

Core Strategy

05 The Key Strategy Key Issue Paper

Options for Consideration Consultation
4th October – 24th December 2010



Prepared by Christchurch Borough Council and
East Dorset District Council as part of the Local Development Framework

October 2010

1 Introduction	2
2 Baseline	3
3 Identification of Issues	59
4 Formation of Options	69
5 Options	139

1 Introduction

1.1 The Key Strategy Key Issue Paper has been prepared as part of the Local Development Framework (LDF) to inform the development of the strategic planning strategy for Christchurch and East Dorset. This paper is one of a number of thematic background papers which address distinct issues affecting Christchurch and East Dorset. These issues have been identified from National, regional and local policy documents, stakeholder and local community engagement, local development framework evidence base and the community plans of Christchurch and East Dorset. This document sets out the process of how the Key Strategy for Christchurch and East Dorset has been refined following Issues and Options work undertaken for the Core Strategy in spring 2008. This paper sets out the critical issues, problems and challenges to be considered in establishing an employment strategy for the plan area. The development of a strategy to address these issues has been informed by the following:

- National and local policy
- Objectives of other relevant plans and programmes (National to local)
- Sustainability Appraisal
- Core Strategy Issues and Options Stakeholder Engagement
- Evidence studies undertaken by the Council and key stakeholders.

1.2 There is also a very significant 'action planning' element to the strategy which includes an implementation framework for the delivery of infrastructure and realisation of strategic objectives. Detail of the proposed implementation framework for employment is included within this paper.

2 Baseline

The 'Key Strategy' Baseline Information

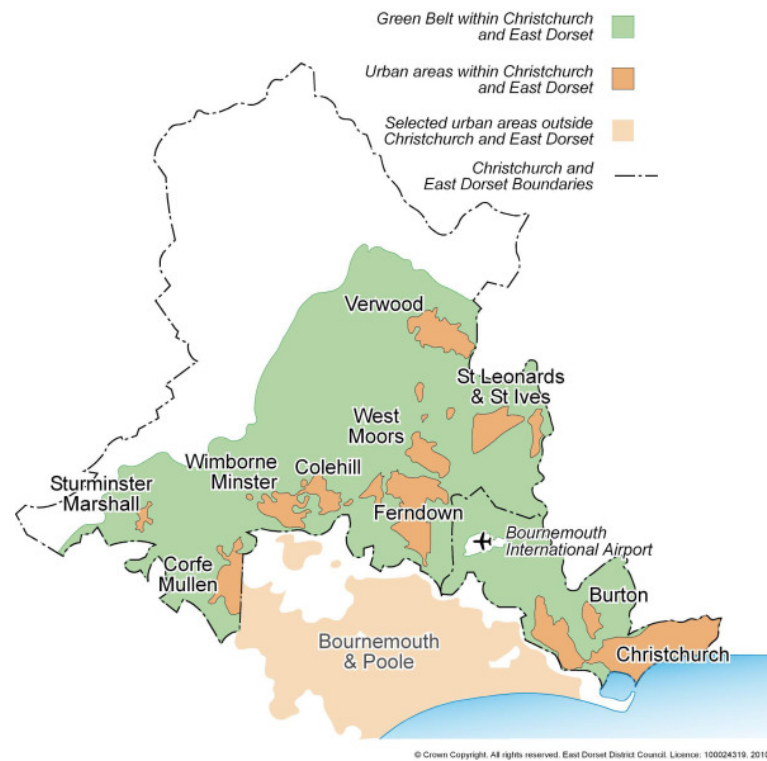
2.1 This baseline section sets the context through the identification of critical planning issues relating to the Core Strategy 'Key Strategy' which identifies the level and broad location for future development for Christchurch and East Dorset over the next 15 years.

2.2 The Christchurch and East Dorset Sustainability Appraisal Scoping Report assesses broad environmental, social and economic characteristics of the plan area and makes a long term assessment of how these are expected to change. This baseline information forms a part of the identification of key issues to be addressed by the Local Development Framework and the Core Strategy. Baseline information in this section is also drawn from the existing policy framework and local development framework evidence base.

Current Picture of the Districts

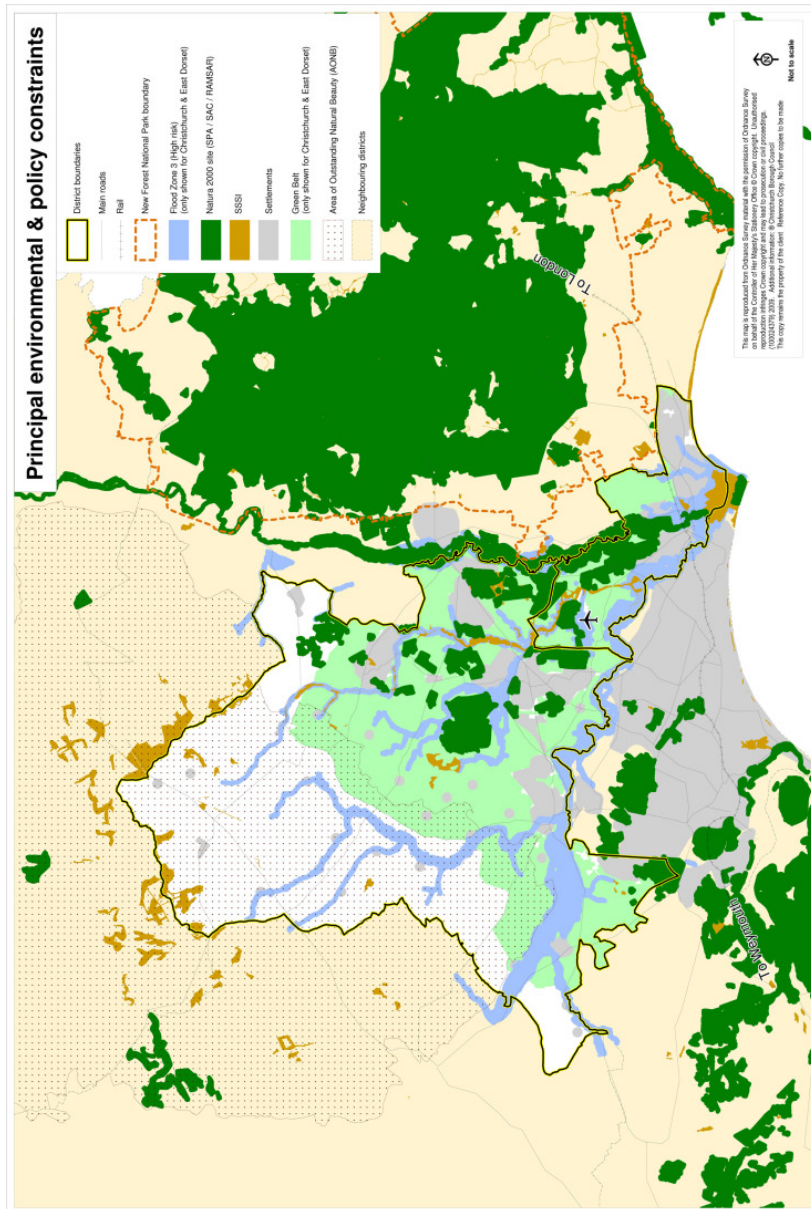


Picture 1



Picture 2

Principal Environment and Policy Constraints:



Picture 3

Environmental Baseline and Considerations

Climate Change / Biodiversity

2.3 Climate change is likely to increase hazards from fluvial and coastal flooding and increase the problem of low flow rivers during the summer. These changes would narrow the choices of sites for new development within the plan area. Christchurch is particularly affected by increased flood risk as a result of climate change from fluvial and tidal sources. This has particular implications for the location of 'more vulnerable' types of development such as for new housing.

Air Quality / Pollution

2.4 There are no Air Quality Management Areas in Christchurch and East Dorset, therefore there are no particular problem areas identified where air quality needs to be improved. East Dorset submitted a progress report to Defra in 2008 which concluded that the air quality within East Dorset continues to meet the air quality objectives for all the pollutant parameters (Air Quality Issues Briefing Note, 30.10.08). Similarly a progress report submitted by Christchurch also concluded that air quality objectives are being met (CBC Air Quality Progress Report 2007, NETCEN).

2.5 Future development options in the Core Strategy will need to consider the impact on air quality from any increase in road traffic. Focusing new development in locations near to services, facilities, public transport and jobs can reduce the need to travel. The impact of the construction of new development on air pollution is another issue. One of the categories of environmental impact of new housing to be assessed in the Code for Sustainable Homes is energy and CO₂ emissions.

2.6 Locating new development in areas close to facilities, public transport, services and jobs can reduce the need to travel and the level of harmful emissions. The Core Strategy will need to ensure that future development does not cause harm in relation to air, noise and light pollution.

Habitats

2.7 The Core Strategy is subject to Habitat Regulations Assessment which assesses the impact of the broad location of new development considered for the plan period to 2027 including options for new housing areas. Most new development is expected to be located within the existing urban area (main settlements), therefore there should be no direct adverse impacts on protected designated sites although there is potential for adverse impacts from increased visitor pressure on the heathlands and from increased levels of emissions.

2.8 None of the existing or proposed development areas within East Dorset are at significant risk of flooding. There are significant issues of flood risk in Christchurch which will need to consider impact on sensitive habitats.

2.9 In Christchurch and East Dorset there is an embargo on housing development on sites which lie within 400m of Special Protection Areas or Special Areas of Conservation designated heathland (Dorset Heathlands Interim Planning Framework 2010 - 11). The joint Heathlands Development Plan Document will explore options for heathland mitigation. The Core Strategy will allocate a Suitable Alternative Natural Greenspace for the Christchurch urban extension and identify the need for high quality open space within the site. Options for new neighbourhoods in East Dorset will also consider the provision of suitable alternative natural green space where required.

2.10 The Code for Sustainable Homes assesses the impact of new housing on ecology. Relevant issues include the ecological value of the site, ecological enhancement, protection of ecological features, change in ecological value of the site and the building footprint.

2.11 A significant amount of new employment development in Christchurch and East Dorset will be near sensitive habitats. It is important that any adverse impacts from future commercial development are avoided / minimised. The following employment sites are in proximity to sensitive habitats:

Christchurch Employment Sites			
Employment Site	International Sites	National and Local Sites	Sites of nature conservation importance
Bournemouth Airport Business Park	<ul style="list-style-type: none"> • Dorset heathlands SAC, SPA Ramsar site • Avon Valley SAC, SPA • The New Forest Ramsar, SAC, SPA 	<ul style="list-style-type: none"> • Town Common SSSI • St Leonard's and St Ives SSSI • Parley Common SSSI • Moors River System SSSI • Hurn Common SSSI 	<ul style="list-style-type: none"> • Avon Common Plantation • Fillybrook Plantation • Fillybrook-crabs Field • Fir Grove Copse • Hurn Airport- NE Industrial Area • Hurn Forest • Sopley Common Plantation
Rossiters Boat Yard	<ul style="list-style-type: none"> • River Avon SPA, SAC, Ramsar 	<ul style="list-style-type: none"> • Stanpit Marsh SSSI 	
Gasworks Site	<ul style="list-style-type: none"> • River Avon SPA, SAC, Ramsar 	<ul style="list-style-type: none"> • Stanpit Marsh SSSI 	
Stony Lane		<ul style="list-style-type: none"> • Purewell Meadows SSSI 	<ul style="list-style-type: none"> • Local Nature Reserve
Avon Trading Park	<ul style="list-style-type: none"> • River Avon SPA, SAC, Ramsar 		
Somerford Road Industrial Estate		<ul style="list-style-type: none"> • Mude Valley Nature Reserve SSSI 	

Christchurch Employment Sites			
Employment Site	International Sites	National and Local Sites	Sites of nature conservation importance
Grange Road Sites		<ul style="list-style-type: none"> Mude Valley Nature Reserve SNCI 	
Coastguard and Marine Training Centre		<ul style="list-style-type: none"> Highcliffe to Milford SSSI 	

Table 2.1

East Dorset Sites

East Dorset Employment Sites			
Employment Site	International Sites	National and Local Sites	Sites of nature conservation importance
Ebblake	<ul style="list-style-type: none"> Dorset Heathlands SAC, SPA, Ramsar 	<ul style="list-style-type: none"> Ebblake Bog SSSI Moors River System SSSI Ebblake Bog LNR 	<ul style="list-style-type: none"> Potterne Wood SNCI Boveridge Heath SNCI
Ferndown	<ul style="list-style-type: none"> Dorset Heathlands SAC, SPA, Ramsar 	<ul style="list-style-type: none"> Slop Bog and Uddens Heath SSSI Ferndown Common SSSI 	<ul style="list-style-type: none"> Ferndown Bypass SNCI Stapehill Meadow SNCI
Gundrymoor	<ul style="list-style-type: none"> Dorset Heathlands SAC, SPA, Ramsar 	<ul style="list-style-type: none"> Holt and West Moors Heath SSSI 	<ul style="list-style-type: none"> The Nursery SNCI West Moors Petroleum Depot SNCI
Uddens Trading Estate	<ul style="list-style-type: none"> Dorset Heathlands SAC, SPA, Ramsar 	<ul style="list-style-type: none"> Slop Bog and Uddens Heath SSSI Ferndown Common SSSI 	<ul style="list-style-type: none"> Ferndown Bypass SNCI Stapehill Meadow SNCI

East Dorset Employment Sites			
Employment Site	International Sites	National and Local Sites	Sites of nature conservation importance
Woolsbridge	<ul style="list-style-type: none"> Dorset Heathlands SAC, SPA, Ramsar 	<ul style="list-style-type: none"> Holt and West Moors Heath SSSI Moors River System SSSI 	<ul style="list-style-type: none"> Woolsbridge Farm SNCI

Table 2.2

Water / Flood risk

2.12 The location of future development will be severely constrained by flood risk, particularly in Christchurch. This is considered in detail within the Climate Change and Sustainable Development Key Issues Paper There will be areas which cannot be developed for housing and areas which will require mitigation measures to reduce flood risk. Within East Dorset there are areas of Wimborne, Verwood, Sturminster Marshall and West Moors which are subject to flood risk. The Christchurch Strategic Flood Risk Assessment level 2 provides detailed evidence on the extent of flood risk affecting the Borough and the extent to which it can be mitigated. It has identified areas within zone 3a (high risk 1 in 100 years for river flooding / 200 years for tidal flooding). The areas at most risk and therefore subject to constraint for housing development are broadly within the town centre, Christchurch Quay, Bridge St, Purewell, east of Stanpit (Riverslea estate), south edge of Stanpit, south of Mudeford and an area within West Christchurch (River Way/Cross Way). Bournemouth Airport business park is affected by areas of high flood risk and a sequential approach must be adopted to the location of employment development within the site. A flood risk strategy is required for this site in particular which will need to be agreed with the Environment Agency.

2.13 Areas of high flood risk can be considered for 'less vulnerable' uses such as employment development subject to meeting the requirements of the sequential approach to guiding the location of development.

2.14 The following employment sites in Christchurch and East Dorset are affected by flood risk:

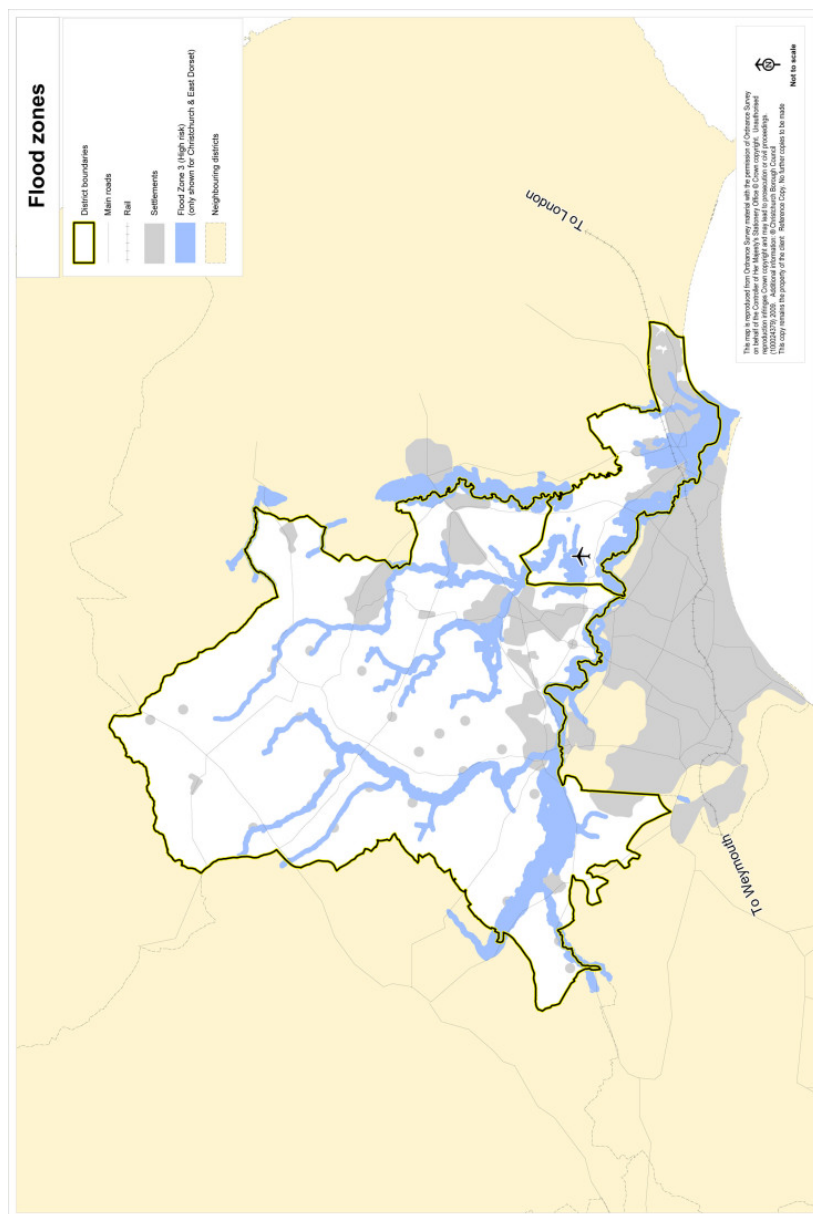
Employment Site	Extent of Flood Risk
Bournemouth Business Parks (Christchurch)	<p>The strategic flood risk assessment level 2 identifies a significant proportion of the North West Sector in flood zone 3a. Further work needs to be undertaken to determine the extent to which flood alleviation measures such as the creation of additional flood storage can reduce risk, and the subsequent level of development that can come forward.</p> <p>The North East sector is largely unaffected by flood risk but infrastructure and habitats constraints currently prevent development coming forward in this area.</p>

Employment land located off Somerford Road (Christchurch)	The entire length of Somerford Road itself is subject to flood zone 2, affecting frontages along this road. Small parts of the southern fringe of the employment area near the River Mude are subject to flood zone 3a but these do not project far into the site.
Groveley Road Business Park	Almost the entire business park falls within zone 2, although the zone does not extend far beyond the park and access into the site is not severely affected.
Grange Road Industrial Centre (Christchurch)	This industrial area is located within Flood zone 2 but access is not affected.
BAE (Christchurch)	The site is unaffected by flood risk
Rossiters Quay / Boatyard (Christchurch)	The entirety of this site is subject to Flood zone 3a which would only enable like for like replacement of existing commercial premises and or very limited expansion of commercial premises.
Bournemouth & West Hants Water (Christchurch)	The eastern part of the site along the River Avon is affected by flood zones 3a and 2.
DRA Site (Christchurch)	Approximately 50% of the site is affected by Flood zone 3a while the remainder is within zone 2 (River Stour). A small part of the south fringe adjacent to the River Stour is affected by flood zone 3a.
Gasworks Site (Christchurch)	The entirety of the site is affected by flood zone 3a.
Stony Lane / Beagle Aircraft (Christchurch)	The entirety of this site is affected by flood zone 3a.
Woolsbridge Industrial Estate (East Dorset)	The main and only access route through and into the site is covered by flood zones 2 and 3, although the majority of the units are outside the zones.
Ebblelake Industrial Estate (East Dorset)	A very small area along the site's eastern fringe is affected by flood zone 2.
Brook Road (East Dorset)	A small area of the Flight Refuelling site along the southern fringe is affected by flood zone 2.

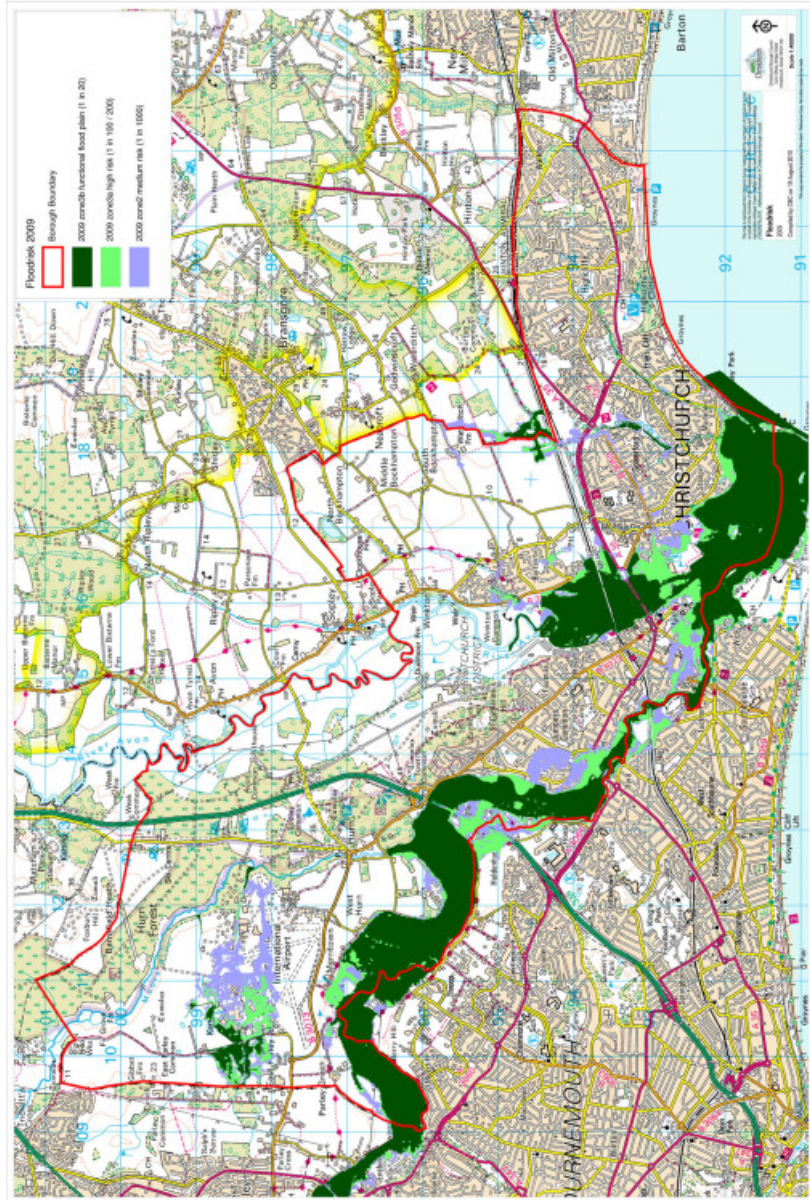
Table 2.3

2.15 Resisting development in flood risk areas reduces the risks from climate change, but could result in greater pressure for development in areas unaffected by flood risk.

2.16 Flood Risk Affecting Christchurch and East Dorset:



Picture 4



Picture 5

Renewable Energy and Green House Gas Emissions

2.17 Greenhouse gases can be released by natural sources or released by mankind and include carbon dioxide, methane, nitrous oxide and ozone. These extra emissions resulting from the activities of people and businesses are increasing greenhouse gas concentrations in the atmosphere, contributing to the causes of climate change. Ensuring the construction of new commercial and residential development is as energy efficient as possible is important to protect scarce resources and reduce greenhouse emissions.

Countryside

2.18 The Sustainability Appraisal Scoping Report identifies key sustainability issues concerning the impact of urban influences on the countryside and maintaining the separate identity of settlements. In promoting sustainable development the priority is to accommodate new development on brownfield sites to minimise the impact on the countryside and encroachment into the Green Belt. The majority of housing in Christchurch is built on previously developed land – an average of 92% in the past 4 years (source: Annual Monitoring Report 2008/9). However, a significant element of this has made use of garden land. In East Dorset the proportion is roughly 93% again with a significant proportion affecting garden land (source: Annual Monitoring Report 2008/9). For Christchurch, the majority of housing development up to 2027 is still envisaged to take place within the urban area (1,650 - 2,500 in urban area, 600 - 1250 in the proposed Christchurch urban extension).

2.19 The Green Belt in this area was established by the 1980 South East Dorset Structure Plan following recognition that the growth of settlements around the conurbation had resulted in the distinction between town and country becoming blurred and had spread the influence of urban development into the surrounding countryside. The 1980 Structure Plan set out that Green Belt was established for the following purposes:

1. To protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them; and
2. To maintain an area of open land around the conurbation.

2.20 The Green Belt around South East Dorset runs from Wareham in the west to Walkford and Chewton Bunny in the east. It also extends to the north of Verwood. The Green Belt links to the one in South West Hampshire and abuts the New Forest National Park.

2.21 All of the countryside in Christchurch Borough and almost half within East Dorset District is protected as Green Belt, with the boundary tightly drawn around Christchurch and the larger towns within East Dorset such as Wimborne, Ferndown and Verwood.

2.22 The Green Belt covers just over 47% (16,840ha) of East Dorset District and is concentrated to the south of the District where it abuts the conurbation. East Dorset District contains the largest area of Green Belt of any of the constituent local authorities within the South East Dorset Green Belt. In Christchurch Borough the whole of the rural area outside the main settlements is designated Green Belt 3,477ha (approximately 70%). The whole of the South East Dorset Green Belt covers 330 sq km.

2.23 In Christchurch and East Dorset a number of options for new housing and employment sites are being considered which include sites that would involve release of the Green Belt. Impact on the countryside must be considered as part of these options.

Landscape

2.24 There are significant areas of landscape importance within the plan area which include Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty, Areas of Great Landscape Value, Special Character Areas and areas of historic value.

2.25 The Core Strategy must address the need to maintain and enhance the local character and environment of the area while meeting changing needs and demands. In this respect, new development should seek to avoid adverse impacts on landscape character.

2.26 The scale of employment and housing development within the plan area must consider the impact on the landscape character of the New Forest National Park. This is particularly in consideration of potential impact of any increase in road traffic from new employment development. In East Dorset employment development at Stone Lane, Wimborne has potential implications for the Cranborne and West Wiltshire Downs AONB which is within 250 metres of this employment site.

Historic and Urban Environment

2.27 There are 12 Conservation Areas in Christchurch and 19 in East Dorset and a large number of listed buildings in both areas. East Dorset has identified 'Special Character Areas' in its Local Plan. The Christchurch Borough Character Assessment Supplementary Planning Guidance (2003) identifies special character areas within the Borough. The pressure for sites for housing within the urban areas has a potential impact on the historic environment and any areas of special character. New commercial development in our retail centres will also need to avoid adverse impacts on the historic built environment. The Core Strategy will need to examine and address this issue. The impact of higher density development is particularly relevant.

2.28 In Christchurch employment areas such as the Gasworks site and employment premises in Purewell are located within or in the setting of a conservation area. In this respect employment development should make a positive contribution to conservation areas, Special Character Areas and areas of historic value.

2.29 In East Dorset the following sites are in close proximity to a conservation area:

- Riverside Park (within 50m of Rowlands Hill / St Johns Hill conservation area boundary.
- Stone Lane – Within 200m of Wimborne Minster Conservation Area Boundary.

Energy / Resource Use / Waste and Recycling

2.30 The impact of new housing and commercial development on demands for energy provision is an important issue. Energy efficiency, minimising waste and promoting recycling and composting all assist in tackling the issue of diminishing supply, increasing expense and polluting effect of non-renewable energy sources. The location of new housing and commercial development near to services, facilities, and public transport can reduce the need to travel. The construction and design of new housing and commercial development should promote the use of renewable materials and sources of energy. Building new homes that are energy efficient is an issue addressed in the Code for Sustainable Homes in the energy and CO₂ emissions category (dwelling emission

rate, lighting, low or zero carbon technologies, cycle storage) the materials category (responsible sourcing of materials) and waste category (waste storage, composting). There is currently no national programme for standards of sustainable construction applying to commercial development. However, new commercial development should seek where feasible and viable to meet high standards for sustainable construction set out in the BREEAM standards.

Social Baseline and Considerations

Population

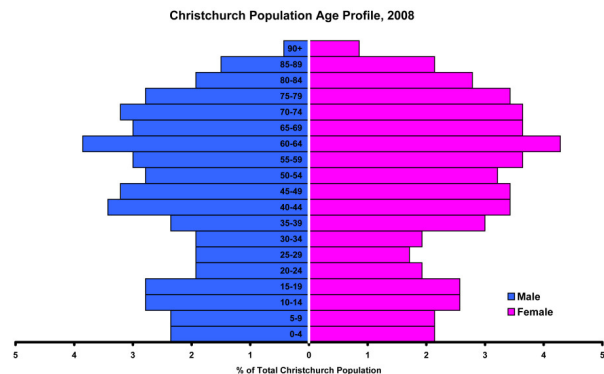
2.31 Population is increasing slowly but incrementally in the area due to in -migration. The age structure of the population shows a significantly above average representation of retired people. This has implications for accommodation needs of the area.

2.32 The proportion over retirement age is 34% in Christchurch and 32% in East Dorset compared with 29% in Dorset as a whole and just 19% nationally.(Source: ONS Mid Year Population Estimates 2008) The table below shows that the age profile for Christchurch and East Dorset is characterised by a high proportion of those above working age.

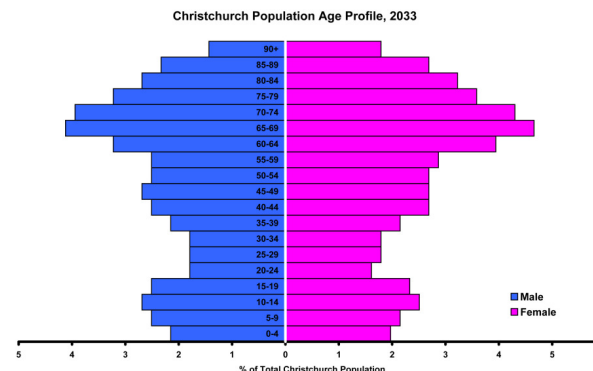
	Below Working Age	Working Age	Above Working Age
Christchurch	15.8%	50.1%	34.1%
East Dorset	16.5%	52.0%	31.5%
Dorset	17.0%	54.4%	28.6%
South West	17.7%	59.8%	22.5%
England & Wales	18.8%	62.0%	19.2%

Table 2.4

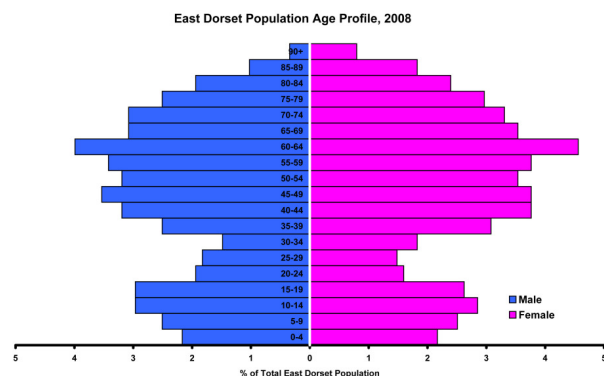
2.33 Older people are expected to account for an increasing proportion of the population in the future with the percentage of Christchurch and East Dorset residents aged 65 or more expected to reach 38% in 2031 and 35% in Dorset. At the same time the working age population (16 – 64) is predicted to drop to 47% of the total in Christchurch and 48% in East Dorset (Source: Christchurch and East Dorset Economy & Labour Profiles.



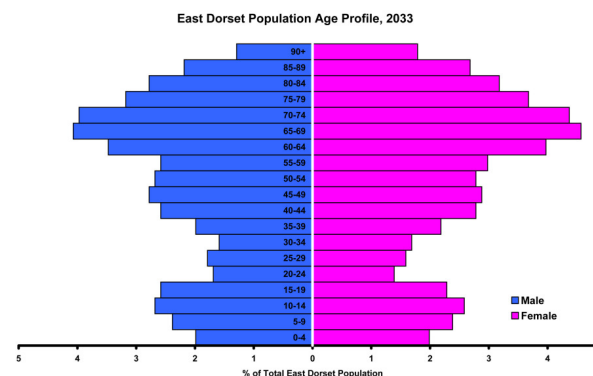
Picture 6 Christchurch Age Profile 2008: ONS 2008 Mid-Year Population Estimates



Picture 7 Christchurch Age Profile 2033: ONS Sub-national Population Projections - 2008 based



Picture 8 East Dorset Age Profile 2008: ONS 2008 Mid-Year Population Estimates



Picture 9 East Dorset Age Profile 2033: ONS Sub-national Population Projections - 2008 based

Table 2.5

2.34 The 2001 Census results indicated that the average household size was 2.15 for Christchurch and 2.32 in East Dorset.

2.35 The Christchurch and East Dorset Reports for the Survey of Housing Need and Demand 2008 estimated the average household size to be 2.1 in Christchurch and 2.3 in East Dorset, which is below the most recent national estimates of around 2.4 persons per household.

2.36 The following table shows the impact of low births, high deaths and in-migration on the East Dorset and Christchurch population.

East Dorset 1995 to 2005	
4,400	Population increase
7,374	Live Births
11,183	Deaths
-3,809	Net difference
8,209 (9.7% of population)	Net in-migration

Table 2.6

Christchurch 1995 to 2005	
2,800	Population increase
4,143	Live Births
7,553	Deaths
-3,410	Net difference
6,210 (13.8% of population)	Net in-migration

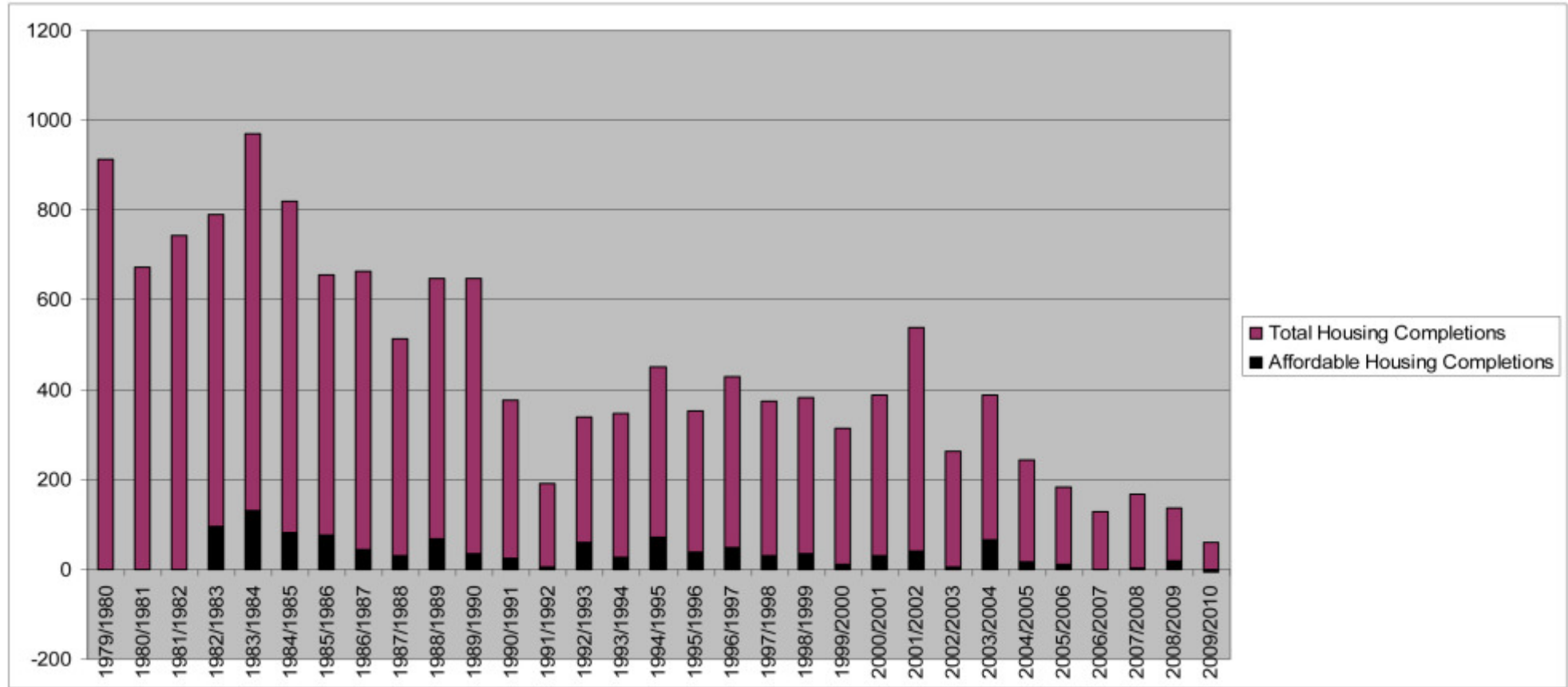
Table 2.7

2.37 The Core Strategy should address the issue of appropriate size and types of housing to be delivered, taking into account evidence in the Housing Needs Survey on likely profile of households requiring market housing and the Balanced Housing Market analysis.

