



Core Strategy Pre-Submission

Minor Document Changes



Prepared by Christchurch Borough Council and
East Dorset District Council

March 2013

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Page Number	Paragraph, Policy Number or Map	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
8	1.27	...Proposals contained in the most recent Local Transport Plan.	...Proposals contained in the most recent Local Transport Plan and the Dorset Cultural Strategy.	Previously omitted from paragraph
10	2.5	The District of East Dorset lies to the north-east of Christchurch,	The District of East Dorset lies to the north-west of Christchurch,	Incorrect location reference.
11	2.15	In Wimborne there is risk of flooding on the eastern side of the town centre....	In Wimborne there is risk of flooding on the western side of the town centre....	Incorrect location reference.
45	5.2	<ul style="list-style-type: none"> The definition of a 'primary shopping area' (PSA), primary and secondary shopping cores and associated development management policies. 	The definition of a 'primary shopping area' (PSA), primary and secondary shopping frontagescores and associated development management policies.	Change in text from shopping core to frontage in accordance with the NNPF
45	5.3	<p>For further detail concerning the development of policies contained in this chapter please refer to the following documents available on www.dorsetforyou.com</p> <ul style="list-style-type: none"> Christchurch and Highcliffe Centres Background Paper (2012). 	For further detail concerning the development of policies contained in this chapter please refer to the following documents available on www.dorsetforyou.com	Delete paragraph as these documents will not be

Page Number	Paragraph, Policy Number or Map	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
		<ul style="list-style-type: none"> Christchurch Town Centre Area Profile (2012) Highcliffe Area Profile (2012) 	<p>-</p> <ul style="list-style-type: none"> Christchurch and Highcliffe Centres Background Paper (2012). Christchurch Town Centre Area Profile (2012) Highcliffe Area Profile (2012) 	<p>referred to in the Pre-Submission document.</p>
46	5.4	<p>Key Facts</p> <p>Environment</p> <ul style="list-style-type: none"> Parts of the town centre including Stour Road, Wick Lane and Bridge Street is affected by high flood risk (zone 3a). (Christchurch Strategic Flood Risk Assessment 2009). 	<p>Key Facts</p> <p>Environment</p> <ul style="list-style-type: none"> Parts of the town centre including Stour Road, Wick Lane and Bridge Street is affected by high flood risk (zone 3a). (Christchurch Strategic Flood Risk Assessment 2009). <u>There are also areas of local flood risk (Dorset Surface Water Management Plan July 2011)</u> 	<p>Additional text in response to representations from DCC to ensure that the County Council's responsibilities in respect of flood risk management are reflected.</p>
46	5.5	<p>Christchurch Town Centre performs a number of important functions....There is a library, the Regent Centre Theatre, Argos, Boots, Marks and Spencer (Food), New Look, Co-op, WH Smith and Waitrose and a high number of small independent retailers.</p>	<p>Christchurch town centreTown Centre performs a number of important functions....There is a library, the Regent Centre Theatre, Argos, Boots, <u>Marks and Spencer Simply Food</u>Marks and Spencer (Food), New Look, <u>The Co-operative Food, Co-op,</u> WH Smith and Waitrose and a high number of small independent retailers.</p>	<p>Amendments to ensure consistency in reference to town centre. Reference to correct shop names in</p>

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				response to comment from CTTC.
47	5.8	The vitality and viability of the High Street within Christchurch Town Centre is at present satisfactory....Christchurch Town Centre, like many other....	The vitality and viability of the High Street within Christchurch town centre Town Centre is at present satisfactory....Christchurch town centre Town Centre , like many other....	Amendments to ensure consistency in reference to town centre.
50	5.16	Delivery of the vision and retail strategy of the Town Centre ... Townscape and transport infrastructure improvements will also involve working with Dorset County Council, transport providers, retailers and organisations such as the Chamber of Trade.	Delivery of the vision and retail strategy of the town centre Town Centre ...Townscape and transport infrastructure improvements will also involve working with Dorset County Council, transport providers, retailers and organisations such as the Christchurch Chamber of Trade and Commerce Chamber of Trade	Amendments to ensure consistency in reference to town centre. Reference to correct name of organisation in response to a comment from CCTC.
51	5.19	Christchurch Town Centre Primary Shopping Area and Shopping Cores	Christchurch Town Centre Primary Shopping Area and Shopping FrontagesCores	Change in text from shopping

