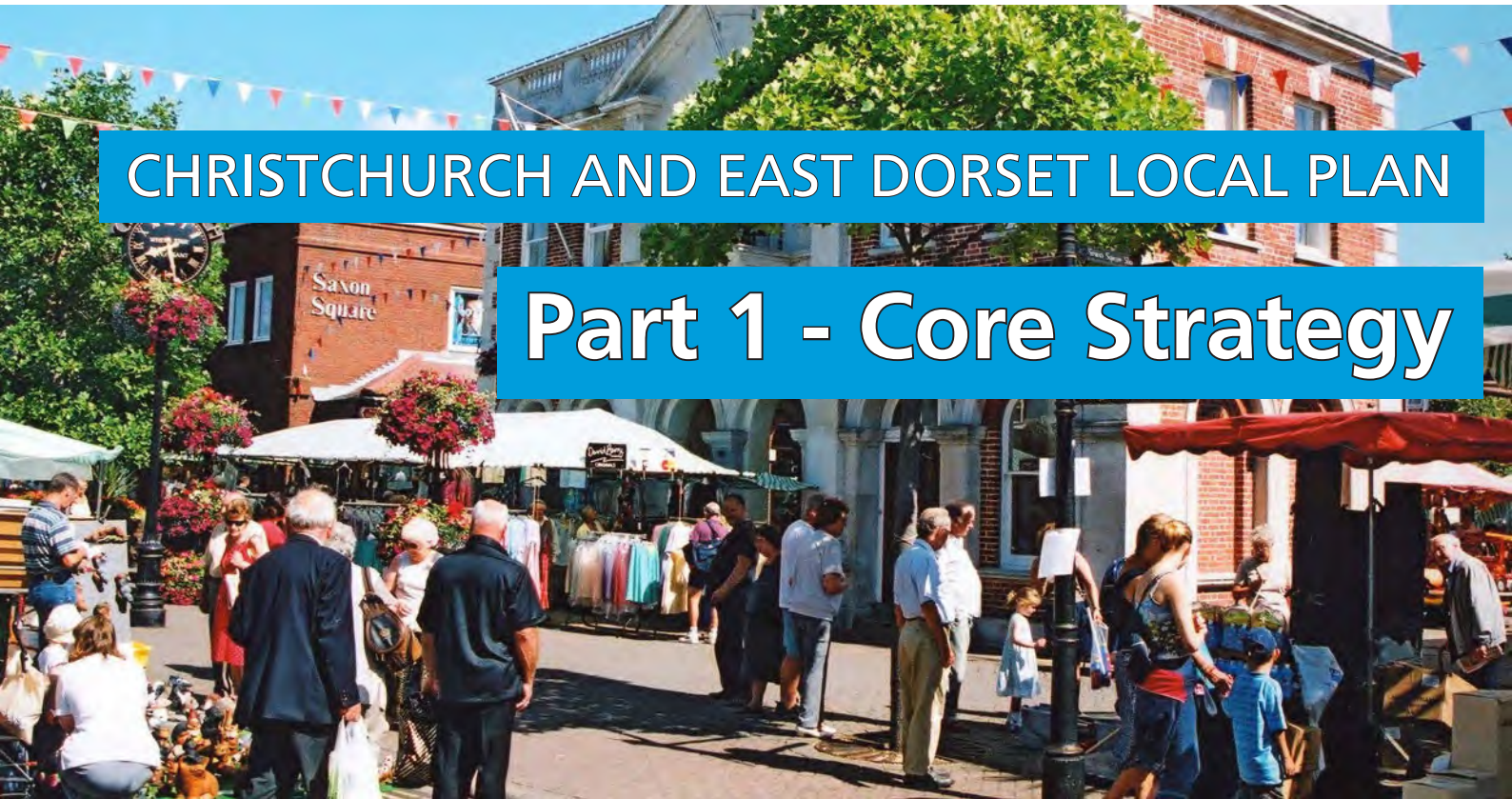




Christchurch and East Dorset Councils  
*delivering services together*

# CHRISTCHURCH AND EAST DORSET LOCAL PLAN

## Part 1 - Core Strategy



Adopted April 2014  
[www.dorsetforyou.com](http://www.dorsetforyou.com)





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## 1 Introduction

### 1.1 What is the Core Strategy

**1.2** The Core Strategy is the document that sets out the planning strategy for Christchurch Borough and East Dorset District over the next 15 years to 2028. It sets out how much, what type, where and how development should take place and how this should be catered for. It sets out a vision and objectives for the area which are reflected in planning policies to achieve this.

**1.3** The Core Strategy was adopted by Christchurch Borough Council on 22 April 2014 and by East Dorset District Council on 28 April 2014.