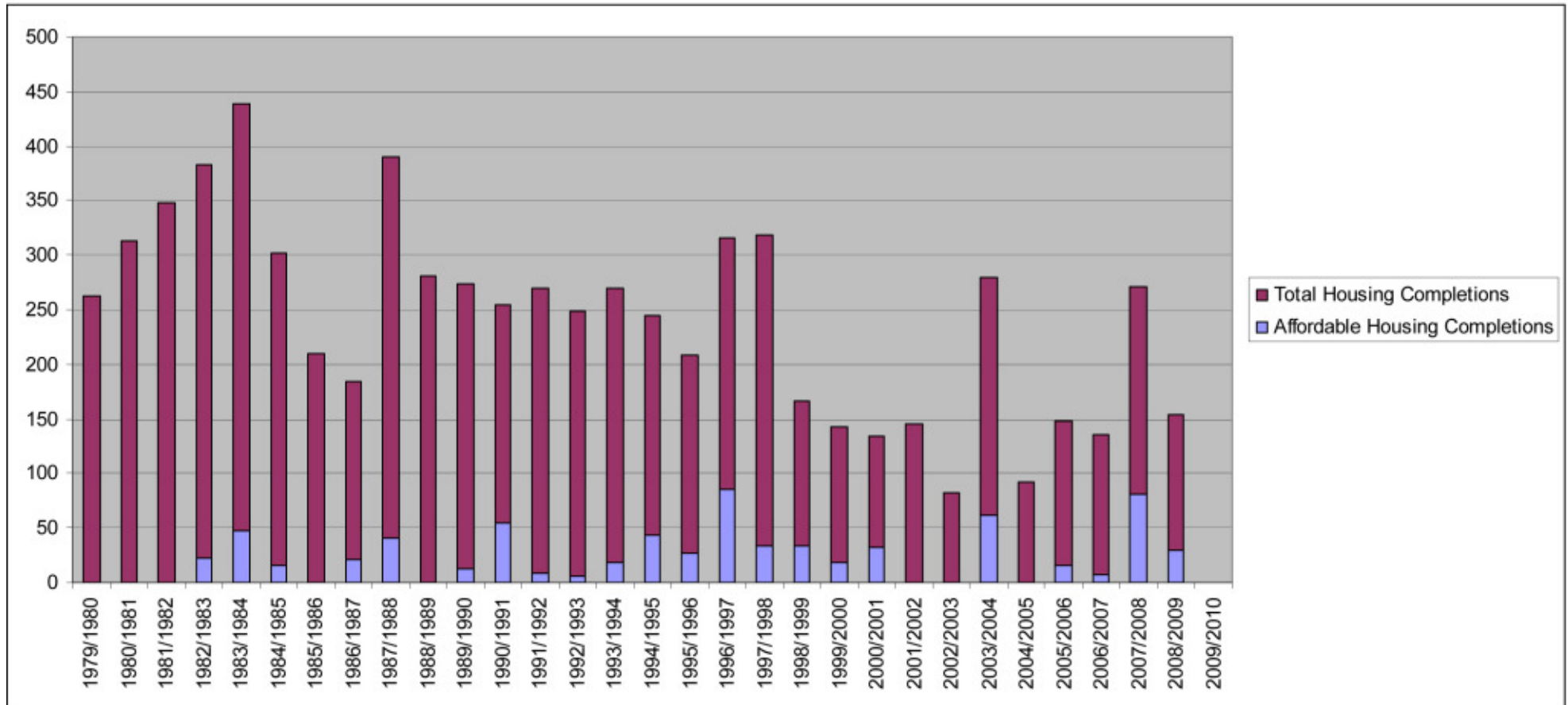
Housing

2.38 The profile of existing housing stock is heavily weighted towards detached properties, however in recent years more flats have been built. The majority of homes are owner-occupied with a small proportion of private rented and social housing. There is a significant problem of affordability of housing, which is examined in detail in the Affordable Housing Key Issue Paper. The key issue that the Core Strategy should address is to ensure a sufficient supply and appropriate size, type and tenure of new housing to meet the needs of the community.

2.39 The following graphs show the historic delivery of new housing within the two districts:



Picture 10 East Dorset Total and Affordable Housing Completions 1979 - 2009 (Source: DCC Residential Monitoring)



Picture 11 Christchurch Total and Affordable Housing Completions 1979 - 2009 (Source: DCC Residential Monitoring)

2.40 As the supply of new housing is constrained by environmental considerations including flood risk and also the Green Belt, the majority of housing in Christchurch and East Dorset will need to be found within the urban area. The Core Strategy will need to consider the impact of development pressure on the urban area and whether certain areas need to be protected from redevelopment. Due to the rate of new flats built in recent years the Core Strategy will also need to consider whether there is a need to protect certain areas for family homes.

Health

2.41 The Housing Needs Survey contains information on households in Christchurch and East Dorset with different types of special needs (related to people who have specific needs, such as those associated with a disability). Special needs households are more likely to contain older people and are 4 times as likely to live in unsuitable housing as non-special needs households. It identifies measures needed for special needs households to improve their present accommodation. With regard to future housing, the Core Strategy should address the issue of suitability of housing to cater for people with special needs. Lifetime Homes Standards aim to provide accessible and adaptable accommodation for everyone, from young families to older people and individuals with a temporary or permanent physical impairment. Size of rooms may have a beneficial impact on health as the provision of decent living space within a property results in improved living conditions. This principle applies to the suitable provision of external space. Insufficient provision of affordable housing can have an impact upon health and wellbeing when people are obliged to live in cramped or unsuitable accommodation. This issue is addressed in detail in the Affordable Housing Key Issue Paper.

Social Inclusion and Deprivation

2.42 The Index of Multiple Deprivation 2007 is useful for comparing the Super Output Areas for their overall score to identify those areas with higher levels of deprivation. This shows that all the Super Output Areas within Somerford are the most deprived in Christchurch and there are areas of deprivation in Heatherlands, Ferndown, Leigh Park, Wimborne and Three Legged Cross in East Dorset. The Index of Multiple Deprivation includes the indicator 'barriers to housing and services' which measures an area's household overcrowding, homeless applications and difficulties of accessibility to owner occupation as well as other aspects of accessibility. It is not helpful to compare the Super Output Area's relative scores for this indicator, as all the rural areas have a high score due to their inaccessibility to services. Of more use is the ward level data in the Dorset Survey of Housing Need and Demand. This gives ward levels of overcrowding, households in unsuitable housing, special needs households and households in housing need. This shows that the Grange ward in Christchurch has the highest proportion of households within all those categories. The ward of Three Cross and Potterne has the highest level of future need and overcrowding in East Dorset as well as the highest level of households living in unsuitable accommodation. The highest proportion of special needs households are within Ferndown Links.

2.43 Although levels of car ownership are high in both districts (Christchurch 80.6% and East Dorset 88%), not all the residents of Christchurch and East Dorset have access to private modes of transport, therefore the Core Strategy must improve accessibility to improve social inclusion. Access to essential facilities and services is an issue that needs to be considered in the light of the ageing population. Changes in the provision of services and facilities over the last 30 years have put pressure on local amenities, reducing their economic viability. This problem is particularly acute in the rural areas.

Crime

2.44 There is a need for the design and planning process of new housing and commercial development to incorporate measures to prevent crime and minimise fear of crime. Developers can be required to have regard to national guidance in Secured by Design. This issue is relevant to all new development and is considered in the Core Strategy in the Community Issues and Design and Landscape Key Issues Papers.

Education

2.45 It is important that there are sufficient education facilities for the increase in population resulting from new housing development, in particular the proposed new housing areas in Christchurch and East Dorset. School catchment areas can affect the price of market housing and increase the demand for family housing as families are known to move home so that their children can attend popular schools. The Community Issues Key Issue Paper examines future educational requirements in relation to the impact of new housing development.

Economic Baseline and Considerations

Economy

2.46 Projected growth in the local economy over the next 20 years will increase demand for appropriately skilled labour and sufficient housing of the right type to meet the needs of the local workforce. The issue of key worker housing is discussed in the Affordable Housing Key Issues Paper.

Existing Employment Land Supply

2.47 Current employment land supply for Bournemouth, Christchurch and East Dorset combined is 65.6ha. The Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply of 11.5ha for the Bournemouth Travel to Work Area (TTWA) to 2011 and a 4.9ha shortfall to 2016. This is due to the shortage of employment land available in the short to medium term.

2.48 Employment land supply for Christchurch is 20.6ha. From transport assessment work undertaken by Peter Brett Associates (on behalf of Manchester Airports and Dorset County Council), and further work undertaken by Dorset County Council it is envisaged that 15 - 30ha is the maximum level of development which could come forward at the Airport subject to transport infrastructure improvements. The implementation of these improvements is dependant upon the availability of public sector funding. Without this package of improvements in place it is likely that very limited further development can come forward at the airport.

2.49 In East Dorset existing employment land supply totals approximately 9ha. The East Dorset Employment Land Key Issue Paper considers a range of options for new employment sites to be considered in the Core Strategy which would significantly increase employment land supply in East Dorset. New employment development in East Dorset, particularly near Ferndown and Wimborne will need to consider the impact on the A31 (T). The impact on the highway network will be determined by the outputs of the South East Dorset Multi Modal Study currently being undertaken by Atkins which can be translated into the level of development that can come forward during the plan period.

2.50 Employment land supply in Bournemouth totals 16ha. However, the Workspace Strategy identifies Riverside Avenue (6ha) in Bournemouth as highly constrained due to uncertainty in the delivery of a grade separated junction to the A338 (para, 6.18).

2.51 The adopted Core Strategy for the Borough of Poole identifies the strategic function of employment land located at Bournemouth Airport for the sub region. In this respect the airport business park forms part of employment land supply for the wider sub region which places additional demand on top of the projected requirement for the Bournemouth TTWA identified in the Workspace Strategy. Within Poole there is a projected demand for 36.9ha and supply of 41ha.

Employment Land Demand

2.52 The Bournemouth, Dorset and Poole Workspace Strategy (2008) has calculated employment land requirements on a travel to work area basis (TTWA) and for individual districts. For the Bournemouth TTWA there is a requirement for 66.8ha of land for B1, B2 and B8 uses to 2026 which includes the authorities of Christchurch, East Dorset and Bournemouth. The employment land requirement for the Poole TTWA, which includes the western part of East Dorset, is 45.9ha. This provides a combined requirement for the Poole and Bournemouth TTWAs of 112.7ha. On a district level basis the combined requirement for Bournemouth, East Dorset and Christchurch is 65.3ha to 2026. For the Borough of Poole and the western part of East Dorset the Workspace Strategy concludes that there is a demand for 36.9ha to 2026.

2.53 For the purpose of strategic planning in the local development framework the emerging Christchurch and East Dorset Core Strategy is planning toward providing sufficient employment land to enable the combined district level requirement for Bournemouth, Christchurch and East Dorset to be met. There are issues in using the Bournemouth Travel to Work Area (TTWA) projection as a significant proportion of the Bournemouth TTWA falls within a different strategic planning area which causes difficulties regarding certainty in the delivery of employment land.

2.54 In meeting the combined district requirement for Christchurch, East Dorset and Bournemouth there are issues with sufficient employment land availability in the short and medium term and a sufficient level of employment land supply overall.

Market Segment Analysis

2.55 The market segment assessment examines the Christchurch and East Dorset employment land portfolio and determines the proportion of employment land falling within each market segment. This analysis determines the locational characteristics of different market segments and the range of business activity it is possible to attract to sites falling within these segments. This allows an assessment of how the existing portfolio of sites meets the needs of local business and those that may be attracted from outside the plan area.

Employment Land Portfolio by Market Segment

Business Segment	Christchurch	East Dorset
Established or Potential Office Locations	0ha	0ha
High Quality Business Parks	0ha	3.67ha
Research & Technology / Science Parks	9.75ha	0ha
Warehouse / Distribution Parks	0ha	0ha
General Industrial / Business Areas	147.11ha	104.2ha
Heavy / Specialist Industrial Sites	0ha	0ha

Incubator / SME Cluster Sites	0ha	0ha
Specialised Freight Terminals	25.8ha	0ha
Sites for Specific Occupiers	0ha	0ha
Recycling / Environmental Industrial Sites	0ha	0ha
Education / Training	1.34ha	0ha

Table 2.8

Market Segment Overview

2.56 The vast majority of allocated employment land supply within the plan area falls within the ‘General Industrial / Business Area’ segment. These sites generally comprise older, more established land and buildings in industrial use. Premises are a mix of ages and qualities and site / building size.

2.57 The locational characteristics of these sites falling within the general industrial / business area category are attractive to a particular range of economic activity. The most prevalent business sectors located on allocated sites and significant non allocated sites in this market segment include general manufacturing / engineering, storage and distribution, transport and communications, and construction. Most commercial premises on sites within this market segment are established light industrial and general industrial units combining elements of B1 and B2. The majority of employment premises are small units between 93 – 486sqm and predominantly leasehold. The greatest proportion of businesses operating in the plan area do so on sites of less than 0.25ha. The exception to this is a small number of larger employers located in the airport business parks.

Gaps in Market Segment Provision and Implications

2.58 Significant gaps in the employment portfolio include:

- High Quality Business Parks,
- Research and Technology / Science Parks
- Incubator / SME Cluster Sites
- Recycling / Environmental Industrial Sites
- Warehouse / Distribution Parks

Employment Structure

2.59 The Christchurch economy is centred on distribution, hotels and restaurants and public administration, education and health. Together these account for half of all employment in the Borough. Christchurch has an above average proportion of employment in transport and communications; higher than the county average by 4%. Manufacturing and distribution and hotels and restaurants are also just above average.

Main Employment Sectors	Employees	% of Total Employment	
		Christchurch	DCC
Total Employment	17,600		
Distribution, hotels and restaurants	5,100	28.8%	26.6%
Public administration, education and health	3,700	21.1%	28.5%
Banking finance and insurance	2,600	14.7%	15.7%
Manufacturing	2,300	13.3%	12.3%
Transport and communications	1,800	10.5%	4.1%
Construction	1,100	6.5%	5.3%
Other Services	900	4.8%	4.6%
Agriculture and fishing	C	C	2.3%
Energy and water	C	C	0.5%

Table 2.9

2.60 (Annual Business Inquiry 2006 (ONS))

2.61 The East Dorset economy is centred around the service sector, although the proportion employed in manufacturing is above average. A quarter of employment is based in the distribution, hotels and restaurants sector. Close to another quarter work in the banking, finance and insurance sector. Nearly a quarter of employees work proportionately in the manufacturing and public admin, education and health sectors. East Dorset has a particular strength in Banking, finance and insurance with above average employment in this sector.

Main Employment Sectors	Employees	% of Total Employment	
		East Dorset	DCC
Total Employment	29,800		
Distribution, hotels and restaurants	7,400	25%	26.6%

Banking, finance and insurance	7,200	24%	15.7%
Public administration, education and health	5,200	17.6%	28.5%
Manufacturing	4,800	16%	12.3%
Construction	2,200	7.4%	5.3%
Other Services	1,500	5.1%	4.6%
Transport and Communications	900	3%	4.1%
Agriculture and fishing	500	1.8%	2.3%
Energy and water	C	C	0.5%

Table 2.10

2.62 (Annual Business Inquiry 2006 (ONS))

Business Sector Site Requirements

2.63 The locational / site requirements need to be met for those businesses currently located in Christchurch and East Dorset and for those that can be attracted to the plan area to 2027. In promoting sustainable economic growth consideration needs to be given to accommodating growth sectors that provide high quality employment opportunities and make a significant contribution to raising productivity (increased GVA output). Relevant policy interventions include providing the appropriate mix of employment sites in the right locations with the types of premises and locational attributes that meet the needs of business sectors which can be attracted to the plan area.

Availability of Skilled Labour

2.64 There is scope for the local economy to grow significantly over the next 15 - 20 years but this is limited by access to appropriately skilled labour. Policy interventions to attract specific forms of business activity must consider the availability of appropriately skilled individuals. Planning policy intervention through the Core Strategy to attract skilled labour would involve the provision of sufficient employment land in the right locations with necessary locational attributes to attract a range of business activity offering skilled employment opportunities. Other policy interventions that attract skilled workers to the area relate to the provision of housing to meet need, provision of high quality community / essential facilities and maintaining a high quality built and natural environment.

Rural Diversification

2.65 A high proportion of those living in rural areas commute to urban areas which creates unsustainable commuting patterns. The provision of new employment in the rural areas is unlikely to address this issue. However, rural diversification supports the farming and traditional rural communities by keeping workers in rural areas and helping to support local services. The Core Strategy must consider the appropriate growth of employment in rural areas and the nature of rural diversification which may help to reduce the level of commuting from rural to urban areas alongside increasing opportunities for home working.

Employment Land at Bournemouth Airport

2.66 Employment land at Bournemouth Airport stands out as a key strategic site for the plan area and the south east Dorset sub region. There is significant scope for employment growth at the airport with potential to influence a 'step change' in the economy. The Core Strategy considers the infrastructure and ecological constraints involved in bringing forward sufficient land and premises to meet projected demand over the plan period. This is explored further within the Bournemouth Airport Key Issue Paper and the 'Bournemouth Airport and Business Parks' Core Strategy chapter.

The Economy and Transport Infrastructure

2.67 Transport infrastructure is important in maintaining and attracting businesses and tourists which help to support the local economy. As highlighted above, both Christchurch and East Dorset are economically important areas and maintaining / enhancing this will depend to an extent on the transport infrastructure of these areas. Improvements to public transport and people's ability to walk and cycle to areas of employment are an important aspect of the Core Strategy although it needs to be recognised that the locations of strategic employment sites such as Ferndown and the Airport business park present significant challenges for accessing the sites by sustainable modes.

Town and Local Centres

2.68 The Core Strategy considers an appropriate mix of employment activity to be accommodated on allocated and established employment sites in the plan area. In determining the range of uses to be accommodated it is necessary to assess the impact on the vitality and viability of town centres within the plan area and Bournemouth and Poole. This is particularly in respect of the level of office and retail uses to be accommodated on employment land over the plan period.

Christchurch Town Centre

2.69 Christchurch Town Centre is the main centre for the Borough, and performs a number of important functions such as providing a range of shopping, leisure, entertainment, recreation and employment opportunities. There is a library, the Regent Centre theatre, a number of national multiples such as Argos, Boots, Marks and Spencer, New Look, Co-op, WH Smith and Waitrose and a high number of small independent retailers. The centre is a vibrant place; nevertheless there are areas where enhancements are required, most prominently Saxon Square and Druitt Gardens. A refurbishment programme would improve the attractiveness of the shopping environment and draw in more visitors, increasing expenditure and prosperity. There is sufficient parking provision in the centre at present, better use of underused car parks was recommended to satisfy future demand (Colin Buchanan Parking, Access and Signing Strategy 2006)

2.70 The shopping area is concentrated along Bargates and the High Street, with some shops located within the Saxon Centre and Saxon Square, where markets are held every Monday and a Farmer's Market held the first Friday of the month. There are 209 ground floor units in the centre (80 of which are comparison), the majority of which are traditional in style although modern units can be found both at Saxon Square and the Saxon Centre. The units vary considerably in size. Larger units like the Co - op store (957 sq m) and Marks and Spencer (1,210) are set beside small scale units located along Pound Lane in Saxon Square and the High Street.

2.71 The Borough as a whole has several large food stores including Sainsbury's, Waitrose, Marks & Spencer and Co - op. There is a high retention rate for convenience shopping within the Borough with Sainsbury's on Lyndhurst Road attracting 62% of respondents to the household survey conducted for the Joint Retail Assessment (2008). There is also a reasonable level of convenience expenditure outflow to stores in Bournemouth.

2.72 Bournemouth is the main destination for non-food items. It is the main destination for buying clothes and shoes (34%). Castlepoint Shopping Centre is the preferred location for purchasing electrical appliances (67%), other electrical goods (61%), furniture (48%) and DIY/hardware/garden (76%). Christchurch is the preferred location for buying health/ beauty and chemist items (61.4%) and books, CDs, toys and gifts (35.9%). (Nathaniel Lichfield and Partners Joint Retail study Volume 1, 2008)

Highcliffe Centre

2.73 Highcliffe is a coastal town located to the east of Christchurch. The centre of the town is characterised predominantly by post war architecture. The area is defined by many of the characteristics of a typical British coastal holiday town, with many uses in the area centred on tourism and a high proportion of retired residents living in the area.

2.74 The main shopping area of Highcliffe is concentrated along the linear form of Lymington Road and provides for convenience shopping (Somerfields, Tesco Express, butchers, greengrocers and an off licence), small independent shops covering a variety of goods, public houses, restaurants, takeaways and other services. There are 120 outlets in the centre, 48 of which are comparison. The centre's Shopping Core runs along the Lymington Road frontage, with the Secondary Core continuing to run along the road after its junction with Waterford Road. There is sufficient parking provision in the centre at present, better use of underused car parks was recommended to satisfy future demand. (Colin Buchanan Parking, Access and Signing Strategy 2006)

2.75 The centre is well used and there are few vacant units although vehicle congestion and poor access for pedestrians cause conflict.

East Dorset District

Ferndown Town Centre

2.76 Ferndown is the largest settlement in East Dorset with a population of 20,196 (2001 Census). The town centre provides a wide range of shopping facilities and services accessible by car, foot and public transport. The primary shopping area in Penny's Walk has a large Tesco supermarket which acts as a key destination for shoppers to the town, supporting the large number of independent comparison retailers nearby.

2.77 The modern town centre is partly pedestrianised offering an easily accessible environment in Penny's Walk to the shops, library, Barrington Theatre and community buildings. The town enjoyed paving and street enhancements in the 1980's in Penny's Walk and along Victoria Road and Ringwood Road, although the precinct is now dated and would benefit from an enhancement scheme, to improve the attractiveness of the centre to visitors, shoppers and future traders. Ferndown is served by a large free car park to the west of Penny's Walk and has a number of bus services which operate along Victoria Road, providing a key transport hub in the central area, essential for the above average number of retired residents who live locally.

2.78 Ferndown also has an out of town retail development located at Tricketts Cross. Here there is a Sainsbury's supermarket, Lidl, Halfords, a furnishing store, car dealer and McDonalds. Ferndown has a high retention rate for convenience shopping with 43% of residents shopping at Tesco in the town centre and 29% at Sainsbury's. (Nathaniel Lichfield and Partners Joint Retail Assessment Volume 1 – March 2008). The primary shopping frontages are identified within Penny's Walk, and there are currently no secondary frontages. However, most residents travel to Bournemouth (31%) or Poole (23.2%) for comparison goods, such as clothes, hardware items and books, with just a retention rate of 12.7% in the town.

Verwood Centre

2.79 Verwood is a smaller town with a population of just over 14,000 (Dorset Data Book 2008). The town of Verwood has recently seen a transformation in the centre, with the creation of Ferrett Green, The Hub – a large community centre – 6 new shops units and a large free car park. Verwood has a number of small comparison shops and a Spar and One Stop grocers, bank, library, doctor's surgery and fire station in the centre. A monthly Farmers Market takes place on Ferrett Green. The town has just 42 shop units with a high level of independent small retailers or services. There is a lack of national store recognition and few medium sized units. Verwood does not currently have a Primary shopping frontage policy.

2.80 The town is fragmented with additional shops and services located around the Morrisons supermarket situated 1km to the south of the town centre within a housing area. Morrisons has a high retention rate for convenience shopping for local residents at 51%, with 19% choosing to travel to Sainsbury's at Ferndown (Nathaniel Lichfield and Partners Joint Retail Assessment - Volume 1 March 2008). Most residents travel to Bournemouth to purchase non food items, 34.2% - clothes and shoes; 32.9% books and toys and 19% - furniture, although Verwood retains a strong market share in electrical appliances of 25.3% of residents and 41.8% for beauty and chemist items.

West Moors Centre

2.81 The population of West Moors stood at 7,210 in 2006 (Dorset Data Book 2008). It has the smallest centre of the four towns of East Dorset having just 44 shop units in the main shopping street of Station Road. There is a Tesco Express and a Co-op with a Post Office desk, a library, doctor's surgery and dentist located here. There are many service shops but no national multiple comparison shops. Being such a small centre, there is also no prime retail pitch. Due to its size, shopping outflow results identified by Nathaniel Lichfield and Partners placed West Moors and Ferndown together. Shoppers at West Moors tend to travel out of the settlement for their main grocery shopping to Ferndown (72%) or to Castlepoint in Bournemouth (7%). Bournemouth was again the most popular destination for comparison goods.

2.82 An enhancement programme was undertaken in the late 1990's at the southern end of Station Road to improve the pavements and shopping environment of the centre, so the shopping area is modern with a high number of small comparison units.

2.83 The busy B3072 (Station Road) runs through the centre of West Moors dividing the main shopping street in half, although 2 pedestrian crossing points have been provided to assist pedestrians.

Wimborne Minster Town Centre

2.84 Wimborne Minster is an ancient and historic market town with a busy town centre which is the main centre for East Dorset. Wimborne has a relatively small population of 6,627 for such a well established and well served market town, although the nearby suburban areas of Colehill and Merley increase this to over 17,000. The town centre has 162 shops which include a new Waitrose store, Somerfields supermarket, a library, the historic Tivoli Theatre, the Priests House Museum, a number of chain store branches and a high number of quality small independent retailers. A monthly farmers market takes place in Mill Lane, and the town market is held on Fridays, Saturdays and Sundays at the market halls 0.5 km from the town centre.

2.85 The town is very popular with visitors to the historic town and Minster and day trippers to the market. However, there is little cross over between the two shopping destinations, shoppers and visitors tending to prefer one or the other. The Square acts as the central public transport hub and there are a number of public car parks serving the centre. Plans are underway to repave and enlarge The Square with a quality scheme in natural materials, to provide a larger paved area for shoppers and visitors to enjoy the town centre and to safely cross the road, and to reduce the number of vehicles circulating around the centre causing conflict with pedestrians.

2.86 The small shop units provide an attractive centre for niche retailers and for visitors to the town. However a high number of residents travel to Ferndown (22%) or to Poole, Bournemouth or Ringwood (45%) for their convenience shopping needs. In terms of comparison shopping expenditure, 21.6% is retained in Wimborne, 42.4% is spent in Poole and 16.1% in Bournemouth. It is considered that Wimborne like other historic towns in Dorset is a relatively strong comparison shopping destination within the local catchment area. However the outflow of non-food shopping trips to larger centres is still significant, although this is likely to have changed with the opening of the new Waitrose. (Nathaniel Lichfield and Partners Joint Retail Assessment Volume 1 – March 2008)

Local Shopping Centres and Local Shopping Parades

2.87 The following locations are important in the local communities to provide a range of comparison goods and convenience products:

Christchurch	East Dorset
Local Centres	
Barrack Road	
Purewell	
Out of Town Centres	

<p>Meteor Retail Park in Somerford</p> <p>Stony Lane Retail Park</p> <p>Bailey Drive Retail Park</p>	
Local Shopping Parades	
<p>Hurn</p> <p>88-98 Mundeford</p> <p>2-10 Falcon Drive</p> <p>172-190 Somerford Road</p> <p>42-44 Hunt Road</p> <p>27-45 Somerford Road</p> <p>22&28 Jellicoe Drive</p> <p>111, 98-112 Ringwood Road and 2 Glenville Road</p> <p>15-22 Lakewood Road</p> <p>5-11 Saulfland Place</p> <p>Bure Lane Arcade</p> <p>111-113 Burton Green, Salisbury Road</p> <p>1-11 Avon View Parade</p> <p>1-5 Fairmile Parade</p> <p>St Catherines Parade, Fairmile Road</p> <p>32-60 The Grove</p>	<p>Verwood Road, Tricketts Cross</p> <p>Pinehurst Road, West Moors</p> <p>Gordon Road, Wimborne</p> <p>Leigh Road, Wimborne</p> <p>Dales Drive, Colehill</p> <p>Middlehill Road, Colehill</p> <p>Wareham Road, Corfe Mullen</p> <p>Horton Road, St Leonard's</p> <p>High Street, St Leonard's</p> <p>Ringwood Road, Verwood</p> <p>Station Road, Sturminster Marshall</p> <p>High Street, Sixpenny Handley</p> <p>Parley Cross, West Parley</p> <p>Ameysford Road, Ferndown</p> <p>Glenmoor Road, Ferndown</p> <p>Turbary Road, Ferndown</p>

1-15 Marlow Drive	Stapehill Crescent, Ferndown
108-116 Stour Road	Wimborne Road East, Ferndown
	Furzehill Stores, Furzehill
	Longham Post Office, Longham
	Ringwood Road, Alderholt
	The Square, Cranborne
	Wimborne Street, Cranborne
	Shell Garage, St Leonard's
	Texaco Garage, Pinehurst Road, West Moors
	Texaco Garage, Wimborne Road West, Ferndown
	Post Office Stores, Wimborne St Giles
	Littlemoors Farm, Hampreston
	Pamphill Dairy
	Vines Close Farm
	Honeybrook Farm

Table 2.11

2.88 These provide a critical local service function to the neighbourhoods and village settlements, offering a range of convenience products in a sustainable community setting.

Shopping

2.89 There is a need to provide additional retail floorspace in the main retail centres across Christchurch and East Dorset. The provision of additional floorspace is necessary for the vitality and viability of our retail centres and to maintain our market share of available retail expenditure and to provide the opportunity to improve our market share. The Joint Retail Study (2008) identifies retail floorspace projections to 2026 for A1 comparison floorspace and A1 convenience floorspace. Projected requirements for the districts are set out below. Figures identified for specific retail centres have been arrived at following a capacity analysis for future retail floorspace provision and reflect the position of these centres within the overall centre hierarchies for the districts.

District / Retail Centre	Comparison floorspace requirements to 2026	Convenience floorspace requirements to 2026
Christchurch Borough	9,700 sqm / 11,200 sqm	- 320 sqm / 70 sqm
Christchurch Town Centre	6,900 sqm / 8,000 sqm	0 sqm
Christchurch Retail Warehouses	350 sqm / 430 sqm	0 sqm
Highcliffe	770 sqm / 835 sqm	0 sqm
East Dorset District	11,700 sqm / 14,000 sqm	6,630 sqm / 7,900 sqm
Ferndown	750 sqm / 5,200 sqm	3,700 sqm / 5,600 sqm
Verwood	160 sqm / 1,150 sqm	200 sqm / 700 sqm
West Moors	80 sqm / 550 sqm	0 sqm / 110
Wimborne Minster	950 sqm / 6,650 sqm	700 sqm / 1,030 sqm
Other Local Centres	455 sqm / 532 sqm	399 sqm / 474 sqm

Table 2.12

Transport

2.90 Baseline information indicates that there is high car dependency and serious congestion problems in key locations as discussed in the Transport Key Issues Paper. The main traffic congestion hotspots are at the B3073 in the vicinity of the airport and Parley Cross, Blackwater junction, the A31 running east west across East Dorset, A35 between Bournemouth and Christchurch, particularly at the Barrack Road and Castle Lane East junction, Ferndown town centre and Longham, Christchurch town centre – principally Stony Lane Roundabout / Fountain roundabout and Fairmile. Christchurch is well served by public transport within the urban area providing good access to residential development. East Dorset is poorly served by public transport and has no rail service.

2.91 The location of new housing and commercial development close to existing services, facilities and public transport will assist in reducing reliance on the private car and reducing congestion on the highway network. In supporting projected housing growth there are specific transport improvements that are necessary to enable development to come forward. The South East Dorset Multi Modal Study will identify specific transport infrastructure improvements required to accommodate new development.

Policy Background

2.92 This section reviews the policy context relevant to the Core Strategy 'Key Strategy'. This section highlights key policy considerations for the Core Strategy from a national to local level.

The Climate Change Act (2008)

Analysis

The Climate Change Act 2008 introduces a binding long-term framework to reduce greenhouse gas emissions, towards a target of at least an 80% reduction below 1990 levels by 2050. A system of 'carbon budgets', which limit UK emissions over successive five-year periods, will set the trajectory towards 2050 and drive the UK's transition to a low carbon economy through a series of legally binding emission caps. The first three carbon budgets, covering the periods 2008–12, 2013–17 and 2018–22, were announced in April 2009, requiring emissions reductions of just over 22%, 28% and 34% respectively, below 1990 levels.

Core Strategic Messages

The Core Strategy must develop policies which contribute to the reduction of carbon emissions through the sustainable location of development.

Table 2.13

National Planning Policy

The Housing Green Paper (July 2007): Homes for the future: more affordable, more sustainable

CLG Housing and Planning: The crucial role of the new local performance framework (2008)

Analysis

- Vision of everyone having access to a decent home at a price they can afford in a place they want to live and work.
- 3 million new homes by 2020. New housing still considered to be in short supply.
- Options to increase low cost home ownership and more long term and affordable mortgage products.
- Target to ensure every new home built from 2016 onwards is carbon-zero.
- Priority to develop on brownfield sites maintaining existing target of 60%,
- Govt intend to consult on measures to speed up delivery of new homes.
- New National Indicator set includes a number of performance indicators relating to housing supply
- NI 154 Net additional homes provided,
- NI 155 Affordable homes delivered,
- NI 159 Supply of ready to deliver homes
- Negotiation of Local Area Agreements allows local authorities and partners to prioritise and address housing delivery through targets that are tailored to a 3 year timescale.

Core Strategic Messages

The major house building programme, performance indicators and Local Area Agreements indicate the national drive to improve and speed up the delivery of affordable housing. A Local Area Agreements has been negotiated between the Dorset Strategic Partnership and GOSW for the period 2008 - 2011(agreed by Government in July 2008). Housing and affordable housing targets are included. These are County-wide targets but the performance of Christchurch and East Dorset will affect whether or not it is met and funding awarded. The Core Strategy has to ensure there is sufficient supply of housing delivered to meet the targets.

Table 2.14

National Planning Policy

PPS 1 Delivering Sustainable Development (2005)

PPS 3 Housing (2010)

Analysis

Local Authorities should:

- Ensure the provision of sufficient good quality new homes including an appropriate mix of housing and adequate levels of affordable housing
- Promote the efficient use of land through higher density, mixed-use development.
- High quality and inclusive design should create well-mixed and integrated developments which avoid segregation.
- Achieve a step-change in housing delivery through a new more responsive approach to land supply at local level.
- Identify and maintain a rolling five-year supply of deliverable land for housing. Also identify further supply for years 6-10 and where possible years 11 – 15.
- Ensure housing developments are in suitable locations, with good range of community facilities and good access to jobs, key services and infrastructure.
- Give special consideration to the housing needs of children, including gardens, play areas and green spaces.
- Ensure that larger homes are built alongside flats and smaller properties
- Plan for the full range of market housing – a variety of high quality housing.

Core Strategic Messages

The Government’s drive for a step-change in delivery of housing (market and affordable) is a key message, hence the emphasis on identifying sufficient supply of housing to meet needs. The need to deliver an appropriate mix of housing of good design is stressed and this will need to be addressed in Core Strategy policy.

Table 2.15

National Planning Policy
PPG2 Green Belts (1995)
<p>Analysis</p> <ul style="list-style-type: none"> • There is a presumption against inappropriate development in the Green Belt. • New housing is not an appropriate use within the Green Belt, but there are exceptions for limited affordable housing for local need or limited infilling of existing villages if there are adopted Local Plan policies setting out the policy direction on these issues. • Exceptional circumstances need to be demonstrated for new employment sites considered in the Green Belt.

- Safeguarded land can be identified which may be required to serve development needs in the longer term.
- Strict control needed for re-use of buildings in Green Belts for residential purposes.

Core Strategic Messages

The Core Strategy will have to accord with general Green Belt policy which prohibits new housing in the Green Belt, although the issue of exceptions for limited affordable housing in small rural communities needs to be addressed in view of the need for affordable housing. If the need for housing requires the provision of urban extensions this will involve the rolling back of the Green Belt in these locations. Specific boundary amendments are to be determined in the Core Strategy. In order to address the requirements for future employment land provision it is necessary to consider limited Green Belt release for potential new employment sites in East Dorset which will need to be consistent with national policy.

Table 2.16

PPS4 Planning for Sustainable Economic Growth (December 2009)

Analysis

PPS4 places emphasis on the role of ‘economic development’ in the plan making process which includes development within B use classes, public and community uses and main town centre uses. PPS4 also applies to other forms of development which achieves one of the following objectives:

1. provides employment opportunities
2. generates wealth or
3. produces or generates an economic output or product

The policies for economic development also apply to rural areas.

The Government’s overarching objective is sustainable economic growth. To achieve sustainable economic growth the Government’s objectives are to:

- Build prosperous communities by improving the economic performance of cities, towns, regions, sub regions and local areas, both urban and rural
- Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation
- Deliver more sustainable patterns of development , reduce the need to travel, especially by car and respond to climate change
- Promote the vitality and viability of town and other centres as important places for communities
- Raise the quality of life and environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst protecting the open countryside for the benefit of all.

PPS4 promotes the vitality and viability of town and other centres as important places for communities.

Local Authorities should:

1. Assess the overall need for land and floorspace for 'economic development' over the plan period.
2. The existing and future supply of land available for economic development should be assessed, ensuring that existing site allocations are reassessed against the policies in PPS4.

Local authorities should ensure that the development plan:

1. Sets out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth identifying priority areas with high level of deprivation that should be prioritised for regeneration investment.
2. Support existing business sectors and new or emerging sectors likely to locate in the area
3. Promotes the expansion of clusters or networks of knowledge driven or high technology industries.
4. Makes the most efficient and effective use of land, prioritising previously developed land and which reflects the locational requirements of businesses.
5. Identifies, protects and promotes key distribution networks, and locates or co-locates developments which generate substantial traffic movements in sustainable locations.
6. Plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary provides advice on phasing and programming of development
7. Identify a range of sites to facilitate a broad range of economic development, including mixed use. Existing site allocations should not be carried forward from one version of the development plan to the next without evidence of need and reasonable prospect of a site being used for the allocated economic use.
8. Encourage new uses for vacant or derelict buildings, including historic buildings
9. Consider how sites for different business types can be delivered.

Planning for Economic Development in Rural Areas

Local planning authorities should ensure that the countryside is protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure that it may be enjoyed by all.

In rural areas, local planning authorities should:

1. Strictly control economic development in open countryside away from existing settlements, or outside areas allocated for development in development plans.
2. Identify local service centres and locate most new development in or on the edge of existing settlements where employment, housing (including affordable housing), services and other facilities can be provided close together
3. Support the conversion and re-use of appropriately located and suitably constructed existing buildings in the countryside (particularly those adjacent or closely related to towns and villages) for economic development
4. Set out the permissible scale of replacement buildings and circumstances where replacement of buildings would not be acceptable

5. Seek to remedy any identified deficiencies in local shopping and other facilities to serve people's day to day needs and to help address social exclusion
6. Set out criteria to be applied to planning applications for farm diversification, and support diversification for business purposes that are consistent in their scale and environmental impact with their rural location
7. Where appropriate, support equine enterprises , providing a range of suitably located recreational and leisure facilities and the needs of training and breeding businesses that maintain environmental quality and countryside character.

Planning for Tourism in Rural Areas

Local authorities should

1. Support sustainable rural tourism and leisure developments that benefit rural businesses and communities and visitors.
2. Support the provision and expansion of tourist and visitor facilities in appropriate locations where needs are not met by existing facilities in rural service centres
3. Locate tourist and visitor facilities in existing or replacement buildings, particularly when they are located outside existing settlements.
4. Recognise that in areas statutorily designated for their natural or cultural heritage qualities, there will be scope for tourist or leisure related developments

Core Strategic Messages

In order to achieve the Government's main objective of sustainable economic growth the Core Strategy must plan for the needs of 'economic development' which includes B use classes and non B employment uses. .