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		The Primary Shopping Area defined in Policy CH3 forms the area where retail development will be concentrated and comprises the primary and secondary shopping cores.....	The Primary Shopping Area defined in Policy CH3 forms the area where retail development will be concentrated and comprises the primary and secondary shopping frontagescores	cores to shopping frontages in accordance with the NPPF
51	5.20	In relation to shopping cores Policy CH3 changes the designation of Church Street and Wick Lane from primary to secondary cores In addition, the limit of non-retail uses in the primary shopping core...The secondary core, which was previously designated after Town Bridge along Castle Street has been deleted as it is considered that the Bridge offers a natural geographic end to the town centre retail cores.	In relation to shopping frontagescores Policy CH3 changes the designation of Church Street and Wick Lane from primary to secondary frontagescores In addition, the limit of non-retail uses in the primary shopping frontagescores ...The secondary frontagecore , which was previously designated after Town Bridge along Castle Street has been deleted as it is considered that the Bridge offers a natural geographic end to the town centre retail frontagescores .	Change in text from shopping cores to shopping frontages in accordance with the NPPF
51	5.20	In relation to shopping cores Policy CH3 changes the designation of Church Street and Wick Lane from primary to secondary cores In addition, the limit of non-retail uses in the primary shopping core...The secondary core, which was previously designated after Town Bridge along Castle Street has been deleted as it is considered that the Bridge offers a natural geographic end to the town centre retail cores.	In relation to shopping frontagescores Policy CH3 changes the designation of Church Street and Wick Lane from primary to secondary frontagescores In addition, the limit of non-retail uses in the primary shopping frontagescores ...The secondary frontagecore , which was previously designated after Town Bridge along Castle Street has been deleted as it is considered that the Bridge offers a natural geographic end to the town centre retail frontagescores .	Change in text from shopping cores to shopping frontages in accordance with the NPPF
52	5.21	The primary shopping core along the High Street and Bargates.... The retail strategy for the future vitality and viability	The primary shopping frontagecore along the High Street and Bargates.... The retail strategy for the	Change in text from

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		of the town centre requires an appropriate retail mix within the centre that maintains retail and delivers significant new retail floorspace in the primary core alongside a more flexible approach to uses within the secondary core	future vitality and viability of the town centre requires an appropriate retail mix within the centre that maintains retail and delivers significant new retail floorspace in the primary frontagecore alongside a more flexible approach to uses within the secondary frontagecore .	shopping cores to shopping frontages in accordance with the NPPF.
53	5.32	Retail Provision The main shopping area.... (Co-op, Tesco Express...) The centre's Primary Shopping Core	Retail Provision The main shopping area.... (The Co-operative FoodGo-op , Tesco Express...) The centre's Primary Shopping FrontageGore	Correct reference to shop name in response to comment from CCTC. Change in text from shopping core to frontage in accordance with the NPPF
54	5.28	The overall housing figure for the Borough is set out in Policy KS3 of the Key Strategy Chapter.	<u>The housing requirement for the Borough forms part of Policy KS3 of the Key Strategy Chapter which sets a housing target for the whole plan area. The overall housing figure for the Borough is set out in Policy KS3 of the Key Strategy Chapter.</u>	Amended text to reflect changes in Policy KS3