**1.4** The Core Strategy is a key part of the Christchurch and East Dorset Local Plan. It forms Part 1 of the Local Plan for Christchurch and East Dorset. Part 2 will include:-

- Development Management policies, which will support the Core Strategy by setting out detailed planning policies that the Councils will use when making decisions on applications for planning permission.
- Site Allocations which will allocate sites for different land uses and provide more detail on site specific matters.

**1.5** The documents within Part 1 and 2 of the Local Plan will be supplemented with other documents including:

- Dorset-wide Gypsy, Traveller & Travelling Showpeople Site Allocations Joint DPD
- Supplementary Planning Documents (SPD) – giving detailed guidance on how the Councils' planning policies will be implemented for specific topics, areas or sites – e.g. The Dorset Heathlands SPD and Housing and Affordable Housing SPD.
- Site specific development briefs.
- A Community Infrastructure Levy (CIL) Charging Schedule
- Annual Monitoring Report

**1.6** The Government is introducing a new, optional tier of plans at the neighbourhood level. These plans would have to be consistent with the Core Strategy and other Local Plan documents, if a group chose to take a neighbourhood plan forward.

### 1.7 A Joint Core Strategy

**1.8** Christchurch Borough Council and East Dorset District Council are working in partnership to deliver their plans. This reflects the similarity in issues that each area faces and enables financial savings in the production of documents for the Councils and other stakeholders. The document contains many policies that are common to both areas, but others relate specifically to one or the other Council area.

### 1.9 The Format of the Adopted Core Strategy

**1.10** The Core Strategy has been produced in accordance with the provisions of the Town and Country Planning (Local Planning) (England) Regulations 2012.

**1.11** The first chapter of the document provides a description of the area, setting out the most important features that should be taken into account in the Strategy. This leads to a chapter that sets out a vision and objectives for the area and then the overall Key Strategy. Subsequently, the Core Strategy focuses on specific places before considering policies that apply across the whole area.

**1.12** A Glossary of the terms used in this Core Strategy is included at Appendix 7.

### The Core Strategy Process

**1.13** The preparation of the Core Strategy 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, businesses, government organisations and developers/agents. The key stages that have taken place were:

- Evidence gathering – work on baseline data and studies which inform the issues to be addressed in the Core Strategy.
- Issues and Options – where consultation took place to identify issues and a range of possible options for addressing them. Consultation and engagement on this stage took place during 2008 and 2009.
- Options – where the Councils identified one or more options for dealing with key issues and published them for consultation. This took place between October 2010 and January 2011.
- Pre-Submission - where consultation took place to consider whether the Councils' policies and proposals for development within the Core Strategy were 'sound'. This took place between April and June 2012.
- Proposed changes to the Pre-Submission - where the Councils consulted on changes made to the Pre-Submission document following consideration of the comments received in respect of the previous consultation. This took place in November and December 2012.

### 1.14 Evidence Base

**1.15** A substantial amount of evidence has been prepared and considered in order to develop the Core Strategy. The key studies that have been produced are as follows:

- Christchurch Strategic Housing Land Availability Assessment
- East Dorset Strategic Housing Land Availability Assessment
- Joint Affordable Housing Viability Study
- Dorset wide Strategic Housing Market Assessment
- Joint Level 1 Strategic Flood Risk Assessment
- Christchurch Level 2 Strategic Flood Risk Assessment
- Joint Town Centres Retail Study
- Employment Land Review Stage 1
- Joint Planning Policy Guidance Note 17 Open Space, Sport and Recreation Study
- Christchurch Urban Extension Master Plan
- East Dorset New Neighbourhoods Master Plan
- South East Dorset Multi Modal Transport Study
- East Dorset Town Centre Pedestrian Footfall Counts
- Bournemouth Airport Ecology and Economic Studies

**1.16** All of these studies are available for viewing at the Councils' Offices at Bridge Street and Wimborne or on the Councils' website [www.dorsetforyou.com](http://www.dorsetforyou.com).

**1.17** As well as the evidence specifically produced locally, policy formulation has been informed by other sources e.g. Census and other agencies' plans and programmes.

## **Sustainability Appraisal and Strategic Environmental Assessment**

**1.18** The Core Strategy has been informed by a Sustainability Appraisal and Strategic Environmental Assessment. A Scoping Report has been consulted on and was approved by the Councils in 2010. This set out key issues that the Strategy should take into account and established objectives by which it should be assessed. This is available to view at the Council Offices and on [www.dorsetforyou.com](http://www.dorsetforyou.com).