PPS4 also sets out the requirements for local authorities in achieving the vitality and viability of town centres. The town centres key issue paper examines the key considerations for the Core Strategy in relation to town centre vitality and viability.

With regards to employment the Core Strategy should plan effectively for the needs of 'economic development' which takes into consideration projected land and premises requirements for B use classes and non B uses. In this respect suitable land should be made available in sustainable locations to meet this need. In meeting land and floorspace requirements suitable, sustainable sites should be provided to meet the needs of businesses in the plan area and for those that can be attracted during the plan period. A range of sites should be provided to facilitate a broad range of economic development which will include B and non B use classes.

In addition to identifying land supply the Core Strategy will need to ensure that sufficient land is delivered during the plan period to meet the needs of economic development. In relation to strategic sites such as Bournemouth Airport Business Park and Ferndown Industrial Estate a suitable package of transport infrastructure must be identified which includes facilitating access by sustainable modes other than the car. Additionally, future employment development should be achieved within environmental limits which avoids or minimises factors which contribute to climate change and adverse impacts on sensitive habitats.

The vision for the Core Strategy should reflect an economic vision for the area which promotes sustainable economic growth and encourages investment, particularly for areas of deprivation.

The Core Strategy also needs to establish a vision for the rural economy which protects its intrinsic character, diversity of landscapes, heritage, wildlife and natural resources. In this respect the Core Strategy should direct development to existing centres or on the edge of existing settlements where employment, housing, services and facilities can be provided close together. It is also important to determine the scale of replacement buildings and circumstances where replacement buildings will not be acceptable.

The Core Strategy will also need to address the issue of rural diversification in terms of the criteria to be applied to planning applications for farm diversification.

The Core Strategy will also need to address rural tourism in terms of supporting sustainable tourism and leisure developments that benefit rural communities and visitors and ensures that tourist and visitor facilities are located in appropriate locations where needs are not met by existing facilities. Within the Core Strategy area there are areas that are statutorily designated for natural and cultural heritage qualities which will need to consider the scope for tourist and leisure related development. This issue is explored in detail within the Tourism key issue paper.

Residential uses are an important element in town centre schemes, particularly above ground floor retail and other town centre uses. The Core Strategy will be looking at which areas are suitable for higher density housing and town centres have been identified as appropriate areas in view of their accessible locations which accords with wider aims of sustainability. Recognises that new ways of working such as live/work or use of residential properties for home working have an impact on spatial planning which should be considered when planning for economic development. This issue has been explored in the Sustainable Economic Growth Key Issues Paper. The Employment Land Review will address the issue of whether sites allocated for employment use are still required or whether they can be released for alternative uses.

Table 2.17

National Planning Policy
PPS 9 Biodiversity and Geological Conservation (2005)
<p>Analysis</p> <ul style="list-style-type: none"> • Re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used, but where sites have significant biodiversity or geological interest, this should be retained or incorporated to the development. • Development proposals provide many opportunities for building in beneficial biodiversity or geological features as part of good design

Core Strategic Messages

The importance of using previously developed land for new development and ensuring the retention of biodiversity within developments is stressed. This will be addressed in the promotion of sustainable locations for new housing and Core Strategy policies relating to design and landscape.

Table 2.18

National Planning Policy

PPG13 Transport (2001)

Analysis

- Housing should be accommodated principally within existing urban areas. Higher density development should be located in areas which are accessible by public transport, walking and cycling.
- In rural areas, local services centres should be the focal point for housing, transport and provision of other services.
- Housing development should be located in close proximity to jobs, shops and public transport services.
- To promote more sustainable residential environments the inefficient use of land should be avoided (less than 30dph).
- Development which makes more efficient use of land (30-50dph) in accessible locations is encouraged.

Core Strategic Messages

The Core Strategy will need to ensure that housing is located in accessible locations. Higher densities can be achieved in areas well served by public transport and other essential amenities. Any density policy will need to take account of this advice.

The Core Strategy should seek to ensure that employment sites are well connected by public transport and can, where possible, be accessed by walking and cycling.

The development of strategic employment sites such as Blunts Farm (Ferndown) and the airport business park have implications for the Strategic Road Network (A31T) and the A338 / B3073. These must be carefully considered as a part of a sustainable strategy. In order to bring forward further development at strategic sites such as these improvements in transport infrastructure are required.

Table 2.19

National Planning Policy

PPS 22 Renewable Energy (2004)**PPS 23 Planning & Pollution Control (2004)****PPS 25 Development and Flood Risk (2010)****PPS: Planning and Climate Change: Supplement to PPS1 (2007)****Analysis****PPS22 Renewable Energy (2004)**

- Local Development Plan Documents may include policies that require a percentage of the energy to be used in new residential, commercial or industrial developments to come from on-site renewable energy developments.
- Small scale renewable energy schemes can be incorporated into new developments and some existing buildings. Examples of schemes include solar panels, biomass heating, small scale wind turbines and combined heat and power schemes.

PPS23 Planning & Pollution Control (2004)

- Pollution issues should be taken into account when considering new development – the impact on the quality of air, water and land.
- A balanced approach is required which addresses the risk of pollution whilst recognising the benefits of recycling previously developed land.

PPS25 Development and Flood Risk (2010)

- The flood risk implications of development proposals must be assessed through the development plan process.
- A sequential approach must be adopted for new housing and commercial development, avoiding inappropriate development in areas at risk of flooding.
- Where possible effective flood risk mitigation packages should be assembled to help to ensure key sites are brought forward for new development.

PPS: Planning and Climate Change: Supplement to PPS1 (2007)

- Climate change considerations should be integrated into all spatial planning concerns.
- New development should be planned to minimise future vulnerability in a changing climate
- Local Planning Authorities are required to deliver sustainable patterns of urban growth and rural developments that help to secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, which overall, reduce the need to travel, especially by car. (The difficulties this presents in rural areas are recognised).

Core Strategic Messages

The Core Strategy will determine broad locations for housing, employment and retail development which will be informed by the Level 1 and 2 Strategic Flood Risk Assessments undertaken for the districts. Residential development as a 'more vulnerable' use is in appropriate in areas of high flood risk which is a particular issue in Christchurch. Subject to passing the sequential test there is more flexibility for 'less vulnerable' uses which include some employment uses which could be considered in areas affected by higher flood risk.

There will be policies for sustainable development, energy and water efficiency, renewable and low carbon energy, flood risk and coastal erosion. The Core Strategy will recognise the need to mitigate and adapt to climate change in locating new development away from areas of highest risk and incorporating design measures which ensure resilience to the consequences of more extreme weather and climatic conditions.

There are significant flood risk implications for development in the Airport North West Business Park which need to be addressed where possible through the design of appropriate flood defences. Woolsbridge Industrial Estate in East Dorset is also affected by flood risk with the only access through and into the site affected by flood zones 2 and 3. The implications of this will need to be assessed to minimise flood risk and to enable further development that may come forward within the estate.

Table 2.20

Raising the Game: Economic Development Strategy 2005 – 2016.

Bournemouth, Dorset and Poole Multi Area Agreement July 2008

Analysis

The Bournemouth, Dorset and Poole Economic Partnership produced an economic strategy for the sub region entitled '*Raising the Game: Economic Development Strategy 2005 – 2016*'.

The strategy sets out a vision for the sub region:

'to develop a thriving, competitive business environment that delivers better quality employment opportunities and a better quality of life for local people in Bournemouth, Dorset and Poole'. 'Raising the Game' identifies a number of issues affecting the sub region which should be addressed through the local development frameworks of the respective authorities which include:

- Not sufficiently recognised by regional agencies as a driver for economic growth
- Not as productive as we should be
- A relatively low wage economy

- Experiencing significant skills gaps and shortages what may be made worse by a rapidly ageing population and out migration of young people.
- One of the least affordable sub-regions in terms of the ratio of house prices to incomes
- Coming under increasing pressure from the business community to enhance the region's infrastructure, facilities and services so that it remains an attractive location for investment;
- Striving to tackle the causes of multiple deprivation in both urban and rural areas.

Raising the Game identifies key priorities to address the issues set out above which require co-ordinated action on a sub regional level.

- To improve physical infrastructure and transport connectivity
- To increase the provision of affordable housing for key workers
- To raise skills and workforce development
- To improve business competitiveness, enterprise and innovation
- To improve effective partnership working

In July 2008 the Bournemouth, Dorset and Poole authorities signed a Multi Area Agreement which takes forward the aspirations of the Bournemouth, Dorset and Poole Economic Partnership strategy. The Muliti Area Agreement sets out a successful transition to a more strongly performing economy within environmental means including; a high value engineering sector; a nationally and internationally significant concentration of financial and business sectors; a world class higher education presence; attractive environment for young people; more efficient use of land in urban areas; cluster of newly emerging environmental technologies; sustainable, reliable and efficient transport systems; widespread broad band; business driven airport capable of sustaining a green technology business park; competitive sea ports; an Olympic legacy; and greater inter-regional co-operation and international links.

Core Strategic Messages

The Core Strategy can assist in indentifying sufficient employment land on sites with the necessary locational attributes to attract business activity which contributes to raising levels of productivity and the creation of high quality employment opportunities. This should be undertaken in partnership with other South East Dorset authorities that will collectively meet requirements for employment land and premises.

A key element of attracting and retaining skilled workers will be through the provision of suitable and sufficient and affordable housing in high quality environments with the provision of a range of community facilities.

The Multi Area Agreement process is providing more detail regarding the range of business activity to be attracted to the sub region which needs to be considered in relation to the plan area.

Table 2.21

Heathland Mitigation

<p>The Dorset Heathlands Interim Planning Framework 2010 / 11</p>
<p>Analysis</p> <p>To mitigate the harm caused by recreation to the protected Dorset Heaths, the Dorset Heathlands Interim Planning Framework (2007-2009, extended 2010-2011) requires all residential development (of one unit net gain and above) within 5km of the heaths to contribute a financial sum to a joint projects fund managed by the five partner Councils (including Christchurch and East Dorset). This approach is expected to continue in some form under the emerging Joint Development Plan Document which will replace the Interim Planning Framework. Provision of Suitable Alternative Natural Greenspace (SANGs) is one form of mitigation measure aimed at relieving pressure on protected heaths. Research conducted to inform the DPD argues that alternative sites should offer conditions similar to those users would find on the heaths e.g. large natural and relatively wild open spaces with the freedom to let dogs of the lead (source: <i>Access Patterns in South-east Dorset. The Dorset Household Survey 2008: Consequences for Future Housing and Greenspace Provision</i>, Footprint Ecology, December 2008). Formal open spaces and recreation facilities are highly unlikely to sufficiently replicate essential heathland features, and therefore will not provide a dual function as SANGs</p>
<p>Core Strategic Messages</p> <p>The Core Strategy will need to set out a strategic approach toward heathland mitigation consistent with the Dorset Heathland Interim Planning Framework involving the maintenance of a heathland mitigation zone in particular in relation to mitigating the impact of new housing considered in the Core Strategy to 2027.</p>

Table 2.22

<p>Transport Infrastructure in South East Dorset, Development Contributions, Interim Planning Guidance (2009)</p>
<p>Analysis</p> <p>The South East Dorset authorities have adopted an interim policy on planning obligations and transport infrastructure which will lead to an interim document prior to the introduction of the Community Infrastructure Levy. It sets out the level of financial contributions to be sought from development and be used to implement the transport strategies in the Local Transport Plan and Development Plan Documents.</p>
<p>Core Strategic Messages</p> <p>The guidance will provide information on the funding of the proposals set out in the Core Strategy and will form part of the Implementation Plan</p>

Table 2.23

South East Dorset Local Transport Plan 2006-2011

Dorset Local Transport Plan 2006-2011

Analysis

Local Transport Plan 2 Reviews for Rural Dorset and South East Dorset 2008:

The key actions for both plans, which are focused around the Local Transport Plan shared and local priorities, are as follows

Road Safety and Health

- Continue the route management approach as a key process in meeting road safety targets.
- Review annually all schemes for which major engineering solutions have been put forward in the past and consider the adoption of lower cost solutions where these would be appropriate and effective.
- Continue to develop priority assessment and bring forward schemes that meet road safety targets.
- Target the most vulnerable groups for road safety education.

Accessibility

- Improve the long term planning and modernise the procurement of public transport services.
- Develop and expand demand responsive and other innovative bus services in rural areas.
- Work with existing operators to develop and strengthen conventional public transport services.
- Clarify the cycling strategy to feed into Local Development Frameworks and the next Local Transport Plan with priority given to the CONNECT2 projects.
- Continue the development of the North Dorset Trailway and its extension into East Dorset.

Congestion

- Develop stronger quality partnerships and punctuality improvement partnerships to deliver public transport.
- Review the bus quality partnerships in South East Dorset, particularly in the context of the Multi Area Agreement.

- Produce an Intelligent Transport Systems Strategy with Bournemouth and Poole and implement a joint network traffic control centre by 2011.
- Develop a motorcycle strategy to inform the next Local Transport Plan.

Air Quality

- Improve air quality monitoring and trial real-time monitoring equipment linked to network traffic control systems.

Environment

- In developing the Local Transport Plan improvements programme take into account the need to meet national and local climate change targets and the Nottingham Declaration.

The Way Forward

The County Council should continue to develop Local Transport Plan policies and programmes around the need to meet existing Local Transport Plan targets but with greater emphasis given to those coming forward through the Local Area Agreement process. A clear long term transport vision for ‘Greater Dorset’ should form the back-bone of the next Local Transport Plan (Local Transport Plan 3) which will be prepared during 2010/11. This will be informed by the need to achieve more effective utilisation of our transport networks and the encouragement of more sustainable means of transport.

Close working with partner district and borough councils will ensure synergy between the Local Development Framework transport strategies and the next Local Transport Plan. It is proposed to integrate consultation where feasible on Local Transport Plan 3 with the transport input to the Local Development Frameworks. Bournemouth, Poole and Dorset should maximise the opportunities of the Local Area Agreements and Multi Area Agreements to raise the profile of transport across the conurbation and improve partnership working.

Core Strategic Messages

The local authorities are currently working together to integrate and align Local Transport Plan 3 with Local Development Frameworks. A transportation scheme list common to Local Transport Plan 3 and the Local Development Framework will be developed containing strategic major schemes through to the smaller Local Transport Plan schemes. This list will be contained in the Local Transport Plan and the Core Strategy will make reference to it. The strategic transport schemes and the Prime Transport Corridors will be included in the Core Strategy.

Local Transport Plan 3 will cover the whole Multi Area Agreement area, i.e. Bournemouth, Poole and Dorset

Table 2.24

Local Policy

Borough of Christchurch Local Plan 2001

Analysis

Housing:

Policy H1 Provides for an increase of 2,000 net dwellings between 1994 and 2011. This target has already been met as a total of 2437 units have been completed between 1994 and 2009.

Policies H2, H3, H4, H5, H6, H7 allocate various small sites for housing. Some of these sites have been completed, accounting for 100 units in total. Of the 4 outstanding sites, 3 have planning permissions which have not yet been implemented. There is only one site where there has not been any progress – a small site allocated for 4 units.

Policy H8 Requires at least 30% affordable housing on sites of 15 or more dwellings and sets out criteria for its provision.

This will be replaced by a revised policy with a lower threshold and seeking a higher proportion of provision, referring to the results of viability testing.

Policy H9 Seeks to protect the special character and amenity of the Chewton Farm estate area

The Borough Character Assessment includes this area within a Special Character Area. The Design and Landscape Key Issues Paper sets out the intention to review the Special Character Area designations and if necessary update them through Supplementary Planning Documents.

Policy H11 Resists the loss of residential accommodation in the town centre area.

This issue will be dealt with in the Town Centres Key Issues Paper.

Policy H12 Sets out criteria for residential infill development and redevelopment

This issue will be dealt with in the Design and Landscape Key Issues Paper.

Policy H13 Sets out criteria for replacement dwellings in the Green Belt

Policy H14 Sets out criteria for extensions to existing dwellings in the Green Belt.

These issues may be too detailed for inclusion in a Core Strategy. Saved Local Plan policies and National planning policy guidance on Green Belt will provide the necessary policy.

Policy H16 Requires design of new development to take into account need for security and crime prevention.

This issue will be addressed in the Design and Landscape paper

Policy H17 Sets out criteria for proposals for gypsy & traveller sites.

The Core Strategy will contain a criteria policy for the location of gypsy and traveller sites.

Policy H18 Seeks to control development of new residential caravans or mobile homes or extensions of such sites.

Too detailed to include in Core Strategy. The saved Local Plan policy will provide the necessary policy guidance for this issue until the appropriate Supplementary Planning Document is progressed.

Employment:

Local Plan policy E11 relates to the protection of existing industrial employment sites and states that:

'In order to preserve the availability of employment-generating land and buildings, planning permission involving the loss of existing industrial and commercial uses, including those within use classes B1, B2 and B8, will not be permitted unless they are situated in residential areas causing environmental and amenity problems to the locality'.

Airport Policies

Policy E15 states that land within the boundaries of the airport is identified for a comprehensive or redevelopment scheme for employment uses (B1, B2 or B8). The policy allows development subject to the approval of a comprehensive brief to guide future development which will include:

1. A programme for the phased release of development land
2. The sequence of on-site/off-site infrastructure improvements
3. The timing of highway/transport improvements which shall include improvements to the B3073 county distributor road between Parley Cross Roads and Blackwater Junction, The provision of a link road to the A338 Bournemouth/ Ringwood spur road, the closure of the existing access onto Matchams Lane and provision for cyclists and public transport.
4. Where appropriate measures to protect neighbouring sites of special scientific interest.

Land with airside access shall predominantly be used for aviation-related activities requiring such a facility.

Upon the adoption of the Local Plan in 2001 it was considered that prior to the implementation of E15 limited development could come forward in the short term with improvements to the existing highway network. Prior to the approval of any further development the council will therefore need to be satisfied that the existing highway network has the capacity to cater for the increase in traffic flows with the provision of any necessary highway improvements and that no unacceptable pressure is placed on the local environment.

‘Limited development for either employment uses, use classes B1, B2 and B8, or operational airport activities shall be permitted at Bournemouth International Airport providing that the development does not prejudice the implementation of policy EI5’.

Policy EI5 will be satisfied through the preparation of the Core Strategy and Airport Supplementary Planning Document.

Retail Centres:

The plan seeks to support and protect the vitality and viability of the town centre, local centres and public houses in Christchurch. The following policies relate to town centre development:

- **Policy ES1** sets out criteria under which new shopping and leisure development located outside the core, secondary and local shopping areas will be permitted. This policy is aimed at concentrating retail/leisure development in the town centre.
- **Policy ES2** restricts the change of use from retail premises to non-retail within the Primary Shopping Cores.
- **Policy ES3** prohibits the change of use of non-retail premises in the secondary core to uses other than A2, A3, D1 and D2.
- **Policy ES4** seeks to protect retail uses in local centres.
- **Policy ES5** concerns the development of land west of the High Street in Christchurch.
- **Policy ES8** sets out the criteria for development of land adjoining the Royalty Inn in Christchurch
- **Policy ES10 seeks** to protect the loss of public houses in the Borough.

The primary shopping cores identified at Bargates, the Town Centre, Saxon Square and Highcliffe emphasise the retention of retail uses (Policy ES2). From regular monitoring it appears that this policy has been successful in maintaining a strong retail presence essential to the vitality and viability of the centre, as the level of non-A1 units has not changed significantly in the last 4 years. Also monitoring shows that the present level of retail outlets across the Borough is sufficient to serve current local needs. However, projected population growth and expenditure over the plan period requires the provision of additional A1 comparison floorspace as set out in the 2008 Nathaniel Lichfield and Partners retail study.

Core Strategic Messages

The detail contained in some of the ‘development management’ housing policies may not be appropriate for a Core Strategy nor the small size of many of the housing allocation sites. As well as the issues identified above the Core Strategy policy will address issues such as the type and size of housing which are not covered in the Local Plan and will deal with strategic allocations.

The Core Strategy will need to ensure the availability of sufficient land to meet housing and employment requirements informed by the strategic housing land availability assessment and the employment land review.

The Core Strategy will need to ensure that sufficient employment land is provided in the plan area to meet projected requirements for traditional B use class employment and anticipated demand for employment uses within Non B use classes.

The Core Strategy will also establish an employment vision for the Airport Northern Development Zone which will be accompanied by a package of transport infrastructure improvements. Further detail will be established through the Airport Supplementary Planning Document dealing with issues such as design and the phasing of development.

In order to maintain the vitality and viability of retail centres in Christchurch the Core Strategy will need to identify projected requirements for future retail floorspace and the broad location for new retail development to 2027.

Table 2.25

Local Policy
East Dorset District Local Plan (2002)
<p>Analysis</p> <p>Housing:</p> <p>Policy HSUP1 requires the provision of 4,400 new dwellings to be built between 1994 and 2011.</p> <p>Policy HSUP2 phases development so that brown field sites and affordable housing are given priority.</p> <p>Policy HSUP3 safeguards six sites from development until a review of the Local Plan.</p> <p>This is part considered within the Green Belt Key Issues Paper.</p> <p>Policy HODEV1 sets out where housing development is acceptable in the District i.e. within the urban areas and Village Infill Envelopes.</p> <p>Policy HODEV2 provides detailed criteria to assess the suitability of housing development within the urban areas and Village Infill Envelopes.</p> <p>Policy HODEV3 provides criteria for the development of elderly persons' accommodation, rest and nursing homes.</p> <p>Policy HODEV4 sets out criteria for the extension of existing dwellings.</p>

Policy HODEV5 sets out criteria for the provision of affordable housing. This issue is considered in the Affordable Housing Key Issues Paper.

Policy HODEV6 sets out what is required to deliver exceptions sites for affordable housing. This issue is considered in the Affordable Housing Key Issues Paper.

Policy HODEV7 identifies land at Mannington Park as a gypsy caravan site.

Policy HODEV8 sets out criteria for the consideration of new gypsy and caravan sites.

Policy FWP1 allocated 60 dwellings at Green Worlds, Ferndown.

Policy WIMCO1 allocated 15 dwellings at Victoria Road/Old Road, Wimborne.

Policy WIMCO4 allocates 60 dwellings at Brook Road, Wimborne.

Policy V1 allocates 111 dwellings at Aggis Farm, Verwood.

This site is now compromised by its proximity to protected heathlands, meaning that only a small area could now be developed.

Policy V2 allocates 70 dwellings at Hainault Farm, Verwood. This site is now compromised by its proximity to protected heathlands.

Policy V6 identifies a mixed use development opportunity which could include residential.

Policy CHASE5 allocates a small site for housing in Gussage St Michael. This area is now partially compromised by an identified flood risk.

Policy CHASE6 identifies 0.8 hectares of land for residential development in Sixpenny Handley.

Policy CHASE7 identifies 0.5 hectares of land for residential development in Sixpenny Handley.

Employment:

Policy INDEV1 of the East Dorset Local Plan (adopted Jan 2002) relates to industrial development and states:

'industrial development will be permitted within the limits of the established industrial estates at Ebblake; Brook Road (Wimborne); Ferndown; Riverside (Wimborne); Stone Lane (Wimborne); Baillie Gate (Sturminster Marshall); Uddens; Gundrymoor and Woolsbridge, as defined on the proposals map, development and redevelopment for the same uses within established sites for business (Use class B1), general industry (B2), and warehousing (B8) will likewise be permitted.'

The relocation of existing industrial uses will be sought under policy INDEV2 where they generate amenity impacts inappropriate to the character or amenity of the local area.

Policy FWP2 allocates 8.48 Ha of land to the east of Cobham Road at Ferndown Industrial Estate to be developed for B1, B2 and B8 uses, subject to the creation of a water drainage system (policy FWP3) to avoid accidental pollution of Uddens Water.

Retail Centres:

- **Policy SHDEV1** supports the development of shops in use classes A1, A2 and A3 within the town centres, where they do not result in a detrimental impact on the environment and amenities of the centre.
- **Policy SHDEV3** concerns limiting the uses of retail warehouses which could otherwise impact and harm town centres.
- **Policy SHDEV4** concerns the siting of retail warehouses only on employment land.
- **Policy SHDEV5** concerns the provision and restrictions on where to site hot food takeaways and restaurants.
- **Policy SHDEV6** considers the provision of small scale local shops in residential areas in urban areas and within village envelopes.
- **Policy SHDEV7** concerns the provision of farm shops.
- **Policy SHDEV8** seeks to protect the loss of village shops, public houses and community facilities in rural areas.

Core Strategic Messages

The detail contained in some of the ‘development management’ housing policies may not be appropriate for a Core Strategy nor the small size of many of the housing allocation sites. As well as the issues identified above the Core Strategy policy will address issues such as the type and size of housing which are not covered in the Local Plan and will deal with strategic allocations.

The Core Strategy will need to ensure the availability of sufficient land to meet housing and employment requirements informed by the Strategic Housing Land Availability Assessment and the Employment Land Review.

The Core Strategy will need to determine the broad location of future employment development within the East Dorset employment land portfolio. This will also need to consider the range of employment uses which will be permitted on these sites and whether this will extend to Non B employment uses.

Table 2.26

Local Policy

Christchurch Borough Council Corporate Plan 2008-2012

East Dorset District Council Corporate Plan 2010-16
<p>Analysis</p> <p>Housing</p> <ul style="list-style-type: none"> • Improve the quality and availability of housing. • Improve the condition of private sector stock <p>Employment:</p> <ul style="list-style-type: none"> • TR1 Encourage the use of a variety of sustainable and fuel efficient modes of transport to reduce congestion • TR2 Implement Local Transport Plan schemes on time and on budget • BT1 Develop robust plans to support the creation of business and employment opportunities • BT2 Increase the level of business activity in the Borough • BT4 Support expansion at the Airport which promotes economic growth and mitigates environmental impacts.
<p>Core Strategic Messages</p> <p>Increasing the supply of high quality sustainable housing is a key priority. Other themes include providing an appropriate type of housing and sustainable construction.</p> <p>The Core Strategy will need to address requirements for strategic transport infrastructure improvements across the plan area to enable anticipated growth to come forward during the plan period. BT1 and BT2 relate to the provision of suitable land and premises to meet the needs of local business. The Core Strategy will also establish the employment vision for the airport and infrastructure requirements that can be delivered within environmental limits.</p>

Table 2.27

Local Policy
East Dorset District Council Corporate Plan 2010-2016
<p>Analysis</p> <p>The Plan sets out five Strategic Objectives:</p>

1. To promote thriving communities that are well served, healthy and safe with a strong local identity.
2. To promote a successful local economy.
3. To manage and safeguard the natural and built environment for the benefit of current and future generations.
4. To improve the quality and availability of housing.
5. To ensure the efficient and cost effective use of resources.

Core Strategic Messages

The Core Strategy should focus on meeting the needs of the local communities, whether this be to manage and safeguard the environment, or increase the supply of housing and employment opportunities.

Table 2.28

Local Policy

Christchurch Community Plan 2007-2010

East Dorset Sustainable Community Strategy 2008

Shaping our Future: The Community Strategy for Dorset 2007 - 2016

Analysis

Housing:

- Affordable housing is identified as a priority in all the community plans.
- East Dorset’s community plan identifies a key issue of balancing development pressures with the need to protect sites of environmental importance.
- Encourage the development of a sufficient number and type of housing within the partnership area which allows the area to flourish.
- Housing must be appropriate and meet the needs of those who need support and care to stay in their homes.
- Increased investment to deliver new schemes, also in appropriate physical and social infrastructure linked to new developments.
- Housing development should incorporate sustainable building materials, energy and use of resources leading to zero carbon development.
- New buildings to use where possible local builders and architects to support the local economy

Employment

- Improve the perception of Dorset as a place to do business
- Improve infrastructure to support sustainable development including promotion of live/work opportunities
- Reduce the number of people not engaged in employment, education or training.
- Seek the release of land for employment in locations that will encourage shorter journeys to work and help reduce carbon emissions
- Develop a skilled workforce which can respond to the needs of employers and take into account the changing demographics of Dorset
- Enhance the performance of key business sectors including advanced engineering, marine, aerospace, care, food and drink, tourism, and creative industries
- Ensure local benefits are achieved from European and regional development programmes
- Support the innovation and development of low carbon sectors, including environmental technologies such as renewables.

Retail Centres:

- The need for flood defences to reduce risk in Christchurch town centre
- The provision of suitable open space and recreational facilities
- The provision of transport infrastructure improvements to improve access and reduce congestion to the town centres.
- The need to promote the use of more sustainable modes other than the car to reduce harmful emissions and congestion.
- The need for town centre enhancements to improve town centre environments to enhance their vitality, viability and accessibility.

Transport:

- An improved transport infrastructure for Dorset
- A range of safe, efficient and fair access solutions which encourage greater use of alternatives to the car
- Access solutions based on the needs of individuals and communities
- Effective public transport through a range of providers
- More equal access to appropriate service provision across the County.

Core Strategic Messages

Increasing the supply of high quality sustainable housing is a key priority for both authorities.

The Core Strategy can assist in identifying sufficient employment land on sites with the necessary locational attributes to attract business activity which contributes to raising levels of productivity and the creation of high quality employment opportunities. This should be undertaken in partnership with other South East Dorset authorities that will collectively meet requirements for employment land and premises. Reducing the need to travel and encouraging shorter journey will also need to be taken in to account.

The Core Strategy will seek to ensure that future development is accompanied by the necessary improvements in transport infrastructure and public transport services and that standards of sustainable construction and renewable energy are adopted for commercial development to minimise the impact of new development upon climate change.

A key element of attracting and retaining skilled workers will be through the provision of suitable and sufficient affordable housing in high quality environments with the provision of a range of community facilities.

Table 2.29

2.93 Core Strategic Messages

2.94 Overall:

- The Core Strategy should ensure a sustainable pattern of development.
- New development should avoid / minimise its impact upon climate change through sustainable construction, provision of renewable energy and increased accessibility by sustainable modes other than the car.
- There are number of sensitive habitats in Christchurch and East Dorset and future development should avoid / minimise any adverse impacts.
- Direct development away from high flood risk areas.
- There is a need to reduce carbon emissions and this could be done by locating development close to existing amenities and public transport services, in particular Prime Transport Corridors.

2.95 Transport:

- A shift to more sustainable, low carbon modes is required and improvements to public transport, walking and cycling would not only improve accessibility for all but would improve activity levels and thus reduce levels of obesity.
- Poor links inhibit trade between South East Dorset, the south west and south east regions. The Core Strategy will need to identify important routes into the area and, with the Local Transport Plan, establish a mechanism for their improvement. The A31 and the parallel Weymouth to Waterloo railway line are the only recognised regional routes within the two areas.
- Bournemouth Airport provides access to other parts of the Country as well as other Countries. This facility helps support the economy of the area.
- Improvements in accessibility to strategic employment sites such as Ferndown and Bournemouth Airport are required to facilitate sustainable economic growth of the south east Dorset sub region.
- There is a need to reduce congestion especially in areas where this has an impact on the economy and on residential amenity.
- The existing network must be managed to reduce transport demand through a corridor management approach. Travel plans and car parking strategies can assist in reducing demand. The reduction in demand will reduce congestion, improve accessibility and will furthermore reduce carbon emissions.
- The difficulties of accessibility in rural areas are recognised but there it is still necessary to make improvements.

- Strategic transport improvements must be identified and included in the Core Strategy and the Local Transport Plan.
- The Core Strategy will need to address the potential impact of transport policies upon biodiversity and habitats.

2.96 Housing:

- Ensure a sufficient supply of market and affordable housing to meet national and local targets and evidence of need and demand.
- Deliver an appropriate mix of house sizes and tenures of good design in accessible locations close to existing services, facilities and public transport
- Locations where higher density housing can be achieved most successfully need to be identified. Areas that are well served by public transport and other essential amenities have been identified as appropriate areas, which accords with the wider aims of sustainability.
- The location and design of new housing must take into account the need to mitigate and adapt to climate change and the Government's target for all new homes to be carbon neutral by 2016 through sustainable construction, provision of renewable energy and increased accessibility to essential amenities by modes of transport other than the car.
- A sequential approach for new housing should be adopted, avoiding inappropriate development in areas at risk of flooding.

2.97 Employment:

- The Core Strategy must consider the potential polluting nature of economic development and associated impact on sensitive habitats and health for development in areas close to housing.
- In relation to flood risk a sequential approach must be applied to development proposals for 'economic development'. Where possible flood risk mitigation packages should be assembled to help ensure key sites such as the Airport Business Park are brought forward for development. This is examined further in the Climate Change key issue paper.
- The Core Strategy must plan for the needs of economic development which includes B use classes, and employment uses within Non B use class.
- Sufficient land should be provided in sustainable locations with the appropriate locational attributes to meet the needs of businesses in the plan area and those that can be attracted during the plan period.
- Employment land supply in Christchurch and East Dorset will contribute to projected requirements for South East Dorset.
- Land requirements for 'economic development' should be balanced against providing sufficient land to meet housing needs.
- The Core Strategy needs to ensure that the necessary infrastructure is put in place to ensure that land can come forward for economic development. This is particularly significant for strategic employment sites such as Bournemouth Airport Business Park and Blunt's Farm, Ferndown.
- The development of these strategic sites has implications for the capacity of the A31T and the A338 / B3073 and suitable transport infrastructure needs to be put in place to mitigate this impact.
- Employment development outside of town centres should not have an adverse impact on their vitality and viability, in particular Poole and Bournemouth town centres.
- Employment development in rural areas must protect its intrinsic character, diversity of landscapes, heritage, wildlife and natural resources.
- Employment development in rural areas should be directed to existing centres or the edge of existing settlements where employment, housing and services and facilities can be provided close together.

2.98 Retail Centres:

- Recognise that there is an unmet retail demand.
- Focus development in and plan for the expansion of existing centres
- Identify a hierarchy and network of centres
- Consider the future needs and capacities of the town centres
- Recognise the role of rural market towns as the main service centre in the rural area – encourage regeneration, strengthen role as a rural centre, enhance the vitality and viability.

3 Identification of Issues

3.1 This section considers the validity of the issues raised in the Issues and Options consultation and how appropriate they are for continued consideration by the Core Strategy. This section also considers any additional issues identified through stakeholder responses and the evidence base and through recent changes to national policy. The section concludes with a consolidated list of Key Issues for the development of preferred options in Section 4.

3.2 Issues raised through the Issues and Options Consultation undertaken in March – April 2008

SS1 What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?

3.3 Preferred Options to address this issue will be set out in the Core Strategy under the following issues:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change? (Core Strategy, Key Strategy)
- Issue: How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

SS2 Do you believe that the existing settlement service and employment functions should stay as the focus for their future, or be widened?

3.4 Preferred Options to address this issue will be set out in the Core Strategy under the following issues:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

SS3 In the light of the draft Regional Spatial Strategy policies which if any should apply?

- This issue is no longer relevant since the abolition of the RSS.

SS4 How do we ensure that development is focused towards the most sustainable locations within settlements?

3.5 Preferred Options to address this issue will be set out in the Core Strategy under the following issues:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: How do we ensure that the density of development is appropriate? (Core Strategy, Meeting Local Needs)

SS5 Have we identified all of the issues under this theme?

3.6 Consultation

3.7 A number of respondents raised the issue of the requirement to provide the necessary infrastructure to support new development and the need for key infrastructure to be in place prior to significant new housing development coming forward.

3.8 Response

3.9 The Core Strategy will set out an infrastructure development plan to accompany the level of development set out in the Key Strategy. The Core Strategy also sets out a developer contributions policy which in conjunction with other sources of funding will assist in delivering the plan.

3.10 Consultation

3.11 Other comments received concern the need to maintain the character of areas and minimising backland development. Concerns were also raised about flats potentially in unsuitable locations.

3.12 Response

3.13 This issue is considered in detail within the Housing Key Issue Paper and under issue 'Should we protect certain areas from increased redevelopment and infilling for any reason?' The Key Strategy will reflect the guidance set out in Planning Policy Statement 3 (PPS3) concerning the suitable location for housing. In particular the Key Strategy will reflect PPS3 criteria for identifying broad locations and specific sites which include:

- Evidence of current and future levels of need and demand for housing.

- Availability of suitable, viable sites for housing.
- Any physical, environmental, land ownership etc constraints e.g. flood risk.
- Options for accommodating new housing growth, including additional housing in established residential areas.
- Accessibility of proposed development to existing local community facilities, infrastructure and services, including public transport.

3.14 The broad location of development set out in the Key Strategy will also reflect Paragraph 49 of PPS3 which states, “Careful attention to design is particularly important where the chosen local strategy involves intensification to the existing urban fabric. However, when well designed and built in the right location, it can enhance the character and quality of an area. Successful intensification need not mean high rise development or low quality accommodation with inappropriate space. Similarly, in Conservation Areas and other local areas of special character where, if proper attention is paid to achieving good design, new development opportunities can be taken without adverse impacts on their character and appearance.”

3.15 The Christchurch and East Dorset Strategic Housing Land Availability Assessments (SHLAAs) have also examined the issue of urban intensification through higher housing densities. The 2008 and 2009 SHLAAs have concluded that design can overcome some character concerns and no areas should be excluded from redevelopment or infilling. Since the publication of the 2009 SHLAA a revised PPS3 has been issued (June 2010) which excludes private residential gardens from the definition of previously developed land. This provides local planning authorities with more power to resist ‘inappropriate’ development of garden land.

3.16 Consultation

3.17 The importance of protecting the environment and sensitive natural eco systems was identified. (EDDC Environment TAG)

3.18 Consultation

3.19 The assessment of the area is unsound. It is too simplistic. The area is more diverse with some substantial non-residential developments, such as Woolsbridge which perform an important role in providing local employment to the residents of West Moors, Three Legged Cross and Verwood. Woolsbridge is so substantial that it should be treated together with nearby towns/large villages as suitable for locally significant development (Policy B of the Regional Spatial Strategy). In this case, a developable area of 8-10 hectares of employment land could be provided. That is not regionally significant but it is locally significant. **A&R Developments (represented by Sibbett Gregory) Malcolm Brown**

3.20 Response

3.21 Now that the RSS has been abolished which identified an employment extension to 'the west of Ferndown' the Core Strategy is examining a range of options for new employment development in the Key Strategy and the 'Creating Prosperous Communities Chapter'. Options will be set out under the following issues:

- **Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)**
- **Issue: Are there any places where new employment sites should be provided in East Dorset? (Core Strategy, Creating Prosperous Communities Chapter)**

3.22 Consultation

3.23 Allow developments in dispersed settlements like Longham - create a proper community - shops for locals as well as Haskins A&R Developments (represented by Sibbett Gregory)

3.24 Response

3.25 Longham is a small village lying between Ferndown and Poole. It does not have a significant level of facilities within it, although residents can access these at the nearby towns. The village lies within a critical Green Belt gap. New facilities could only be provided if there was substantial residential development and this would significantly damage the gap and undermine a key purpose of the Green Belt. It is more appropriate to locate residents in places where facilities and services exist which can be further supported and where there is least impact on the Green Belt.