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55	5.29	<p>Highcliffe Primary and Secondary Shopping Cores</p> <p>The Primary Shopping Core is defined.....Within the Secondary Shopping Core ...</p>	<p>Highcliffe Primary and Secondary Shopping <u>Frontages</u> Gores</p> <p>The Primary Shopping <u>Frontage</u> Gore is defined.....Within the Secondary Shopping <u>Frontage</u> Gore ...</p>	Change in text from shopping core to frontage in accordance with the NPPF
57	5.32	<p>Secondary Shopping Core Policy</p> <p>The Secondary Shopping Cores of Bargates, Wick Lane..... Within the Secondary Shopping cores a greater variety of uses will be permitted...</p>	<p>Secondary Shopping <u>Frontage</u> Gore Policy</p> <p>The Secondary Shopping <u>Frontages</u> Gores of Bargates, Wick Lane..... Within the Secondary Shopping <u>Frontages</u> cores a greater variety of uses will be permitted...</p>	Change in text from shopping core to frontage in accordance with the NPPF
59	6.4		<ul style="list-style-type: none"> • <u>Dorset Surface Water Management Plan 2011</u> 	Additional text added in response to representations received from DCC.
59	6.5	<p>For further detail concerning the development of options contained in this chapter please refer to the following documents which are available on www.dorsetforyou.com.</p> <p>Christchurch Urban Extension 'Pre-Submission' Background Paper (2012).</p>	<p>For further detail concerning the development of options contained in this chapter please refer to the following documents which are available on www.dorsetforyou.com.</p>	No longer relevant to refer to this documentation

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		<p>Christchurch Urban Extension 'Options for Consideration' Key Issues Paper (2010).</p> <p>Burton Area Profile (2012)</p> <p>Grange Area Profile (2012)</p> <p>Mudford and West Highcliffe Area Profile (2012)</p>	<p>Christchurch Urban Extension 'Pre-Submission' Background Paper (2012):</p> <p>Christchurch Urban Extension 'Options for Consideration' Key Issues Paper (2010):</p> <p>Burton Area Profile (2012)</p> <p>Grange Area Profile (2012)</p> <p>Mudford and West Highcliffe Area Profile (2012)</p>	
62	6.12	<p>As part of the viability assessment undertaken for the master planning work different levels of affordable housing provision were tested alongside other infrastructure costs. This concluded that currently it is viable to provide 35% of all housing within the site as affordable. Changes in the economic climate may result in a higher level of affordable housing becoming viable in the future and as such the Council may require a level of provision above the 35% minimum.</p>	<p>As part of the viability assessment undertaken for the master planning work different levels of affordable housing provision were tested alongside other infrastructure costs. This concluded that currently it is viable to provide 35% of all housing within the site as affordable. Changes in the economic climate may result in a higher level of affordable housing becoming viable in the future and as such the Council may require a level of provision above the 35% minimum.</p>	<p>Correction in text to reflect amendment to Policy CN1.</p>
62	6.13	<p>Development will be located in areas of low flood risk according to the Council's Strategic Flood Risk Assessment (Level 2, 2009). Open space will be provided in the centre of the site where there are areas affected by flood zone 2 and 3a and residential development will be located within flood zone 1.....</p>	<p>Development will be located in areas of low flood risk according to the Council's Strategic Flood Risk Assessment (Level 2, 2009) <u>and Dorset Surface Water Management Plan (July 2011)</u>. Open space will be provided in the centre of the site where there are areas affected by flood zone 2 and 3a <u>and areas</u></p>	<p>Change in text in response to representations received from DCC.</p>

