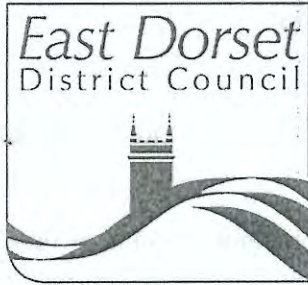


Appendix E Pre-Submission Consultation

PLEASE NOTE:

Regarding the newspaper articles listed for this appendix in the Core Strategy Submission Statement, under copyright law we are unable to publish copies on this webpage. Please contact planning.policy@christchurchandeastdorset.gov.uk for further details if you wish to see a copy.



Appendix E10

East Dorset District Council

Agenda

You are summoned to attend an extraordinary meeting of the East Dorset District Council

Monday 5th March, 2012, at approximately 6.00pm

(immediately following the adjournment of the Christchurch Borough Council meeting)

Village Hotel, Bournemouth, BH7 7DZ

Members serving on the committee:

Chairman:

Cllr D. B. F. Burt

Vice Chairman:

Cllr Mrs L. J. Clark

Members:

Cllr P. G. Bennett

Cllr M. C. Birr

Cllr Mrs S. J. Burns

Cllr S. Butler

Cllr A. A. J. Clarke

Cllr R. D. Cook

Cllr Mrs T. B. Coombs

Cllr Mrs J. Dover

Cllr R. C. Dudman

Cllr M. R. Dyer

Cllr P. J. Edwards

Cllr Mrs G. S. Elliot

Cllr S. G. Flower

Cllr S. Gibson

Cllr Mrs J. M. Hazel

Cllr Mrs A. Holland

Cllr J. P. Holland

Cllr Mrs P. A. Hymers

Cllr J. E. Little

Cllr S. M. Lugg

Cllr Mrs B. T. Manuel

Cllr I. J. Monks

Cllr D. Morgan

Cllr B. E. Mortimer

Cllr D. G. L. Packer

Cllr Mrs P. A. Reynolds

Cllr P. W. Richardson

Cllr G. W. Russell

Cllr D. W. Shortell

Cllr A. Skeats

Cllr S. S. Tong

Cllr D. J. Wallace

Cllr Mrs A. Warman

Cllr J. L. Wilson

Non-voting

Mr D Atkinson (Independent)

For further information please contact Sarah Culwick in Committee Services on (01202) 886201

- Special pull-outs in the Christchurch Courier and the East Dorset News including a simple response form. These are to be distributed by Royal Mail in East Dorset, and by door to door distribution in Christchurch.
- Publicity for the consultation within local media including newspapers and radio.
- A series of public exhibitions throughout Christchurch and East Dorset.
- Meetings with key stakeholders, as well as the Christchurch Urban Extension and Airport advisory groups.
- Use of Objective online software to allow direct viewing of and responses to the consultation document, as well as by using response forms, e-mail or letter.

3.28 Members are invited to approve the consultation strategy.

4. IMPLICATIONS

Corporate Plan & Council Objectives

4.1. As the Core Strategy policies cover almost all aspects of future planning and development within Christchurch and East Dorset, they impact on all the Corporate Plan themes and Council Priorities set out in the respective Corporate Plans for Christchurch Borough Council and East Dorset District Council.

Legal

4.2. The Core Strategy forms part of the statutory Development Plan, and its production is therefore a requirement of the planning acts. The “Pre-Submission” stage represents a statutory consultation stage in the preparation of the document.

Environmental

4.3. There has been thorough assessment of the environmental impacts of the policy options contained in the Pre-Submission document, and these assessments will form part of the documentation to be approved for consultation in March.

4.4. The requirements of the current planning system mean that a considerable amount of paper is generated by the LDF process. The Councils have however purchased a bespoke consultation software which enables electronic publication of documents to the web, and allows people to send comments direct online without requiring submission of response forms, or printing of documents.

Financial and Risk

4.5. There are no specific financial implications in this report. The consultation strategy can be funded from existing budgets.

4.6. In terms of risk, it is essential that the Core Strategy policies are based on sound evidence and reflect national policy, as well as taking account of comments received during the options stage. Following consultation, the

document will need to be submitted to the Secretary of State, who will appoint an inspector to examine the soundness of the document.

- 4.7. Where policies do not reflect the evidence gathered, or deviate from national policy without adequate justification, there is a risk that the inspector may find the Core Strategy unsound.

Equalities

- 4.8. An Equalities Impact Assessment of the Core Strategy has been prepared and concludes that the policies and proposals do not have a negative impact.

Appendices:

Appendix A – Consultation Document – *Circulated separately and available to view on Dorset For You, and at the Council Offices*

Appendix B – Schedule of Amendments

Appendix C – Consultation Strategy and Potocol

Background Papers:

Christchurch & East Dorset Core Strategy: Options for Consideration, October 2010

Christchurch & East Dorset Core Strategy: Issues & Options Discussion Paper, March 2008.

Corporate Plan Key Themes – 2010 to 2016

The Council's Vision

'To be a forward looking organisation, working with the community and partners to identify and respond to local needs in an efficient and cost effective way'

Leader of the Council: Councillor Spencer Flower – The Leader performs an important role in the Council's relations with other authorities and organisations. The Leader is also responsible for managing the Council's financial and physical resources.

Deputy Leader of the Council: Councillor Alex Clarke – The Deputy Leader supports the Leader in all his duties including the Council's relations with other authorities and organisations, and deputises in his absence.

Our priority areas...

COMMUNITIES

Lead Member: **Councillor Barbara Manuel**

To promote thriving communities that are well served, healthy and safe with a strong local identity

Long Term Outcomes

- People are involved in decision making
- More people are actively involved in their local community
- Thriving and attractive places in which to live
- Children and young people feel part of their community
- People are healthier
- People feel safe
- People are treated with respect and dignity

ENVIRONMENT

Lead Member: **Councillor Simon Tong**

To manage and safeguard the natural and built environment for the benefit of current and future generations

Long Term Outcomes

- East Dorset's natural and built environment is well managed
- Sensitive areas of the District are protected
- District's environmental impact is reduced
- Increased re-use and recycling with less waste sent to landfill

ECONOMY

Lead Member: **Councillor Malcolm Birr**

To promote a successful local economy

Long Term Outcomes

- There will be more successful businesses
- Older people make a positive contribution supporting the local economy
- Public transport and infrastructure are improved
- More collaborative working

HOUSING

Lead Member: **Councillor Jean Hazel**

To improve the quality and availability of housing

Long Term Outcomes

- More people have access to appropriate housing
- People live in accommodation that is safe, warm and weatherproof

PERFORMANCE

Lead Member: **Councillor Ian Monks**

To ensure the efficient and cost effective use of resources

Long Term Outcomes

- Services provided more cost effectively
- Focused, highly committed and trained councillors
- Skilled and motivated employees who feel valued
- Improved customer access to services
- Good performance across the Council

To view the Corporate Plan in full please go to <http://www.dorsetforyou.com/362527>



Have Your Say Now! - The Council wants you to have your say about what it does so that its services can reflect the ongoing needs of the community. This meeting includes an item for presentations by the public. During this time, you can present a petition, make a deputation or ask a question.