3.26 Consultation

3.27 The need for new employment areas in the Christchurch urban area was raised by one respondent.

3.28 Response

3.29 This issue is considered within the Key Strategy under issue:

- **Issue: 'Where and how much employment development should there be in Christchurch and East Dorset?'** (Core Strategy, Key Strategy)

3.30 Consultation

3.31 Consider the need to maintain the identity and separation of settlements. This can easily be lost if the strategy of continually adding to and infilling between existing settlements in the mistaken belief that this automatically constitutes sustainability is adhered to.

3.32 Response

3.33 The broad locations for development set out in the Key Strategy are informed by the criteria set out in PPS3 and Strategic Housing Land Availability guidance. Locations for development within the proposed new housing areas in Christchurch and East Dorset have been informed by extensive work undertaken by the Joint Strategic Authorities and Christchurch and East Dorset Councils. This has been further refined by master planning work undertaken by Broadway Malyan for Christchurch and East Dorset in examining the most sustainable locations for development to come forward. For Christchurch master planning work has been undertaken for land south of the railway line within the area of search originally identified in the RSS.

3.34 Consultation

3.35 The Agency supports the notion that a key consideration behind the settlement strategy will be access to employment, services and facilities without extensive reliance on car use. Whilst the issues raised by the Council are supported, the Agency would wish to see further evidence that the implications of settlement strategy options on the Strategic Road Network have been fully considered. In particular the Agency would wish to see acknowledgement at this early stage that, where development is shown to increase flows on the Strategic Road Network, the council will enforce measures to mitigate traffic increases and secure infrastructure improvements through developer funding. **(Highways Agency)**

3.36 Response

3.37 The Core Strategy and Key Strategy options are being informed by the outputs of the South East Dorset Multi Modal Study and more locally based studies such as the A35 Route Management Study. Strategic transport improvements emerging from these studies will be identified in the Core Strategy and the Local Transport Plan. The Core Strategy is establishing a developer contributions policy which will assist in the delivery of these improvements.

3.38 Consultation

3.39 The supporting text should further highlight the existing stress on the Strategic Road Network and the need to mitigate the forecast worsening of this situation through spatial planning. It needs to be made clear at this early stage that the settlement strategy is looking to develop areas where sustainable travel is good or has strong potential. Ideally development will be located where self containment can be encouraged in order to reduce the need to travel all together for certain activities. **(Highways Agency)**

3.40 Response

3.41 The issue concerning the sustainable and accessible location of development is addressed as part of the Key Strategy under the following **issue: ‘How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change?’**

3.42 Consultation

3.43 Carbon foot printing should be undertaken to inform the relative merits of different potential urban extension locations. There is an urgent need to drive down domestic CO2 emissions and at a rate faster than is currently being achieved to meet the scale and rapidity of cuts being put forward in scientific advice. The forthcoming climate change bill will set a key context. More could be done in planning development locationally to reduce future carbon emission potential.

3.44 Response

3.45 The Climate Change Key Issue Paper sets out options for compliance with the national programme for the implementation of the Code for Sustainable Homes and an intention to meet an emerging national programme for sustainable construction applicable to commercial development. Options are also set out within this paper in relation to the use of renewable energy technologies within new housing areas. Master planning work undertaken for new housing areas in Christchurch and East Dorset has refined options for consideration. This work has also examined the potential for use of renewables and consideration of differing standards for sustainable construction in working toward zero carbon development.

3.46 Consultation

3.47 Residential development is a significant carbon generator, from construction (the carbon produced in making the materials, their transport and the construction phase) and then its use. The construction carbon is likely to be similar irrespective of location and can be generically influenced by design and material sourcing standards. Use generated carbon can also be influenced generically by design standards (e.g. on heating) but is also likely to include a factor that varies by location. For example differences in travel generation (to work, school, facilities etc), water pumping and treatment requirements in different areas (drinking, foul and, in low lying areas, surface water) and other utility service provisions. In assessing the proposals these factors could be usefully accounted through carbon footprinting. **(Natural England)**

3.48 Response

3.49 The climate change key issue paper sets out options concerning standards for sustainable construction as referred to above.

3.50 Consultation

3.51 We are full up. We need to discourage retirement influx as it is adding too much pressure to the historic built and natural environment and quality of life.

3.52 Response

3.53 Christchurch and East Dorset are examining housing options which will ultimately identify preferred housing targets for each district which reflect local housing need and which can be accommodated within environmental and infrastructure limits. Housing provision is addressed in the Key Strategy under the following issues:

- **Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)**
- **Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)**

3.54 Core Strategy Chapter 6 sets out options for the Christchurch urban extension and chapters 8, 9, 10, and 11 examine further new housing location options for East Dorset.

3.55 Consultation

3.56 Greater emphasis upon rural diversification should be encouraged to support expanded communities **(The Dampney Trust (represented by Savills))**

3.57 Response

3.58 Options related to rural diversification are set out within the economy key issue paper and the Core Strategy 'Creating Prosperous Communities' Chapter.

3.59 Consultation

3.60 What is the public transport provision like in the various settlements? How is that shaping your settlement strategy and wider spatial approach? (GOSW)

3.61 Response

3.62 The Key Strategy is shaped by the accessibility of settlements in the plan area. **Issue: ‘How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change?’** sets out the approach to the location of development in accessible locations.

3.63 Consultation

3.64 Greater emphasis upon mixed use developments within the urban areas to provide for more housing within sustainable locations. In addition there should be more emphasis on developing existing employment opportunities at Bournemouth Airport (**Beagle Aerospace (represented by Savills)**).

3.65 Response

3.66 The Key Strategy sets out broad locations for the distribution of development including residential, employment and retail (informed by the Strategic Housing Land Availability Assessment (2009), Employment Land Review (2007) and Joint Retail Assessment (2008) which identifies potential for mixed use development. Options relating to the Airport are contained in the Airport Key Issue Paper.

New Issues Identified from the Evidence Base and Changes to National and Regional Policy

3.67 Regional Spatial Strategies have now been revoked which has significant implications for the Core Strategy and the Key Strategy in particular.

Housing

3.68 The South West Regional Spatial Strategy Incorporating the Secretary of State's Proposed Changes previously set out housing targets for Christchurch and East Dorset. The government now places an emphasis on meeting housing need through locally established housing targets. The Key Strategy must now examine options for the broad location and level of housing to be provided across the plan area to 2027 in order to meet local housing needs. Therefore, the Key Strategy now needs to address the following issues:

- **Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)**
- **Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)**

Employment Land

3.69 The Regional Spatial Strategy set out proposed employment land targets for the Poole and Bournemouth Travel To Work Areas. Since the revocation of the Regional Spatial Strategy employment land projections contained within the Bournemouth, Dorset and Poole Workspace Strategy (2008) have become the basis for local employment land requirements. It is now necessary to consult on the level and broad location of employment land to be accommodated across Christchurch and East Dorset over the plan period to 2027. This is addressed under the following issues in the Key Strategy:

- **Issue: Where and how much employment development should there be in Christchurch and East Dorset?** (Core Strategy, Key Strategy)

3.70 The issue of examining new sites for employment land provision in East Dorset is explored in the Core Strategy 'Creating Prosperous Communities' Chapter under the following issue:

- **Issue: Are there any places where new employment sites should be provided in East Dorset?**

Town Centre Hierarchy and Retail Floorspace Provision

3.71 Issues SS1 asked at Issues and Options asked about the focus for new development and SS2 asked about the range and general level of uses to be accommodated across settlements within the plan area which included retail. Following this consultation and in accordance with Policy EC3 of Planning Policy Statement 4 it is appropriate to define a network and hierarchy of centres and that choices will need to be made about which centres will accommodate growth over the plan period. Additionally, since the issues and options consultation, a Joint Retail Study (2008) has been produced which identifies future retail floorspace requirements for the districts and the level of future floorspace provision appropriate to our town centres. The following issues will be addressed in the Core Strategy Key Strategy:

- **Issue: What should the town centre hierarchy be for Christchurch?** (Core Strategy, Key Strategy)
- **Issue: What should the town centre hierarchy be for East Dorset?** (Core Strategy, Key Strategy)
- **Issue: Where and how much retail development should there be in Christchurch and East Dorset?** (Core Strategy, Key Strategy)

Settlement Hierarchy

3.72 Issues SS1 asked at Issues and Options asked about the focus for new development, SS2 asked about the range and general level of uses to be accommodated across settlements within the plan area and SS4 (options E, F and G) asked about the focus of facilities, employment and other forms of development. In consideration of responses received, national policy and the evidence base it is now possible to set out a clear option for a Settlement Hierarchy to apply to the plan area. The following new issue will be addressed through the Core Strategy Key Strategy.

- **Issue: What should the settlement hierarchy be across Christchurch and East Dorset?** (Core Strategy, Key Strategy)

Green Belt

3.73 The Regional Spatial Strategy previously identified limited changes to the general extent of the Green Belt to accommodate some new housing and employment development with fine boundary changes to be confirmed through the Core Strategy. Now that the Regional Spatial Strategy has been revoked it is necessary to set out the policy approach toward the Green Belt within the Core Strategy. The following new issue is identified in the Core Strategy Key Strategy.

- **Issue: What should the strategy be toward the location of future development and the Green Belt?**

Consolidated Issues

3.74 Preferred Options to address the following consolidated issues will be set out in Section 5 of this key issue paper. Sub issues including issues originally raised at Issues and Options addressed by the consolidated issues are also set out below.

Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)

- SS1 What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?
- SS2 Do you believe that the existing settlement service functions should stay the focus for their future, or be widened?
- SS4 How do we ensure that development is focused towards sustainable locations within settlements?

Issue: What should the strategy be toward the location of future development and the Green Belt? (Core Strategy, Key Strategy)

- SS1 What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?
- SS2 Do you believe that the existing settlement service functions should stay the focus for their future, or be widened?
- SS4 How do we ensure that development is focused towards sustainable locations within settlements?

Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)

- SS1 What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?

Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)

- SS1 What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?

Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

- SS1: What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?
- SS2: Do you believe that the existing settlement service functions should stay the focus for their future, or be widened?
- SS4: How do we ensure that development is focused towards sustainable locations within settlements?

Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)

- SS1: What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?
- SS2: Do you believe that the existing settlement service functions should stay the focus for their future, or be widened?

Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)

- SS1: What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?
- SS2: Do you believe that the existing settlement service functions should stay the focus for their future, or be widened?

Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

- SS1: What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?
- SS2: Do you believe that the existing settlement service functions should stay the focus for their future, or be widened?

3.75 Options have been established in relation to the two issues below established in the Transport Key Issues Paper. These issues and associated options will be set out in the Core Strategy Key Strategy Chapter.

Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change? (Core Strategy, Key Strategy)

Issue: How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy, Key Strategy)

4 Formation of Options

4.1 The formulation of options set out within this section considers the outcomes of the Core Strategy Issues and Options engagement process, relevant evidence documents, Sustainability Appraisal and Habitats Regulations Assessment. This includes a critical assessment of issues and options put forward during the Core Strategy issues and options consultation undertaken in 2008. New issues are also set out in this chapter which have been identified from issues and options consultation, the evidence base and as a result of the revocation of the South West Regional Spatial Strategy.

Issue Identified at Issues and Options

4.2 SS1 What overall settlement strategy should we adopt to shape development across Christchurch and East Dorset?

Issues and Options Consultation Response

Options		Agree	Disagree	No Opinion	Suggestions For Other Issues
A	Focus major housing and commercial development in the main towns, with particular focus on town centres and highly accessible locations.	87	52	4	n/a
B	Aim for a more even spread of development involving all towns and larger villages	56	68	10	n/a
C	Use urban extensions as a focus of new housing and commercial development to enhance the role of the settlements concerned.	65	55	15	n/a
D	Specifically target a proportion of new development to enhance the vitality and viability of rural villages	64	54	11	n/a

Table 4.1

4.3 Option A

4.4 The East Dorset Environment Theme Action Group agree with Option A with the exception of identifying potential for the provision of affordable housing in smaller villages outside the village envelope.

4.5 Verwood Town Council support Option A and state that transport improvements and improvements in local amenities would be required for options B, C and D.

4.6 Other comments received supported Option A while maintaining open green space.

4.7 Linden Homes (Southern) Ltd represented by Lennon Planning stated that Option A needs to be balanced with Options B to D to ensure that development is not disproportionately focused in the main towns at the expense of modest growth in the smaller settlements required to support the housing needs and vitality of local communities in the longer term.

4.8 Cranborne Chase & West Wiltshire Downs AONB Partnership favour option A.

4.9 The Highways Agency would support Option A, which seeks to focus major development proposals in the main towns, as this would assist with increasing levels of self containment. However, the Agency recognises that other smaller settlements may also be suitable for more limited levels of development commensurate to their scale and extent of existing facilities and jobs. Significant development should not be proposed in those settlements which are not accessible by a range of transport modes. Careful consideration should also be made to siting new housing development in locations proximate to the Strategic Road Network, as without corresponding local employment this could encourage out-commuting and increase congestion on the Strategic Road Network.

4.10 Option B

4.11 The East Dorset Environment Theme Action Group disagree with Option B. They state that this option does not address self containment issues. The provision of services and infrastructure is essential for all development.

4.12 Option C

4.13 West Parley Residents Association strongly disagree with this option as they state it is contrary to the view of EDDC councillors and 97% of the residents near the urban extensions.

4.14 Option D

4.15 Crichel Estate state that the Settlement Strategy should allow for a proportion of new development to enhance the vitality and viability of rural villages, option D recognising the positive effect that additional development can have on enhancing the role of local rural communities to act as sustainable local centres for rural areas. In relation to smaller settlements within East Dorset where the estate has land interests, opportunities to deliver sustainable forms of development, including housing, employment, retail, health, social and community facilities, leisure, recreation, tourism and cultural facilities (Issue SS2) should be encouraged.

Consideration of Evidence and Policy

4.16 Planning Policy Statement 3 – Housing

4.17 PPS3 promotes housing development in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. The priority for development should also be on previously developed land. The Regional Spatial Strategy previously set out the broad locations for new housing developments but this is now addressed at the local level by the Core Strategy so that the need and demand for housing can be addressed in a way that reflects sustainable development principles. In order to provide for local housing needs it is necessary to consider housing options in sustainable locations across Christchurch and East Dorset involving limited Green Belt release.

4.18 The location of housing development will also be dependant upon the availability and capacity of, and accessibility to, existing major strategic infrastructure, including public and other transport services, and/or feasibility of delivering the required level of new infrastructure to support the proposed distribution of development.

4.19 The location of development should contribute to the reduction of carbon emissions by locating development in accessible locations with good access to public transport and where it can readily draw its energy supply from decentralised energy supply systems based on renewable and low carbon forms of energy supply.

4.20 In accordance with PPS3 housing growth should be located in accessible locations served by a range of community facilities which will allow for growth in town centres, large villages and major urban extensions identified in the South West Regional Spatial Strategy. Therefore, PPS3 promotes a combination of Option A, B, C and Option D where development can come forward sustainably.

4.21 Planning Policy Statement 4 – Planning for Sustainable Economic Growth

4.22 PPS4 promotes the vitality and viability of town and other centres and states that new economic growth and development of main town centre uses should be focused in existing centres with the aim of offering a wide range of services to communities. This includes the objective of remedying deficiencies in provision in areas with poor access to facilities. Therefore, this would allow for development in town centre locations and existing centres in larger villages.

4.23 In planning for town centres PPS4 sets out the need to identify a network and hierarchy of centres which will determine the appropriate scale of commercial development within each centre. This involves the identification of deficiencies in the network of centres which may involve the identification of specific centres to function at a higher level in the hierarchy or the designation of new centres where necessary giving priority to deprived areas. Where it is not possible to reverse the decline of a particular centre it may be reclassified at a lower level within the hierarchy of centres which will decrease the level of retail development in these locations. Therefore, the Core Strategy, will determine the hierarchy of centres across the plan area and the appropriate scale of commercial development within each.

4.24 PPS4 also sets a requirement to adopt a sequential approach to site selection for main town centre uses which requires a town centre first approach for sites that are suitable, available and viable.

4.25 In planning for rural areas PPS4 requires local authorities to strictly control economic development in open countryside away from existing settlements, or outside areas allocated for development in development plans. PPS4 requires the identification of 'local service centres' across the plan area which can include country towns, large villages or groups of villages where development should be located on the edge of existing settlements where employment, housing (including affordable housing), services and other facilities can be provided close together.

4.26 In conclusion PPS4 requires local authorities to determine the level of commercial development according to a defined hierarchy of centres identified in the Core Strategy for the plan area. This will include the need for some commercial development in larger villages in addition to main town centre locations.

4.27 Planning Policy Guidance Note 13: Transport

4.28 PPG13 states that major generators of travel demand should be located in city, town and district centres and near to major public transport interchanges. Housing should be principally located within existing urban areas and locations which are highly accessible by public transport, walking and cycling.

4.29 New commercial development should be accessible by a range of realistic choices of public transport, walking and cycling while recognising that this may be less achievable in some rural areas. In rural areas most housing and commercial development should be located in local service centres identified in the development plan as focal points for housing, transport and other services.

4.30 The focus of new housing development should be in existing towns and cities. PPG13 requires housing development to be located according to a search sequence starting with the re use of previously developed land in urban areas, then urban extensions and finally new development around nodes in good public transport corridors.

4.31 Villages will only be suitable locations for development for significant additional housing where it can be demonstrated that additional housing will support local services such as schools or shops which could become unviable without some modest growth. This is particularly the case where a village has been identified as a local service centre in the development plan and where additional housing is required to meet local needs.

4.32 Local authorities should also avoid the 'inefficient use of land' with greater intensity of development at places with good public transport accessibility such as town, district and local centres or around major nodes along good quality public transport corridors.

4.33 In conclusion major housing and commercial development should be located in highly accessible locations which are principally in accordance with Option A in town centres and along prime transport corridors. Development where required to meet housing need in urban extensions should be highly accessible to a range of essential facilities.

4.34 The Core Strategy should identify local service centres where limited new development can be accommodated sustainably. Additionally small scale development in villages may be appropriate to ensure the vitality and viability of rural villages.

4.35 Therefore, PPG13 supports an approach involving a combination of Options A, B, C and D with the priority for development in town centres and highly accessible locations.

4.36 **The draft Regional Spatial Strategy for the South West Incorporating the Secretary of State's Proposed Changes (July 2008) (TO BE REVOKED)**

4.37 The draft South West Regional Spatial Strategy identified areas of search for urban extensions in Christchurch and East Dorset. These were identified following a detailed Joint Study Area assessment undertaken by Bournemouth, Dorset and Poole Councils, with technical support from the districts. This was submitted to the Regional Assembly and was supported by 17 separate background papers that considered proposals for the period 2006 to 2026. Importantly, the Study recognised that the functioning conurbation was not confined to the continuous main urban areas of Poole, Bournemouth and Christchurch, but extended into the wider SE Dorset area, including the towns of East Dorset. This was concluded on the basis that a large proportion of people lived and worked within this general area, without requiring to travel elsewhere to access their needs. Despite this, the Study sought to focus development as close to the main centres of Poole and Bournemouth as possible to ensure maximum accessibility to facilities. The largest levels of new housing was therefore proposed to be within the existing urban areas of Bournemouth and Poole. This was also the case for the urban areas of Christchurch and East Dorset, but the Study also identified Christchurch, Corfe Mullen, Wimborne and Ferndown/West Parley as suitable locations for additional housing growth in the form of urban extensions, as they were thought to be close to Bournemouth and Poole. As a result Areas of Search were identified for the provision of urban extensions as follows:

- Area of Search 7C to the North of Christchurch
- Areas of Search 7D, E and F in East Dorset, at Corfe Mullen, Ferndown/West Parley and Wimborne Minster.

4.38 Within East Dorset, additional development at the other main settlements was not supported. This was because of environmental constraints at West Moors and St Leonards and St Ives, as well as the latter having no town centre. Verwood was considered inappropriate for additional development because only 33% of residents lived and worked in the town. However, the majority of those leaving the town to work travelled to nearby locations, so in comparison to other towns in East Dorset, Verwood compared favourably. However, it was determined that Verwood was more distant and also was less accessible by public transport.

4.39 In relation to employment, the Regional Spatial Strategy identified a 20 hectare employment extension to the west of Ferndown. This was to meet the needs of the SE Dorset economy and offered the opportunity to expand on the economic base existing at the Ferndown Industrial Estate.

4.40 In effectively addressing local housing need it is important to consider options for new housing areas in Christchurch and East Dorset on sustainably located green field sites. The strategic housing land availability assessments (SHLAAs) for Christchurch and East Dorset have not identified sufficient land within the existing urban areas to effectively address local housing need. Master planning work undertaken by Broadway Malyan for Christchurch and East Dorset during 2010 and 2011 and ongoing consultation is informing options for the sustainable location and potential scale of development in potential new housing areas outside existing urban areas. For Christchurch this involves consideration of development options south of the railway line, north of the A35 included within the original area of search 7c informed by local master planning work and ongoing consultation. In East Dorset options for new housing neighbourhoods are being considered for Wimborne, Corfe Mullen, Ferndown and West Parley and Verwood also based on ongoing consultation and master planning work.

4.41 The Christchurch and East Dorset Local Plans

4.42 Both of these documents set out the general location for new development over the period to 2011. For Christchurch this was within the main towns of Christchurch and Highcliffe and the large village of Burton. Additionally, employment development was identified for the Airport Business Parks. Outside these areas the land has been designated as Green Belt.

4.43 The distribution of development within East Dorset is more complex because of the wide range of settlement type. The majority of development was focused within the seven urban areas of Corfe Mullen, Wimborne, Colehill, Ferndown/West Parley, West Moors, St Leonards and St Ives and Verwood. Outside these towns new development was directed to a range of villages defined by Village Infill Envelopes. Also, the main employment estates were identified as locations to support additional development. In particular the Local Plan identified Ferndown Industrial Estate for additional development. Within the SE of the district the urban areas are contained by Green Belt.

4.44 Christchurch Strategic Housing Land Availability Assessment (SHLAA) (2009 Base Year)

4.45 The Christchurch SHLAA has assessed housing land potential within the existing urban area and on land south of the railway line east of Burton to the Borough boundary at Roeshot Hill. Development potential within Christchurch is fairly evenly distributed across a range of small sites within the existing urban area with the exception of the proposed urban extension. The following housing distribution option (SHLAA Option 1) enables a range of densities, mix of houses and flats. The areas identified for housing distribution are based upon ward boundaries and include wards which have been merged together for the purposes of the Core Strategy Key Strategy.

4.46 The following table sets out housing distribution including the urban extension:

Area Profile Name	Total no. of units identified in SHLAA	Number of units identified in urban extension	Proportion of total units including urban extension
Burton and Winkton	311	(250)	10.8%
Grange	220	(90)	7.6%
Highcliffe	374		13.0%
Hurn	0		0%
Mudford & West Highcliffe	1025	(600)	35.6%
Portfield & Jumpers	524		18.2%
Purewell & Stanpit	72		2.5%
Town Centre	351		12.2%
Total	2877	(940)	

Table 4.2

4.47 This option sets out the focus of housing distribution primarily in the existing urban area, and the urban extension. There is a higher level of development within Burton and Winkton, West Highcliffe and the Grange as Christchurch urban extension falls within these areas. Therefore, in this instance the focus of development is across Burton and Winkton, The Grange, Highcliffe, Mudeford and West Highcliffe, Portfield and Jumpers and Christchurch Town Centre.

4.48 Housing distribution excluding the urban extension

Area Profile Area	Total number of units identified in SHLAA within the existing urban area only - not including the urban extension	Proportion of total units
Burton & Winkton	60	3.1%
Grange	130	6.7%
Highcliffe	376	19.4%
Hurn	0	0%
Mudeford & West Highcliffe	420	21.7%
Portfield & Jumpers	527	27.2%
Purewell & Stanpit	74	3.8%
Town Centre	350	18.1%
Total	1937	

Table 4.3

4.49 This option identifies the focus of housing distribution between Highcliffe, Mudeford and West Highcliffe, Portfield and Jumpers and Christchurch Town Centre.

4.50 Housing land availability identified in the SHLAA for Christchurch including the urban extension utilises potential across the urban area which includes Burton and Winkton, The Grange, Highcliffe, Mudeford and West Highcliffe, Portfield and Jumpers and Christchurch Town Centre. Therefore the appropriate approach for Christchurch as identified by the SHLAA involves a combination of Option A, B, C without any new development in Hurn.

4.51 East Dorset Strategic Housing Land Availability Assessment(SHLAA)

4.52 The East Dorset SHLAA results consider a wide range of opportunities for new homes throughout the District. Within the context of local planning policy at the time that the SHLAA was prepared there were two clear types of site considered. Firstly, the areas within the existing urban areas were assessed on the basis that, in principle, housing development would be acceptable. Secondly, a large number of sites outside the urban areas were also assessed and these were considered on the basis of whether they were within or outside an area of search for an urban extension, as required by the Regional Spatial Strategy. These greenfield sites were largely Green Belt and therefore housing development would be inappropriate in principle without very special circumstances being demonstrated. The Regional Spatial Strategy would have provided such circumstances if it had been approved. In its absence a need for affordable housing that cannot be provided outside the Green Belt could also provide the necessary very special circumstances.

4.53 The SHLAA results for the Towns and Parishes show the split between the areas within the existing urban areas and those on greenfield locations.

Town or Parish	Sites within the urban areas and villages	Greenfield sites	Total no. of units identified in SHLAA
Colehill	163	3,869	4,032
Corfe Mullen	130	2,000	2,130
Ferndown	520	0	520
St Leonards	397	0	397
Verwood	184	610	794
West Moors	30	225	255
West Parley	59	1,038	1,097
Wimborne	602	130	732
Total	2,085	7,872	9,957

Table 4.4

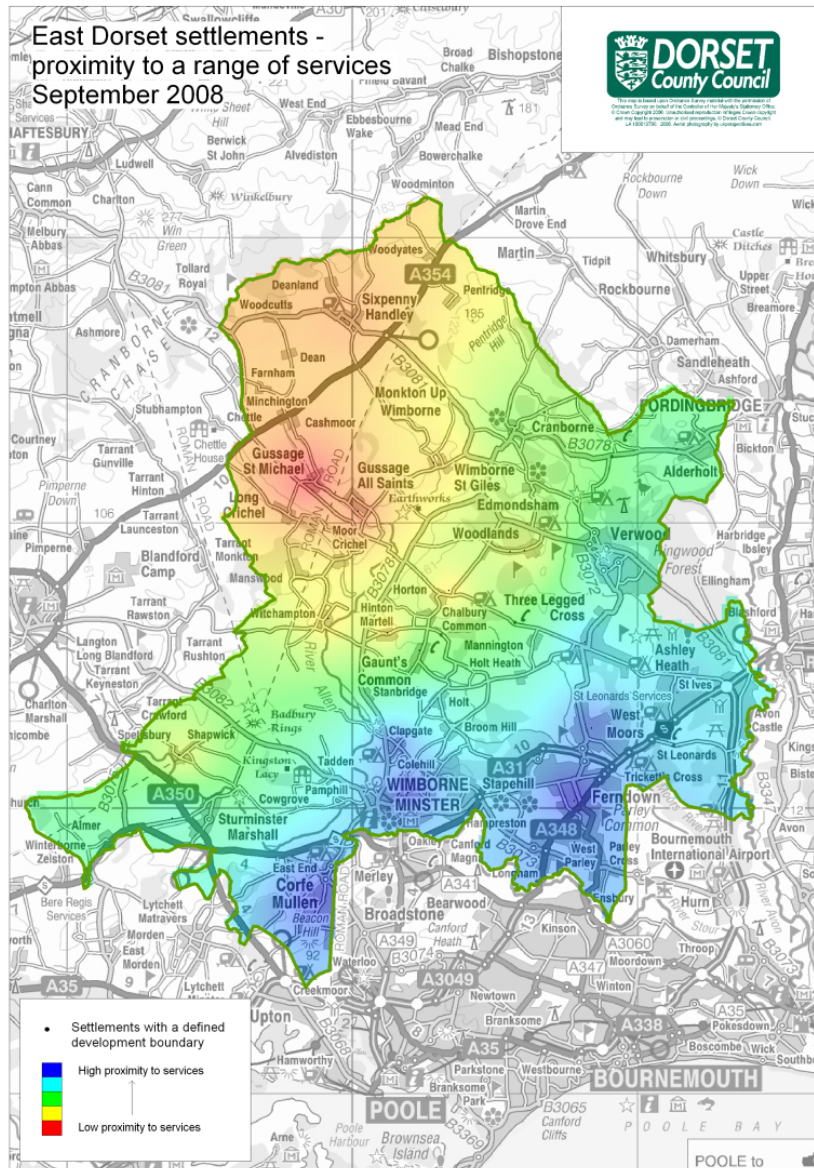
4.54 Proximity to settlements Assessment (DCC Sept 2008)

4.55 This study considered the proximity of residents to a series of key services which included:

- Hospital
- Doctors surgery
- Library

- Post Office
- Primary school
- Secondary school
- Shops
- Main employment
- Public house
- Leisure centre
- Community recreation
- Community venue
- Train station
- Bus services

4.56 The study provides a very important indication as to which locations are most accessible to key facilities and services. It is, however, acknowledged that the services and facilities measured are not all of the same standard and scale e.g. small libraries exist at West Moors and Colehill. The map below aggregates all of the results to show accessibility. Unsurprisingly, the least accessible are the rural areas within Cranborne Chase. The most accessible locations are the larger settlements in close proximity to the main conurbation and with town centres within them or nearby. These include Corfe Mullen, Wimborne/Colehill, West Moors and Ferndown/West Parley. Verwood is the other large settlement within East Dorset with a town centre, but is shown to be less accessible. This is mainly because the town is more distant from a hospital and train station. Additionally, it is the largest settlement without a secondary school. In all other respects it compares well with Wimborne, Ferndown and Corfe Mullen. St Leonards and St Ives is also a large settlement, but its reasonable proximity to facilities and services is due to these being provided in nearby towns, as it has no town centre, major schools, library etc. Although West Moors is shown as being very accessible it is significantly constrained by protected heathland and flood plain. The scope for further growth is therefore very limited.



Picture 1 East Dorset Accessibility

4.57 Christchurch and East Dorset Employment Land Review (2007)

4.58 The existing Christchurch and East Dorset employment land portfolio includes a number of sites outside existing urban areas such as Bournemouth Airport business park which form a crucial element of supply to meet projected requirements to 2027. In East Dorset a number of options for new employment sites are being considered as part of the Core Strategy process which includes Blunts Farm (Ferndown) as a potential strategic employment site outside the urban area in addition to the airport business park. Christchurch has a number of business parks in the urban area which have been built out and there is only a very limited supply of vacant land within the urban area. Therefore, the majority of employment land supply coming forward over the plan period to meet projected demand for Christchurch and East Dorset is likely to be outside existing urban areas. In order for further employment development to come forward sustainably accessibility improvements will be required to serve strategic employment sites such as the airport and Blunts Farm (Ferndown).

4.59 Joint Retail Assessment (2008)

4.60 The Joint Retail Assessment which includes Christchurch and East Dorset identifies future retail floorspace requirements for the districts and identifies site opportunities to deliver new retail floorspace which is consistent with the town centre first approach set out in Planning policy statement 4. In accordance with PPS4 it is also appropriate for further retail development to come forward in other centres lower in the town centre hierarchy commensurate in scale for that centre and in accordance with the spatial strategy.

Issues and Options Sustainability Appraisal

4.61 Option A

4.62 This option has a strong and significantly positive impact on Objective 2 (wise use of land) as it promotes development on brownfield sites. Locating housing and commercial development in town centre and highly accessible locations has a strong and significantly positive impact upon Objective 7 (Reducing the need to travel) as this will promote a pattern of development that reduces the need to travel by car. Promoting major housing and commercial development in town centres and highly accessible locations also helps to promote mixed use development. This option also has a strong and significantly positive impact on objective 23 (Town centre vitality and viability) in locating housing and commercial development in town centre locations which also has a positive impact upon Objective 24 (Sustainable Economic Growth). No significant adverse impacts were identified through the issues and options assessment.

4.63 Option B

4.64 This option has a minor positive impact upon Objective 2 (Wise use of land) as it would not necessarily ensure that major housing and commercial development takes place on brownfield sites as development would also be located in larger villages. Developments in larger villages may also be at a lower density which is a less efficient use of land to higher densities which can be achieved in town centre locations. There is also a minor positive impact upon Objective 7 (Reducing the need to travel) as village locations are less accessible than towns and likely to encourage greater car use. There is a minor positive impact upon Objective 23 (Town Centre vitality and viability) and Objective 24 (Sustainable Economic Growth) as a significant amount of development will be located away from town centre locations. No significant adverse impacts were identified for this option but in comparison to Option A positive impacts on Objectives 2, 7, 23 and 24 are significantly reduced.

4.65 Option C

4.66 The urban extensions as the focus for major housing and commercial development has a minor adverse impact upon Objective 2 (Wise use of land) as it does not ensure that development takes place on brownfield sites. This option may also not make most efficient use of land in the main town centre locations. There is also a minor potentially adverse impact from this option upon Objective 22 (Enhance landscape) as major development in urban extension locations will have some impact upon landscape character.

4.67 Option D

4.68 This option has a potentially minor adverse impact upon Objective 2 (Wise use of land) as locating a proportion of development in villages may not ensure that development takes place on brownfield sites. This option is also likely to have a minor adverse impact upon Objective 7 (Reduce the need to travel) with development in less accessible village locations promoting greater use of the car. This option is likely to have a minor positive impact upon Objective 16 (Community facilities) as it will provide more community facilities in rural village locations and help to maintain existing facilities. This option may have a minor adverse impact upon Objective 23 (Town Centre vitality and viability) in locating a proportion of development away from town centre locations.

Conclusions and Implications for Preferred Options

4.69 In accordance with PPS3, PPS4 and PPG13 major housing development should be concentrated in the main settlements including town centres and highly accessible locations (such as along Prime Transport Corridors). The largest proportion of housing development is likely to be provided within the existing urban areas, as identified in the SHLAAs. However, the scale of housing need is such that additional development outside the boundaries of the urban areas has to be considered. It is appropriate to locate such growth in the most sustainable locations where residents will have easy access to key services, facilities and employment. On the basis of the findings from the Joint Study carried out by Bournemouth, Dorset and Poole Councils, it is concluded that Christchurch, Corfe Mullen, Ferndown/West Parley and Wimborne should be identified as Main Settlements which should be the focus for community, cultural, leisure, retail, utility, employment and residential development. In recognition of this, a very significant level of housing development has been identified to come forward within a Christchurch urban extension. In East Dorset a number of options for housing development should be considered in order to test the potential for meeting housing needs against the harm to the Green Belt and additional pressure on infrastructure. As there is a very high level of housing need it is also considered appropriate to identify Verwood in the same manner even though it is not shown to be as accessible to facilities, employment and services as the other main settlements. Nevertheless, it is still served by a wide range of key facilities and services at a greater level than West Moors and St Leonards and St Ives. There is also some limited scope for development on the edge of the town in areas that are not constrained by flooding or heathland protection, although they are in the Green Belt. In order to further support the Verwood community it is recommended that an upper school should be provided, which is the key facility currently unavailable in the town.

4.70 Although West Moors and Highcliffe are large settlements with good, if small town centres, there is very limited scope for further development on their edge. These should therefore be identified as district centres.

4.71 Unusually, the settlements of Colehill and St Leonards and St Ives are large settlements with no town centres. They are in effect suburban in character and residents look to their services and facilities being provided in neighbouring towns. It would therefore be inappropriate for these settlements to be a major focus for new housing.

4.72 In the rural areas of East Dorset the settlements of Sixpenny Handley, Sturminster Marshall, Cranborne, Three Legged Cross and Alderholt are the main villages. They act as focal points for rural communities to access basic facilities. The rural communities have seen a reduction in their facilities and services over recent decades, so residents who do not have access to a car struggle to meet their needs. It is important to support those facilities and services that continue to exist, so it is considered appropriate that these should be protected and further small scale housing development should be supported.

4.73 Within the smaller villages it is considered inappropriate to allow much development, as new homes in these settlements will place residents in inaccessible locations and reliant upon the car. As a result very limited development should be allowed along with rural exceptions sites to provide affordable housing for residents with local connections to their communities. No further housing development should be allowed in all other settlements.

4.74 Where necessary the Core Strategy and Local Transport Plan will identify any improvements required to improve the accessibility of these locations such as improvements in bus services and highways infrastructure. Strategic employment sites such as Bournemouth Airport Business Park and new employment sites being considered in East Dorset are outside the urban area but form the bulk of existing employment land supply. Due to the shortage of employment sites in the urban area and demands on urban land for housing development the Ferndown and Airport business parks will form a key part of the Core Strategy 'Key Strategy'. A very significant proportion of the area's employment development may come forward in these locations subject to necessary improvements in public transport and highways infrastructure. The Core Strategy 'Key Strategy' will determine the broad scale and location of future retail development from a town centre first approach, consistent with PPS4 which will enable an appropriate scale of development in each centre commensurate with a town centre hierarchy.

4.75 In conclusion, the Core Strategy 'Key Strategy' will primarily focus major housing and commercial development in the main towns and highly accessible locations and specific 'local service' centres identified in the Core Strategy. This approach is a combination of options A, C and D.

4.76 Issue SS1 identified at issues and options will be addressed by the following issues as part of the Core Strategy 'Options for Consideration' Consultation 2010:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change? (Core Strategy, Key Strategy)
- Issue: How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

Issues and Options Consultation Response

4.77 Option E: 'Other, please specify'

Options		Agree	Disagree	No Opinion	Suggestions For Other Issues
E					56

Table 4.5

General Settlement Strategy

4.78 Consultation

4.79 All developments have to be geared to density of population, road and railway links.

4.80 Ringwood Town Council state that the history of directing development to 'chosen' locations is patchy; there are usually good reasons – technology, geography, social and economic reasons for retrospect why development succeeds.