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			<u>of local flood risk (Dorset Surface Water Management Plan 2011).</u> Residential development will be located within flood zone 1.	
62/63	6.23	Suitable Alternative Natural Greenspace must be provided for the urban extension to mitigate against increased recreational pressure on the Dorset Heathlands, the New Forest and Sites of Special Scientific Interest including Burton Common. The provision of SANG for the Urban Extension must meet the criteria in Core Strategy policy ME3 in order for SANG provision to be considered functional by Natural England. Core Strategy criteria for the provision of SANG has been informed by Natural England guidance for the Thames Basin Heaths which is set out in the Footprint Ecology report 'Analysis and presentation of IPF monitoring and projects to inform the Heathland DPD (2011).	Suitable Alternative Natural Greenspace must be provided for the urban extension to mitigate against increased recreational pressure on the Dorset Heathlands, the New Forest and Sites of Special Scientific Interest including Burton Common. The provision of SANGs for the Urban Extension must <u>be in accordance with Policy ME2 and the guidelines set out in Appendix 5 of the Core Strategy</u> meet the criteria in Core Strategy policy ME3 in order for SANGs provision to be considered functional by Natural England. Core Strategy criteria for the provision of <u>SANGs</u> has been informed by Natural England guidance for the Thames Basin Heaths which is set out in the Footprint Ecology report 'Analysis and presentation of IPF monitoring and projects to inform the Heathland DPD (2011).	Change in text to reflect amendment to policies ME2 and ME3.
63	6.25	A SANG strategy has been prepared for the Urban Extension by the landowner in consultation with Natural England and this is available to view on the Council's website. The strategy provides an example of an approach to SANG provision which is acceptable in view of the standards set out in Policy ME3 and considered deliverable prior to residential development coming forward within the Urban Extension. In order to allow for flexibility alternative approaches to SANG provision that are in accordance with the criteria set out in ME3 may be acceptable.	A <u>SANGs</u> strategy has been prepared for the Urban Extension by the landowner in consultation with Natural England and this is available to view on the Council's website. The strategy provides an example of an approach to <u>SANGs</u> provision which is acceptable in view of the <u>guidelines standards set out in Appendix 5 Policy ME3</u> and considered deliverable prior to residential development coming forward within the Urban Extension. In order to allow for flexibility alternative approaches to <u>SANGs</u>	Change in text to reflect amendment to policies ME2 and ME3.

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			provision that are in accordance with the guidelines criteria set out in Appendix 5 ME3 may be acceptable.	
64	6.42	The South East Dorset Multi Modal Transport Study (SEDMMTS)(2011) has tested the impact of anticipated development in the existing urban area, the Urban Extension and development at the airport and business park based on the Council's Strategic Housing Land Availability Assessment, Employment Land Review and the Bournemouth, Dorset and Poole Workspace Study (2011).	The South East Dorset Multi Modal Transport Study (SEDMMTS)(2011) has tested the impact of anticipated development in the existing urban area, the Urban Extension and development at the airport and business park based on the Council's Strategic Housing Land Availability Assessment, Employment Land Review and the Bournemouth, Dorset and Poole Workspace Study (201 2 4).	Change in date to reflect final publication date of the Workspace Study.
65	6.49	Dorset County Council and Hampshire County Council have identified land north of the railway for the extraction of sharp sand and gravel. When considered as one site it extends from Hawthorn Road east to the borough boundary and eastwards into Hampshire. The Hampshire Minerals and Waste Plan has reached an advanced stage and the Dorset Minerals Site Allocations document is at an earlier stage with further consultation planned for early 2012. The Council will continue to work closely with Dorset and Hampshire County Councils and the land owner regarding potential minerals extraction and to ensure appropriate contributions are made by the minerals developer for improvements required on the road network in Dorset. The Council will also work with these key stakeholders to ensure that minerals working does not prejudice the delivery of a high quality development at Roeshot Hill and functional SANGs provision north of the railway line in accordance with Core Strategy Policy ME3.	Dorset County Council and Hampshire County Council have identified land north of the railway for the extraction of sharp sand and gravel. When considered as one site it extends from Hawthorn Road east to the borough boundary and eastwards into Hampshire. The Hampshire Minerals and Waste Plan has reached an advanced stage and the Dorset Minerals Site Allocations document is at an earlier stage with further consultation planned for early 2012 . The Council will continue to work closely with Dorset and Hampshire County Councils and the land owner regarding potential minerals extraction and to ensure appropriate contributions are made by the minerals developer for improvements required on the road network in Dorset. The Council will also work with these key stakeholders to ensure that minerals working does not prejudice the delivery of a high quality development at Roeshot Hill and	Change in text to reflect amendment to policies ME2 and ME3 and in view of the progress of the Dorset Minerals Site Allocations document.

