"</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Proposals for rural diversification will be supported which meet the criteria set out in the National Planning Policy Framework and also that:</p> <ul style="list-style-type: none"> Are consistent in scale and environmental impact with their rural location avoiding adverse impacts on the Cranborne Chase and West Wiltshire Downs AONB, sensitive habitats, Areas of Great Landscape Value and landscapes identified through landscape character assessments and the openness of the Green Belt.... 	<ol style="list-style-type: none">The potential impact on countryside, landscapes and wildlife. <u>Development is compatible with the pursuit of the Cranborne Chase and West Wiltshire Downs AONB purposes, which are set out in the AONB Management Plan....</u> <p>....Proposals for rural diversification <u>the development and diversification of agricultural and other land-based rural businesses</u> will be supported which meet the criteria set out in the National Planning Policy Framework and also that:</p> <ul style="list-style-type: none"> Are consistent in scale and environmental impact with their rural location avoiding adverse impacts on the Cranborne Chase and West Wiltshire Downs AONB; sensitive habitats, Areas of Great Landscape Value and landscapes identified through landscape character assessments and the openness of the Green Belt. <u>Conserve the landscape quality and the scenic beauty of the Cranborne Chase and West Wiltshire Downs AONB, and comply with the provisions of the AONB Management Plan....</u> 	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
188	PC5	<p>Tourism</p> <p>The Core Strategy will protect and enhance the unique features of Christchurch and East Dorset that attract visitors to the area whilst encouraging investment. This will be achieved through the following measures:</p> <ul style="list-style-type: none"> • Protection of the beaches, river front and Christchurch Harbour and supporting appropriate sustainable tourist related development. • Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Appropriate mitigation measures will be identified through the Heathlands Supplementary Planning Document (2012 - 2014) and subsequently by the Joint Heathlands Development Plan Document. • By protecting visitor attraction sites unless it can be proved the use is no longer economically viable, and promoting new visitor attractions and accommodation in sustainable locations. • By encouraging sustainable transport to tourist and cultural sites. • By supporting the aims and objectives of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. 	<p>Tourism....</p> <ul style="list-style-type: none"> •Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Appropriate mitigation measures will be identified through the Dorset Heathlands Supplementary Planning Document (2012 - 2014) and subsequently by the Joint Heathlands Development Plan Document.... 	<p>Minor clarification of the text.</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<p>Tourism and culture in Christchurch and East Dorset will develop in the context of the wider sub- regional strategy (Towards 2015 – Shaping Tomorrow’s Tourism), by improving planning and use of resources through collaboration across Dorset, Bournemouth and Poole, which values local distinctiveness and diversity.</p>		
191	Appendix 1	<p>Children’s play provision should be to the following standards:</p> <p>On sites of 50 dwellings or more one or more Local Equipped Area for Play (LEAP) designed for use by accompanied children of early school age (approximately 4 to 8 years) so that at least one is within 5 minutes walk (400m walking distance) of all new housing on the site, using routes which do not cross any roads above the level of local distributor roads. Each LEAP should include:</p>	<p>Children’s play provision should be to the following standards:</p> <p>1. On sites of 50 dwellings or more <u>a site for open space should be provided subject to the following:</u></p> <ul style="list-style-type: none"> • <u>To be of a suitable size and location for the specific site.</u> • <u>To be pre-prepared, in terms of drainage, clearance, fencing and contamination and ready for use.</u> 	<p>This has been changed to reflect the play area needs of the Local Needs Areas across the two authorities, and has been prepared in conjunction with the Head of Leisure and Open Spaces.</p> <p>The new standards should be read in conjunction with Policy HE4 and offer more</p>