Access to Information - This agenda together with the reports, details of how to make a public presentation and information on your access rights is available on the council's corporate website at www.dorsetforyou.com



Disabled access is available at this meeting venue. A hearing loop system is installed in the Council Chamber.

Agenda

1. Apologies for Absence

To receive apologies for absence.

2. Declarations of Interest

In accordance with Procedural Rule No. 18, Members' Interests, Members are reminded that any personal or personal and prejudicial interests should be declared. Pro forma for this purpose are available from the Members' Room or from the Committee Manager.

3. Procedure of the meeting

The Chairman will advise Members of the purpose and format of the meeting.

This Council meeting will follow the opening and subsequent adjournment of the meeting of Christchurch Borough Council.

4. Adjournment

The Chairman will then adjourn the meeting.

Officers from both Councils will make presentations on the **Local Development Framework Core Strategy – Pre Submission Draft for Consultation** (report attached) to the Members of both Christchurch Borough Council and East Dorset District Councils.

Following the presentations Members of both Councils will be given the opportunity to debate and ask questions.

Members of the public will not be permitted to speak but will have 12 weeks in which to express their views through the consultation process.

East Dorset District Council will then reconvene their Council meeting and Members will consider the recommendation and arrive at decision. This decision is 'in-principle' and subject to the resolution of Christchurch Borough Council. The Chairman will then adjourn the meeting of East Dorset District Council.

Following the above the Christchurch Borough Council meeting will then be reconvened in order to consider the recommendation and arrive at a decision, following which the Mayor will close the Christchurch Borough Council meeting.

The Chairman will then reconvene the East Dorset District Council meeting in order to ratify the formal decision of East Dorset District Council. The Chairman will then close the meeting.

Procedural Rules will apply as set out in Part 4 of the East Dorset District Council Constitution, a copy of which is published on www.dorsetforyou.com

ITEM FOR DECISION

- | | Pages |
|--|-------|
| 5. Local Development Framework Core Strategy – Pre Submission Draft for Consultation | 1-49 |
| <i>To inform Members of the next consultation stage of the joint Christchurch and East Dorset Core Strategy, to report on any changes to the document following public speaking at Committees, and to request member approval of the document for public consultation.</i> | |

LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY - PRE-SUBMISSION DRAFT FOR CONSULTATION

1. PURPOSE AND RECOMMENDATIONS

Purpose of Report:	To inform members of the next consultation stage of the joint Christchurch and East Dorset Core Strategy, to report on any changes to the document following public speaking at Committees, and to request member approval of the document for public consultation.
Recommendations:	It is RECOMMENDED that: a) that the Councils approve the Pre-Submission draft Core Strategy for public consultation; b) any further minor amendments to the text of the consultation document are agreed with the Leaders of both Councils, and the Head of Legal and Democratic Services, prior to consultation.
Lead Members:	Councillor Ray Nottage – Leader of Christchurch Borough Council Councillor Spencer Flower – Leader of East Dorset District Council Councillor Mrs Margaret Phipps – Portfolio Holder for the Environment, Christchurch Borough Council Councillor Simon Tong – Lead Member for Environment, East Dorset District Council
Contact Officer:	Simon Trueick, Community & Planning Policy Manager, Christchurch Borough Council Richard Henshaw, Planning Policy and Community Manager, East Dorset District Council

2. BACKGROUND

- 2.1. The Core Strategy is the primary document in the Local Development Framework, setting out the Councils' major planning strategy and policies for the period up to 2028.

- 2.2. The Core Strategy is a joint document covering Christchurch and East Dorset. A large proportion of policies within the document will apply in both areas, with others being specific to each Council.
- 2.3. This document is being prepared for the third round of public consultation that both Councils have undertaken. The previous consultations on the Core Strategy took place in the spring/summer of 2008 at "Issues and Options" stage, and late in 2010 at "Options for Consideration" stage. These have asked the public to confirm what they felt to be the main issues facing Christchurch and East Dorset which the Core Strategy should address, and their views on policy options for addressing the issues.
- 2.4. The consultations have provided a very good response with many diverse opinions and ideas about how best to plan the area. The Options for Consideration stage received responses from about 3,000 individuals and organisations providing over 22,000 comments. These were further supported by a range of meetings with Parish and Town Councils, residents associations and many other local groups.
- 2.5. Additionally, a series of exhibitions gave the opportunity for officers and members to listen and talk to local residents. These consultations have influenced the Core Strategy in many ways, amending development proposals and guiding policies. The comments submitted to the Councils are available for view on dorsetforyou.com and in the Members Rooms and members have received informal briefings on the points raised in consultation.
- 2.6. It is important that Members and the public are aware of the comments made and how these have influenced policy development. To help in this matter, a series of background papers have been prepared. These consider the comments, alongside evidence and other relevant policies and explain the reasoning behind the policies and proposals contained in the draft Core Strategy.
- 2.7. The next stage of preparation is to consult on a draft Core Strategy, the "Pre-Submission" stage, so called because it occurs prior to the Council formally submitting the document to the Secretary of State for his examination and approval. If approved, consultation will commence on 2nd April for a period of 12 weeks.
- 2.8. This is a particularly important stage as it sets out for the first time the draft policies the Council will use to guide development in the area in years to come.
- 2.9. In view of the importance of the document, the Councils held a special Committee stage to allow members of the public and other organisations to examine an early draft of the consultation document, and to address the Committee to inform preparation of the Core Strategy.
- 2.10. This public speaking stage occurred at special meetings of the Community Services Committee in Christchurch on 25th January, and of East Dorset's Policy & Resources Committee (held at the Barrington Centre, Ferndown) on 1st February.
- 2.11. The Committees were extremely well attended, with over 300 people coming to Ferndown, and over 100 to Christchurch, and 20 speakers addressing each Committee on a wide range of subjects and issues. In many cases these have resulted in changes being made to the consultation document.