4.81 Raymond Brown: A combination of 85 – 90% of development in accordance with Option A and 10 – 15 % in accordance with Option D where the latter is achieved by infilling and modest extension without infringing Green Belt / SSSI type restrictions on development.

4.82 The Christchurch Antiquarians: Recognise that the land resource in the town is all but used up, and cannot go on developing forever.

4.83 Ken Parke Planning Consultants: A mix of approaches - new development within towns, villages should not be discouraged simply because there are urban extensions or large scale developments.

4.84 Morley Fund Management (represented by Nathaniel Lichfield & Partners): The settlement strategy should support and encourage maximising the use of previously developed land, especially in the main town and district centres. It should also support the sequential test for development where necessary. Support is given to the promotion of development locations that are sustainable and inclusive and to those locations that are well connected to transport routes. It is also considered that the strategy should recognise the importance of existing accessible retail parks as an important locations to meet retail and mixed use needs.

4.85 Highcliffe Residents Association support all the options proposed and state that ribbon development should be permitted.

4.86 Response: Options concerning the broad location of new development in the Core Strategy consider directing most new development to existing urban areas where there are generally a wider range of facilities, services and employment opportunities which are accessible by a range of transport modes, consistent with national guidance.

4.87 Development options in the area are informed by ongoing consultation, the Strategic Housing Land Availability Assessment, Employment Land Review, and retail study (2008) and with consideration to environmental constraints, character of the built environment and potential for limited Green Belt release.

Hierarchy

4.88 Consultation

4.89 Colehill is identified in the Draft Regional Spatial Strategy as part of the conurbation and Strategically Significant Cities and Towns, being recognised as a sustainable location for further housing development by way of urban extensions. Within this context the SW Regional Spatial Strategy Panel Report, paragraphs 4.7.39 and 4.7.57, emphasises that it is sustainable to release green belt land in such a location and that specifically East Dorset District should make provision for an additional 1,000 dwellings on greenfield sites, beyond the 2,400 dwellings at the areas of search, by way of urban extensions. Land at Leigh Lane, Colehill, on the inner edge of the Green Belt is ideally located to meet part of this requirement. For further justification and plan of the proposed urban extension see supplementary representations.

4.90 Ferndown is identified in the Draft Regional Spatial Strategy as part of the conurbation and Strategically Significant Cities and Towns, being recognised as a sustainable location for further housing development by way of urban extensions. Within this context the SW Regional Spatial Strategy Panel Report, paragraphs 4.7.39 and 4.7.57, emphasises that it is sustainable to release green belt land in such a location and that specifically East Dorset District should make provision for an additional 1,000 dwellings on greenfield sites, beyond the 2,400 dwellings at the areas of search, by way of urban extensions. Land at Holmwood Park, South Ferndown, on the inner edge of the green belt, is ideally located to meet part of this requirement, no other alternatives are available at this main settlement due to considerable environmental constraints, similarly these heathland constraints severely limit the potential of the urban area to provide for brownfield sites.

4.91 (Havelock) The settlement strategy should be as set out in the draft South West Regional Spatial Strategy with recommendations as proposed in the Panel Report. There should be clear emphasis on providing the majority of development at those settlements that form part of the Strategically Significant City and Town. Corfe Mullen is identified in the draft Regional Spatial Strategy as part of the conurbation and the Strategically Significant Cities and Towns, being recognised as a sustainable location for further housing development by way of an urban extension in area of search N. Within this area of search land between Blandford Road and Newtown Lane is centrally located between the existing urban land area and areas of search and is ideally placed to accommodate residential and commercial uses. This site should be highlighted as ideally placed to site commercial uses along the active Blandford Road frontage with housing on the remainder of this site.

4.92 Site Developments (Ferndown) Ltd (represented by Goadsby): Ferndown is a key settlement in the context of South East Dorset having a range of functions and the potential to support further growth of these functions, in particular employment development. The town is a focal point for residential, employment, retail, social infrastructure, leisure and recreation uses.

4.93 Stone Park Estate, Wimborne (represented by Terence O'Rourke): In line with the recommendations of the draft Regional Spatial Strategy Examination Panel, we consider that the focus of major housing and commercial development within Christchurch Borough and East Dorset District should be within urban extensions of the main towns such as Wimborne and Ferndown.

4.94 Terence O'Rourke (representing Bloor Homes): In line with the recommendations of the draft Regional Spatial Strategy Examination Panel, we consider that the focus of major housing and commercial development within Christchurch Borough and East Dorset District should be within urban extensions of the main towns such as Wimborne and Ferndown.

4.95 Bournemouth & West Hampshire Water Plc (represented by Goadsby): The settlement strategy should reflect that as set out in the draft South West Regional Spatial Strategy as recommended to be modified in the Panel Report. In particular there should be a clear emphasis on providing for the majority of development at those settlements that form part of the Strategically Significant Cities and Towns including Christchurch.

4.96 Libra Homes (represented by Goadsby): The settlement strategy should reflect that as set out in the draft South West Regional Spatial Strategy as recommended to be modified in the Panel Report. In particular there should be a clear emphasis on providing for the majority of development at those settlements that form part of the Strategically Significant Cities and Towns.

4.97 Canford Estate (represented by Savills): The settlement strategy should be guided by the hierarchical approach set out in the Regional Spatial Strategy which directs new development primarily to locations within and adjoining the urban areas that form part of the Bournemouth and Poole conurbation.

4.98 White Young Green: The question relates to the retention or widening of existing functions of the settlements. We consider that the issue in relation to settlements is related to the amount of additional development that can be reasonably and sustainably accommodated to support a range of functions. So the majority of the Districts growth should be focused at Wimborne and the Regional Spatial Strategy Panel recommendations should be seen as the minimum to be allocated.

4.99 Capital Developments (Southern) Ltd (represented by Goadsby): The settlement strategy should reflect that as set out in the draft South West Regional Spatial Strategy as recommended to be modified in the Panel Report. In particular there should be clear emphasis on providing for the majority of development at those settlements that form part of the Strategically Significant Cities and Towns.

4.100 The Dampney Trust (represented by Savills): Sufficient land needs to be allocated to cater for the growth of the area as required in the Regional Spatial Strategy and Panels report. This will require difficult and unpopular decisions to be made. To continue to concentrate development within urban areas will ultimately harm their unique historic character and appearance. The use of Greenfield sites will be necessary to provide for sufficient new homes and employment and to provide recreational uses to support growing communities. Consequently, growth should not just be centred on existing towns, but rural communities should also be encouraged to grow and expand to maintain their vitality and top support local facilities.

4.101 Harry J Palmer & Perry Family Trust (represented by Pro Vision Planning and Design): Within the East Dorset District Council area the Regional Spatial Strategy Panel identified the following settlements as part of the Strategically Significant Cities and Towns:

- Wimborne Minster
- Colehill
- Ferndown
- West moors
- St Leonards and St Ives

- Verwood
- Corfe Mullen

4.102 With regard to the East Dorset District Council area, therefore, the Core Strategy must focus development on those settlements in order to be sound.

4.103 Seaward Properties Limited (represented by Goadsby): The Issues and Options paper has failed in the text to recognise the findings of the Panel Report where, at paragraph 4.7.4, it is made clear that Verwood forms part of the Strategically Significant Cities and Towns. The panel state they support the view that functionally Verwood forms part of a group of settlements collectively operating as one. The list of Regional Spatial Strategy Policy A settlements set out on page 22 of the Issues and Options paper should also include Verwood, it is unclear why this is not the case.

4.104 Verwood is also identified in the Draft Regional Spatial Strategy, paragraph 4.3.2, as part of the conurbation and Strategically Significant Cities and Towns, being recognised as a sustainable location for further development by way of urban extensions. Within this context the SW Regional Spatial Strategy Panel Report, paragraphs 4.7.39 and 4.7.57, emphasises that it is sustainable to release green belt land in such a location and that specifically East Dorset District should make provision for an additional 1,000 dwellings on greenfield sites, beyond the 2,400 dwellings at the areas of search, by way of urban extensions. Green field land at Noon Hill Road, Verwood, can meet part of this requirement. Alternatively the site is well placed to accommodate a C2 use in the form of a care or nursing home.

4.105 Kenneth Brooks: In the Draft R.S.S. Document only Bournemouth and Poole were regarded as "Strategically Significant Cities and Towns in South East Dorset. Now, apparently as a result of an observation during their coach tour of the area, the Panel have decided the Strategically Significant Cities and Towns designation should be widened to include smaller Towns and villages including, incredibly, St. Leonards and St. Ives. How can St. Leonards and St. Ives be categorised as either a Town or a city? The R.S.S. Is absolutely incorrect to suggest that: - " Functionally, Bournemouth , Poole, Christchurch, and the surrounding settlements such as Wimborne, Colehill, Ferndown, West Moors, Verwood and St. Leonards and St. Ives collectively operate as one. Furthermore, Ferndown/West Parley should not be seen as an extension of northern Bournemouth. This absurd categorisation of St. Leonards and St. Ives must be changed. There is no way that St. Leonards and St Ives can be included under Development Policy A. Development Policy C or more appropriately C2 are the only Development Policies which could be applied to this Parish.

4.106 Owners of land south west of Three Legged Cross (represented by Terence O'Rourke): In line with the recommendations of the draft Regional Spatial Strategy Examination Panel, we consider that the focus of major housing and commercial development within Christchurch Borough and East Dorset District should be within urban extensions of the main towns such as Wimborne and Ferndown. However, whilst this should be the principal focus, we also consider that there is some scope for additional residential and commercial development adjoining smaller settlements such as Three Legged Cross, that possess a good range of existing commercial and community facilities and whose level of self containment could increase through new development.

4.107 Christchurch is identified in the Draft Regional Spatial Strategy as part of the conurbation and Strategically Significant Cities and Towns, being recognised as a sustainable location for further housing development by way of urban extensions. Within this context the SW Regional Spatial Strategy Panel Report, paragraphs 4.7.39 and 4.7.57, emphasises that it is sustainable to release green belt land in particular on the inner edge of the Green Belt. Green field land at Marsh Lane is ideally located to meet part of the Borough housing requirement.

4.108 Response

4.109 The Regional Spatial Strategy has been abandoned. Nevertheless, it is considered that if major housing and commercial development is required it should be focused on the main towns. An analysis of the housing and employment needs in the District should be considered alongside the opportunities for development. If insufficient affordable housing or employment can be provided within the existing settlements it will be necessary to consider areas on the edge of the main settlements that currently lie within the Green Belt. The Core Strategy needs to focus new housing towards locations where people will have the easiest access to important facilities, services and employment. The Core Strategy Settlement Hierarchy should be consistent with national guidance and informed by local evidence which guides the major focus for development to the main settlements with more limited development in settlements lower down the hierarchy consistent with their role and function.

4.110 The Core Strategy 'Options for Consideration' identifies Verwood as a 'main settlement' in the settlement hierarchy. This is because it has, with the exception of an upper school, a wide range of facilities and services, as well as employment opportunities. The South East Dorset Joint Study Area Report on Commuting (SED09), published in 2005 identifies that Verwood is relatively well self contained compared to other settlements in the area.

4.111 It is agreed that St Leonards and St Ives should not be identified as a main settlement. It does not have a town centre or wide range of facilities to support growth beyond infill development.

4.112 Three Legged Cross is a small settlement with a small range of facilities. The focus for development should be the main settlements where residents would be located in the most accessible locations for services, facilities and employment opportunities. The village is also constrained by surrounding protected heathlands, so offers little opportunity for further growth.

4.113 The Core Strategy 'Options for Consideration' consultation identifies a range of housing delivery options for Christchurch to 2027 which includes a lower and higher range of housing potential for the Christchurch urban area and proposed urban extension. 'Land at Marsh Lane' in the Green Belt is only likely to be required for consideration in Core Strategy plan period if a housing target is adopted above the (3,450) previously identified in the Regional Spatial Strategy. On the basis of the Christchurch strategic housing land availability assessment it is considered that this site may have long term potential beyond the current Core Strategy plan period.

Environmental Constraint

4.114 Consultation

4.115 The 'Keep Wimborne Green' group state that no development should take place on the Green Belt.

4.116 Environment Agency: The settlement strategy should be informed by your authorities Strategic Flood Risk Assessment and the requirements of PPS25.

4.117 Response

4.118 Options for new housing areas which would involve limited release of the Green Belt are being considered in the Core Strategy in order to address local housing need. The broad location for new housing and commercial development in the Core Strategy will be informed by ongoing consultation, master planning work and local evidence of housing need from the Christchurch and East Dorset housing needs surveys and the Strategic Housing Market Assessment.

4.119 The location for future development should consider areas of intrinsic landscape and wildlife value. In addition to protecting the heaths, small fields, hedges and copses located in the arc between the heaths and the chalklands should be protected. The approach should be to identify areas for development of low wildlife and biodiversity value.

4.120 The Core Strategy 'Key Strategy' including the settlement hierarchy is informed by the Strategic Flood Risk Assessments undertaken for Christchurch and East Dorset.

Housing Growth

4.121 Consultation

4.122 The Home Builders Federation stated that they cannot comment on any particular locations for new housing development. Any attempt to be guided by the sequential test approach is outdated and is not included within PPS3. The councils should instead recognise the nature of the housing challenge in the area, and be guided by the results of its SHLAA.

4.123 More effective use should be made of empty properties to reduce the pressure for new development.

4.124 Response

4.125 Christchurch and East Dorset Councils are considering housing options informed by ongoing consultation as well as the Christchurch and East Dorset Strategic Housing Land Availability Assessments and master planning work undertaken by Broadway Malyan.

Urban Infill Development

4.126 Consultation

4.127 Ferndown Town Council state that redevelopment of existing areas of low density accommodation on a large scale to ensure quality (Green space/ corner shop/ playground etc) can be built into design.

4.128 Strategy must recognise that development space in Christchurch is very limited and has a finite limit.

4.129 Hodges: Prevent development in gardens and on coast, to protect existing area.

4.130 A&R Developments (represented by Sibbett Gregory) state that major developments in small town centres can be harmful to character and existing use values will limit the supply of affordable housing.

4.131 Response

4.132 Housing options in the Core Strategy consider that the density of new development should be appropriate to the locality informed by the Strategic Housing Land Availability Assessments, Strategic Housing Market Assessments and Annual Monitoring Report. Development options considered in the Core Strategy reflect the role and function of settlements and the settlement hierarchy. Affordable housing options in the Core Strategy 'Options for Consideration' have given consideration for development viability.

Employment

4.133 Consultation

4.134 Sibbett Gregory state that there should be further development based on already successful developments such as Woolsbridge.

4.135 Beagle Aerospace (represented by Savills) state that further emphasis should be placed on Bournemouth Airport for aviation related businesses to enable greater flexibility towards existing aviation sites that may be able to offer higher density forms of development within the area.

4.136 Response:

4.137 It is agreed that the best locations for new employment should be adjacent to existing employment sites. This would enable the better coordination of services to support business, including public transport.

4.138 The Core Strategy 'Options for Consideration' sets out a vision for the airport which seeks to maximise opportunities for aviation related business. Existing employment sites such as Beagle Aerospace form an important part of the existing employment land supply for the Borough.

Urban Extensions

4.139 Consultation

4.140 The draft SW Regional Spatial Strategy recognises that the South East Dorset conurbation, including identified towns such as Ferndown form one of the south coasts major urban centres, with a significant role in delivering the sustainable communities agenda. The draft Regional Spatial Strategy and Panel Report recognise the important function of Ferndown by highlighting the need for an urban extension of 20 hectares for employment purposes in 'area of search Q'. In this context an extension for employment purposes to the east of the Ferndown Industrial Estate should be planned for as it offers the most sustainable option within the area of search.

4.141 The draft Regional Spatial Strategy states in paragraph 4.3.13 that ‘urban extensions will be required to provide a variety of choice in terms of location and quality, complementing urban development. Ferndown (area of search Q west of Ferndown), subject to the provision of necessary infrastructure, is considered to provide the most sustainable location to accommodate the anticipated range and quality of employment sites necessary to deliver economic requirements.’ In this context land to the east of the industrial estate can accommodate approximately 4 hectares.

4.142 For Persimmon & Banner Homes (represented by Terence O'Rourke): In line with the recommendations of the draft Regional Spatial Strategy Examination Panel, we consider that the focus of major housing and commercial development within Christchurch Borough and East Dorset should be within urban extensions of the main towns, as indicated in the Areas of Search that the Panel supported.

4.143 Response

4.144 The Regional Spatial Strategy has now been revoked, but there remains a need to bring forward a significant level of new employment land in Christchurch and East Dorset. The Bournemouth, Dorset and Poole Workspace Strategy (2008) provides the basis for future employment land requirements for Christchurch and East Dorset. A number of options have been put forward for consideration in the Core Strategy for new employment sites in East Dorset which includes Blunts Farm, Ferndown. However, land to the east of the Ferndown Industrial Estate is considered to be inappropriate for employment as it is too close to residential properties.

Retail and Town Centres

4.145 Consultation

4.146 Waitrose (represented by Barton Willmore): Major trip generators, such as food stores, should be located close to existing town centre retail cores. Whilst this may mean a balanced planning judgement will need to be reached regarding the relative weight of competing considerations, a town centre food store for Wimborne Minster is an important component for its future vitality and viability and for the promotion of suitable travel plans.

4.147 Response

4.148 New foodstores should be located in accordance with PPS4 and the sequential approach.

Issue Identified at Issues and Options

4.149 SS2 Do you believe that the existing settlement service and employment functions should stay as the focus for the future, or be widened?

Issues and Options Consultation Response

Option	Yes
--------	-----

4 Formation of Options

A	46
----------	----

Table 4.6

Option B	Employment	Retail	Health, social and community facilities	Leisure / Recreation	Tourism	Cultural
Burton	10	4	18	13	3	3
Christchurch	19	21	21	17	17	17
Highcliffe	10	19	22	16	12	14
Hurn	12	3	10	7	4	4
Mudford / Stanpit	4	6	7	7	8	2
Winkton	2	1	3	2	2	1
Alderholt	4	4	4	1	0	1
Colehill	6	3	7	5	1	2
Corfe Mullen	9	4	6	5	1	2
Cranborne	3	2	2	0	2	2
Edmondsham	2	0	1	0	0	1
Ferndown	7	5	5	4	2	3
Gaunt's Common	1	1	1	0	0	1
Gussage All Saints	1	2	2	1	1	2
Gussage St Michael	1	0	1	0	1	1
Hinton Martell	1	1	1	0	0	1
Holt	2	1	3	2	0	0

Horton	1	0	2	0	0	1
St Leonards and St Ives	4	0	4	1	0	0
Shapwick	1	0	1	0	0	1
Sixpenny Handley	2	1	2	0	1	1
Sturminster Marshall	2	1	2	0	0	0
Three Legged Cross	6	2	3	2	0	0
Verwood	10	8	5	4	2	3
West Moors	5	2	4	4	0	2
West Parley	1	1	1	2	0	0
Wimborne	11	11	9	9	9	9
Wimborne St Giles	2	0	1	1	0	1
Witchampton	2	2	1	0	0	1
Woodlands / Whitmore	1	1	1	0	1	1
Woolsbridge	3	0	1	0	0	0

Table 4.7

4.150 Responses to the issues and options consultation are set out in the table above with clear priorities identified from respondents highlighted in yellow.

4.151 Consultation

4.152 Highways Agency: In considering the future focus for settlements the Agency would stress the importance of seeking to strive towards the creation of balanced and self contained communities. Therefore, if a particular settlement is experiencing high levels of out commuting, it would be appropriate to explore a shift in focus towards employment development in order to relieve pressure on the strategic road network.

4.153 Response

4.154 The Core Strategy is considering options for new employment development within the plan area which may help to reduce the level of out commuting and pressure on the strategic road network. However, it is recognised that a large percentage of the population will still need to commute to employment outside the plan area. Additionally, the creation of further employment opportunities in the local area will also increase levels of in commuting.

4.155 Consultation

4.156 Waitrose (represented by Barton Willmore): Wimborne town centre provides a focus for a range of services and facilities. As a "major" town centre in the district, it should provide for a "weekly" food shop. Presently no food store offers this opportunity. Wimborne should promote a site for a full food store offer. The existing town centre cricket pitch site, currently the subject of a planning application by Waitrose for a food store, represents the only viable, deliverable and suitable location in the town to address the need.

4.157 White Young Green:Wimborne is the appropriate location for the all the additional developments identified in the issue. Other settlements outside the Strategically Significant Cities and Towns generally have a restricted local function and the aim of strategy should be to maintain their functions not to widen them.

4.158 Consider additional school(s) & basic shops where Urban extensions are approved (Hilary Chittendon)

4.159 Services/retail outlets and employment functions in all settlements should be consolidated to increase their sustainability. Centres should give a focus to former/existing settlements so making them visually more attractive to encourage people to make more use of them. The open countryside between these settlements must be maintained to ensure that their separate identities are retained. Environment TAG (East Dorset)

4.160 The Core Strategy begins to address some of the deficiencies in the work which informed the Regional Spatial Strategy and it is of concern that the economic potential of settlements such as Wimborne had not been fully explored in the context of the wider economic needs of South East Dorset. There are significant travel to work flows from Wimborne to Bournemouth and Poole and almost equal flow in the opposite direction such that net flows are approaching zero. Therefore Wimborne has the potential for achieving economic self sufficiency and a sustainable pattern of development.

4.161 Response

4.162 The scale of development within settlements should be appropriate to their role and function with most new development directed toward the main settlements and district centres such as Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen, West Moors and Highcliffe. A very significant amount of new employment development will need to come forward in associated areas such as at Bournemouth Airport and Blunts Farm, Ferndown.

4.163 Wimborne Town Centre is recognised as a location where retail growth should be supported. The Waitrose store is not open.

Consideration of Evidence and Policy

Christchurch Borough

Burton

4.164 Employment

4.165 There are no established business parks in Burton and very limited opportunity for employment related development within the village for traditional employment uses such as office, industrial and warehousing. Burton is easily accessible from the main Christchurch urban area and provides good accessibility to employment opportunities elsewhere the Borough.

4.166 Retail

4.167 The Joint Retail Study (2008) primarily examined future retail requirements for town and district centres. Future limited small scale retail development may be appropriate, however proximity to shopping facilities in the main Christchurch urban area provides good accessibility to every day needs.

4.168 Health, Social and Community Facilities

4.169 There is a need to provide a community hall for use by local residents. Burton currently has a doctors surgery and dentist.

4.170 Leisure / Recreation

4.171 The PPG17 opens space and recreational assessment identifies standards for future open space provision for Burton.

4.172 Tourism / Cultural

4.173 No specific opportunities have been identified for tourism or cultural opportunities. Opportunities for enhancing cultural facilities mainly exist in Christchurch town centre which is easily accessible in addition to facilities available elsewhere in the conurbation.

Christchurch

4.174 Employment

4.175 There is a shortage of employment land to meet projected requirements identified in the Bournemouth, Dorset and Poole Workspace Strategy (2008). Opportunities need to be taken to bring forward new employment related development, particularly in the short to medium term. In Christchurch town centre there is some opportunity and demand for a limited amount of office development. Within the Borough of Christchurch there is a need to provide a minimum of 20ha of new employment development, most of which is likely to be accommodated at the airport business park.

4.176 Retail

4.177 The Joint Retail Assessment (2008) has identified future retail floorspace requirements for Christchurch which takes into account future population growth and available expenditure levels. For Christchurch there is a need for in the region of 6,900 - 8,000 sqm of new A1 (comparison floorspace) to 2027 and no additional requirement for A1 convenience floorspace (food shopping).

4.178 Health, Social and Community Facilities

4.179 The Primary Care Trust plans promote more accessible services, moving towards care in the home or closer to home. The PCT also proposes to deliver care at more localised centres instead of using the larger hospitals of Poole and Bournemouth for such functions as out patients' clinics. This is likely to mean expansion of existing surgeries and in Christchurch, the possible establishment of a "Healthy Living Centre" as health, social care and preventative health care are brought together. Overall there is potential for improvement in health and fitness facilities.

4.180 There are no detailed studies identifying strategic requirements for community facilities in Christchurch. Dorset County Council are currently undertaking a review of existing facilities but this is not yet available. Future provision of community facilities will be in accordance with local identified needs required to accompany new development.

4.181 Recreation

4.182 The PPG17 open space and recreation assessment identifies future open space requirements for Christchurch based on a local needs area approach. For Christchurch town centre there is sufficient open space but opportunity for improvements to Druiitt Gardens. Options for open space standards to accompany new development and protect existing areas of open space are set out in the Core Strategy 'Meeting Local Needs' chapter.

4.183 Leisure / Cultural / Tourism

4.184 The Joint Retail Assessment (2008) provided some assessment of existing facilities and concluded that provision was limited but adequate with access to a range of facilities outside the Borough in Bournemouth and Poole. Tourism is a key part of the local economy, where 10% of the population are employed in the tourism industry. The historic town of Christchurch with nearby environmental assets such as the harbour and the beaches provides a significant draw for tourists which needs to be managed and safeguarded.

Highcliffe

4.185 Employment

4.186 There are no established business parks in Highcliffe for traditional employment uses. There is some small scale office facilities in Highcliffe district centre. There is potential for further limited, small scale office development but demand is currently not high.

4.187 Retail

4.188 The Joint Retail Assessment (2008) identifies future retail floorspace requirements for Highcliffe district centre. For Highcliffe there is a requirement to provide approximately 800 sqm of new A1 comparison floorspace to 2027 and no further requirement for A1 (convenience) floorspace.

4.189 Health, Social and Community Facilities

4.190 As set out above for Christchurch there may be potential for more localised provision of health care facilities which will be identified through the emerging primary care trust strategy. A need has been identified by the local community for more youth facilities in the centre. No specific additional health facility requirements for Highcliffe have been identified.

4.191 Recreation

4.192 The PPG17 open space and recreation study provides standards for future open space provision based on a local needs area approach. More detailed options are contained in the Core Strategy 'Options for Consideration' Meeting Local Needs Chapter. There are no parks or open spaces within the centre although the sea front is a short walk away and there is a large public park to the west and the east, so open space is quite easily accessible. Taking into account the nature of the centre's tightly knit urban form, no real opportunities for provision of sites are apparent.

4.193 Leisure / Cultural / Tourism

4.194 Highcliffe has a limited selection of commercial, leisure, entertainment and cultural facilities, but this reflects the relatively small catchment population. The residents have relatively good access to leisure, entertainment and cultural facilities outside the Borough particularly in Bournemouth and Poole. Its location within the catchment area of larger centres will limit the potential for commercial, leisure and entertainment facilities as it is unlikely that such facilities would compete successfully with the larger surrounding towns.

Hurn

4.195 Employment

4.196 Bournemouth Airport and business park are located within the parish of Hurn. The airport is a major strategic employment site for Christchurch and South East Dorset as a whole. The Airport and business park Core Strategy chapter sets out detailed development options for the business park and strategy for the sustainable growth of the airport. There is potential for 15 - 30ha of new employment development to come forward at the airport subject to transport improvements. The Core Strategy considers growth of the operational airport consistent with the existing terminal consent (2007).

4.197 With the exception of the airport and business park Hurn is a small, sparsely populated and dispersed settlement within the Green Belt, which aside from future development at the airport has very limited potential for growth of the functions set out in SS2 at issues and options.

Mudford and Stanpit

4.198 The area is almost entirely residential. The character, including many historical and cultural features, would be sensitive to development for other uses. Its close proximity to the town centre means many services are within walking distance. There are local shopping facilities which need to be maintained to meet local needs with scope for limited additional retail provision.

Winkton

4.199 This small but centralised settlement has insufficient population to support anything but very local services. Winkton could benefit from a local shop and a community facility but other uses are unlikely to be appropriate. There may be potential for limited rural employment uses.

East Dorset District

4.200 The response rate for these options were low, so are only of limited help. Nevertheless, evidence of existing uses can help provide a guide for the future focus of different settlements in the District.

The Smaller Villages

4.201 For all of the smaller listed settlements there is support for the concept that they should be the focus for employment. This is the same picture in relation to health, social and community facilities.

Alderholt

4.202 Employment

4.203 There are no main employment sites within, or close to Alderholt. The village is relatively remote from the main workforce in the conurbation. Small scale employment provision could help support self containment.

4.204 Retail

4.205 There are very few shops within the village. There is a small general store that provides for daily needs, but for other requirements residents have to either rely on internet delivery, or travelling to the nearby towns of Fordingbridge and Verwood. Over recent years there have been closures due to lack of demand. Provision of a larger general store would be beneficial, but opportunities to provide this are uncertain.

4.206 Health, Social and Community Facilities

4.207 The village has a small doctors surgery and also a further visiting surgery. There are numerous small halls which provide for community needs. Additionally, there is a first school. The village has almost 3,000 residents and it is therefore important to preserve key facilities.

4.208 Recreation

4.209 There is a sports ground on the southern edge of the village that provides formal pitches and tennis courts. However, the 2007 Open Space Survey concludes that there is a major shortage of active sport space, as well as space for young children.

4.210 Leisure / Cultural / Tourism

4.211 The village does not benefit from much tourist trade, apart from a small provision of overnight accommodation. There are no formal leisure, or cultural locations, with the exception of the pub.

Colehill

4.212 Employment

4.213 There is no significant employment provision within Colehill. However, it is close to employment in Wimborne and also the Ferndown and Uddens Industrial Estates. Although a relatively high number of respondents felt that Colehill should be a focus for employment there is little opportunity for provision without intruding into the Green Belt.

4.214 Retail

4.215 The settlement has very little retail provision. Daily needs are provided by shops on Middlehill Road and Dales Drive. For other needs residents are within easy access of Wimborne and Ferndown Town Centres, using both public and private transport

4.216 Health, Social and Community Facilities

4.217 A relatively high number of respondents support the focus of health, social and community facilities in Colehill. At present residents have to rely on medical facilities being provided at the Wimborne doctors surgeries. Residents also rely on community facilities within Wimborne, although there is a community hall, a newly rebuilt church hall and a small library, albeit threatened with closure. There are six schools in Colehill, including three first schools, a middle school, a special needs school and a private preparatory school. Upper School children primarily attend QE in Wimborne. The settlement has nearly 8,000 residents, so it is important to maintain and provide further facilities in this location when the opportunity arises.

4.218 Recreation

4.219 Colehill benefits from large areas of natural and semi natural greenspace, largely within the Cannon Hill Plantation. However, it does not have any allotments and has a major shortage of formal sports pitches, recreation grounds, space for young children and amenity greenspace.

4.220 Leisure / Cultural / Tourism

4.221 Colehill does not benefit from much tourist trade, apart from the small provision of overnight accommodation. There are no formal leisure, or cultural locations. These functions are not considered as significant for Colehill.

Corfe Mullen

4.222 Employment

4.223 A high proportion of responses would like to see Corfe Mullen as a focus for employment. There are no major sources of employment in Corfe Mullen. There is a small industrial estate at Cogdean Elms and a few businesses along Wareham Road. The provision of new employment would require encroachment of development into the Green Belt. If there were to be a new neighbourhood it could be that this includes new employment provision.

4.224 Retail

4.225 Corfe Mullen has a range of small retail stores stretched along Wareham and Blandford Roads. These provide for daily needs with residents having to travel to Poole, Broadstone and Wimborne for their wider needs. Only 26% of convenience needs are met within the village. It may be that further provision could be made. However, a minority of respondents supported the idea of Corfe Mullen being a focus for retail uses.

4.226 Health, Social and Community Facilities

4.227 A high proportion of respondents support Corfe Mullen being a health, social and community facility focus. The village has only one doctors surgery, and this is situated in the south. Wider health needs are catered for within Broadstone and Poole. It does have two first schools and a middle school, as well as an upper school on its border to the south in Poole Borough. The village benefits from a good community hall and methodist church hall, but these do not reflect the size of population. It also has a small, but threatened library. The population of over 11,000 residents justifies the support of health, social and community facilities.

4.228 Recreation

4.229 Corfe Mullen does have allotments, but the 2007 Open Space Survey concludes that there is a need for further provision. It also has a significant shortfall in active sports and young children's space, despite having an excellent large area of playing fields and children's play space on the northern edge of the village.

4.230 Leisure / Cultural / Tourism

4.231 Corfe Mullen does not benefit from much tourist trade, apart from the small provision of overnight accommodation. There are no formal leisure, or cultural locations. These functions are not considered as significant in the responses to the consultation.

Cranborne

4.232 Employment

4.233 Employment in Cranborne is provided primarily through rural services and tourism. There are no major employment areas in the village. Nevertheless, some respondents consider that the village should be a focus for employment. As the village is remote from public transport and the main workforce in the District it is not considered appropriate to provide major new employment opportunities. The Local Plan allocated a small area for the provision of workshops, but due to lack of demand this has not been brought forward.

4.234 Retail

4.235 There are only a couple of small shops providing for the daily needs of the villagers and the rural hinterland. The local community has fought hard to retain these in the face of competition from shops primarily in Wimborne and Verwood. Continued support is justified for the benefit of the rural community, particularly those who do not have access to private means of travel.

4.236 Health, Social and Community Facilities

4.237 Cranborne has a doctors surgery, so is well provided for. It also has a good, busy village hall, a first and middle school and fire station. Again it is important that these facilities continue to be supported to meet the needs of the area.

4.238 Recreation

4.239 The Open Space Survey of 2007 did not identify any significant needs for the village.

4.240 Leisure / Cultural / Tourism

4.241 Tourism and culture are important to the village's economy. The manor and garden centre are a major draw, as well as the attractive countryside of the AONB. It is therefore important that the Core Strategy supports these functions in the village.

Ferndown

4.242 Employment

4.243 Ferndown provides a significant amount of employment opportunity. It has one of the two main town centres in East Dorset, within which there are many commercial uses. It also has the largest industrial estate in Dorset. The limited number of responses support the continued focus of employment at Ferndown.

4.244 Retail

4.245 The town centre, in conjunction with Sainsbury's to the north, provides for many of the residents needs. The 2007 retail survey identified that there is scope for additional convenience and comparison retail space in the town. Again the small number of responses support Ferndown being a focus for retail uses.

4.246 Health, Social and Community Facilities

4.247 The town has a good range of health, social and community facilities. It has first, middle and upper schools, a good library and a main community centre. It also has good GP doctors provision.

4.248 Recreation

4.249 The 2007 Open Space survey identifies that there is a major shortage in the provision of allotments and active and children's play space. This is despite the presence of a sports centre in the town and associated playing fields at King George V playing fields.

4.250 Leisure / Cultural / Tourism

4.251 Tourism is not a major employer for the town. The Barrington Community Centre does provide opportunity for leisure and cultural activities. This is important for the residents of the largest town in the District.

Sixpenny Handley

4.252 Sixpenny Handley is a small rural settlement which acts as a service centre for a wide and sparsely populated rural area. It provides for health needs and the few shops provide for daily needs. There are formal playing fields and community meeting rooms to serve the village. There are some small rural workshops, as well as small businesses run from other buildings. Only a few responses were received in the consultation and these supported the continued role of the village as the main service centre for the area.

St Leonards and St Ives

4.253 Employment

4.254 There are no employment sites within St Leonards and St Ives. The Woolsbridge Industrial Estate lies a few miles to the north and Ringwood and its employment is about a mile to the south east. The few responses to the consultation suggest that St Leonards and St Ives should be a focus for employment. However, with the exception of redevelopment at St Leonards Hospital there is little opportunity due to the Green belt and nature conservation designations.

4.255 Retail

4.256 There is very limited retail provision in the village. It is famously known for having the shortest High Street in the Country and the few shops based in this area on Horton Road are the main ones in the village. Residents in this large suburban area make use of easy road access to Ringwood, Bournemouth and Ferndown.

4.257 Health, Social and Community Facilities

4.258 The settlement is provided for by one GP doctor's surgery. St Leonards Hospital does provide some local services, but has a wider area remit. St Leonards and St Ives also has one first school. Children travel to Ringwood and Ferndown for middle and upper schools. There is no library in the village, but there is a good community building which runs alongside sports uses.

4.259 Recreation

4.260 The Parish is significantly over provided in relation to natural and semi natural greenspace according to the 2007 Open Space Survey. This is largely situated in Moors Valley and Avon Heath Country Parks. However, it does not have any allotments and has major shortfalls in the amount of active and children's play space. Despite this only one response considered that the village should be a focus for leisure and recreation.

4.261 Leisure / Cultural / Tourism

4.262 The Parish of St Leonards and St Ives provides a large number of tourist accommodation spaces, mainly in the form of mobile homes and camping sites. These are well established uses. However, as there is a great deal of protected heathland in the area it is unlikely that increases in visitor numbers would be supported.

4.263 Additionally, Moors Valley Country park is one of the major visitor sites in the south of the Country.

Sturminster Marshall

4.264 Consultation responses relating to Sturminster Marshall were very low and cannot be considered to give any steer as to the appropriate long term function of the settlement. The village has a basic range of facilities and acts as a small rural service centre for the local area. It has only a few shops and those that are present simply provide for daily needs. Residents seeking more than this travel to either Wimborne or Poole. Bailie Gate Industrial Estate in the village provides almost 8 hectares of general employment uses. The owner would like to see further expansion to the south.

4.265 The village does not have any allotments and also has a shortage in sports and young peoples play space. It is also one of the few settlements in the District that has a shortage in natural and semi natural green space. The village does have a first school, but there is not a doctor's surgery or library. The Old School and community hall provide good locations for meetings and events.

Three Legged Cross

4.266 Three Legged Cross is a large relatively modern village. It has a first school, a small doctor's surgery and hall and some basic shops that provide for the local area. It lies in between West Moors and Verwood which are used by residents for most of their needs. Employment areas are located nearby at Gundrymoor and Woolsbridge Industrial Estates. There is little employment in the village itself. Despite this the responses to consultation indicate that the village should be a focus for employment.

Verwood

4.267 Employment

4.268 Verwood has one large employment site at Ebblake amounting to almost 19 hectares. It demonstrates a high level of vitality and a wide range of commercial activity. The buildings are generally modern, with some established stock present. There are no opportunities to expand this site

4.269 Retail

4.270 The Joint Retail Assessment (2008) concluded that the future direction of the main shopping area should be:- 'Verwood - limited growth in predominantly small to medium sized units (200sqm gross or below) suitable for small independent shops and services.' Over recent years the town centre has seen some important improvements, including new shops provided at April Cottage and on the site of Heynes Garage. Additionally, new car parking has been provided at the Potters Wheel car park and Bakers Farm and a better pedestrian environment has been created with the creation of Ferrett Green.