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			functional SANGs provision north of the railway line in accordance with Core Strategy <u>Policy ME2 and the SANGs criteria set out in Appendix 5 Policy 3.</u>	
69	6.53	Suitable Alternative Natural Greenspace serving the Urban Extension will need to be in place prior to development coming forward within the site. The performance of the SANG will be monitored on an ongoing basis and improvements will be required to SANG provision if monitoring indicates the SANG is not functional in respect of the criteria set out in Policy ME3. A management agreement will also be established as part of the Section 106 agreement for the SANG.	Suitable Alternative Natural Greenspace serving the Urban Extension will need to be in place prior to development coming forward within the site. The performance of the SANGs will be monitored on an ongoing basis and improvements will be required to SANGs provision if monitoring indicates the SANGs is not functional in respect of the <u>guidelines criteria</u> set out in <u>Appendix 5 Policy ME3.</u> A management agreement will also be established as part of the Section 106 agreement for the SANG.	Change in text to reflect amendment to policies ME2 and ME3
		Burton and East of Marsh Lane New Neighbourhoods	Burton and East of Marsh Lane New Neighbourhoods	Change in sub heading following deletion of Policy CN3.
70	6.63	These developments will be required to mitigate their impact on the transport network and will make appropriate contributions towards improvements required to accommodate development.	These developments will be required to mitigate its their impact on the transport network and will make appropriate contributions towards improvements required to accommodate development.	Change in text following deletion of Policy CN3.

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74	6.64	The delivery of these sites for residential development will involve working closely with landowners, developers, Dorset County Council and local service providers so that development is accommodated with necessary improvements to key infrastructure and community facilities.....	The delivery of these ese sites for residential development will involve working closely with the landowners, developers, Dorset County Council and local service providers so that development is accommodated with necessary improvements to key infrastructure and community facilities,,,,,	Change in text following deletion of Policy CN3.
75	7.1	Bournemouth Airport is a key asset for the region, one of the UK's fastest growing regional airports and is projected to grow to approximately 3 million passengers per annum by 2030.	Bournemouth Airport is a key asset for the region; one of the UK's fastest growing regional airports and is projected to grow to approximately 3 million passengers per annum by 2030.	Change in response from representations from M.A.G.
75	7.5	For further detail concerning the development of policies for the airport and business park please refer to the Bournemouth Airport and Business Park background paper available on www.dorsetforyou.com.	For further detail concerning the development of policies for the airport and business park please refer to the Bournemouth Airport and Business Park background paper available on www.dorsetforyou.com.	No longer relevant in submission version of document.
75	Key facts - second bullet point	£45m has recently been invested in the airfield, the terminal and in infrastructure at the Airport to improve facilities to help to attract new services to European business markets.	£45m has recently been invested in the airfield, the terminal and in infrastructure at the Airport to improve facilities to help to attract new services to European business markets.	Update text.
76	7.8	It is anticipated that by 2015 the expansion of Bournemouth Airport will create over 1900 full-time jobs....	It is anticipated that by 2015 <u>2030</u> the expansion of Bournemouth Airport will create over 1900 full-time jobs....	Change in response from representations from M.A.G.

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76	7.10	Employment land located within the Airport site is comprised of the North West and North East business parks where there is approximately 60ha of employment land remaining for development. This supply is critical for meeting projected employment land requirements for the South East Dorset sub region as identified in the Bournemouth, Dorset and Poole Workspace Strategy (2012).	Employment land located within the Airport site is comprised of the North West and North East business parks where there is approximately 60ha of employment land remaining for development. This supply is critical for meeting projected employment land requirements for the South East Dorset sub region as identified in the Bournemouth, Dorset and Poole Workspace Strategy Study (2012).	Typographical error in last sentence
76	7.10		<u>The western area of the proposed Northern Business Park incorporates the area designated in the Bournemouth, Dorset and Poole Waste Local Plan (2006) for a waste management facility.</u>	Additional text as the Core Strategy makes no reference to this fact either in the policy wording or supporting text. While the wording of the policy does not preclude the development of a waste treatment facility, this is not made clear.