- 2.12. Copies of the public presentations are available for view in the Members Rooms. Since these Committees, a series of changes have been made to improve the Core Strategy ready for consideration by the Councils. The main changes are set out in Appendix B.

3. THE DRAFT PRE-SUBMISSION DOCUMENT

- 3.1. The draft Pre-Submission Core Strategy is attached as Appendix A to this report.
- 3.2. The structure of the document remains broadly the same as at the previous options stage, and is divided into sections which are summarised below. This report sets out briefly the main policies of interest in these sections, as well as highlighting the changes made as a result of the public speaking stage.
- 3.3. The first few sections introduce the Core Strategy, and explain its preparation, and set out contextual information on Christchurch and East Dorset, as well as issues which the document will address.
- 3.4. **A Vision and key objectives** are then set out in Section 3. Some additional text has been added to the Vision to indicate support for other creative, engineering and technical industries as well as the green knowledge economy.
- 3.5. The Vision leads into the **Key Strategy (Section 4)**. This establishes a settlement hierarchy in order to focus development in the most sustainable locations where there is the greatest accessibility to services, facilities and employment opportunities. This section also establishes the overall level of housing and employment provision, Green Belt policy, and the main retail and transport policies.
- 3.6. It should be noted that the Christchurch overall housing figure has changed slightly since the previous draft, and now totals 3,020 dwellings, rather than 3,050. Some text has also been amended in the Key Facts section on town centres regarding numbers of shops in Christchurch, and on supermarket floorspace.
- 3.7. Policy KS4 identifies a housing target for East Dorset of 5,250 new homes over the period 2013 to 2028.
- 3.8. The housing figures for Christchurch and East Dorset have been derived from an update of the Strategic Housing Market Assessment which identifies the number of homes required based on analysis of factors including demographic needs. Most of these will be provided within urban areas or villages, but some changes to Green Belt boundaries are considered necessary in order to begin to address the affordable housing needs of the area.
- 3.9. This involves the first change in Green Belt boundaries since they were defined thirty years ago. Additionally, the Core Strategy proposes the inclusion of some land within the Green Belt, as well as making further areas accessible for recreation by creating Suitable Alternative Natural Greenspace, which will benefit local communities.
- 3.10. The document then breaks into specific sections for Christchurch (sections 5-7), and East Dorset (sections 8-12).
- 3.11. **Section 5 deals with the town centres of Christchurch and Highcliffe**, setting out a vision for each centre, and establishing town centre boundaries and retail frontages. There has been considerable updating and correcting of

the text in this section following discussions with the Chamber of Trade and others, as well as removal of some inconsistent text on the need for office development in Christchurch town centre.

- 3.12. In response to concerns of local Councillors and Highcliffe Residents Association, Policy CH4 relating to Highcliffe has been amended to remove reference to specific “evening economy” uses, and to remove reference to the location of higher density residential development, which is not considered practical in this small centre.
- 3.13. **New neighbourhoods in Christchurch are dealt with in section 6.** Whilst the majority of the Borough’s future housing will be delivered within the urban area, a significant urban extension will be established around Roesht Hill (850 dwellings), and two smaller new neighbourhoods are proposed at Marsh Lane (90 dwellings), and Burton (45 dwellings).
- 3.14. Following public speaking at Committee and further discussions, a number of amendments have been made to this section:
 - Policy CH1 (Christchurch Urban Extension) now contains an allocation plan in the same blank format as the other two greenfield sites, as well as the indicative master plan layout. (Response to concerns from Sainsburys)
 - Policy CN2 (Land south of Burton) contains a requirement that the development contributes to the urban extension Suitable Alternative Natural Greenspace strategy as well as providing linkages to it. (Response to comments from Natural England)
 - Policy CN3 (Land east of Marsh Lane) now specifically states that no housing can be located within 400m of the designated Heathland, and also shows the 400m Heathland boundary on the allocation plan (Response to concerns from several local residents, and local ward Councillors).
- 3.15. **Section 7 sets out the vision and key policies relating to Bournemouth Airport**, including changes to the Green Belt to exclude the operational airport, runways and taxiways.
- 3.16. **Sections 8 to 13 set out policies for those parts of East Dorset where strategic change is proposed.** This includes visions for the town and district centres and housing allocations at Corfe Mullen, Wimborne/Colehill, Ferndown/West Parley and Verwood. There are also allocations for employment growth at Sturminster Marshall, Ferndown and Woolsbridge. These areas are to be removed from the Green Belt, but in part will be compensated for by the inclusion of new land in the Green Belt at Ferndown and Verwood.
- 3.17. The final sections of the document set out some common policies across both areas for the management of the natural and built environment (including protection of the Dorset Heathlands), for the economy, and for meeting local needs (including provision of open space and affordable housing). No significant changes have been made following the public speaking stage to Section 13 (Managing the Natural Environment), to Section 14 (Creating High Quality and Distinctive Environments, or to Section 16 Creating Prosperous Communities.

- 3.18. **Section 15 (Meeting Local Needs)** contains policies relating to affordable housing, density and design of new development, dwelling and garden size standards, and criteria for Gypsy & Traveller sites.
- 3.19. A number of speakers raised concerns about the impact of the proposed affordable housing policies on the development industry at a difficult time. Some of those suggested moving to a tariff based affordable housing policy, similar to the Community Infrastructure Levy. Officers have reviewed Policy LN3, and consider that the policy is sound as it is based on evidence from the Strategic Housing Market Assessment and the Affordable Housing Viability Study. The policy seeks to maximise the amount of affordable housing that will be delivered which reflects the Councils' corporate objectives. The scale of affordable housing provision on sites is negotiable depending on the financial viability of the scheme. It also allows appropriate flexibility for taking financial contributions toward affordable housing in certain circumstances. No changes are therefore proposed to this policy.
- 3.20. Concerns were also expressed regarding draft Policy LN1 on dwelling space and garden standards. These ranged from those who felt the entire concept was inappropriate or unworkable, to more detailed concerns about whether the figures used in the policy are appropriate for Christchurch and East Dorset.
- 3.21. The need for better standards of dwellings and garden sizes is has been raised through public consultations. The Royal Institute of British Architecture and the Commission for Architecture and the Built Environment are presently supporting improvements in living space standards. Several local planning authorities now operate similar policies.
- 3.22. It should be noted that the UK builds the smallest homes of any country in Europe. Numerous studies have shown that this has a detrimental impact on people in terms of health, education, crime and social well-being. Given the strength and range of concerns expressed on this issue however, Policy LN1 has been amended to delete the detailed standards, and instead to indicate that further work on this issue will be taken forward as a Supplementary Planning Document following adoption of the Core Strategy.