4.271 Potential also exists for the enlargement of the town's superstore off Pennine Way.

4.272 Health, Social and Community Facilities

4.273 Verwood has benefited from substantial investment in this area with a new doctors surgery, day care centre and large community centre. The town also has a good library and the well used Memorial Hall. The relevant service providers consider that there are no further facilities required, even if the town were to expand by the extent set out in the Options document.

4.274 Verwood has seen improvements to school provision as the town has expanded over the last twenty years. Most significant is the new Trinity School built on the northern edge of the town. However, upper school provision is provided at Wimborne and Ferndown which are quite a long distance to travel. The town is now the largest in Dorset without an upper school and further growth in population along with increased demands on the existing upper schools means that consideration should be given to providing one in Verwood.

4.275 Recreation

4.276 The Town benefits from a leisure centre off Pennine Way, but this is now becoming dated and needs improvement. There is scope to deal with this by moving the fitness facilities to The Hub Community Centre and build a sports hall in association with Emmanuel Middle School in the south of the town.

4.277 The Town benefits from outdoor sports facilities at Potterne Park. There are plans to introduce an all weather floodlit surface in this area.

4.278 Leisure / Cultural / Tourism

4.279 The Town does have a small museum dedicated to its pottery history. It also has facilities for screening main films and putting on shows at The Hub. However, the low number of responses recognise that these are not major functions of the town.

West Moors

4.280 The small number of responses suggest that West Moors should be a focus for employment, recreation and health, social and community facilities.

4.281 Employment

4.282 There is some employment provided in commercial premises in the centre of West Moors along Station Road. Additionally, there is a small industrial estate to the north at Gundrymoor.

4.283 Retail

4.284 The centre of West Moors provides for a wide range of needs. It is a relatively vibrant place for its size and has seen some good improvements over recent years. As well as meeting some of the needs of the almost 7,000 residents the centre also provides for the needs of the rural area to the north, including Three Legged Cross. Ferndown is located nearby and its large foodstores can provide for most residents needs.

4.285 Health, Social and Community Facilities

4.286 West Moors benefits from a good range of facilities. It has two doctor's surgeries, two first schools, a middle school and a small library, although threatened with closure.

4.287 Recreation

4.288 The 2007 Open Space Survey concluded that there is a need for allotments in the village and that there is a shortfall of active and young persons play space.

West Parley

4.289 Very few responses were received relating to West Parley, so they cannot provide a guide as to the appropriate functions for the settlement. It is largely suburban in character with a small shopping centre in the south based on Parley Crossroads.

4.290 Employment

4.291 There is little employment in the Parish, but the nearby Bournemouth Airport Business Parks, as well as nearby Bournemouth town centre provide significant opportunities. There are plans for major employment growth at Bournemouth Airport.

4.292 Retail

4.293 West Parley does not have a large range of shops. Those at Parley Crossroads have over recent years been converted into specialist units particularly for home DIY and furnishings.

4.294 Health, Social and Community Facilities

4.295 There are no doctor's surgeries in West Parley, so residents rely on surgeries in Ferndown. The main social and community facilities are a village hall, churches and first school.

4.296 Recreation

4.297 The 2007 open Space Survey concludes that there is a need for allotments, sports and young persons play spaces. The recreation ground next to the Village Hall is the major formal recreational space in the village.

Wimborne

4.298 Even though the number of responses were relatively small, they were the largest for East Dorset. They also reflect the diverse character of the town, in that all of the suggested functions were seen as being appropriate.

4.299 Employment

4.300 Wimborne is the market town of East Dorset and is the most traditional in terms of the mix of different uses. It has two industrial areas and the town centre provides premises for many small businesses.

4.301 Retail

4.302 Being a market town, Wimborne has a diverse range of shops and commercial services which not only serve residents, but also people living in Colehill and a wide hinterland to the north and west.

4.303 Health, Social and Community Facilities

4.304 Wimborne has a good range of facilities for its size. These include a large library, hospital, doctor's surgeries, community halls and a full range of schools near to hand.

4.305 Recreation

4.306 Wimborne has good provision of allotments and sufficient sports play areas according to the 2007 Open Space Survey, but it does have small shortfalls in the amount of children's play space and natural/semi natural green space.

4.307 Leisure / Cultural / Tourism

4.308 Wimborne is the main cultural and leisure centre within the District. It has a popular cinema/theatre, a museum and the East Dorset Heritage Trust, as well as the Minster. It is a major tourist attraction and many businesses rely on this trade.

Issues and Options Sustainability Appraisal

4.309 This issue and associated options asked what settlement functions should be widened in order to inform the broad location, level and type of new development to be accommodated in settlements across Christchurch and East Dorset. At the issues and options stage specific development options were not put forward, therefore, it was not possible to identify clear impacts on the sustainability appraisal objectives. Detailed sustainability appraisal has been undertaken for Core Strategy 'Key Strategy' options put forward as part of the 'Options for Consideration' consultation.

Conclusions and Implications for Options

4.310 Issue SS2 was raised to inform the broad location for settlement service and employment functions. Development options put forward in the Core Strategy 'Options for Consideration' consultation are informed by the issues and options consultation and by key evidence studies such as the Christchurch and East Dorset employment land review, The Bournemouth, Dorset and Poole Workspace Strategy (2008), the PPG17 open spaces assessment (2007) and the Joint Retail Assessment (2008).

4.311 There is currently limited evidence to inform future requirements for health and community facilities. Dorset County Council is currently undertaking a review of services and the Primary Care Trust strategy was intended to inform future requirements for health and community facilities, but national changes to health provision means that there is now uncertainty on this point.

4.312 The level of new development for the functions set out in SS2 must be commensurate with the role and function of settlements and their place within the settlement hierarchy. Most new development should be directed toward the main settlements such as Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood and Corfe Mullen. These have the greatest accessibility to facilities, services and employment opportunities, using a range of different types of transport. A significant but smaller level of development can be directed to district centres such as Highcliffe and West Moors. Within remaining settlements including suburban centres, rural service centres, villages and hamlets, service and employment functions can be provided on a limited scale appropriate to settlement role and function. Bournemouth Airport and its associated business park is located in the Parish of Hurn where significant new employment development could come forward over the plan period to 2027 which is an exception to the general hierarchy of settlements. Additionally, new sites are being considered in the Core Strategy for East Dorset, including potential employment and residential development outside existing urban areas due to the shortage of available development opportunities in existing urban areas.

4.313 Options to address SS2 are set out in the Core Strategy 'Options for Consideration' consultation document under the following issues:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy chapter)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy chapter)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy chapter)
- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy chapter)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy chapter)

Issue Identified at Issues and Options

4.314 SS3 In the light of the draft Regional Spatial Strategy policies which if any policy should apply?

4 Formation of Options

Issues and Options Consultation Response

	Main villages subject to Regional Spatial Strategy Policy B	Small villages with settlement boundaries subject to Regional Spatial Strategy Policy C	Small villages with a lack of services and facilities subject to Regional Spatial Strategy Policy C2.	None
Burton	6	18	5	0
Hurn	4	17	7	2
Winkton	2	15	6	0
Alderholt	3	4	2	0
Cranborne	2	4	3	0
Edmondsham	0	0	6	0
Gaunt's Common	0	0	5	0
Gussage All Saints	0	0	7	0
Gussage St Michael	0	0	5	0
Hinton Martell	0	0	5	0
Holt	0	3	4	1
Horton	0	3	3	0
Shapwick	0	3	2	0
Sixpenny Handley	1	3	4	0
Sturminster Marshall	5	3	1	0
Three Legged Cross	3	3	0	0
Wimborne St Giles	0	1	3	0

Witchampton	0	3	2	0
Woodlands / Whitmore	0	1	5	0
Woolsbridge	2	2	1	0
Other				
Highcliffe	2	0	0	0
Longham	1	0	0	0

Table 4.8

4.315 Kenneth Brooks: In the Regional Spatial Strategy panel report St Leonards and St Ives are included in the "Strategically Significant Cities and Towns of the region" Absolutely absurd!

4.316 The Theatre Trust: We note that the Draft Regional Spatial Strategy Policy B recommends development for suitable settlements for a wide range of shopping, cultural and public services. Please include 'cultural' facilities in your policy for a settlement strategy.

4.317 White Young Green: These should be Policy C or C2 settlements. The question is also framed in a way which is not the appropriate interpretation of Regional Spatial Strategy Policy B settlements where the aim is to focus locally significant growth.

4.318 The Highways Agency: The Agency is not in a position to comment on the role of each settlement in comparison to the settlement strategy set out in the draft Regional Spatial Strategy as this requires detailed analysis. However, in assessing the role of each settlement, the Agency recommends that full consideration is given to the existing sustainable transport provision including public transport, walking and cycling facilities.

4.319 Owners of land south west of Three Legged Cross (represented by Terence O'Rourke):

4.320 Policy CI of the draft Regional Spatial Strategy (as recommended by the Examination Panel) indicates that development in small towns and villages will be appropriate where it: supports small-scale economic activity which fits the scale of the settlement and can accommodate the future growth of businesses in the development permitted; or extends the range of services available including outreach delivery of services, making use of existing premises where possible; and does not significantly increase traffic on local roads and where traffic implications can be demonstrated to be acceptable; and promotes self containment, strengthens local communities, and helps to support key services.

4.321 Local Planning Authorities are able to identify or allocate housing in these settlements where it relates to requirements identified in housing market assessments and other studies of local needs for housing verified by the local authority or where housing development is necessary to support employment provision locally. The settlement of Three Legged Cross contains a range of employment and community facilities, and has potential to accommodate additional development and facilities to strengthen the local community and to promote self containment. We therefore consider that Three Legged Cross should be classified as a Policy C1 settlement.

4.322 Sibbett Gregory: Woolsbridge should be looked at in the context of Verwood, 3 Legged Cross and West Moors

Consideration of Evidence and Policy

4.323 The Coalition Government has now revoked the south west regional spatial strategy and as such the Core Strategy will no longer need to be in conformity with the draft Regional Spatial Strategy settlement strategy policies. The Core Strategy will need to set out a settlement hierarchy option in order to guide the location and level of development appropriate to the role and function of settlements within the plan area.

Conclusions and Implications for Options

4.324 Within this section there is consideration of the formulation of the Core Strategy 'Key Strategy' which includes a settlement hierarchy and broad development options which address the issues previously considered in the draft regional spatial strategy.

Issue Identified at Issues and Options

4.325 SS4 How do we ensure that development is focused towards sustainable locations within settlements?

Issues and Options Consultation Response

Option		Agree	Disagree	No Opinion	Suggestions For Other Issues
A	Increase residential densities in close proximity to facilities and employment opportunities	94	27	7	n/a
B	Keep lower residential densities on sites distant from facilities and employment opportunities	75	25	9	n/a
C	Increase residential densities in areas with convenient access to public transport	98	12	6	n/a

D	Keep lower residential densities in locations distant from public transport stops	64	26	12	n/a
----------	---	----	----	----	-----

Table 4.9

4.326 The issue of residential densities is addressed in detail in the housing key issue paper and options to address this issue are set out in the Core Strategy 'Options for Consideration' document under the following issue:

4.327 Issue: How do we ensure that the density of development is appropriate? (Core Strategy Chapter 'Meeting Local Needs'.

Consideration of Evidence and Policy

4.328 Planning Policy Statement 3

4.329 PPS3 sets out guidance for local authorities in identifying suitable and sustainable locations for housing development and the efficient use of land. Guidance states that housing should be located in areas which offer a range of community facilities with good access to jobs, key services and infrastructure.

4.330 In making an 'efficient use of land' PPS3 sets out guidance for local authorities in establishing local density policies, however there is no longer a national minimum density policy. Local authorities may also set out a range of densities for the plan area rather than one broad density range. PPS3 states that more intensive development is not always appropriate to the locality but successful intensification can be achieved through good design which can avoid adverse impacts on the character of special character areas and conservation areas. Appropriate densities for the plan area should be determined with regard to:

- The spatial vision and strategy for housing development in the area, including the level of housing demand and need, and the availability of suitable land in the area.
- The current and future level and capacity of infrastructure, services and facilities such as public and private amenity space, in particular green and open space.
- The desirability of using land efficiently and reducing, and adapting to, the impacts of climate change.
- The current and future levels of accessibility, particularly public transport accessibility.
- The characteristics of the area, including the current and proposed mix of uses.
- The desirability of achieving high quality, well designed housing.

4.331 In fulfilling these criteria, major new housing development should be concentrated in the main settlements and district centres with more limited development in suburban centres, rural service centres, villages and hamlets appropriate to their role and function within the settlement hierarchy.

4.332 It is consistent with national guidance to concentrate new housing development in close proximity to facilities, employment opportunities, and in areas which have convenient access to public transport, which is in line with the options presented at issues and options.

4.333 Evidence on housing supply for Christchurch and East Dorset indicates a low number of larger sites coming forward within the urban area. There is a need to make the best use of the land coming forward to meet housing needs. This has implications for the need for a high density of development where this is appropriate.

4.334 Evidence from the Christchurch Annual Monitoring Report for the 3 years 2005 – 2009 shows that an average of 22% of new dwellings were completed at a density of less than 30dph, 24% at 30 – 49 dwellings per hectare and 54% at 50+ dwellings per hectare. The trend over that 4 year period has been for the proportion of completed schemes at higher densities to increase and lower densities to decrease. This is linked to the higher proportion of flats developments completed during this period. However there was a fall in the average density of completed schemes in 2008/9 due to a decrease in the number of flat schemes, although they still account for more units built than houses.

4.335 The East Dorset Annual Monitoring Reports for the period 2005 to 2009 show that 45% of new dwellings were completed at less than 30 dwellings per hectare. This reflects the fact that recent high levels of redevelopment of existing dwellings within low density areas has respected the character of the urban form and not lead to significantly increased densities. Only 17% of dwellings were built at between 30 and 50 dwellings per hectare, whereas 38% were on sites of more than 50dph, reflecting a fairly high number of new flats that have been built.

4.336 Christchurch Strategic Housing Land Availability Assessment (2009)

4.337 The assessment of housing potential for the Borough of Christchurch identifies an option which addresses local housing need and provides a range of densities, with a mix of houses and flats. The SHLAA option considers that, consistent with PPS3, high quality design can achieve intensification which does not adversely affect the character of the built environment.

4.338 Christchurch Borough Wide Character Assessment

4.339 The density of development in Christchurch will have regard to the character assessment and where areas are sensitive to infill development and redevelopment at a high density. Housing land potential identified in the Christchurch SHLAA (SHLAA Option 1) has consideration for areas of sensitivity identified in the character assessment. The Core Strategy housing delivery options for Christchurch have been informed by the SHLAA.

4.340 East Dorset Special Character Areas Assessments

4.341 Special Character Areas were identified in the East Dorset Local Plan. They are areas of distinct and attractive urban form which merits protection. The East Dorset SHLAA takes into account the character of these areas when considering the potential to provide housing.

Issues and Options Sustainability Appraisal

4.342 Option A

4.343 This option has a positive impact on objective 2 'wise use of land' by locating development in sustainable locations and making efficient use of land. There is a strong positive impact on objective 7 'reducing the need to travel' by locating new development in close proximity to facilities and employment opportunities. There is also a strong positive impact on objective 16 'community facilities' by locating development close to community facilities. In turn this option has a strong positive impact on objective 23 'town centre viability' and objective 24 'sustainable economy'.

4.344 Option B

4.345 Option B has the same positive impacts as Option A.

4.346 Option C

4.347 In particular this option has significant positive impacts on objective 2 'wise use of land', objective 7 'reducing the need to travel', objective 23 'town centre vitality' and objective 24 'sustainable economy'.

4.348 Option D

4.349 Option D has the same positive impacts as Option C.

Conclusions and Implications for Preferred Options

4.350 Options A - D address the sustainable location for development and residential densities. The issue of residential densities is explored in detail in the housing key issue paper and options concerning densities are set out in the 'Meeting Local Needs' chapter of the Core Strategy 'Options for Consideration'. National guidance provides a clear direction toward the location of residential development in close proximity to existing facilities and public transport and the options presented at issues and options are consistent with this. The Core Strategy 'Options for Consideration' consultation document now addresses the sustainable location for development and densities within settlements through options relating to town centre hierarchies, the broad location of housing, employment and retail development, density of development and the appropriate location for development to ensure accessibility.

4.351 The issue concerning the sustainable location of new development is addressed in the Core Strategy 'Options for Consideration' under the following issues:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: How do we ensure that the density of development is appropriate? (Core Strategy, Meeting Local Needs)

Issues and Options Consultation Response

Option		Agree	Disagree	No Opinion	Suggestions For Other Issues
E	Focus facilities and employment opportunities towards established centres	104	14	6	n/a

Table 4.10

Consideration of Evidence and Policy

4.352 Planning Policy Statement 4 'Planning for Sustainable Economic Growth'

4.353 PPS4 advises that economic growth and main town centres should be focused in existing centres with the aim of offering a wide range of services to communities in a safe environment and remedying deficiencies in provision in areas with poor access to facilities. This option put forward at issues and options is consistent with national policy.

4.354 Christchurch and East Dorset Employment Land Review (2007) / Bournemouth, Dorset and Poole Workspace Strategy (2008).

4.355 In meeting projected requirements for future employment land provision (identified through the Workspace Strategy) it is necessary to bring forward significant further employment development at Bournemouth Airport business park as it is an existing strategic employment sites and there are very limited opportunities to bring forward new employment development within the existing urban area. Further employment development at the airport business park needs to be coupled with improvements to public transport to ensure that employment opportunities are accessible by a range of modes other than the car. Additionally due to the shortage of available employment land it is necessary to consider a range of options for new employment sites in East Dorset outside established centres which would also need to be brought forward with improvements to public transport.

Issues and Options Sustainability Appraisal

4.356 This option is likely to minimise adverse impacts on habitats by locating development in existing centres well served by public transport which reduces harmful emissions (objective 1, Protect Habitats). This option has a significant positive impact on objective 2 'wise use of land' through the sustainable and efficient use of land in existing centres which utilises previously developed land. There is a significant positive impact on objective 7

'reducing the need to travel' by locating development in existing centres well connected to public transport. There are also strong and significant positive impacts on providing access to community facilities (objective 16, community facilities), objective 23 'town centre viability' and objective 24 'sustainable economy'.

Conclusions and Implications for Preferred Options

4.357 Consistent with national policy the Core Strategy will seek to locate facilities and employment opportunities in established centres, however due to the location of existing strategic employment sites and the shortage of employment land in the existing urban areas this approach needs to be combined with bringing forward significant employment development outside existing centres which are or can be made accessible by a range of modes other than the car. This option is primarily addressed through the establishment of a retail centre hierarchy and identification of the broad location of future retail and employment development. Options are set out in the Core Strategy 'Options for Consideration' under the following issues:

- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

Issues and Options Consultation Response

Option		Agree	Disagree	No Opinion	Suggestions For Other Issues
F	Develop local centres to serve outlying housing areas	75	28	10	n/a

Table 4.11

Consideration of Evidence and Policy

4.358 Planning Policy Statement 4

4.359 PPS4 sets out a requirement at the local level to identify which retail centres will accommodate the identified growth for town centre uses. The establishment of a retail centre hierarchy will identify the appropriate level of growth for different types of centres in the plan area, including local centres.

4.360 In planning for economic development in rural areas PPS4 sets out a need for the identification of local service centres where most new development can be located in or on the edge of existing settlements, where employment, housing, services and other facilities can be provided close together.

Issues and Options Sustainability Appraisal

4.361 This option has a significant strong impact on providing accessibility to community services (Objective 16). Other impacts associated with the environment and other constraints are uncertain because this option does not set out the precise location of development.

Conclusions and Implications for Preferred Options

4.362 The formation of a town centre hierarchy and settlement hierarchy set out in the Core Strategy 'Options for Consideration' addresses the broad location of facilities and commercial / retail development which addresses the scale of new development appropriate to local service centres. This option identified at issues and options is addressed in the Core Strategy 'Options for Consideration' under the following issues:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

Issues and Options Consultation Response

Option		Agree	Disagree	No Opinion	Suggestions For Other Issues
G	Let the market decide where to focus development	37	62	12	n/a

Table 4.12

Consideration of Evidence and Policy

4.363 National policy contained in PPS1, PPS3, PPS4 and PPG13 sets out guidance for strategic planning authorities in determining the most sustainable location for future development to come forward which is discussed above. A purely market led approach is not consistent with national policy in bringing forward a sustainable pattern of development. It would also prove difficult to plan for the necessary infrastructure, services and facilities.

4.364 **Christchurch and East Dorset Strategic Housing Land Availability Assessments (2009)**

4.365 PPS3 requires councils to undertake Strategic Housing Land Availability Assessments (SHLAA) in order to demonstrate a deliverable housing land supply. The SHLAA methodology for the Bournemouth and Poole Housing Market Area is consistent with national SHLAA practice guidance and identifies suitable housing land which is well related to the urban area. The SHLAA process is undertaken with the involvement of a stakeholder panel including house builders, social landlords, property agents and community groups and therefore adopts a market facing approach to identifying a deliverable housing land supply in sustainable locations.

4.366 Christchurch and East Dorset Employment Land Review (2007)

4.367 The employment land review process determines projected employment land requirements for the plan area to 2027 and this process is undertaken with consideration to competing demands for housing land. A market led approach would not necessarily provide sufficient land in the right locations to meet the requirements of residential and commercial uses over the plan period.

4.368 Joint Retail Assessment (2008)

4.369 The Joint Retail Assessment identifies projected requirements for retail floorspace over the plan period for Christchurch and East Dorset and provides a capacity analysis for retail centres in the area and future retail provision based on the role and function of these centres. A purely market led approach may result in a scale of retail development inappropriate to the role and function of a retail centre and may result in adverse impacts on the vitality and viability of competing centres.

Issues and Options Sustainability Appraisal

4.370 The issues and options sustainability appraisal assessment for Option G identified uncertain impacts on sustainability objectives as it is unclear what the precise pattern of development would be from a purely market led approach.

Conclusions and Implications for Preferred Options

4.371 National policy requires a plan led and evidence based approach in establishing a sustainable pattern of development through the development plan. The plan making and evidence gathering process enables the involvement of key stakeholders which provides a market facing approach to determining the future location of development. The broad location for new development in the Core Strategy 'Options for Consideration' is primarily established by the following issues:

- Issue: What should the settlement hierarchy be across Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)
- Issue: What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)
- Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)
- Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)

- Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)
- Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

Issues and Options Consultation Response

Option		Agree	Disagree	No Opinion	Suggestions For Other Issues
H	Other				23

Table 4.13

4.372 Consultation

4.373 Canford Estate (represented by Savills)

4.374 The level of development should reflect proximity to existing facilities and public transport as well as the potential for new development to contribute to improvements to facilities and access to public transport.

4.375 Owners of land south west of Three Legged Cross (represented by Terence O'Rourke)

4.376 In order to ensure that development is focused towards sustainable locations within settlements, it is important that:

1. Residential densities are increased in close proximity to facilities and employment opportunities, and particularly within the proposed urban extensions
2. Residential densities are increased in areas with convenient access to public transport, and
3. Facilities and employment opportunities are focused towards established centres.

4.377 Public transport is a vital issue. At present in many non-urban areas no buses run after 6pm.

4.378 Royal Society for the Protection of Birds: Sustainable locations should provide access to services, employment, public transport and green spaces. Policy should seek to deliver these characteristics.

4.379 Response

4.380 These points are broadly consistent with national policy and are agreed with.

4.381 Consultation

4.382 White Young Green: The major focus for new development in East Dorset should be on Wimborne. That is very clear from the Regional Spatial Strategy work and the strategy for S. E. Dorset. Wimborne not only has a range of services and facilities but additional development at the town would enhance and widen the services that are available. Further the scope for development elsewhere in the sub region is limited therefore we consider that the identification of Wimborne and Colehill as a part of the Strategically Significant Cities and Towns Policy A settlements is the correct and well founded approach to the accommodation of development in S.E. Dorset.

4.383 Capital Developments (Southern) Ltd (represented by Goadsby): This question does not reflect the emphasis of the settlement strategy being put forward in the Regional Spatial Strategy. A significant proportion of growth will have to take place on greenfield sites not "within" the settlements. Urban extensions should be recognised in the Core Strategy as being a sustainable option to accommodate future development requirements. Such sites should be developed at 40-50 dwellings per hectare as recommended in the Regional Spatial Strategy panel report (paragraph 6.22 and Policy H2).

4.384 The area of search for 700 dwellings at Corfe Mullen offers a sustainable location for major development. The question does not reflect the emphasis of the settlement strategy being put forward in the draft Regional Spatial Strategy. A significant proportion of growth will have to take place on greenfield sites not "within" the settlements. Urban extensions should be recognised in the Core Strategy as being a sustainable option to accommodate future development requirements. Such sites should be developed at 40-50 dwellings per hectare as recommended in the Regional Spatial Strategy Panel Report (paragraph 6.22 and Policy H2).

4.385 Bournemouth & West Hampshire Water Plc (represented by Goadsby): This question does not reflect the emphasis of the settlement strategy being put forward in the draft Regional Spatial Strategy. A significant proportion of growth will have to take place on greenfield sites not 'within' the settlements. Urban extensions should be recognised in the Core Strategy as being a sustainable option to accommodate future development requirements. Such sites should be developed at 40-50 dwellings per hectare as recommended in the Regional Spatial Strategy Panel Report (paragraph 6.22 and Policy H2).

4.386 Libra Homes (represented by Goadsby): This question does not reflect the emphasis of the settlement strategy being put forward in the draft Regional Spatial Strategy. A significant proportion of growth will have to take place on greenfield sites not 'within' the settlements. Urban extensions should be recognised in the Core Strategy as being a sustainable option to accommodate future development requirements. Such sites should be developed at 40-50 dwellings per hectare as recommended in the Regional Spatial Strategy Panel Report (paragraph 6.22 and Policy H2).

4.387 Seaward Properties Limited (represented by Goadsby): This question does not reflect the emphasis of the settlement strategy being put forward in the draft Regional Spatial Strategy. A significant proportion of growth will have to take place on greenfield sites not 'within' the settlements. Urban extensions should be recognised in the Core Strategy as being a sustainable option to accommodate future development requirements. Such sites should be developed at 40-50 dwellings per hectare as recommended in the Regional Spatial Strategy Panel Report (paragraph 6.22 and Policy H2).

4.388 Response

4.389 The Regional Spatial Strategy has now been revoked so the Core Strategy no longer needs to demonstrate conformity. The Core Strategy 'Options for Consideration' is considering more detailed options for new housing areas in Christchurch and East Dorset involving limited Green Belt release, in order to meet the housing and employment needs of the area. Appropriate densities in new housing areas in East Dorset and the Christchurch urban extension

will be examined through the master planning process and ongoing consultation. Densities within new housing areas will need to be determined in relation to the mix of housing to be provided, the relationship with the existing urban area and the level of housing to be delivered across the plan area. At this stage the Core Strategy is presenting a range of options on these issues.

4.390 Consultation

4.391 Dorset Wildlife Trust: The reference to densities in A-D is confusing. Development at any density should be located mainly where there is or will be good access to services, employment, public transport and green infrastructure.

4.392 Keep Wimborne Green: However, no building on greenbelt

4.393 Consultation

4.394 Home Builders Federation: PPS3 requires an evidence based approach, therefore the Home Builders Federation would object to any option not founded on a sound, robust and credible evidence base, in this case an up to date SHMA and SHLAA, which have been produced in partnership with stakeholders, as the market is more likely to respond quickly to changes in demand than planning policy.

4.395 White Young Green: The objective should be to make the best and most efficient use of land while securing high quality development. Prescribing densities is not appropriate though options C and F are appropriate interpretations of national policy.

4.396 Response

4.397 Housing delivery options in the Core Strategy for Christchurch and East Dorset are based on the SHLAA, SHMA, master planning work and ongoing consultation.

4.398 The Core Strategy is establishing a more locally distinctive and sophisticated approach to housing densities in the Core Strategy 'Options for Consideration'. Under the following issue: How do we ensure that the density of development is appropriate? (Core Strategy Chapter 'Meeting Local Needs'.

4.399 Consultation

4.400 Site Developments (Ferndown) Ltd (represented by Goadsby): The identification of an employment urban extension to the east of the Ferndown Industrial Estate will enable a sustainable land use pattern to emerge where development is guided to more sustainable locations. Clustering of employment uses has recognised advantages; therefore employment development should be focused towards established employment areas, not necessarily 'within' as suggested by the question as this will severely limit available space.

4.401 Response

4.402 In the Core Strategy 'Options for Consideration' a number of options are being considered for new employment development which includes Blunt's Farm, Ferndown.

4.403 Consultation

4.404 The Environment Agency: Option H – Sustainable locations need to have due consideration to the findings of the Strategic Flood Risk Assessment and the requirements of PPS25.

4.405 Consideration will need to be given to development within Source Protection Zones (SPZ). This will involve assessing the potential pollution risks associated with the type of development proposed. For example we would consider residential development as low risk however, a petrol station or heavy industry would be classed as high risk and we may oppose this type of development being located within these areas.

4.406 Development should be located within areas served by a public sewer, this is in accordance with Circular 3/99 (Planning requirement in respect of the Use of Non-Mains Sewerage incorporating Septic Tanks in New Development). We recommend consulting the various sewerage undertakers in respect to capacity and any future foul infrastructure improvements.

4.407 Response

4.408 The Core Strategy is being prepared in accordance with the requirements of PPS25 and with respect to the Strategic Flood Risk Assessments undertaken for Christchurch and East Dorset Councils. The broad location for development in the Core Strategy has given consideration to source protection zones and sewerage infrastructure requirements with consultation involving relevant providers.

Issue SS5 Have we identified all of the issues under this theme?

4.409 Consultation

- Proper infrastructure for any development / Christchurch needs infrastructure before any significant new housing development (Christchurch Councillors).

4.410 Response

4.411 The Core Strategy and implementation plan consider the infrastructure requirements and delivery programme required to accommodate new development anticipated over the plan period.

4.412 Consultation

- Maintain character of areas e.g. keep gardens. Do not permit flats in unsuitable locations
- Recognise that there is a development limit in housing numbers in Christchurch
- No more flats for elderly in Highcliffe
- Christchurch is landlocked and there is a limit to further new development. Use Brownfield sites only.

4.413 Response

4.414 Housing delivery options for Christchurch are based on the Strategic Housing Land Availability Assessment and local housing need. These options consider the character of the existing built environment and the scale of development appropriate to the locality. Housing options in the Core Strategy 'Options for Consideration' include and exclude the use of plot redevelopment and garden land.

4.415 Consultation

4.416 A&R Developments (represented by Sibbett Gregory) Malcolm Brown

- The assessment of the area is unsound. It is too simplistic. The area is more diverse with some substantial non-residential developments, such as Woolsbridge which perform an important role in providing local employment to the residents of West Moors, Three Legged Cross and Verwood. Woolsbridge is so substantial that it should be treated together with nearby towns/large villages as suitable for locally significant development (Policy B of the Regional Spatial Strategy). In this case, a developable area of 8-10 hectares of employment land could be provided. That is not regionally significant but it is locally significant.

4.417 Response

4.418 A number of options for potential new employment sites in East Dorset are being considered as part of the Core Strategy 'Options for Consideration' which include Woolsbridge.

4.419 Consultation

4.420 A&R Developments (represented by Sibbett Gregory)

- Allow developments in dispersed settlements like Longham - create a proper community - shops for locals as well as Haskins)
- Consider the need to maintain the identity and separation of settlements. This can easily be lost if the strategy of continually adding to and infilling between existing settlements in the mistaken belief that this automatically constitutes sustainability is adhered to.

4.421 Response

4.422 This is not considered an appropriate way forward. The dispersal of development reduces the opportunity to provide viable infrastructure, services and facilities to provide for new residents. It is considered that the most suitable locations for new development are where people can benefit from public transport and access a wide range of services and facilities by walking. Longham is a small village lying in a very sensitive Green Belt gap between Ferndown and Poole so further development here would prove harmful.

4.423 Consultation

4.424 Highways Agency:

- The Agency supports the notion that a key consideration behind the settlement strategy will be access to employment, services and facilities without extensive reliance on car use. Whilst the issues raised by the Council are supported, the Agency would wish to see further evidence that the implications

of settlement strategy options on the strategic road network have been fully considered. In particular the Agency would wish to see acknowledgement at this early stage that, where development is shown to increase flows on the strategic road network, the council will enforce measures to mitigate traffic increases and secure infrastructure improvements through developer funding.

- The supporting text should further highlight the existing stress on the strategic road network and the need to mitigate the forecast worsening of this situation through spatial planning. It needs to be made clear at this early stage that the settlement strategy is looking to develop areas where sustainable travel is good or has strong potential. Ideally development will be located where self containment can be encouraged in order to reduce the need to travel all together for certain activities.

4.425 Response

4.426 Core Strategy development options are being tested through the South East Dorset Multi Modal Study (2010) to determine the impact on the highway network and specific infrastructure improvements required to support development. The Core Strategy is proposing developer contribution options to support infrastructure provision. Prior to the adoption of the Core Strategy the South East Dorset Transport Contributions scheme is assembling funds to support major improvements.

4.427 Consultation

4.428 Natural England

- Carbon foot printing should be undertaken to inform the relative merits of different potential urban extension locations. There is an urgent need to drive down domestic CO₂ emissions and at a rate faster than is currently being achieved to meet the scale and rapidity of cuts being put forward in scientific advice. The forthcoming climate change bill will set a key context. More could be done in planning development locationally to reduce future carbon emission potential.
- Residential development is a significant carbon generator, from construction (the carbon produced in making the materials, their transport and the construction phase) and then its use. The construction carbon is likely to be similar irrespective of location and can be generically influenced by design and material sourcing standards. Use generated carbon can also be influenced generically by design standards (e.g. on heating) but is also likely to include a factor that varies by location. For example differences in travel generation (to work, school, facilities etc), water pumping and treatment requirements in different areas (drinking, foul and, in low lying areas, surface water) and other utility service provisions. In assessing the proposals these factors could be usefully accounted through carbon foot printing.

4.429 Response

4.430 Issues and options consultation, ongoing consultation and master planning work is establishing options for the most sustainable location for new housing areas in Christchurch and East Dorset. Options for sustainable construction and use of renewable energies are considered in the Core Strategy 'Options for Consideration' 'Managing the Natural Environment' chapter.

4.431 Consultation

4.432 (The Dampney Trust (represented by Savills))

- Greater emphasis upon rural diversification should be encouraged to support expanded communities.

4.433 Response

4.434 The issue of rural diversification is addressed in the Core Strategy 'Options for Consideration' document within the 'Creating Prosperous Communities Chapter'.

4.435 Consultation

4.436 (GOSW)

- P.21 What is the public transport provision like in the various settlements? How is that shaping your settlement strategy and wider spatial approach?

4.437 Response

4.438 The settlement hierarchy option within the Core Strategy 'Options for Consideration' has taken into account the accessibility of settlements in determining the main focus for development.

4.439 Consultation

4.440 (Beagle Aerospace (represented by Savills))

- There should be greater emphasis upon mixed use developments within the urban areas to provide for more housing within sustainable locations. In addition there should be more emphasis on developing existing employment opportunities at Bournemouth Airport.

4.441 Response

4.442 The Core Strategy 'Options for Consideration' identifies sustainable locations for residential and commercial development and sets out a strategy for further development to come forward at the airport.

New Issue

Issue: What should the settlement hierarchy be across Christchurch and East Dorset?

4.443 This focuses the issues considered within the Settlement Strategy of the Issues and Options consultation. It asks a principle question about how we should best focus sustainable development within the area.

Consideration of Evidence and Policy

4.444 National policy is clear that local planning authorities should identify a clear approach to the distribution of development, which seeks to make use of existing resources and maximises accessibility for residents to services, facilities and jobs. This requires a clear strategy identifying how different settlements function and their future role in delivering sustainable development.

4.445 Planning Policy Statement 1: Delivering Sustainable Development

4.446 PPS1 requires planning authorities to 'set a clear vision for the pattern of development' within their strategies.

4.447 Supplement to Planning Policy Statement 1: Planning and Climate Change

4.448 Requires that spatial strategies should 'deliver patterns of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking: and which overall reduce the need to travel, especially by car.'

4.449 Planning Policy Statement 3: Housing

4.450 PPS3 sets out that local planning authorities should locate 'housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.'

4.451 Planning Policy Statement 4: Planning for Sustainable and Economic Change

4.452 States that local planning authorities should 'define a network and hierarchy of centres....to meet the needs of their catchments.'

4.453 Planning Policy Statement 7: Sustainable Development in Rural Areas

4.454 This explains that 'most developments that are likely to generate large numbers of trips should be located in or next to towns or other service centres that are accessible by public transport, walking and cycling.'

4.455 Planning Policy Statement 12: Local Spatial Planning

4.456 PPS12 requires that core strategies should include 'an overall vision which sets out how the area and the places within it should develop.'

4.457 Planning Policy Statement 13: Transport

4.458 The objectives of PPG13 are to 'integrate planning and transport to:

- Promote more sustainable transport choices for both local people and for moving freight
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- Reduce the need to travel, especially by car.'

4.459 South West Regional Assembly: Functional Analysis of Settlements April 2005

4.460 The key objectives of this document were:

- To include consideration of key relationships between settlements
- Provide observations on how functions and relationships are likely to evolve over 25 years
- Identify settlements that display positive potential for self-sustaining and relatively self-contained economic growth over the next 20 years
- Give guidance on settlement functionality at the local level for the use in LDFs
- Inform the process as to how development may be appropriately allocated to settlements within districts

4.461 The main findings relevant to Christchurch and East Dorset were:

- Christchurch, Highcliffe and Corfe Mullen should be identified as 'significant settlements' as they are part of the Principal Urban Area of the conurbation.
- Verwood, the area including Ferndown/Three Legged Cross and the area incorporating Wimborne Minster/Oakley were considered as significant towns adjacent to urban centres which could become the focus for development.

Conclusions and Implications for Preferred Options

4.462 The hierarchy of settlements for sustainable development is a complex matter. The primary objective of such a hierarchy should be to focus development towards the most sustainable location. This means that new homes, facilities, services and employment should be closely related to ensure that they are accessible through a means of transport with a particular emphasis on non car based travel. Naturally this should focus new development towards existing urban areas where facilities, services and employment already exist, as well as public transport systems. It also requires such settlements to have the ability to accommodate new development within environmental and infrastructure constraints.