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • at least 5 types of play equipment and surfacing complying with the relevant British Standards; • a 400 sqm activity zone; and • a buffer zone between the edge of the activity zone and the boundary of any residential property of a minimum of 20m depth (which could include footpaths and planted areas); • seating for accompanying adults; • fencing and entrances to exclude dogs and to separate the activity area from areas used by motor vehicles. <p>On sites of 150 dwellings or more, in addition to the provision of adequate LEAPs, one or more Neighbourhood Equipped Area for Play (NEAP), designed for use mainly by unaccompanied and unsupervised children aged between 8 and 14, with opportunities for play by some slightly younger children, older children and those with special needs, so that at least one is within 1000 metres walking distance (maximum 600m straight line distance) of all new housing on the site, using routes which do not cross any roads above the level of local distributor roads. Each NEAP should include an activity zone of at least 1000 sqm, including:</p> <ul style="list-style-type: none"> • at least 8 types of play equipment and surfacing complying with the relevant British Standards; 	<ul style="list-style-type: none"> • <u>Full details of the open space requirements for the locality to be agreed with the relevant Council</u> • <u>To be accompanied by a capital payment of £50,000* towards the site layout and provision.</u> • <u>To be accompanied by a £50,000* maintenance fund toward the ongoing care and maintenance of the site**.</u> <p><u>2. On sites of 150 dwellings or more a site for open space should be provided subject to the following:</u></p> <ul style="list-style-type: none"> • <u>To be of a suitable size and location for the specific site.</u> • <u>To be pre-prepared, in terms of drainage , clearance, fencing and contamination and ready for use.</u> • <u>Full details of the open space requirements for the locality to be agreed with the relevant Council.</u> • <u>To be accompanied by a capital payment of £100,000* towards the site layout and provision.</u> • <u>To be accompanied by a £100,000* maintenance fund toward the ongoing care and maintenance of the site**.</u> <p><u>one or more Local Equipped Area for Play (LEAP) designed for use by accompanied children of early school age (approximately 4 to 8 years) so that at least one is within</u></p>	flexibility in delivering usable high quality play areas and open space.

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> • a kickabout area; • opportunities for wheeled play; • seating for accompanying adults; • a buffer zone between the edge of the activity zone and the boundary of any residential property of a minimum of 30m depth (which could include footpaths and planted areas); • fencing and entrances to exclude dogs and to separate the activity area from areas used by motor vehicles. <p>In many cases a large site, which may be considered as a single unit in planning terms, is subdivided between developers because of market and financial considerations. In such cases, the site will be treated as one for the purposes of considering the proper provision of play space. Provision will need to be planned between the separate developers to a comprehensive overall plan.</p> <p>It will usually be the case that any individual housing site will be too small to provide play spaces at all the levels of the hierarchy set out above. In some instances there will be existing play and open space provision nearby which already meets these standards as far as the housing site is concerned in terms of quality of the facilities and walking distance. In these circumstances there will be no need for provision on site.</p>	<p><u>5 minutes walk (400m walking distance) of all new housing on the site, using routes which do not cross any roads above the level of local distributor roads. Each LEAP should include:</u></p> <ul style="list-style-type: none"> • <u>at least 5 types of play equipment and surfacing complying with the relevant British Standards;</u> • <u>a 400 sqm activity zone; and</u> • <u>a buffer zone between the edge of the activity zone and the boundary of any residential property of a minimum of 20m depth (which could include footpaths and planted areas);</u> • <u>seating for accompanying adults;</u> • <u>fencing and entrances to exclude dogs and to separate the activity area from areas used by motor vehicles;</u> <p><u>On sites of 150 dwellings or more, in addition to the provision of adequate LEAPs, one or more Neighbourhood Equipped Area for Play (NEAP), designed for use mainly by unaccompanied and unsupervised children aged between 8 and 14, with opportunities for play by some slightly younger children, older children and those with special needs, so that at least one is within 1000 metres walking distance (maximum 600m straight line distance) of all new housing on the site, using routes which do not cross any roads</u></p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>above the level of local distributor roads. Each NEAP should include an activity zone of at least 1000 sqm, including:</p> <ul style="list-style-type: none"> • at least 8 types of play equipment and surfacing complying with the relevant British Standards; • a kickabout area; • opportunities for wheeled play; • seating for accompanying adults; • a buffer zone between the edge of the activity zone and the boundary of any residential property of a minimum of 30m depth (which could include footpaths and planted areas); • fencing and entrances to exclude dogs and to separate the activity area from areas used by motor vehicles; <p>In many cases a large site, which may be considered as a single unit in planning terms, is subdivided between developers because of market and financial considerations. In such cases, the site will be treated as one for the purposes of considering the proper provision of play space. Provision will need to be planned between the separate developers to a comprehensive overall plan.</p> <p>It will usually be the case that any individual housing site will be too small to provide play spaces at all the levels of the hierarchy set out above. In some instances</p>	

Page Number	Paragraph, Policy Number or Map Reference	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
			<p>there will be existing play and open space provision nearby which already meets these standards as far as the housing site is concerned in terms of quality of the facilities and walking distance. In these circumstances there will be no need for provision on site.</p> <p><u>* The capital payment and maintenance fund will be index linked to provide current values of the costs of delivery.</u></p> <p><u>** The maintenance fund will be ring fenced for the delivery of open space maintenance across the Partnership area during the Plan period.</u></p>	

Table 1.1 Schedule of Proposed Changes to the Pre-Submission Core Strategy