OTHER DOCUMENTS SUPPORTING THE CORE STRATEGY

- 3.23. The purpose of this meeting is to consider the content of the Core Strategy document itself. As was the case at Options stage, the document will be supported by a number of other papers, reports and assessments:
- Evidence studies:
 - Strategic Housing Market Assessment
 - Strategic Housing Land Availability Assessments
 - Affordable Housing Development Viability Studies
 - Strategic Flood Risk Assessments
 - Town Centre Retail Studies
 - East Dorset Town Centre Pedestrian Footfall Counts
 - Heathland Strategy reports
 - Updated Workspace Strategy

- Employment Land Reviews
 - Open Space, Sport and Recreation Studies
 - Se Dorset Multi Modal Transport Study (2011)
 - B3073 Corridor Study (2011)
 - West Parley Transport Study (2012)
 - Wimborne Town Centre Transport Assessment (2011)
 - North of East Dorset Transport Study (2010)
 - A35 Route Management Study (2011)
 - Final Master Plan reports on the Christchurch Urban Extension and New Neighbourhoods in East Dorset.
 - Bournemouth Airport Ecology and Economic Studies.
 - Background Papers, setting out how the options, evidence and consultation responses have been considered and developed into draft policies.
 - A series of assessments to test the sustainability and soundness of the Core Strategy covering Sustainability Appraisal, Habitats Regulations Assessment, Equalities Impact Assessment, and Health Impact Assessment.
 - Updated Area Profiles setting out contextual information on local areas within Christchurch and East Dorset.
- 3.24 All of these documents have been placed in the Members Rooms for information, and will be available during the consultation period.

CONSULTATION STRATEGY

- 3.25 As has been the case throughout the production of the Core Strategy, the Councils are being proactive in encouraging local people and organisations to make comments on the document.
- 3.26 A consultation strategy is set out at Appendix C. The consultation period will run for 12 weeks from 2nd April until 25th June. This is twice as long as the statutory requirement and will therefore provide greater scope to engage with all interested parties.
- 3.27 The consultation strategy sets out details of various engagement methods that will be used during the 12 week period to facilitate the public response to the consultation. This includes:
- Location of documents on the website, and at key locations, including libraries and Town and Parish Councils.
 - Notification of the consultation to about 4,000 individuals and organisations on the LDF database via e-mail and letter.
 - Production of specific leaflets relating to new neighbourhoods in East Dorset, and a general summary leaflet for Christchurch.

Appendix B

Core Strategy Pre Submission Document Amendments

Please note some page and paragraph numbers will have changed. The page numbers given refer to the Draft Pre Submission Core Strategy (February 2012).