4.463 Within the area there is a wide range of settlement functionality relating to access to facilities, services and employment and the ability to accommodate further growth. It is therefore considered appropriate to identify a range of settlement types to reflect this diverse character.

4.464 An Option for this new issue is set out as KS1 and is based on the following summary.

4.465 Main Settlements

4.466 These should be the places that have the greatest access to facilities, services and employment opportunities. In the plan area these include areas that form part of the main conurbation, such as Christchurch and Corfe Mullen. Additionally, Wimborne Minster, Ferndown and Verwood are considered to have the main facilities and services and also areas of significant employment opportunity. Verwood has seen large levels of population growth over the last twenty years and there have been concerns that the provision of services and facilities has not been sufficient to provide for this. However, significant levels of investment have been directed to the town and at this stage it is only the absence of an upper school that is of concern in this context.

4.467 District Centres

4.468 This category of settlement recognises those places which have good access to facilities, services and employment, but not as great as Main Settlements, or do not have the ability to accommodate much growth.

4.469 Suburban Centres

4.470 Colehill and St Leonards and St Ives are unusual in that they have large populations (approximately 7,000 each), but no traditional centre. Despite this, they do have a reasonable level of facilities and services and good access to others and employment opportunities nearby.

4.471 Rural Service Centres

4.472 East Dorset has a large rural area with some settlements remote from the urban areas in the south of the District. A series of settlements within this area act as service centres for the rural hinterland, providing access to a basic range of facilities, services and employment opportunities. It is important to recognise the importance of these centres in order to protect what they presently offer and also to allow for opportunities to support these through the life of the Plan.

4.473 Villages

4.474 This category identifies those settlements that have a basic access to local facilities, services and employment. Additional development should support these, but be small in scale in order to reflect these limitations.

4.475 Hamlets

4.476 These settlements do not have facilities or services and should not therefore become a focus for development.

New Issue

Issue: What should the strategy be toward the location of future development and the Green Belt?

4.477 This issue is essential for consideration in the Core Strategy. SE Dorset has had a Green Belt since 1980 and this has worked effectively in controlling the spread of development and coalescence of settlements. It is necessary that policies to deal with the Green Belt are continued and robust, so it is essential that this matter is dealt with in the Core Strategy.

Consideration of Evidence and Policy

4.478 Planning Policy Guidance Note 2

4.479 Once the Green Belt has been established it should only be amended in exceptional circumstances which take into account the need to provide for sustainable development.

4.480 Regional Policy

4.481 Although the Regional Spatial Strategy is to be abandoned the draft still remains in place. Policies within this document were not approved, but sought to retain the Green Belt, subject to changes that would accommodate urban extensions and land at Bournemouth International Airport.

4.482 Structure Plan

4.483 The purposes of the SE Dorset Green Belt were set out in the 1980 SE Dorset Structure Plan as being:

- To 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.

4.484 Subsequent Structure Plans reaffirmed this policy until the final document approved in 2001. However, due to an error by the Government Office the policy was not saved in 2007.

4.485 Local Plans

4.486 Green Belt boundaries are identified within the Christchurch Local Plan (2001) and the East Dorset Local Plan (2002).

4.487 Sustainability Appraisal

4.488 This issue was not raised at issues and options stage and therefore a sustainability appraisal was not undertaken at this point. A detailed sustainability appraisal analysis has been undertaken of this issue and associated options contained in the Core Strategy 'Options for Consideration'.

Conclusions and Implications for Preferred Options

4.489 The loss of the policies within the Structure Plan and Regional Spatial Strategy mean that without a policy in the Core Strategy the specific purposes of the Green Belt in the plan area would disappear. It is therefore considered necessary to put forward preferred option KS2 to reaffirm the Green Belt and its purposes.

New Issue

Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)

4.490 The new Coalition Government has now revoked Regional Spatial Strategies. The Government now places an emphasis on meeting local housing need through locally established housing targets as set out in their Open Source Planning Green Paper. Therefore it is now necessary to establish local housing targets through the Core Strategy including a range of possible housing targets for Christchurch. Options for housing delivery include limited Green Belt release for the Christchurch urban extension.

Consideration of Evidence and Policy

4.491 Planning Policy Statement 3:

4.492 PPS3 sets out strategic housing policy objectives which seek:

- To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community.
- To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need.
- To improve affordability across the housing market, including by increasing the supply of housing.
- To create sustainable, inclusive, mixed communities in all areas, both urban and rural.

4.493 In meeting these overarching objectives the following outcomes need to be delivered through development plans and the planning system:

- A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.
- A sufficient quantity of housing taking into account need and demand and seeking to improve choice.
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.
- A flexible, responsive supply of land - managed in a way that makes efficient and effective use of land, including re-use of previously developed land, where appropriate.

4.494 National policy set out in Planning Policy Statement 3 (Housing) states that local planning authorities should undertake both strategic housing market area assessments to assess local housing need and demand. Strategic housing land availability assessments should be undertaken to identify and monitor current and future housing on agreed market area boundaries.

4.495 PPS3 as revised in 2010 removes garden land from the category of previously developed land. In respect of PPS3 it is for local planning authorities to decide the appropriateness of utilising garden land (backland sites) and large plot redevelopment involving the use of gardens for new housing. Housing delivery options contained in the Core Strategy 'Options for Consideration' consultation include and exclude garden land and large plot redevelopment so that the decision of appropriateness is made on the local level. The need to consider the use of large plot redevelopment and garden land within the housing land supply is due to the shortage of housing land that is suitable, available and achievable in the urban area.

4.496 Strategic Housing Market Assessment and Christchurch Housing Needs Survey (2008)

4.497 In Christchurch the annual net need for affordable housing is 243 units. The average delivery of affordable housing in the Borough over the last 10 years has been 30 units per annum. The balancing housing market assessment also identifies a significant shortfall in market housing across all tenures. Therefore, there is a significant need to provide new housing to increase the delivery of affordable and market housing.

4.498 Strategic Housing Land Availability Assessment (2009)

4.499 The Christchurch Strategic Housing Land Availability Assessment (2009) identifies a deliverable housing land supply for the Borough and the most recent SHLAA identifies supply for the period April 2009 - March 2024. In Christchurch local housing need for affordable and market housing is significantly beyond what can be delivered sustainably in the Borough. It is not possible to completely satisfy local housing need due to a range of constraints

including the need to maintain the purposes of the Green Belt, flood risk, proximity to sensitive habitats, built environment character and accessibility to public transport and local facilities. Therefore it is considered appropriate for housing delivery options to be informed by the SHLAA which takes account of constraints and the deliverability of housing land over the plan period.

4.500 The SHLAA identifies housing potential in the existing urban area and the SHLAA figures are based upon providing a range of densities, mix of houses and flats and takes into consideration the character of the built environment. The following table sets out the SHLAA assessment of housing distribution including the urban extension. It should be noted that master planning work undertaken by Broadway Malyan (2010) has superseded the SHLAA assessment of housing potential for the urban extension.

Area Profile Name	Total no. of units identified in SHLAA	Number of units identified in urban extension	Proportion of total units including urban extension
Burton and Winkton	311	(250)	10.8%
Grange	220	(90)	7.6%
Highcliffe	374		13.0%
Hurn	0		0%
Mudeford & West Highcliffe	1025	(600)	35.6%
Portfield & Jumpers	524		18.2%
Purewell & Stanpit	72		2.5%
Town Centre	351		12.2%
Total	2877	(940)	

Table 4.14

4.501 This option sets out the focus of housing distribution primarily in the existing urban area, and the urban extension. There is a higher level of development within Burton and Winkton, West Highcliffe and the Grange as Christchurch urban extension falls within these areas. Therefore, in this instance the focus of development is across Burton and Winkton, The Grange, Highcliffe, Mudeford and West Highcliffe, Portfield and Jumpers and Christchurch Town Centre.

4.502 Housing distribution excluding the urban extension

Area Profile Area	Total number of units identified in SHLAA within the existing urban area only - not including the urban extension	Proportion of total units
Burton & Winkton	60	3.1%
Grange	130	6.7%
Highcliffe	376	19.4%
Hurn	0	0%
Mudford & West Highcliffe	420	21.7%
Portfield & Jumpers	527	27.2%
Purewell & Stanpit	74	3.8%
Town Centre	350	18.1%
Total	1937	

Table 4.15

4.503 Christchurch Urban Extension Stage 1 Master planning (Broadway Malyan 2010)

4.504 The stage 1 master planning report identifies housing potential for the urban extension of between approximately 600 - 1,400 dwellings at an average density of 40dph. The difference in the housing range reflects options for the location of the overhead power cables, allotments, open space and suitable alternative natural green space. As noted above this work supersedes the assessment of housing potential for the urban extension identified in the SHLAA Housing delivery options included in the Core Strategy for the urban extension include a range of 500 - 1,250 dwellings in order to allow for suitable mix of housing and to provide more flexibility for lower density development.

4.505 In establishing the Core Strategy housing delivery options for the urban area the starting point has been the housing potential identified in the SHLAA (1937 dwellings). The current SHLAA (2009 base year) examines housing potential to 2024. The plan period covers a further 3 years to 2027 and the housing trajectory informed by the annual monitoring report estimates likely completions for this period in addition to the SHLAA period to 2024.

4.506 Options have been established for the urban area on the following basis:

- Option that includes all SHLAA potential inclusive of large plot redevelopment and garden land (backland sites).
- Option that includes SHLAA potential inclusive of large plot redevelopment.

- Option that includes SHLAA potential excluding large plot redevelopment and garden land (backland sites).
- Options that apply and don't apply a discounting rate of 5% for non implemented planning permissions.

4.507 Planning Policy Statement 25 (2010) / Christchurch Strategic Flood Risk Assessment (Level 2)

4.508 The location of new housing development should be in accordance with the requirements of PPS25 and the strategic flood risk assessment undertaken for the Borough. The areas at most risk and therefore subject to constraint for housing development are broadly within the town centre, Christchurch Quay, Bridge St, Purewell, east of Stanpit (Riverslea estate), south edge of Stanpit, south of Mudeford and an area within West Christchurch (River Way/Cross Way). The Core Strategy housing delivery options reflect the SHLAA and the sequential approach for directing new residential development to low flood risk areas.

4.509 Christchurch Corporate Plan 2008 - 2012

4.510 The Christchurch Corporate Plan and housing strategy for the district aims to improve the quality and availability of housing. To achieve this aim it is necessary for address local housing need through the provision of new open market and affordable housing.

4.511 Christchurch Community Strategy (2007)

4.512 The Community Strategy supports the development of sustainable communities and more affordable and appropriate housing which can be provided sustainably with consideration for the environment.

4.513 Sustainability Appraisal

4.514 This issue was not raised at issues and options stage and therefore a sustainability appraisal was not undertaken at this point. A detailed sustainability appraisal analysis has been undertaken of this issue and associated options contained in the Core Strategy 'Options for Consideration'.

Conclusions and Implications for Options

4.515 Now that the Regional Spatial Strategy has been revoked it is necessary for the Core Strategy to examine local options for housing delivery. Options have been established in the Core Strategy 'Options for Consideration' which are consistent with PPS3 and PPS25 and informed by the Christchurch strategic housing land availability assessment and the level 2 strategic flood risk assessment. Housing potential options for the proposed Christchurch urban extension are based on the outputs of master planning work undertaken by Broadway Malyan and ongoing consultation which supersedes the assessment undertaken in the SHLAA. Housing options for the urban area are broadly based on housing land identified in the SHLAA which is considered deliverable over the plan period. The Core Strategy 'Options for Consideration' contains options which include or exclude large plot redevelopment and garden land. Local housing need is significantly in excess of the availability of sustainably located land suitable for housing due to constraints such as Green Belt, flood risk, proximity to sensitive habitats, public transport accessibility and accessibility to community facilities. Therefore, it is considered appropriate to use the SHLAA to inform the Core Strategy housing delivery options.

New Issue

Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)

4.516 The new Coalition Government has now revoked Regional Spatial Strategies. The Government now places an emphasis on meeting local housing need through locally established housing targets as set out in their Open Source Planning Green Paper. Therefore it is now necessary to establish local housing targets through the Core Strategy including a range of possible housing targets for East Dorset. Options for housing delivery include limited Green Belt release for new neighbourhoods, as well as development within the existing urban areas.

Consideration of Evidence and Policy

4.517 Planning Policy Statement 3:

4.518 As set out above in previous New Issue.

4.519 Strategic Housing Market Assessment and East Dorset Housing Needs Survey (2008)

4.520 The Housing Needs Survey for East Dorset identifies an annual net need for affordable housing of about 440 units. The average delivery of affordable housing in the District over the last 10 years has been about 25 new affordable homes provided each year. The balancing housing market assessment also identifies a significant shortfall in market housing across all tenures. Therefore, there is a significant need to provide new housing to increase the delivery of affordable and market housing.

4.521 Strategic Housing Land Availability Assessment (2009)

4.522 The East Dorset Strategic Housing Land Availability Assessment (2009) identifies a deliverable housing land supply for the District and the most recent SHLAA identifies supply for the period April 2009 - March 2024. Figures for the key settlements are set out below.

Town or Parish	Sites within the urban areas and villages	Greenfield sites	Total no. of units identified in SHLAA
Colehill	163	3,869	4,032
Corfe Mullen	130	2,000	2,130
Ferndown	520	1,086	1,616
St Leonards	397	0	397
Verwood	184	610	794

West Moors	30	225	255
West Parley	59	1,038	1,097
Wimborne	602	130	732
Total	2,085	8,958	11,043

Table 4.16

Conclusions and Implications for Preferred Options

4.523 The abandonment of work on the Regional Spatial Strategy has removed the strategic housing requirement that would have dictated the scale of housing to be delivered within the District over the period 2006 to 2026. This is welcomed by the Council as it now means that decisions on the scale and location of new housing development can be determined through the Core Strategy. However, this requires a detailed understanding of demographic, social and economic housing needs and demands, as well as the impact of new housing on the environment and infrastructure. The Options consultation gives the opportunity to inform this work.

4.524 The Housing Needs Survey identifies an affordable housing need that is significantly larger than can be provided in the existing urban areas, as identified through the Strategic Housing Land Availability Assessment. However, trying to satisfy the need through development on green field development is fraught with difficulties. The urban areas are surrounded by Green Belt and much of the land is affected by flooding, or is close to internationally important heathlands, where new housing should not be allowed. Additionally, there are only a few urban areas where there is reasonable access to facilities and services by a range of transport means, as discussed earlier in this paper under the New Issue: What should the settlement hierarchy be across Christchurch and East Dorset?

4.525 Within the context of a high level of housing need compared to the number of opportunities to meet them it is concluded that it would be inappropriate to set a housing target until these matters are tested through public consultation. This is set out as Option KS12. Further work to update evidence is required and this coupled with consultation feedback will provide the necessary information to determine how much new housing can be provided to meet needs.

New Issue

Issue: Where and how much employment development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

4.526 Issue EG1 of the issues and options Core Strategy asked 'How can we ensure that there is a sufficient amount and range of employment land and premises to meet the needs of local business'. At this stage the Core Strategy did not set out options about the level and broad location for where new employment development would be accommodated in Christchurch and East Dorset over the plan period to 2027. The now revoked regional spatial

strategy previously set out an employment land target for the Bournemouth and Poole travel to work areas which includes the plan area. Since the abolition of the Regional Spatial Strategy it is necessary to set out a strategy concerning the broad location and level of provision of employment land for Christchurch and East Dorset in the Core Strategy.

Consideration of Evidence and Policy

4.527 The Regional Spatial Strategy incorporating the Secretary of State's Proposed Changes previously identified projected employment land requirements for the Bournemouth and Poole Travel to Work Areas. The Bournemouth, Dorset and Poole Workspace Strategy (2008) prepared by GVA Grimley and in association with the Dorset local authorities identifies projected employment land requirements for the travel to work areas and by district. The projections contained in this study were put forward through representations to the Regional Spatial Strategy made by the Dorset strategic authorities to supersede employment land targets contained in the draft Regional Spatial Strategy. Through the examination of the Borough of Poole's Core Strategy it was established that the workspace strategy projections were the most robust available.

4.528 The Workspace Strategy has identified projected requirements for the Bournemouth Travel to Work Area of 66.8ha for B1, B2 and B8 use classes. The employment land requirement for the Poole travel to work area is 45.9ha. This provides a combined requirement for the Poole and Bournemouth travel to work areas of 112.7ha. On a district level basis the combined requirement for Bournemouth, East Dorset and Christchurch is 65.3ha to 2026. For Poole the projected requirement is for 36.9ha to 2026.

4.529 For the purposes of strategic planning in the Core Strategy, options have been generated using the combined projected requirements on a district basis. There are issues in using the Bournemouth travel to work area projection as a significant proportion of the Bournemouth Travel to Work Area falls within a different strategic planning area which raises uncertainties concerning the delivery of employment land.

4.530 In meeting the combined district requirement for Bournemouth, Christchurch and East Dorset there are issues with sufficient employment land availability in the short and medium term and sufficient and deliverable employment land supply for the plan period. In Christchurch there is in the region of 20 hectares of employment land supply that has the potential to be delivered over the plan period to 2027. The majority of this supply is anticipated to come forward at the airport north west business park. In East Dorset a number of potential new sites are being considered in the Core Strategy which could provide a supply of 62 hectares of employment land, although two sites totalling 23 hectares are identified as non preferred locations. The combined potential employment land supply for Christchurch, East Dorset and Bournemouth totals 82 hectares which is balanced against projected requirements of 65.3ha. In meeting future employment land requirements there is a need to provide sufficient flexibility over and above projected requirements to provide a choice of sites to meet business needs.

Sustainability Appraisal

4.531 The issue of the amount and distribution of new employment land was not raised at the issues and options stage and therefore sustainability appraisal was not undertaken. SA work has been undertaken of options put forward in the Core Strategy 'Options for Consideration' consultation document for options put forward in the Key Strategy and Creating Prosperous Communities chapters.

Conclusions and Implications for Preferred Options

4.532 As stated above since the abolition of the Regional Spatial Strategy it is necessary to establish the level and broad locations for new employment development in the Core Strategy based on locally established evidence from the Bournemouth, Dorset and Poole Workspace Strategy (2008). Future provision will contribute to sub regional employment land requirements with strategic sites such as the airport business park and Blunts Farm 'Ferndown' playing a significant strategic role. An overarching option for future provision of employment land to 2027 will be set out in the Core Strategy 'Key Strategy' Chapter with consideration of more detailed options for East Dorset in the Core Strategy Creating Prosperous Communities chapter.

New Issues

Issue: What should the town centre hierarchy be for Christchurch? (Core Strategy, Key Strategy)

Issue What should the town centre hierarchy be for East Dorset? (Core Strategy, Key Strategy)

4.533 Issues SS1 and SS2 of the Core Strategy issues and options consultation (Theme 4, Settlement Strategy) asked about the broad focus for development across different types of settlement in the plan area and the specific types of development to be accommodated in individual named settlements. However, the Settlement Strategy chapter and the Town Centre Vitality chapter did not specifically ask what the town centre hierarchy should be for Christchurch and East Dorset. Following the issues and options consultation and the completion of the Joint Retail Assessment (2008) it is now possible to set out clear options for town centre hierarchies in accordance with the requirements of planning policy statement 4.

Consideration of Evidence and Policy

4.534 Planning Policy Statement 4 (Policy EC3) puts forward requirements for local authorities in setting out strategies for the management and growth of centres over the plan period. As part of this strategy local authorities are advised to define a network (the pattern of provision of centres) and the hierarchy (the role and relationship of centres in the network. The purpose of identifying a hierarchy is to direct the focus of growth appropriate to the role and function of a centre to support their vitality and viability. Where there is a deficiency in the network of centres particular centres can be identified to operate at a higher level within the hierarchy.

4.535 The Joint Retail Assessment (2008) examined the role of town, district and local centres within Christchurch and East Dorset to determine whether they should be reclassified from their Local Plan designation. In Christchurch the hierarchy of centres is as follows:

Centre	Current Local Plan Designation
Christchurch	Town Centre
Highcliffe	District Centre
Barrack Road	Local Centre

Centre	Current Local Plan Designation
Purewell	Local Centre
Somerford	Out of Centre
Stony Lane	Out of Centre
Bailey Drive Retail Park	Out of Centre

Table 4.17

4.536 In considering any potential reclassification of centres Highcliffe has a large number of commercial units which potentially elevates it above a District centre. As such, this is included as an option in the Core Strategy 'Options for Consideration'. However, Highcliffe functions as a District centre and has limited opportunities for further commercial development to grow as town centre location.

4.537 Another potential change to the existing hierarchy could be to elevate Barrack Road from a local centre to a district centre as it includes a high proportion of commercial units including a Tesco Express store. This option is included within the town centre hierarchy options in the Core Strategy 'Options for Consideration'.

4.538 In East Dorset the suggested hierarchy in the Joint Retail Assessment was:

4.539 Town centres:

- Wimborne Minster
- Ferndown
- Verwood

4.540 District Centre

- West Moors

4.541 Local Centres

- Corfe Mullen
- West Parley

Sustainability Appraisal

4.542 Options relating to a hierarchy of centres was not put forward during the issues and options consultation in 2008 and therefore sustainability appraisal relating to centre hierarchy options has been undertaken for options put forward in the Core Strategy 'Options for Consideration' 2010. SA for these options is set out in the Core Strategy Options Interim Sustainability Statement (2010).

Conclusions and Implications for Preferred Options

4.543 In accordance with guidance contained within PPS4 it is appropriate to identify retail centre hierarchies. The purpose of retail centre hierarchies is to direct commercial development to the most sustainable locations, with a town centre first approach in order to establish a sustainable pattern of development. The preferred options set out in Section 5 have been informed by responses received to questions asked about the settlement strategy at Issues and Options and the Joint Retail Assessment (2008).

New Issue

Issue: Where and how much retail development should there be in Christchurch and East Dorset? (Core Strategy, Key Strategy)

4.544 Issues SS1 and SS2 of the Core Strategy issues and options consultation (Theme 4, Settlement Strategy) asked about the broad focus for development across different types of settlement in the plan area and the specific types of development to be accommodated in individual named settlements. Following issues and options work and completion of the Joint Retail Assessment (2008) it is now possible to identify options for future retail development across the centres of Christchurch and East Dorset over the plan period to 2027.

Consideration of Evidence and Policy

4.545 Planning Policy Statement 4 (2009)

4.546 PPS4 requires local authorities to identify the detailed need for land and floorspace requirements for economic development over the plan period which includes all main town centre uses. This also requires an assessment of future land supply for economic development which will the broad location for development identified in the Core Strategy and site detail for site specific allocations DPD. Future retail floorspace provision in retail centres should also be in accordance with policy EC3 in respect of the retail hierarchy and a level of retail development which is appropriate to the role and function of the centre.

4.547 Joint Retail Assessment (2008)

4.548 The Joint Retail Assessment (2008) identifies future retail floorspace requirements (A1 comparison and convenience floorspace) for Christchurch and East Dorset based on projected levels of retail expenditure and population. Retail floorspace requirements for the plan period are based on maintaining Christchurch and East Dorset's current market share of retail expenditure. Floorspace requirements identified in the retail study are for the period to 2026, the plan period only extends one year further so it is still considered appropriate to use these projections in the Core Strategy. The retail study has also examined potential development opportunities within the main retail centres which include existing town and district centres which have been expressed

within a range which takes account of lower and higher population growth. Projected requirements for the districts are set out below. Figures are also identified for specific retail centres have been arrived at following a capacity analysis for future retail floorspace provision and reflect the position of these centres within the overall centre hierarchies for the districts.

District / Retail Centre	Comparison floorspace requirements to 2026	Convenience floorspace requirements to 2026
Christchurch Borough	9,700 sqm / 11,200 sqm	- 320 sqm / 70 sqm
Christchurch Town Centre	6,900 sqm / 8,000 sqm	0 sqm
Christchurch Retail Warehouses	350 sqm / 430 sqm	0 sqm
Highcliffe	770 sqm / 835 sqm	0 sqm
East Dorset District	11,700 sqm / 14,000 sqm	6,630 sqm / 7,900 sqm
Ferndown	750 sqm / 5,200 sqm	3,700 sqm / 5,600 sqm
Verwood	160 sqm / 1,150 sqm	200 sqm / 700 sqm
West Moors	80 sqm / 550 sqm	0 sqm / 110
Wimborne Minster	950 sqm / 6,650 sqm	700 sqm / 1,030 sqm
Other Local Centres	455 sqm / 532 sqm	399 sqm / 474 sqm

Table 4.18

Sustainability Appraisal

4.549 Options relating to the level and broad distribution of new retail development were not identified during the issues and options consultation undertaken in 2008. Therefore, sustainability appraisal relating to future retail floorspace distribution has been undertaken for options put forward in the Core Strategy 'Options for Consideration' 2010. SA for these options is set out in the Core Strategy Options Interim Sustainability Statement (2010).

Conclusions and Implications for Preferred Options

4.550 In accordance with PPS4 it is appropriate that the Core Strategy plans for the level and broad location for future retail development within Christchurch and East Dorset retail centres consistent with a retail hierarchy and establishing a sustainable pattern of development. The Joint Retail Assessment provides the evidence base to inform future requirements set out in the Core Strategy based on projected population growth and available expenditure.

Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change? (Core Strategy, Key Strategy)

4.551 This issue and associated options will be included in the Core Strategy 'Key Strategy' chapter. For further detail on this issue and related options please see Key Issue Paper 8 'Transport and Access'.

Issue: How can connectivity be enhanced so that economic prosperity can be improved? (Core Strategy, Key Strategy)

4.552 This issue and associated options will be included in the Core Strategy 'Key Strategy' chapter. For further detail on this issue and related options please see Key Issue Paper 8 'Transport and Access'.

5 Options

What should the settlement hierarchy be across Christchurch and East Dorset?

Preferred Option KS1

5.1 The location, scale and distribution of development should conform with the settlement hierarchy, which will also help to inform service providers about the provision of infrastructure, services and facilities.

Settlement Type	Function
Main Settlements	The settlements which will provide the major focus for community, cultural, leisure, retail, utility, employment and residential development. This will include infill development as well as options for some greenfield development.
	Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen
District Centres	Settlements which will provide for smaller scale community, cultural, leisure, retail, employment and residential development within the existing urban areas.
	West Moors, Highcliffe
Suburban Centres	Settlements with no existing centres that will provide for some residential development along with community, leisure and retail facilities to meet day to day needs within the existing urban areas.
	Colehill, St Leonard's and St Ives
Rural Service Centres	Main providers for the rural areas where development will be allowed of a scale that reinforces their role as providers of facilities to support the village and adjacent communities.
	Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross
Villages	Settlements where only very limited development will be allowed within village infill envelopes that supports the role of the settlement as a provider of services to its home community.
	Burton, Hurn, Edmondsham, Furzehill, Gaunt's Common, Gussage All Saints, Gussage St Michael, Hinton, Martell, Holt, Horton, Shapwick, Wimborne St Giles, Witchampton, Woodlands/Whitmore
Hamlet	Settlements where development would not be allowed unless it was functionally required to be in the rural area.

Settlement Type	Function
	All other settlements

Table 5.1

Issue: What should the strategy be toward the location of future development and the Green Belt?

Preferred Option KS2

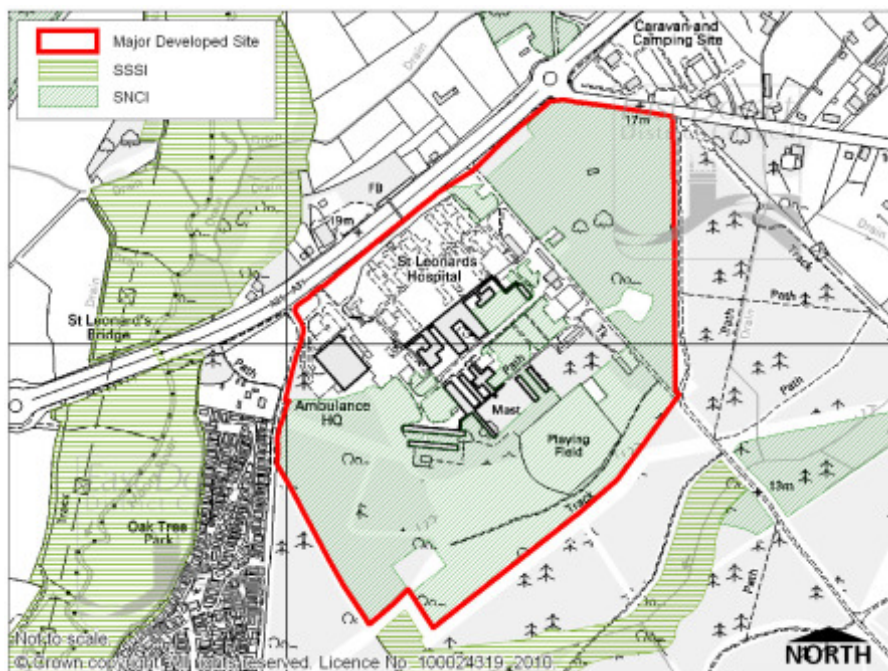
5.2 Development in East Dorset and Christchurch Districts will be contained by the South East Dorset Green Belt. The purposes of the Green Belt are to:

- 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.

5.3 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.

Preferred Option KS3

5.4 Land at St Leonard’s Hospital should be a Major Developed Site in the Green Belt, in accordance with the requirements of Annex C to Planning Policy Guidance Note 2.



Map 1

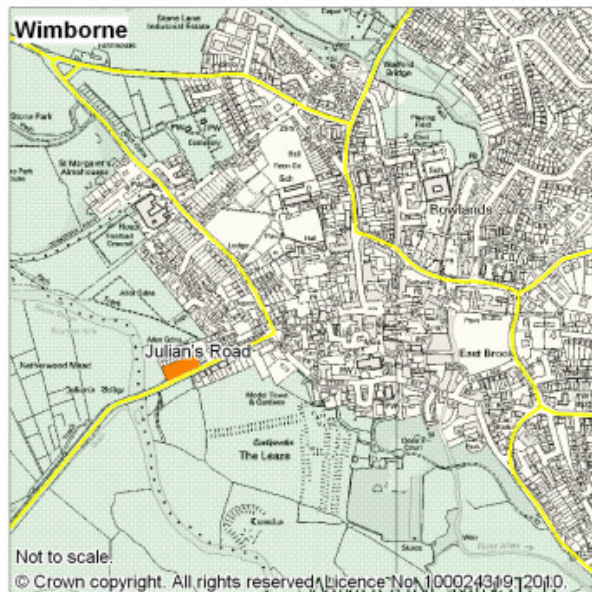
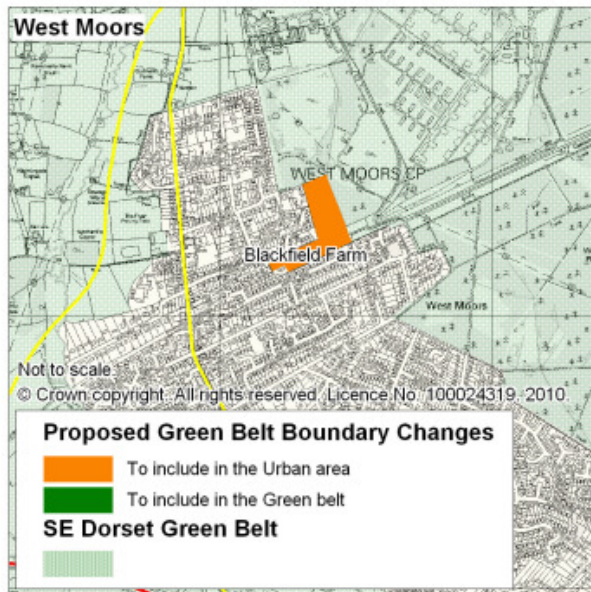
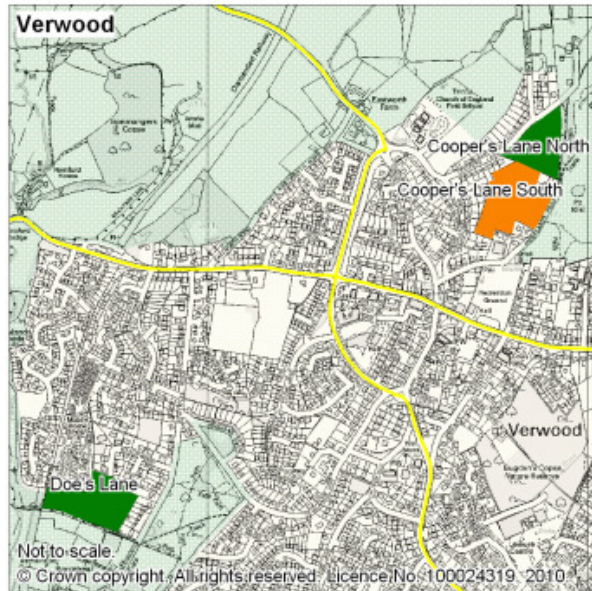
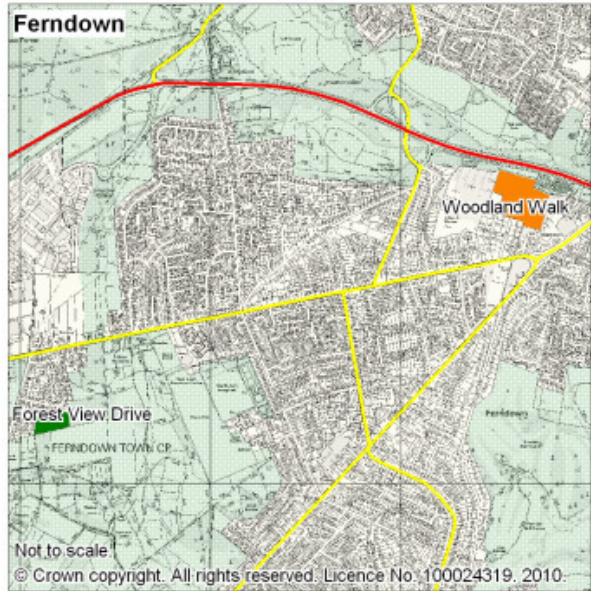
Preferred Option KS4

5.5 The inner Green Belt boundary will be re-drawn, as set out on the Map below, to incorporate the following sites within the Green Belt:

- The northern half of land at Coopers Lane, Verwood
- Doe's Lane, Verwood
- Forest View Drive, Ferndown

5.6 The following sites will be shown as being within the urban area:

- The southern half of land at Coopers Lane, Verwood
- Blackfield Farm, West Moors
- Julian's Road, Wimborne
- Woodland Walk, Ferndown



Proposed Green Belt Boundary Changes

- To include in the Urban area
- To include in the Green belt

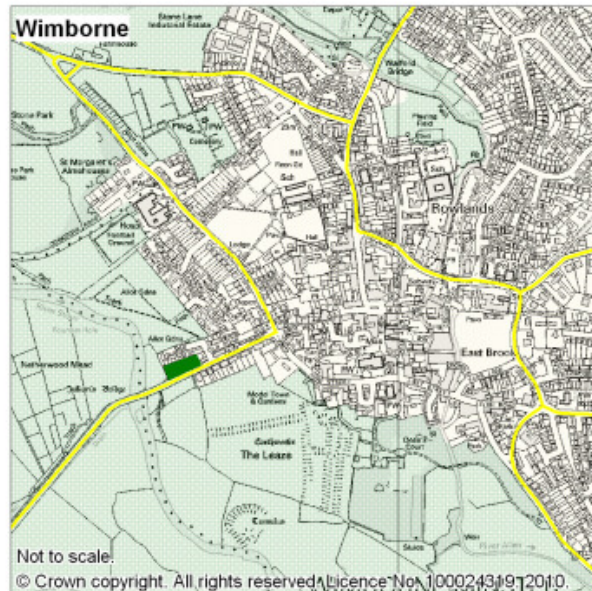
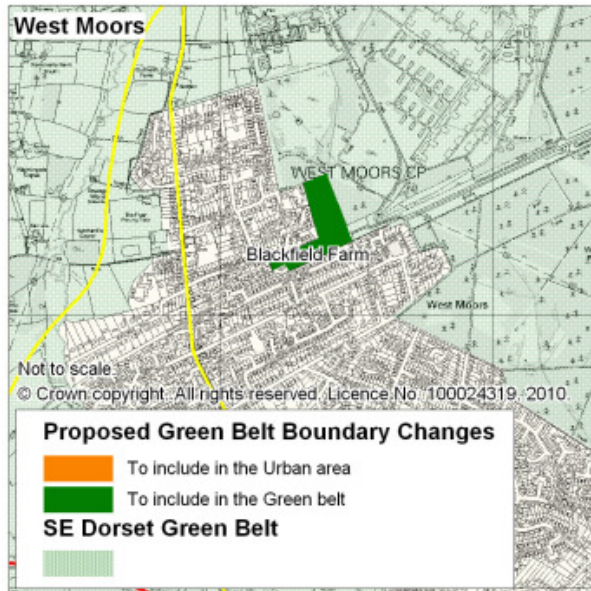
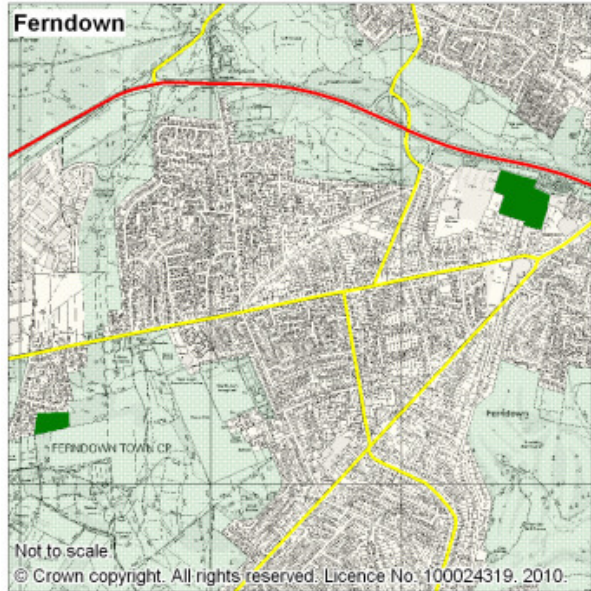
SE Dorset Green Belt

Map 2

Non Preferred Option KS5

5.7 The inner Green Belt boundary will not be amended and the following sites will be included within the urban area:

- Coopers Lane, Verwood
- Doe's Lane, Verwood
- Forest View Drive, Ferndown
- Blackfield Farm, West Moors
- Julian's Road, Wimborne
- Woodland Walk, Ferndown