Page Number	Paragraph, Policy Number or Map	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
76	7.12	Master planning has been undertaken as part of the 2011 airport business park application for 42,000sqm (12-15ha) of new employment space in the north west business park. The Council will work closely with Manchester Airports Group in facilitating further employment development over the plan period.	Master planning has been undertaken as part of the 2011 airport business park application for 42,000sqm (12-15ha) of new employment space in the north west business park. The Council will work closely with Manchester Airports Group M.A.G in facilitating further employment development over the plan period.	Change in response from representations from M.A.G.
77	7.14	The North West business park currently contains some 200 firms with a mix of modern office/industrial premises, older style industrial premises and hangers.	The North West business park currently contains some 200 firms with a mix of modern office/industrial premises, older style industrial premises and hangers hangars .	Typographical error in first sentence
77	7.18	Significant online improvements are also required to the highway network and associated junctions primarily along the B3073 and A338 to accommodate projected growth at the airport and associated business park, as well as accommodating other development in the area and natural growth in traffic.	Significant online improvements are also required to the highway network and associated junctions primarily along the B3073 and A338 to accommodate realise projected growth at the airport and associated business park, as well as accommodating other development in the area and natural growth in traffic.	Change in response to representations received from M.A.G to more positively reflect the desire for development to happen.
78	7.19	Manchester Airport Group commissioned Peter Brett Associates to undertake a transport and infrastructure study which was completed in 2010.	Manchester Airport Group M.A.G commissioned Peter Brett Associates to undertake a transport and infrastructure study which was completed in 2010.	Change in response from representations from M.A.G.

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78	7.23	The North East business park is not significantly affected by flood risk and includes some flood zone 2 and small areas affected by high flood risk (3a). The operational airport is far less affected by flood risk with some areas of zone 2.	The North East business park is not significantly affected by flood risk and includes some flood zone 2 and small areas affected by high flood risk (3a)- The operational airport is far less affected by flood risk with some areas of zone 2. <u>It is susceptible to surface water flooding as defined on the Environment Agency's Surface Water Flood Map (Environment Agency).</u>	A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of flood risk management.
78	7.22-7.23		Add to section on flood risk – <u>Future development will take account of surface water flooding (Flood Map for Surface Water, Environment Agency) and adopt a sequential approach towards the location of development within the site.</u>	A number of references in the Core Strategy need updating and new ones included to ensure that it reflects the County Council's responsibilities in respect of

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				flood risk management.
82	7.26	On site infrastructure improvements to be delivered as part of the vision and strategic allocation for the operational airport and business park will be delivered by Manchester Airports (airport owners) and private businesses. Off site infrastructure improvements including online improvements to the B3073 will primarily be delivered by Manchester Airports and Dorset County Council over the plan period. It is envisaged that junction improvements will be delivered between 2014-2024 subject to major scheme funding for selected junction improvements. The delivery of on site and off site infrastructure will be undertaken in association with Natural England, The environment Agency and The Highways Agency.	On site infrastructure improvements to be delivered as part of the vision and strategic allocation for the operational airport and business park will be delivered by Manchester Airports M.A.G (airport owners) and private businesses. Off site infrastructure improvements including online improvements to the B3073 will primarily be delivered by Manchester Airports M.A.G and Dorset County Council over the plan period. It is envisaged that junction improvements will be delivered between 2014-2024 2013-2028 subject to major scheme funding for selected junction improvements. The delivery of on site and off site infrastructure will be undertaken in association with Natural England, The environment Agency and The Highways Agency.	Change in line with updated Policy KS10.
82	New Paragraph (insert before 7.28)		<p><u>Green Belt Zoning Approach</u></p> <p><u>Within the area to be removed from the Green Belt a zoning approach has been applied which places a further restriction on the type of development permitted. The purpose of this approach is to avoid any adverse impact on the openness of the Green Belt and to retain a buffer between the airport and the Moors River SSSI. Through this approach development will be concentrated in the existing built core of the South East Sector.</u></p>	Text to accompany updated map.