A more detailed Contents Page listing all the key themes in the Pre Submission Core Strategy, and a 'Welcome Page' from the Leaders, Cllr Flower and Cllr Nottage are being prepared.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 2	1.15	This has involved considerable community consultation, the collection of evidence and working with partners, including other Local Planning Authorities, service providers, town and parish councils, community groups, the Local Strategic Partnerships, These have been agreed by the representative Local Strategic Partnerships which comprise.....	This has involved considerable community consultation, the collection of evidence and working with partners, including other Local Planning Authorities, service providers, town and parish councils, community groups, the Local Community Partnerships, These have been agreed by the representative Local Community Partnerships which comprise.....
Page 4	1.26	representative Local Strategic Partnerships which comprise.....	Local Community Partnerships which comprise.....
Page 6	1.27	Additionally , it takes forward the important policies and proposals contained in the most recent Local Transport Plan.	It takes forward the important policies and proposals contained in the most recent Local Transport Plan.
Page 6	1.29	The status of the current Saved policies is set out in Appendix 1 .	The status of the current Saved policies is set out in Appendices 3 and 4 .
Page 9	2.16	The recently completed Longham Lakes, along with the Bashley Lakes ensure that future supply can be provided to accommodate a growing conurbation.	The recently completed Longham Lakes, along with the Blashford Lakes ensure that future supply can be provided to accommodate a growing conurbation.
Page 10	2.22	A shortage of people pf working age has significant implications for sustaining and enhancing the local economy.	A shortage of people of working age has significant implications for sustaining and enhancing the local economy.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 74	7.21	This is critical to ensure that development in the region of 15 – 30 ha can come forward at the business park during the plan period to 2028. This work also informs a major scheme business case prepared by Dorset County Council to secure funding for transport infrastructure improvements.	This is critical to ensure that development in the region of 15 – 30 ha can come forward at the business park during the plan period to 2028. This work also informs a major scheme business case being prepared by Dorset County Council to secure funding for transport infrastructure improvements.
Page 75	Policy BA1	Online junction improvements are required on the B3073 to facilitate growth of the operational airport, business park and development in the wider area	Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area
Page 79	After 7.30	Delete Key Facts section.	
Page 82	8.17	Improvements to Canford Bottom Roundabout will hopefully improve flows and increase accessibility for the area.	Improvements to Canford Bottom Roundabout are predicted to improve flows and increase accessibility for the area.
Page 82	8.24	The Town Centre is healthy compared with many other places, but it is important that its vitality and viability is maintained.	The Town Centre is healthy compared with many other places, but it is important that its vitality and viability are maintained.
Page 83	Policy WMC1	2. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Tivoli Theatre, Walford Mill, the Allendale Centre and the Library. These will be retained, supported and where possible enhanced to support the vitality of the town centre. The Allenvue area will be re-developed to provide a new civic hub.	2. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Tivoli Theatre, Walford Mill, the Allendale Centre and the Library. These will be retained, supported and where possible enhanced to support the vitality of the town centre. The Allenvue area will be re-developed to provide a new civic hub and riverside park.
Page 83	Policy WMC1	6. In order to improve pedestrian safety, traffic movement and improve the ambience of the public realm, the proposed enhancements to Wimborne Square will be introduced in a phased programme.	6. In order to improve pedestrian safety, traffic movement and improve the ambience of the public realm, enhancements to the High Street will be introduced in a phased programme, subject to funding.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 83	Policy WMC1	10. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.	10. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported with a transport hub created in the Town Centre to support this and pedestrian safety.
Page 83	8.26	The town centre as defined by the town centre boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.	This text has been incorporated into Policy WMC1.
Page 85	Wimborne Town Centre Plan	The map has been amended.	Remove Redcotts Lane from the Primary Shopping Area.
Page 87	Policy WMC3	A Suitable Alternative Natural Green Space strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.	A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.
Page 88	Policy WMC3	Improved pedestrian and cycle access must be provided across the River Stour to enable access to the wider countryside and the settlements to the south.	Improved pedestrian and cycle access must be provided across the River Stour to enable access to the wider countryside, the town centre and the settlements to the south.
Page 89	Policy WMC4	A Suitable Alternative Natural Green Space strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.	A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.
Page 90	8.43	This should be further strengthened to ensure that three is no visual impact on the Area of Outstanding Natural Beauty to the west.	This should be further strengthened to ensure that there is no visual impact on the Area of Outstanding Natural Beauty to the west.
Page 91	Policy WMC5	To enable this, the Green Belt boundary will be amended to exclude the land identified for new housing.	To enable this, the Green Belt boundary will be amended to exclude the land identified for new housing, the local centre and the school.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 91	Policy WMC5	To the west the strong tree line must be further strengthened to mitigate visual harm that development could cause <i>on</i> the Area of Outstanding Natural Beauty. A network of dedicated pedestrian and cycling routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane.	To the west the strong tree line must be further strengthened to mitigate visual harm that development could cause <i>to</i> the Area of Outstanding Natural Beauty. A network of dedicated pedestrian and cycling routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane <i>and also towards the town centre.</i>
Page 91	Policy WMC5	New text added.	Drainage A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aims of preventing flooding problems for neighbouring properties and on the River Allen as well as protecting and enhancing nature conservation quality.
Page 92	8.49	Although the Town Centre is beyond easy walking, it can be accessed by bicycle or via the regular bus services that travel along Leigh Road.	Although the Town Centre is beyond easy walking <i>distance</i> , it can be accessed by bicycle or via the regular bus services that travel along Leigh Road.
Page 93	Policy WMC6	Lighting of pitches is to be carefully designed to have the minimal impact on dark skies <i>as possible.</i>	Lighting of pitches is to be carefully designed to have the minimal <i>possible</i> impact on dark skies.
Page 93	Policy WMC6	Vehicular access is to come from Leigh Road to the east of Brookside Manor. Emergency vehicular access only will be made available from Parmitter Drive. Pedestrian and cycling access is to be provided throughout the New Neighbourhood, including the country park.	Vehicular access is to come from Leigh Road to the east of Brookside Manor. Emergency vehicular access only will be made available from Parmitter Drive. <i>However, until the new access is provided from Leigh Road a temporary access will be allowed to enable the Football Club to relocate.</i> Pedestrian and cycling access is to be provided throughout the New Neighbourhood, including the country park.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 93	Policy WMC6	New bullet point added.	<ul style="list-style-type: none"> • Improvements for walking/cycling to link the development to the existing network towards the town centre and the Castleman Trailway.
Page 98	9.14	Corfe Mullen has a high car ownership, but the main urban area does not suffer serious congestion apart .	Corfe Mullen has a high car ownership, but the main urban area does not suffer serious congestion.
Page 99	Policy CM1	A Suitable Alternative Natural Green Space strategy is to be agreed with the Council and implemented as required by Policy ME3.	A Suitable Alternative Natural Greenspace strategy is to be agreed with the Council and implemented as required by Policy ME3.
Page 102	Policy FWP1	4. This will benefit residents, visitors and businesses, improving ease of movement around the town for pedestrians and offer better legibility.	4. This will benefit residents, visitors and businesses, improving ease of movement around the town for pedestrians and cyclists and offer better legibility.
Page 102	Policy FWP1	6. In order to improve the vitality of the town centre and improved pedestrian safety around the town, traffic management and calming measures will be introduced to reduce pedestrian/vehicular conflict in Victoria and Ringwood Roads. Public transport will be promoted as the primary means of travelling into the town centre.	6. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be introduced to reduce pedestrian/vehicular conflict in Victoria and Ringwood Roads together with the diversion of Heavy Goods Vehicles . Public transport will be promoted as the primary means of travelling into the town centre.
Page 103	Policy FWP1	7. Public transport will be promoted as the primary means of travelling into town.	7. Public transport, cycling and walking will be promoted as the primary means of travelling into town.
Page 107	Policy FWP4	Open space is to be provided to enhance the existing open space at Poor Common, providing green links along the southern fringe of the urban area. This should extend to at least 50% of the identified sites .	Open space is to be provided to enhance the existing open space at Poor Common, providing green links along the southern fringe of the urban area. This should extend to at least 50% of the identified site .

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 108	10.32	To the south of Christchurch Road, New Road and the associated service road and car parking are about 35 metres wide which is the equivalent of eight lanes of a normal highway with standard footpaths on either side.	<i>The area to the south of Christchurch Road, New Road and the associated service road and car parking are about 35 metres wide which is the equivalent of eight lanes of a normal highway with standard footpaths on either side.</i>
Page 111	Policy FWP6	Access to the village centre extension is to come from the link road.	Vehicular access to the village centre extension is to come from the link road.
Page 111	Policy FWP6	Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east and west .	Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth .
Page 111	Policy FWP6	New bullet point added.	<ul style="list-style-type: none"> Improvements to public transport services.
Page 113	Policy FWP7	To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses .	To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.
Page 115	Policy FWP8	Agreement of a comprehensive travel plan including the provision of regular bus services.	Agreement of a comprehensive travel plan including the provision of regular bus services and cycle links towards Wimborne and Ferndown Centres .