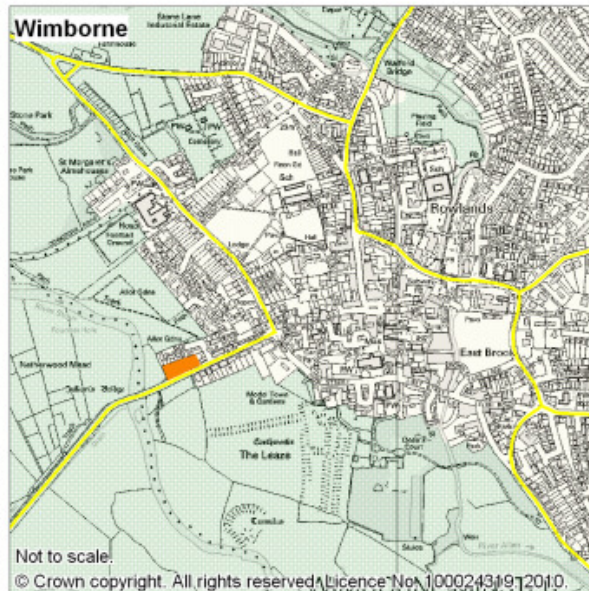
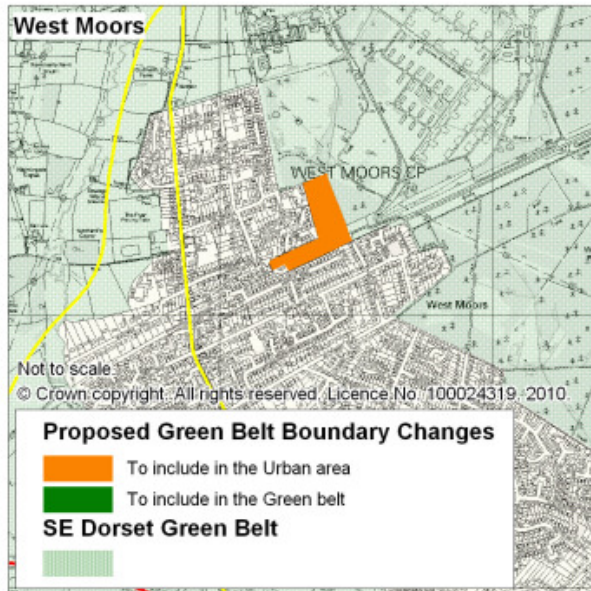
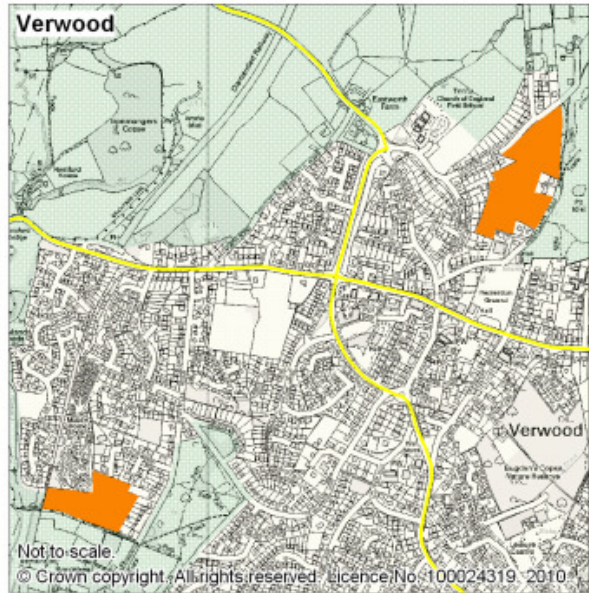
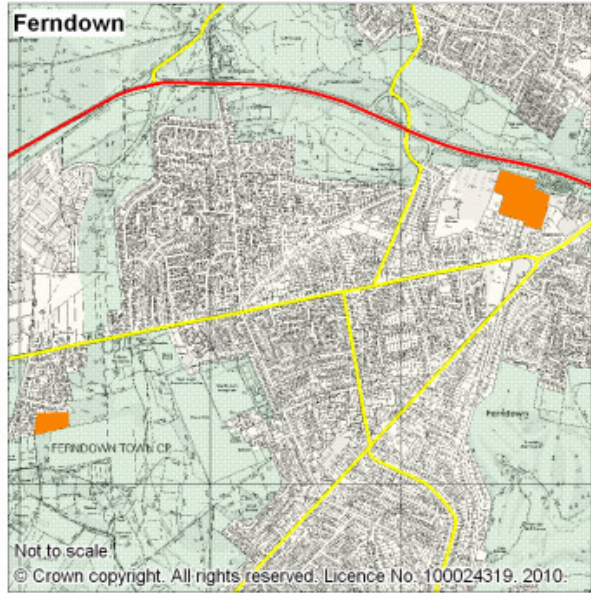


Map 3

Non Preferred Option KS6

5.8 The inner Green Belt boundary will be amended to include the following sites:

- Coopers Lane, Verwood
- Doe's Lane, Verwood
- Forest View Drive, Ferndown
- Blackfield Farm, West Moors
- Julian's Road, Wimborne
- Woodland Walk, Ferndown



Proposed Green Belt Boundary Changes

- To include in the Urban area
- To include in the Green belt

SE Dorset Green Belt

Map 4

Issue: Where and how much housing should there be in Christchurch? (Core Strategy, Key Strategy)

Option KS7

5.9 Christchurch: Delivery of (3,200) dwellings during the plan period 2007 – 2027

- Includes housing potential of sites identified in the Strategic Housing Land Availability Assessment for comprehensive redevelopment where garden land would be used but excludes Backland (back gardens) sites involving plot severance
- Applies a discounting rate of 5% for non implemented planning permissions
- Includes about 950 dwellings brought forward within the urban extension south of the railway line

Option KS8

5.10 Christchurch: Delivery of between (2,900 - 3,100) dwellings during the plan period 2007 – 2027.

- Includes housing potential of sites identified in the strategic housing land availability assessment for comprehensive redevelopment where garden land would be used but excludes Backland (back gardens) sites involving plot severance.
- Applies a discounting rate of 5% for non implemented planning permissions.
- Includes between 650 - 850 dwellings brought forward within the urban extension south of the railway line.

Option KS9

5.11 Christchurch: Delivery of between (3,478 – 3,778) dwellings during the plan period 2007 - 2027.

- This option exceeds the South West Regional Spatial Strategy target of 3,450 dwellings.
- Includes redevelopment potential and the use of garden land.
- Includes 950 - 1250 dwellings brought forward within the urban extension south of the railway line.
- Does not provide a discounted rate for non implemented planning consents.

Option KS10

5.12 Christchurch: Delivery of 2,628 dwellings during the plan period 2007 – 2027.

- This option does not meet the 'First Detailed Proposals' figure of 3,200 (established by the Joint Strategic Authorities to inform the Regional Spatial Strategy) or the South West Regional Spatial Strategy Proposed Changes target of 3,450.
- Excludes redevelopment of large dwellings or large plots where the existing dwelling would either be subdivided or redeveloped or additional dwellings built on the plot. This would exclude all garden land.
- Applies a discounting rate of 5% for non implemented planning permissions.
- Includes 950 dwellings brought forward within the urban extension south of the railway line.

Option KS11

5.13 Christchurch: Delivery of (2,178 – 2,328) dwellings during the plan period 2007 – 2027.

- This option does not meet the 'First Detailed Proposals' figure of 3,200 (established by the Joint Strategic Authorities to inform the Regional Spatial Strategy) or the South West Regional Spatial Strategy Proposed Changes target of 3,450.
- Excludes redevelopment of large dwellings or large plots where the existing dwelling would either be subdivided or redeveloped or additional dwellings built on the plot. This would exclude all garden land.
- Applies a discounting rate of 5% for non implemented planning permissions.
- Includes 500 - 650 dwellings brought forward within the urban extension south of the railway line.

Issue: Where and how much housing should there be in East Dorset? (Core Strategy, Key Strategy)

Option KS12

East Dorset

5.14 About xxx new homes will be provided in East Dorset between the years 2012 and 2027. This will comprise up to 3,300 homes within the existing urban areas, subject to a further review of the Strategic Housing Land Availability Assessment, and a further xxx homes to be provided as new neighbourhoods.

Issue: Where and how much employment development should there be in Christchurch and East Dorset?

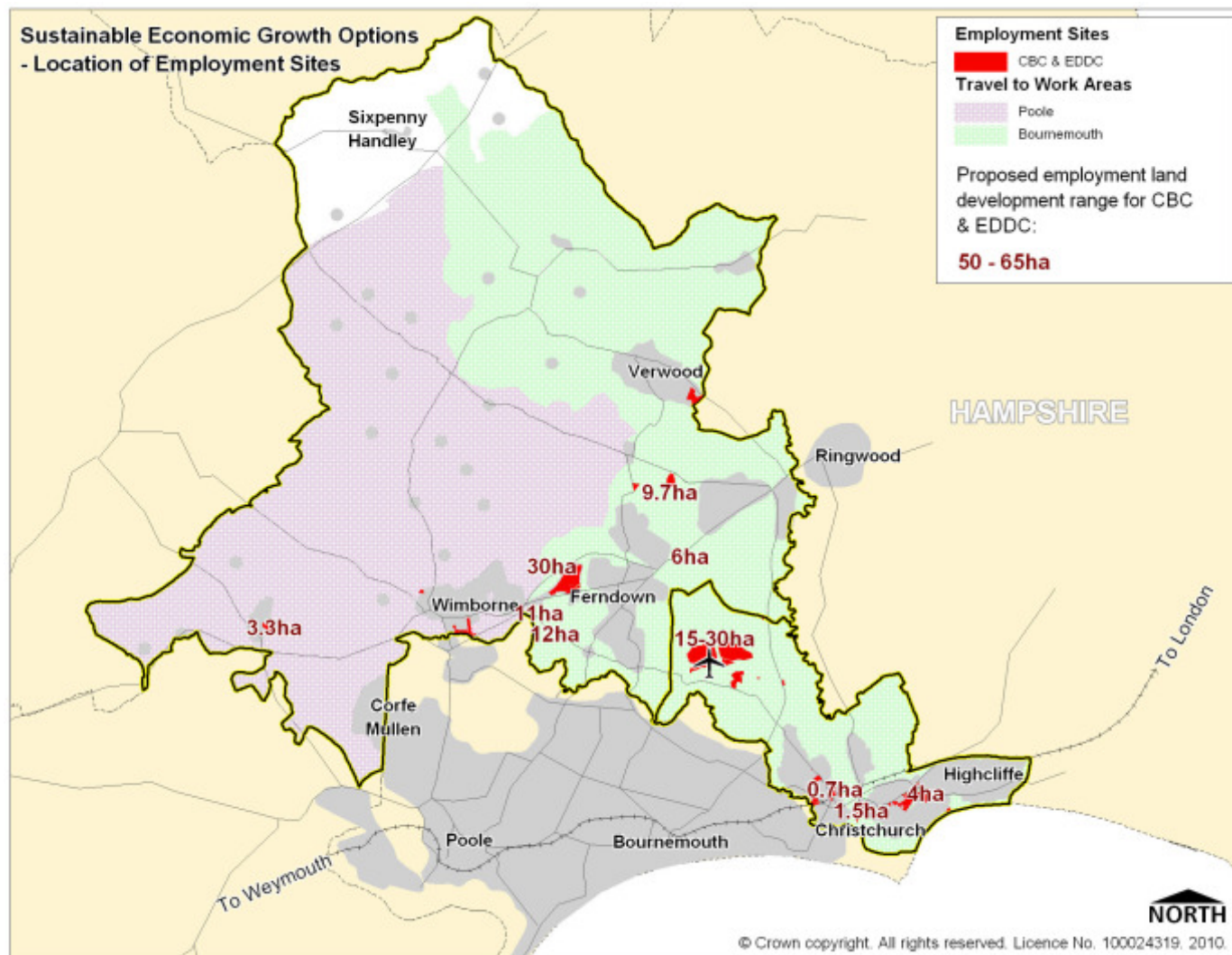
Preferred Option KS13

Provision of Employment Land

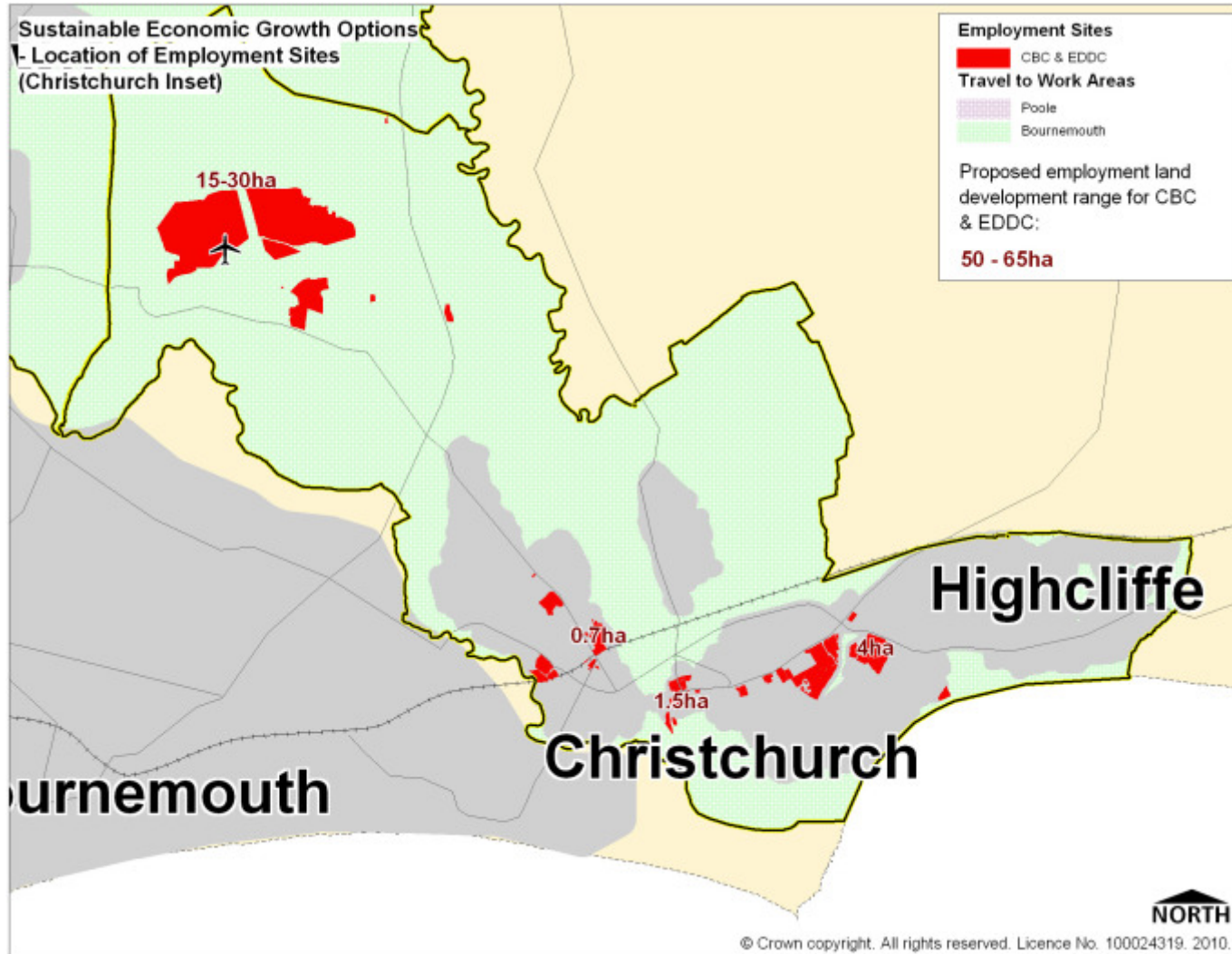
5.15 Sufficient land with the necessary locational attributes will be provided in appropriate locations to meet the requirements of businesses currently located in the districts and those that can be attracted to the area to 2026. An appropriate mix of premises will be encouraged on employment sites within the portfolio to meet these business needs. Live / work units will be encouraged for business activity that is acceptable in environmental terms (noise, discharges by emissions by land, air or water) and that will not affect the health, safety or amenities of nearby land.

5.16 Employment land supply located in Christchurch and East Dorset will contribute in part to meeting the wider strategic requirement across South East Dorset as determined in the 2008 Bournemouth, Dorset and Poole Workspace Strategy. In particular, strategic sites such as Bournemouth Airport Business Park (options in East Dorset to be determined following public consultation) will contribute to this wider sub regional requirement. The combined district level requirement for Christchurch, East Dorset, and Bournemouth is 65.3ha. In order to meet this overall requirement, and in relation to existing land supply approximately 20ha in Christchurch and 30ha in East Dorset is required as a minimum to meet projected demand to 2026. Subject to suitable transport infrastructure improvements serving Bournemouth Airport and employment site options in East Dorset there is scope to bring forward 50 – 65ha

of employment land across the area. The higher development figure would provide some flexibility over and above projected employment land requirements set out in the Workspace Strategy. Employment activity which makes a significant contribution to innovation, raising economic productivity and highly skilled and well paid jobs will be encouraged on employment sites within the area that can offer the necessary locational attributes.



Picture 1



Picture 2

Issue: What should the town centre hierarchy be for Christchurch?

Preferred Option KS14

5.17 The Christchurch town centre hierarchy should be as follows:

- 5.18 Town Centres: Christchurch
- 5.19 District Centres: Highcliffe and Barrack Road
- 5.20 Local Centres: Purewell
- 5.21 Parades: All other clusters of shops
- 5.22 The proposed hierarchy elevates Barrack Road from a local centre to a district centre

Non Preferred Option KS15

5.23 Amend the hierarchy as follows:

- 5.24 Town Centres: Christchurch and Highcliffe
- 5.25 District Centres: Barrack Road
- 5.26 Local Centres: Purewell
- 5.27 Parades: All other clusters of shops.

5.28 The proposed hierarchy elevates Highcliffe from a district centre to a town centre and Barrack Road from a local centre to a district centre.

Issue: What should the town centre hierarchy be for East Dorset?

Preferred Option KS16

- 5.29 The East Dorset town centre hierarchy should be amended to reflect the recommendations of the evidence as follows:
- 5.30 Town Centres: Ferndown, Verwood and Wimborne Minster
- 5.31 District Centres: West Moors
- 5.32 Local Centres: Corfe Mullen and West Parley (NB. Could be subject to change if new neighbourhoods are created at these localities).
- 5.33 Parades: All other clusters of shops.

Non Preferred Option KS17

5.34 No change to the current hierarchy of town centres

5.35 Town Centres Ferndown, Verwood, West Moors and Wimborne Minster

5.36 Local Centres Corfe Mullen and West Parley

Issue: Where and how much new retail development should there be in Christchurch and East Dorset?

Preferred Option KS18

5.37 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 projected requirements to 2027. Further retail floorspace is necessary 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. This option sets out the broad locations and level of additional retail floorspace that could be accommodated across the retail centres of Christchurch and East Dorset to 2027, informed by the Joint Retail Assessment (2008) which are set out below. For most centres, floorspace figures are set out as ranges to reflect requirements of lower and higher population growth scenarios which will be determined by the level of new housing to be delivered in Christchurch and East Dorset to 2027. The Site Specific Allocations Development Plan Document will determine specific sites within the centres where retail development can take place.

5.38 Christchurch:

5.39 Christchurch Town Centre:

- Comparison Retail Floorspace: 6,900 - 8,000sqm
- Convenience Floorspace: No additional requirement to 2027

5.40 Highcliffe Centre:

- Comparison Floorspace: 800sqm
- Convenience Floorspace: No additional requirement to 2027

5.41 East Dorset:

5.42 Ferndown

- Comparison Floorspace: 750 - 5,200 sqm
- Convenience Floorspace: 3700 - 5,600 sqm

5.43 Verwood

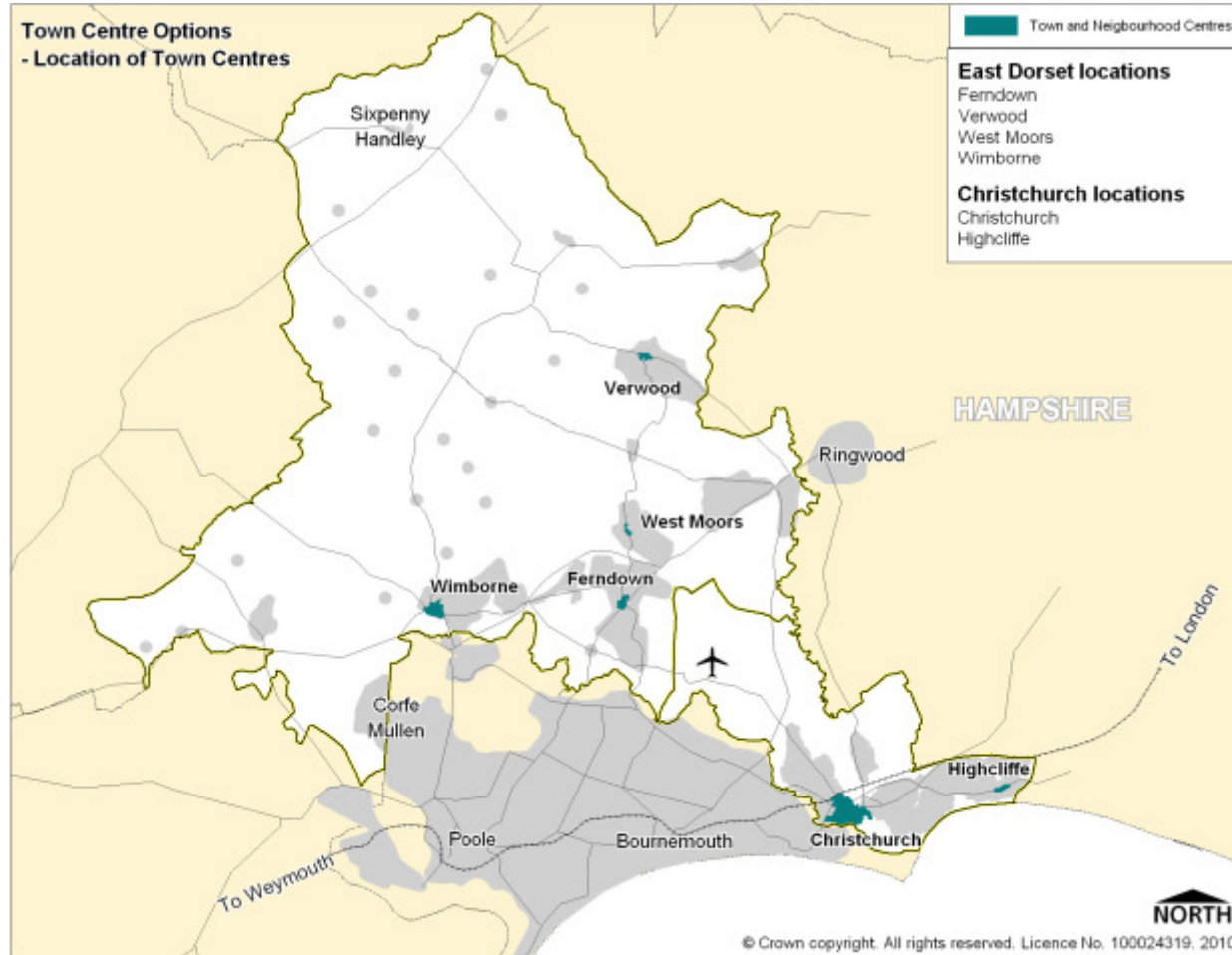
- Comparison Floorspace: 160 - 1,150 sqm
- Convenience Floorspace: 200 - 700 sqm

5.44 West Moors

- Comparison Floorspace: 80 - 550 sqm
- Convenience Floorspace: 0 - 110 sqm

5.45 Wimborne Minster:

- Comparison Floorspace: 950 - 6,650 sqm
- Convenience Floorspace: 700 - 1,030 sqm



Picture 3

Issue: How can accessibility and safety be improved to encourage people to use alternatives to the car and reduce the impact on climate change?

Preferred Option KS19

Encouraging low carbon travel and reducing the need to travel

5.46 Development will be located in the most sustainable locations, focused on the South East Dorset Conurbation, Prime Transport Corridors and town centres. The priority should be to locate new residential development, either in close proximity to employment facilities and services where good public transport exists, or where employment, facilities and services are accessible in particular by modes other than the car. Where necessary, development should be accompanied by improvements to public transport, including car sharing and for cycling and walking. Higher density development will be located in and around town centres and Prime Transport Corridors in order to reduce the need to travel. Where appropriate, mixed development will be encouraged so that people can work closer to where they live or work from home. These measures will reduce congestion and widen travel choice.

5.47 Prime Transport Corridors will be introduced where junction improvements, enhanced public transport services and improvements to walking and cycling will be implemented. The choice of corridors reflects the Key Strategy, ensuring that development occurs in the most sustainable locations and where transport improvements will benefit existing densely populated areas. The following corridors are proposed:

5.48 Short term (within the first five years of the plan period) – Corridors through existing built up areas

- B3072 Ferndown northwards through West Moors, Three Legged Cross to Verwood
- A35 and A337 through Christchurch (A35 identified in Local Transport Plan2)
- A348 Bear Cross roundabout to Longham mini roundabouts and Ferndown
- B3073 Airport to Wimborne town centre

5.49 Medium term (within 6-10 years of the plan period) – Corridors south of the A31

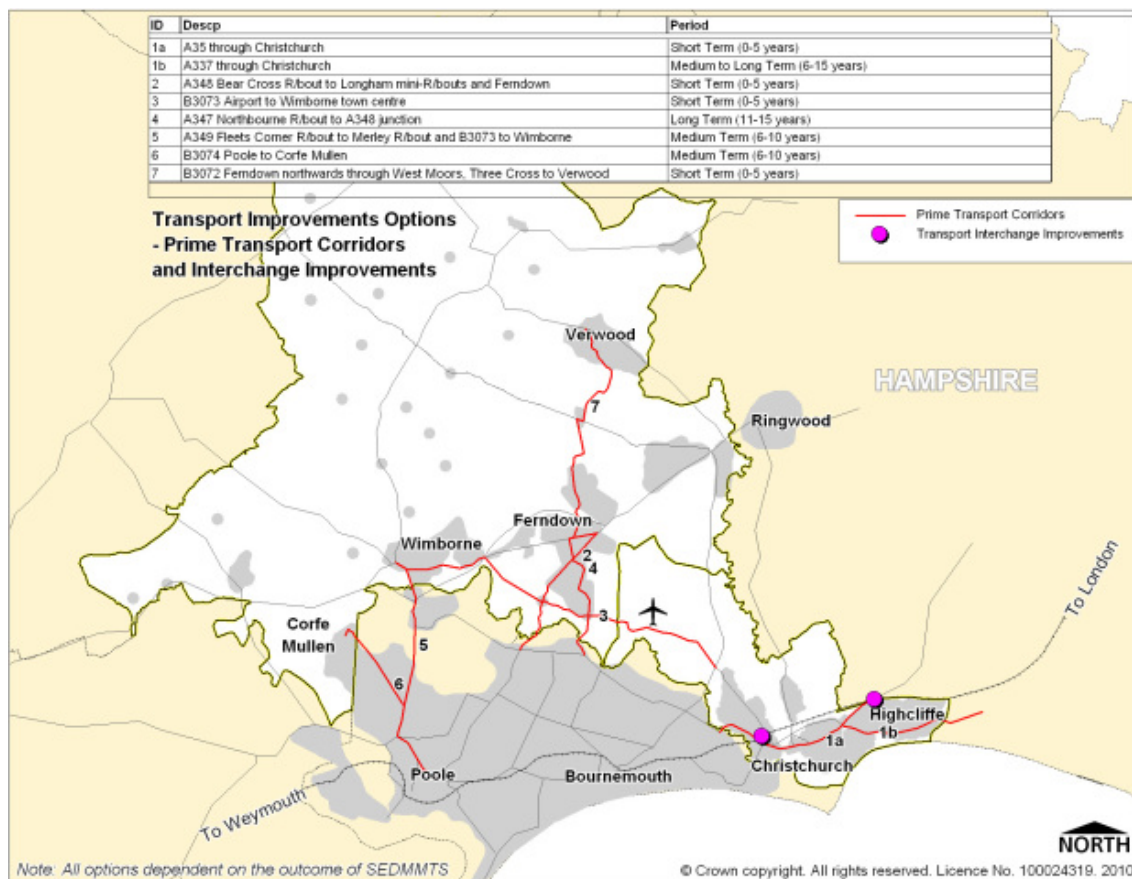
- A349 Fleets Corner roundabout to Merley roundabouts and B3073 to Wimborne
- B3074 Poole to Corfe Mullen (identified in Local Transport Plan2)

5.50 Long term (within 11-15 years of the plan period) Corridors north of the A31

- A347 Northbourne roundabout to A348 junction

5.51 It is proposed to improve the interchange facilities provided at the rail stations at Christchurch and Hinton Admiral to help retain current patronage levels and encourage greater use of rail services. Improvements will include cycle parking, co-ordinated bus and rail timetables and improved waiting facilities, as well as improved cycling and walking links.

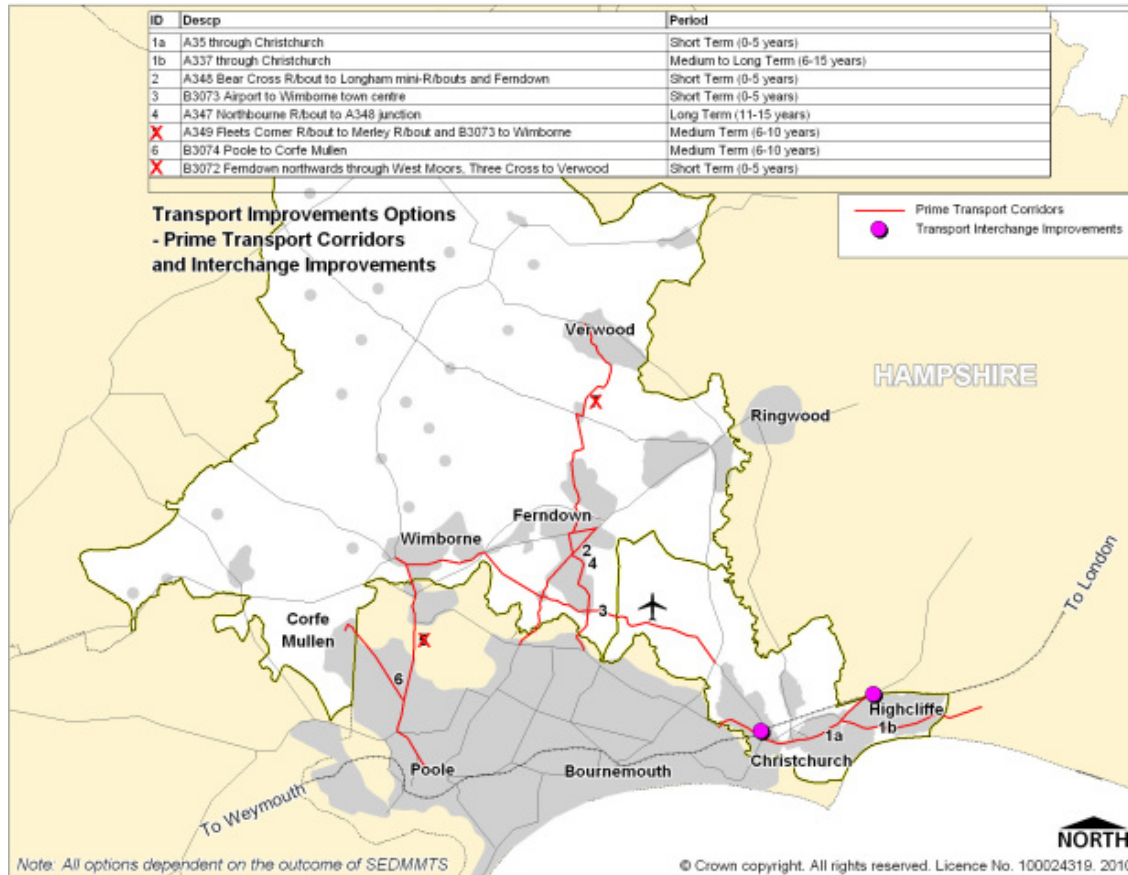
- 5.52** Improvements will be made to public transport with more frequent services within the urban areas in particular and an expansion of the Real Time Information at bus stops. Walking and cycling improvements will be made within the urban areas and in particular around town centres.
- 5.53** Travel Plans will be used to encourage car sharing to work and can reduce the level of parking provision required at employment locations. Travel Plans are already being used and will be required for all new major development.
- 5.54** In the rural area, community travel planning will be implemented including, for example, through Community Travel Exchanges which will provide opportunities for car sharing, community car clubs and improved operation of demand responsive transport. Segregated footpaths and cycleways, including the enhancement of the existing rights of way network to provide links around and between suburban areas and villages (for example West Moors, Three Legged Cross and St Leonard's and St Ives), improvements to and promotion of the use of trailways and the provision of coastal cycleways within Christchurch will allow for increased cycling in both urban areas and the rural settlements.
- 5.55** On roads other than the Strategic Road Network, traffic management measures will be implemented to reduce vehicle speeds, enhance the pedestrian environment in both urban and rural areas and reduce diversion of traffic onto inappropriate routes. Other transport improvement schemes to widen travel choice will be included in the Local Transport Plan.
- 5.56** Christchurch Borough Council will continue to press for a Christchurch Bypass as a long term solution to the severe traffic congestion in the town centre, with a suitable route being identified and funding secured.
- 5.57** East Dorset will continue to seek the provision of a West Moors Bypass, as long term solution to the conflict of traffic travelling through the Town.



Picture 4

Alternative Preferred Option KS20

5.58 This option is as the Preferred Option but it does not include Prime Transport Corridors north of the A31(T), thus Wimborne does not have a Corridor linking it with the conurbation.



Picture 5

Issue: How can connectivity be enhanced so that economic prosperity can be improved?

Preferred Option KS21

Improvements to connectivity

5.59 The following improvements to connectivity are proposed:

5.60 Short Term (2010 / 11)

5.61 The following improvement is required to relieve existing congestion

- Canford Bottom roundabout junction improvement

5.62 Medium Term (2014 – 2019)

5.63 The following improvements are required to accommodate the proposed Christchurch Urban Extension and general housing growth in the Borough to 2027:

- A35 Route Improvements / Christchurch
- A35 Fountain Roundabout Improvements
- A35 Stony Lane Roundabout Improvements
- A35 Sainsbury's Roundabout
- A35 Urban Extension Access Improvements
- A35 Staple Cross (Salisbury Road) Access Improvements

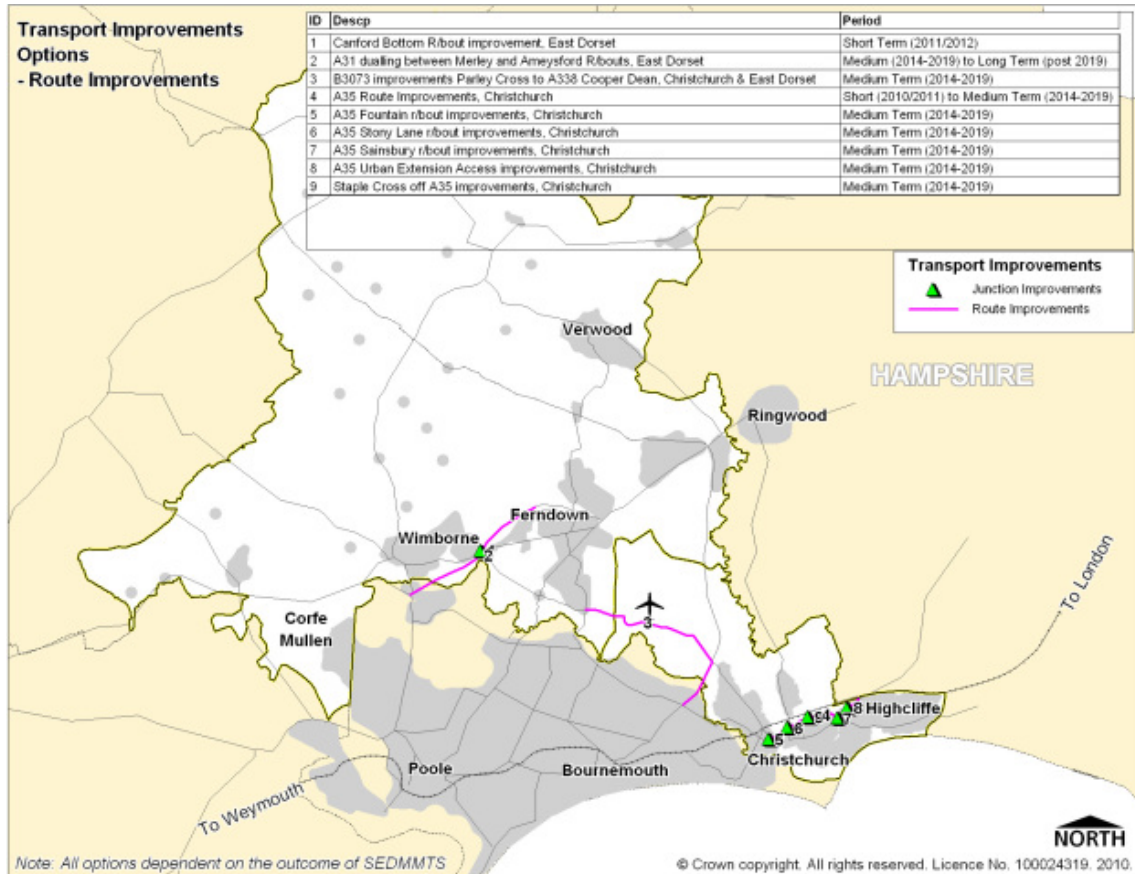
5.64 Medium Term to Long Term (2014 to post 2019)

- A31(T) dualling across the conurbation (Merley to Ameysford) which is required to accommodate future development.

5.65 The following improvements are required to accommodate further development at the Airport Business Park, the operational airport and if new neighbourhoods are provided at West Parley or south of Ferndown.

- B3073 improvements Parley Cross to A338 Cooper Dean (Further detail set out in Chapter 7 The Airport)

5.66 Other strategic transport schemes are likely to be identified as part of the South East Dorset Multi Modal Transport Study.



Picture 6