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109	10.7	1980's	<u>1980s</u>	Remove apostrophe - 1980's
116	10.29	In order to protect the Green Belt gap between Longham and Ferndown it is important that at least half of the site is set out as informal open space extending the current Poor Common open space. This along with the open space allocated in Policy FWP3, will provide a substantial Suitable Alternative Natural Greenspace which will help to divert people from nearby heathlands and protect their nature conservation quality.	In order to protect the Green Belt gap between Longham and Ferndown it is important that at least half of the site is set out <u>an area of</u> informal open space extending the current Poor Common open space <u>is provided</u> . This, along with the open spaces <u>substantial Suitable Alternative Natural Greenspace</u> allocated in Policy FWP3, will provide a substantial Suitable Alternative Natural Greenspace which will help to divert people from nearby heathlands and protect their nature conservation quality.	Amend text to reflect the removal of the SANG requirements due to the change to ME2 and ME3.
120	FWP6	Insert these paragraphs after Policy FWP6:	<p><u>Delivery and Monitoring</u></p> <p><u>These policies will be delivered by:</u></p> <ul style="list-style-type: none"> • <u>The development management process.</u> • <u>The Architect's Panel will be used to inform decisions.</u> • <u>Contributions from the Community Infrastructure Levy that will be used to support transport improvements.</u> • <u>Close working with the local community, landowners, other authorities and service providers.</u> <p><u>These policies will be monitored through:</u></p>	Previously omitted from document

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			<ul style="list-style-type: none"> • <u>Building for life Assessments</u> • <u>The annual housing completions survey.</u> 	
127	11.7	River Crane that runs	River Crane that runsflows	
133	VTSW	<ul style="list-style-type: none"> • A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3. 	A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy <u>ME23 and Appendix 5.</u>	Update the text to reflect the proposed change to Policies ME 2 and ME3.
167	HE2	<p><i>New text in Schedule of Proposed Changes</i></p> <p>An East Dorset Urban Design Guide will set out the key characteristics expected to be incorporated into schemes.</p>	An East Dorset Urban Design Guide will set out the key characteristics design objectives expected to be incorporated into schemes.	Too specific. Amended terminology to reflect the general approach to the design objectives in the Urban Design Guide.
173	15.3	<p>Dwelling size and type</p> <p>The opportunity to provide new homes is a chance to meet the housing needs of the local community. Evidence suggests that the health and well being of people is directly related to the space in which they live. Over crowded conditions can result in poor health, family conflict, poor educational attainment and</p>	<p>Dwelling size and type</p> <p>The opportunity to provide new homes is a chance to meet the housing needs of the local community. <u>It is important that the right mix of housing is developed over the plan area over the forthcoming years. The housing must be</u></p>	Additional text to justify the first part of Policy LN1.

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		<p>anti social behaviour. There are no national living space standards to ensure that new homes are built to avoid these problems. In order to ensure that the new housing built over the lifetime of the plan is fit to last, it is important that standards are set.</p>	<p><u>appropriate to the needs of the community, providing a range of types, sizes and tenures to meet the needs of existing and future households including housing for the elderly and other specialist housing needs. This will include the provision of affordable housing as set out in Policy LN3. The Strategic Housing Market Assessment provides the relevant evidence on household needs.</u></p> <p>Evidence suggests that the health and well being of people is directly related to the space in which they live. Over crowded conditions can result in poor health, family conflict, poor educational attainment and anti social behaviour. There are no national living space standards to ensure that new homes are built to avoid these problems. In order to ensure that the new housing built over the lifetime of the plan is fit to last, it is important that standards are set. <u>Building to suitable space standards will ensure new homes provide sufficient space for everyday activities. The Councils will produce a Supplementary Planning Document on this issue. In the interim period the Councils will apply the Homes and Communities Agency Housing Quality Indicators to applications for residential development in relation to private open space, unit sizes, unit layout and accessibility within the unit (HQI Sections 3.2.1 to 3.2.9 and 5.1 to 5.1.13).</u></p>	<p>Additional text to explain the Council's approach to the living space standards issue in the second part of Policy LN1.</p>