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 115	Policy FWP8	New bullet point added.	<ul style="list-style-type: none"> • <i>A strategy to be agreed with the Council that ensures no harm to the nearby designated nature conservation sites including Uddens Heath SSSI and the Moors River System SSSI will derive from the estate. Particular regard to the water environment will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of the strategy.</i>
Page 115	Policy FWP8	Retention of significant landscape buffers within the northern and western parts of the site.	Retention of significant landscape buffers within the northern and western parts of the site. <i>This buffer should include heathland habitat which will go towards protecting, enhancing and expanding the habitats of European protected species of which there is a known presence nearby.</i>
Page 117	11.2	The Town has expanded quickly over the past thirty years, although over recent years this has significantly slowed since the strategic growth identified in the 1980's was completed.	The Town has expanded quickly over the past thirty years, although over recent years this has significantly slowed since the strategic growth identified in the 1980s was completed.
Page 117	11.10	Verwood is well serve for medical services in relation to doctors' surgeries and dental practices...	Verwood is well served for medical services in relation to doctors' surgeries and dental practices...
Page 117	11.21	It has benefited from major investment over the past fifteen years to support a large increase in the population which resulted from 2,000 new homes being built from the early 1980's to the early part of this century.	It has benefited from major investment over the past fifteen years to support a large increase in the population which resulted from 2,000 new homes being built from the early 1980s to the early part of this century.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 119	Policy VTSW1	6. In order to improved the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict.	6. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict.
Page 120	Policy VTSW2	Land south of Howe Lane is identified for educational use to enable the provision of upper school accommodation. Implementation will require the completion of the Springdale Distributor Road and the agreement of a travel plan.	Land south of Howe Lane is identified for educational use to enable the provision of upper school accommodation. Implementation will require the completion of the Springfield Distributor Road and the agreement of a travel plan.
Page 123	Policy VTSW4	A Suitable Alternative Natural Green Space strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.	A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.
Page 124	Policy VTW5	A Suitable Alternative Natural Green Space strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.	A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.
Page 126	11.38 & 1.39	This should involve: The provision of B1 (Office and Light Industry), B2 (General Industry) and B8 (Warehousing and Distribution) employment uses. Prerequisites for development include: Approval of a development brief by the Council. Agreement of a comprehensive travel plan including the support of regular bus services. Provision of significant landscape buffers alongside the countryside edges of the site. A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI will derive from the Estate.	This text has been incorporated into Policy VTSW6.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 146	Policy ME2	Projects delivered through the Development Plan Document will include Suitable Alternative Natural Greenspace (SANGs), heathland access and management, wardening, education, habitat re-creation and other appropriate measures.	Projects delivered through the Development Plan Document will include Suitable Alternative Natural Greenspace (SANG), heathland access and management, wardening, education, habitat re-creation and other appropriate measures.
Page 147	Policy ME3	Suitable Alternative Natural Green Space (SANGs) is required to mitigate the impact of developments of over 50 dwellings.	Suitable Alternative Natural Greenspace (SANG) is required to mitigate the impact of developments of over 50 dwellings.
Page 147	Policy ME3	Where the planning authority is satisfied that direct provision as an element of the development is not reasonable, the planning authority will require contributions towards the provision of SANG identified through the Heathland Supplementary Planning Document ...	Where the planning authority is satisfied that direct provision as an element of the development is not reasonable, the planning authority will require contributions towards the provision of SANGs identified through the Heathland Supplementary Planning Document ...
Page 147	Policy ME3	It should be possible to complete a circular walk of 2.3 – 2.5km around the SANGs ...	It should be possible to complete a circular walk of 2.3 – 2.5km around the SANG ...
Page 147	Policy ME3	The accessibility of the site must include access points appropriate for the particular visitor use the SANGs is intended to cater for.	The accessibility of the site must include access points appropriate for the particular visitor use the SANG is intended to cater for.
Page 147	Policy ME3	Access points should have signage outlining the layout of the SANG and the routes available to visitors.	Access points should have signage outlining the layout of the SANGs and the routes available to visitors.
Page 147	Policy ME3	The SANGs must have a safe route of access on foot from the nearest car park and / or footpath/s.	The SANG must have a safe route of access on foot from the nearest car park and / or footpath/s.
Page 148	Policy ME3	Access within the SANGs must be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead.	Access within the SANG must be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead.
Page 148	13.17	It is desirable for an owner to be able to take dogs from the car park to the SANGs safely off the lead.	It is desirable for an owner to be able to take dogs from the car park to the SANG safely off the lead.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 126	Policy VTSW6	A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI will derive from the Estate.	A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI will derive from the Estate. Particular regard to the water environment will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of the strategy.
Page 135	12.1	Transport - Car ownership is very high and higher then the District as a whole. Public transport is very poor, with infrequent buses and no trains.	Transport - Car ownership is very high and higher than the District as a whole. Public transport is very poor, with infrequent buses and no trains.
Page 136	Policy RA1	Agreement of a comprehensive travel plan including the support of regular bus services.	Agreement of a comprehensive travel plan including the support of regular bus services and scope to provide footway/cycleway links towards village facilities.
Page 138	Policy RA2	Redevelopment of the site for residential, offices, residential institutions, non residential distribution , hotel and/or community uses will be acceptable to support the provision of new Council Offices elsewhere.	Redevelopment of the site for residential, offices, residential institutions, non residential institutions , hotel and/or community uses will be acceptable to support the provision of new Council Offices elsewhere.
Page 138	Policy RA2	New bullet point added.	A Sustainable Drainage System to mitigate any potential impacts.
Page 142	13.8	Relevant Evidence – The New Forest National Park Management Plan seeks to maintain and enhance the tranquility of the National Park,	Relevant Evidence – The New Forest National Park Management Plan seeks to maintain and enhance the tranquility of the National Park ...
Page 143	Policy ME1	The method of survey and level of detail will vary according to the size and type of development and whether any protected species and habitats exist on site.	The method of survey and level of detail will vary according to the size and type of development and whether any priority species and habitats exist on site.
Page 143	Policy ME1	The following criteria should be addressed when development is proposed:	Based on this assessment, the following criteria should be addressed when development is proposed:

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 148	13.19	Ongoing monitoring of the Dorset Heathland projects is already carried out by specialist consultants, and this data will be used to inform the selection of projects and sites for future mitigation.	Ongoing monitoring of the Dorset Heathland projects is already carried out by specialist consultants, and the data will be used to inform the selection of projects and sites for future mitigation.
Page 149	13.22	Key Fact - Approximately 80% of the areas water supply comes from river extraction, with the remaining 20% from groundwater sources.	Key Fact - Approximately 80% of the area's water supply comes from river extraction, with the remaining 20% from groundwater sources.
Page 151	Policy ME5	Energy provision should normally be provided on-site, particularly on larger developments, or if not viable, through commuted sums to the councils which would then finance a suitable off-site facility.	Energy provision should normally be provided on-site, particularly on larger developments, or if not viable, through the Community Infrastructure Levy.
Page 151	13.29	There area more limited parts of East Dorset affected by flooding from rivers which pass through the area, but, as in Christhuuch , this has an impact on the future location of new development.	There are more limited parts of East Dorset affected by flooding from rivers which flow through the area, but, as in Christchurch , this has an impact on the future location of new development.
Page 151	13.29	Key Fact - The rivers Stour, Avon, Allen, Uddens, Moors and Bure Brook pass through the area and all are liable to flood.	Key Fact - The rivers Stour, Avon, Allen, Uddens, Moors and Bure Brook flow through the area and all are liable to flood.
Page 151	13.29	Key Fact - Christchurch has 10.3 km of coastline, and this, combined with the presence of the two main rivers, means that substantial areas of the Borough are subject to tidal or fluvial flood risk.	Key Fact - Christchurch has 10.3 km of coastline, and this, together with the two main rivers, means that substantial areas of the Borough are subject to tidal or fluvial flood risk.
Page 152	Policy ME6	Historic buildings and sites may be exempt from this option where measures would harm their character or increase the risk of long-term deterioration to fabric or fittings.	Historic buildings and sites may be exempt from this Policy where measures would harm their character or increase the risk of long-term deterioration to fabric or fittings.
Page 153	Policy ME7	Policy Policy ME7	Policy ME7

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 156	Policy HE1	Article 4 Directions will be <i>used</i> where there are threats.....	Article 4 Directions will be <i>considered</i> where there are threats.....
Page 158	14.16	Additionally, outside designated landscape areas the quality of development will need to ensure that the character and visual amenity of settlements, their setting and the countryside <i>is</i> protected and enhanced.	Additionally, outside designated landscape areas the quality of development will need to ensure that the character and visual amenity of settlements, their setting and the countryside <i>are</i> protected and enhanced.
Page 159	Policy HE4	Existing open spaces and leisure facilities identified on the Proposals Map will be <i>permitted</i> and their loss will not be permitted unless ...	Existing open spaces and leisure facilities identified on the Proposals Map will be <i>protected</i> and their loss will not be permitted unless
Page 160	Policy HE4	Where appropriate, <i>developer contributions will be expected to incorporate</i> elements of green infrastructure into their design such as 'permeability', with green foot and cycle paths running through the development,	Where appropriate, <i>the Community Infrastructure Levy will be used to ensure that</i> elements of green infrastructure <i>will be incorporated</i> into their design such as 'permeability', with green foot and cycle paths running through the development,
Page 163	15.4	Additional Evidence	<i>Housing Quality Indicators (HQI) Form (2008) Homes and Communities Agency</i>
Page 163	15.5	New text added.	<i>Space standards: the benefits (April 2010), Report prepared by University College London for CABE.</i>
Page 164	Policy LN1	The Table of Minimum Living Standards and text relating to outdoor amenity standards has been removed from the policy text.	<i>All new housing will be required to be built to meet minimum living space standards for both internal and external areas. The Councils will produce a Supplementary Planning Document which will set out the detailed requirements of this policy. In the meantime the Councils will apply the Homes and Communities Agency Housing Quality Indicators in relation to private open space, unit sizes, unit layout and accessibility within the unit.</i>

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 12	2.33	The proportions of over 65's in Christchurch and East Dorset "not in good health" is significantly lower than regional and national averages.	The proportions of over 65s in Christchurch and East Dorset "not in good health" is significantly lower than regional and national averages.
Page 12	2.37	Although some schools may have capacity to accommodate the increase in population, others, for example in Wimborne, Highcliffe, Somerford and Mudeford may be affected.	Although some schools may have capacity to accommodate the increase in population, others, for example in Wimborne, Highcliffe, Christchurch Infant/Junior and Mudeford may be affected. The Councils will continue to work closely with Dorset County Council to ensure that the capacity of schools is continually kept under review and future needs are effectively planned for.
Page 12	2.37	The percentage of Christchurch and East Dorset pupils achieving 5 or more GCSE's at A-C grades in 2008	The percentage of Christchurch and East Dorset pupils achieving 5 or more GCSEs at A-C grades in 2008
Page 12	2.37 & 2.38	These paragraphs have been merged.	
Page 15	2.51 (was 2.49)	This route is the main east-west route into Dorset and the south west from Hampshire and feeds traffic into Bournemouth, Poole, Purbeck and West Dorset.	This route is the main east-west route into Dorset and the south west from Hampshire and feeds traffic into Bournemouth, Poole, Purbeck, West Dorset and Christchurch.
Page 17	3.1	A significant housing waiting list, with annual housing need far exceeding even total housing supply.	A significant housing waiting list, with annual housing need identified through the 2012 Strategic Housing Market Assessment far exceeding even total housing supply.
Page 17	3.1	An increasingly congested transport network, and the need to provide better and more sustainable travel choice for residents and visitors.	An increasingly congested transport network, and the need to provide better and more sustainable travel choice for residents, businesses and visitors.
Page 19	3.5 The Core Strategy Vision	The economy of the area will grow, both by sustaining its traditional sectors such as tourism, health and education, but also by creating a mixed economy with emphasis on	The economy of the area will grow, both by sustaining its traditional sectors such as tourism, health and education, but also by creating a mixed economy with emphasis on growth in new

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 169	15.17	Currently there are no transit or residential sites in Christchurch and xxxx in East Dorset.	Currently there are no transit or residential sites in Christchurch or East Dorset.
Page 169	Policy LN5	Well related to the public highway network to accommodate the passage of large vehicles.	Well related to the public highway network to accommodate the safe passage of large vehicles and pedestrians .
Page 170	Key Facts	7 th bullet: Seventh bullet: Educational provision is good throughout the districts although new development could put pressure on some facilities, particularly in East Dorset.	Seventh bullet: Educational provision is good throughout the area although new development could put pressure on some facilities in East Dorset and Christchurch .
Page 170	Policy LN6		Add new wording: Loss of facilities will be resisted unless it is shown that the facility is no longer needed. Where appropriate, financial contributions towards the provision of facilities and services will be sought.
Page 178	Policy PC3	Policy PC 3	Policy PC3
Page 179	Policy PC3	<ul style="list-style-type: none"> Storage/haulage and offices 	Delete
Page 180	Policy PC4	Policy PC 4	Policy PC4
Page 180	Policy PC5	Policy PC 5	Policy PC5
Page 183	Appendix 1	1 Appendix 1 Open Space Provision	Appendix 1 Open Space Provision
Page 185	Appendix 2	2 Appendix 2 Affordable Housing Definitions	Appendix 2 Affordable Housing Definitions
Page 187	Appendix 3	3 Appendix 3 Status of Saved Local Plan & Structure Plan Policies	Appendix 3 Status of Saved Local Plan & Structure Plan Policies