Page Number	Paragraph, Policy Number or Map	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
173	15.5	<p>Relevant Evidence</p> <p>Mayor of London: Housing Space Standards</p>	<p>Relevant Evidence</p> <p>Mayor of London: Housing Space Standards</p> <p><u>Mayor of London: Housing Design Standards: Evidence Summary July 2010</u></p>	Additional text to refer to more recent evidence.
176	15.15	The Bournemouth and Poole Strategic Housing Market Assessment Update 2011 provides the latest information on the level of affordable housing need in the area and justifies policies that seek the highest possible provision, subject to financial viability	<p>The Bournemouth and Poole Strategic Housing Market Assessment Update 2011 provides the latest information on the level of affordable housing need in the area and justifies policies that seek the highest possible provision, subject to financial viability. <u>The following policy sets out the circumstances in which affordable housing is required.</u></p> <p><u>Details on how the policy is to be implemented will be published within the Affordable Housing Supplementary Document.</u></p>	Additional text to refer to implementation of policy.
177	15.16	<p>Exception Sites for the Provision of Affordable Housing</p> <p>The following policy seeks to enable the provision of affordable housing in areas where no significant development is proposed.</p>	<p>Exception Sites for the Provision of Affordable Housing</p> <p>The following policy seeks to enable the provision of affordable housing in areas where no significant development is proposed. <u>Details on how the policy is to be implemented will be published within the Affordable Housing Supplementary Document.</u></p>	Additional text to refer to implementation of policy.

Page Number	Paragraph, Policy Number or Map	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
178	15.19	<p>Key Facts</p> <ul style="list-style-type: none"> • Dorset County Council estimates a need for 21 residential pitches.... • Dorset County Council estimates a need for 20 transit pitches.... • Currently there are no transit or residential sites in Christchurch or East Dorset 	<p>Key Facts</p> <ul style="list-style-type: none"> • Dorset County Council<u>s</u> estimates a need for 21 residential pitches.... • Dorset County Council<u>s</u> estimates a need for 20 transit pitches.... <p>Currently there are no transit or residential sites in Christchurch or East Dorset <u>but there are some private sites. The January 2012 caravan counts indicate some 4 pitches in Christchurch and 8 pitches in East Dorset have permanent planning permission for private caravans.</u></p>	<p>Correct reference to Dorset Councils as estimates quoted are those agreed by all Dorset authorities in response to comment by DCC.</p> <p>Additional text to refer to private sites in each authority in response to comment by DCC.</p>
181	16.4	For further detail concerning the development of policies for Creating Prosperous Communities please refer to the 'Creating Prosperous Communities Background Paper available at www.dorsetforyou.com .	For further detail concerning the development of policies for Creating Prosperous Communities please refer to the 'Creating Prosperous Communities Background Paper available at www.dorsetforyou.com.	No longer relevant to refer to this documentation.

Page Number	Paragraph, Policy Number or Map	Existing Text (if relevant)	New or Amended Text	Reason for Proposed Change
188	16.21	The historic Town Centres of Christchurch and Wimborne have the potential to enhance tourism and the evening economy through the provision of restaurants and cafés in appropriate locations.	The historic <u>town centres</u> of Christchurch and Wimborne have the potential to enhance tourism and the evening economy through the provision of restaurants and cafés in appropriate locations.	Correction of typographical error.
189	16.23The Council will also work with other South East Dorset authorities in identifying and taking forward heathland mitigation projects to avoid increased recreational pressure on the heathlands through the Heathlands Supplementary Planning Document and the subsequent Joint Heathlands Development Plan Document.The Council will also work with other South East Dorset authorities in identifying and taking forward heathland mitigation projects to avoid increased recreational pressure on the heathlands through the Heathlands Supplementary Planning Document and the subsequent Joint Heathlands Development Plan Document.	Change to reflect progress with the Joint Heathlands DPD.
200	Appendix 3, ME1		<u>SSSIs / SNCIs</u>	Remove apostrophes SSSI's / SNCI's
201	Appendix 3, ME7	Structure Plan - development which harms surface or underground water resources shouldn't be permitted	Structure Plan - development which harms surface or underground water resources <u>should not</u> be permitted.	
Omissions				
General Comment				
Include a glossary of terms in the Appendix, i.e 'Ecosystem Services', SANG, etc.				This will be provided in the Submission document.

Table 1.1