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 19	3.5 The Core Strategy Vision	growth in new knowledge based sectors, especially the green knowledge economy. In East Dorset, transport corridors will be developed to help reduce the need to travel and promote a wider choice of transport, including walking, cycling and public transport.	knowledge based sectors, including engineering, creative and technical industries and the green knowledge economy. In East Dorset, transport corridors will be developed to help to promote a wider choice of transport, including walking, cycling and public transport.
Page 20	Objective 1	Important natural features such as Christchurch Harbour , the coast, rivers and beaches ...	Important natural features such as Christchurch Harbour , the coast, rivers and beaches ...
Page 21	Objective 4	A range of employment sites will be provided meeting the needs of the local economy,	A range of employment sites will be provided across the area , meeting the needs of the local economy....
Page 22	Objective 6	B3073 junction improvements from Parley Cross to A338 Blackwater Junction and road widening from Chapel Gate roundabout to A338 Cooper Dean Roundabout.	B3073 junction improvements from Parley Cross to A338 Blackwater Junction and road widening from Chapel Gate roundabout to Blackwater Junction, and along the A338 to Cooper Dean Roundabout.
Page 23	4.3	The Strategy is also dependant on improvements to the local transport network in the form of enhancements to highways, junctions and public transport.	The Strategy is also dependant on improvements to the local transport network in the form of enhancements for pedestrians, cyclists and motor vehicles in relation to highways, junctions and public transport.
Page 24	Policy KS1	Burton, Hurn, Edmondsham, Furzehill, Gaunts Common, Gussage All Saints, Gussage St Michael, Hinton, Martell, Holt, Horton, Shapwick, Wimborne St Giles, Witchampton, Woodlands/Whitmore	Burton, Hurn, Edmondsham, Furzehill, Gaunts Common, Gussage All Saints, Gussage St Michael, Hinton, Martell, Holt, Horton, Longham , Shapwick, Wimborne St Giles, Witchampton, Woodlands/Whitmore
Page 25	Policy KS2	The purposes of the Green Belt in the area are to:	The most important purposes of the Green Belt in the area are to:
Page 25	Policy KS2	Development in East Dorset and Christchurch Districts will be contained....	Development in East Dorset District and Christchurch Borough will be contained....

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 26	4.20	In Christchurch there is capacity to build approximately 2,060 new homes in urban areas.....	In Christchurch there is capacity to build approximately 2,140 new homes in urban areas....
Page 27	Between 4.21 & 4.22	New paragraph inserted.	The need to provide affordable housing is a key objective of the Core Strategy and a target that 35% of all housing should be affordable is set. This is below the percentage requirements for affordable housing set in Policy LN3 as an acknowledgement that not all sites will be able to meet these requirements due to financial viability.
Page 27	Before 4.23	New plan inserted showing Christchurch Absolute Constraints	
Page 27	Policy KS3	About 3,050 new homes will be provided in Christchurch between the years 2013 and 2028. This will comprise up to 2,060 homes within the existing urban area and a further 850 homes to be provided as an urban extension at Roeshot Hill, 90 homes to the west of Marsh Lane and 45 homes to the south of Burton. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.	About 3,020 new homes will be provided in Christchurch between the years 2013 and 2028. This will comprise up to 2,035 homes within the existing urban area and a further 850 homes to be provided as an urban extension at Roeshot Hill, 90 homes to the east of Marsh Lane and 45 homes to the south of Burton. This applies a discounting rate of 5% for non-implemented planning permissions in the existing urban area. The Council aims for a total of 35% of these new homes to be affordable, as defined in Appendix 2.
Page 28	4.28	The Core Strategy sets out strategic road improvements that facilitate further development coming forward at these sites and in relation to development in the wider area in Policy KS10 of the Key Strategy.	The Core Strategy sets out strategic transport improvements that facilitate further development coming forward at these sites and in relation to development in the wider area in Policy KS10 of the Key Strategy.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 30	Key Facts	First bullet: Christchurch Town Centre has about 209 shops... Delete 3 rd bullet relating to need for supermarkets in the town centre.	First bullet: Christchurch Town Centre has over 200 shops....
Page 34	4.42	Meeting Strategic Transport Needs (Title)	Meeting Strategic Transport and Accessibility Needs
Page 35	4.45	Managing traffic on these routes is fundamental in the delivery of a sustainable transport network.	Managing traffic on these routes is fundamental to the delivery of a sustainable transport network.
Page 35	Between 4.48 & 4.49	New paragraph inserted.	The strategic transport improvements identified for the B3073 including Blackwater Junction in Policy KS10 and the proposals for new walking and cycle routes set out in Policy KS9 will not involve any loss of European designated habitats. Improvements to the Blackwater Junction should be designed to avoid encroaching onto Town Common SSSI and new walking and cycle paths should be routed to avoid any fragments of the heathland sites and the River Avon sites.
Page 35	4.49	In some cases transport improvements will need to be provided outside of the plan area, which will require joint working with Borough of Poole, Bournemouth Borough Council, and the Highways Agency as the relevant Transport Authorities.	In some cases transport improvements will need to be provided outside of the plan area, which will require joint working with Borough of Poole, Bournemouth Borough Council, Hampshire County Council and the Highways Agency as the relevant Transport Authorities.
Page 37	Policy KS10	B3073 road widening from Chapel Gate roundabout to A338 Cooper Dean junction.	B3073 road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to Cooper Dean roundabout.

Page Number	Paragraph or Policy Number	Existing Text	Amended Text
Page 41	5.2	Establishing visions guiding the future of Christchurch and Highcliffe Centres over the next 15 years addressing the following:	Establishing visions guiding the future of Christchurch and Highcliffe Centres over the next 15 years addressing the following where possible:
Page 42	Key Facts	Remove 2nd and 3rd bullets from the Strategic Requirements section, relating to office demand and supermarket requirements	
Page 44	Policy CH1	The town centre sites at the top of the Christchurch town centre hierarchy, is well served.....	The town centre sites at the top of the Christchurch town centre hierarchy (Policy KS6), is well served.....
Page 50	5.25	There are no parks and open spaces within the centre,.....	Except for the nearby Recreation Ground , there are no parks and open spaces within the centre,
Page 50/51	Policy CH4	Point 2: Expansion of evening economy uses such as restaurants/cafes/pubs will be encouraged, especially..... Delete point 6 relating to higher density residential development.	Point 2: Expansion of evening economy uses will be encouraged, especially.....
Page 52	5.31	Policy CH6 restricts the number of ground floor non-retail units within the Primary Shopping Core to no more than 20% in order to maintain a strong retail presence. This approach has been assessed as part of the Joint Retail Study (2008) and considered a sound approach for maintaining an appropriate retail mix for maintaining and enhancing vitality and viability. This is also supported by regular monitoring of this policy approach previously adopted in the Christchurch Local Plan (2001).	Policy CH6 restricts the number of ground floor non-retail units within the Primary Shopping Core to no more than 30% in order to maintain a strong retail presence. This represents a more flexible approach than recommended in the 2008 Retail Study, but reflects the fact that the previous limit of 20% has now been exceeded.