## **Habitats Regulations Assessment**

**1.19** A Habitats Regulation Assessment has been carried out to inform the production of policies. This assesses the potential impacts of policies on the conservation objectives of designated sites of European importance which include the Dorset Heathlands and the River Avon.

## **Equalities Assessment**

**1.20** Local authorities have a responsibility to minimise discrimination and disadvantage under the Equalities Act 2010. Public bodies are required to consider the needs of diverse groups in the community when designing and delivering public services. An Equalities Impact Assessment is a recognised method of undertaking an appraisal of a service or of a policy. Its key purpose is to help identify in the development of policies and practises unlawful discrimination of a particular group or sector of the community whether it is on the grounds of race, gender, disability, religion, faith or belief, sexuality or age. An assessment was undertaken for the Options consultation and this was updated to consider the Pre-Submission and Proposed Changes to the Pre-Submission Core Strategy.

## **Health Impact Assessment**

**1.21** The Health Impact Assessment is a tool which can be used to assess how policies, plans or programmes can help to identify the health impacts of the policy. Using such an assessment it is possible to identify the actions needed to improve the impact on health and minimise the negative impacts. An assessment was undertaken of the Pre-Submission and Proposed Changes to the Pre-Submission document and this builds on previous work that considered the Options consultation.

## **Sustainable Community Strategies and Other Strategies**

**1.22** The Core Strategy is informed by the Christchurch Community Plan (2007) and the East Dorset Community Strategy (2008). These have been agreed by the respective Local Community Partnerships which comprise representatives from regional, public and local agencies and the community and voluntary sector. Since the Localism Bill received royal assent in 2011 it is anticipated that these will be replaced by new strategies. Neither existing strategy currently provides a clear vision that can be used to lead the Core Strategy. However, they do provide important guides for the Core Strategy in terms of the key issues to be addressed.

**1.23** Additionally, the Core Strategy has been developed to reflect a clear and effective relationship to the Councils' Corporate Plans and Housing Strategies. It also takes forward the important policies and proposals contained in the most recent Local Transport Plan and the Dorset Cultural Strategy.

## **Delivery of the Core Strategy**

**1.24** The success of the Core Strategy relies upon delivery of its policies and proposals. The Strategy is based on the delivery of sustainable development and goes beyond land use planning to bring together other policies and programmes that influence how the area functions.

**1.25** The Infrastructure Delivery Plan (IDP) sets out the infrastructure which is required to deliver the plan, timescales for delivery, agencies responsible for bringing infrastructure forward and funding streams.

**1.26** The IDP identifies the infrastructure required to deliver the Core Strategy allocations and residential, employment and retail development in line with policies KS4, KS5 and KS8. The majority of the infrastructure schemes in the IDP relate to development in the Core Strategy plan area, unless specified otherwise.

**1.27** The timescales for delivery of key infrastructure in the IDP enables development to come forward commensurate with the Christchurch and East Dorset Housing Trajectory.

**1.28** The IDP also identifies proposals set out in the programmes of other public bodies related to delivery of growth in the Core Strategy. All of the agencies are committed to identifying funding streams as these become available. The IDP includes risks to delivery and contingencies, where available for specific items of infrastructure.

**1.29** The Councils will work closely with landowners, developers, Dorset County Council, neighbouring authorities, local service providers and other key stakeholders to ensure the sustainable delivery of key infrastructure required to support the plan.

**1.30** The delivery of strategic transport infrastructure improvements required to support new development over the plan period are set out in the Local Transport Plan 3 and the IDP.

**1.31** The Councils are working closely with the South East Dorset authorities and Natural England to secure the delivery of appropriate heathland mitigation measures through the continuation of the Dorset Heathlands Planning Framework (Supplementary Planning Document).

### **Monitoring Framework**

**1.32** Appendix 6 of the Core Strategy sets out the Monitoring Framework which identifies indicators that will be applied to monitor the performance and implementation of Core Strategy policies. The Councils will continue to prepare Annual Monitoring Reports which will set out performance against these indicators.

**1.33** The Monitoring Reports will:-

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

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

### **Saved Policies**

**1.35** At present each Council has a series of 'saved' policies originally contained in their Local Plans. The Core Strategy will replace most, but not all of these policies. The status of the current Saved policies is set out in Appendices 3 and 4.



## 2 A Picture of Christchurch and East Dorset

**2.1** The Core Strategy is based on an understanding of the area's characteristics. What follows sets out the key attributes that are important to consider when establishing a vision, objectives, policies and proposals. Further detailed information is available in a series of Area Profiles and the Annual Monitoring Reports produced by both Councils. These can be viewed at the Council Offices, or on [www.dorsetforyou.com](http://www.dorsetforyou.com).

### The Sub Region

**2.2** The interaction of people and activity across the conurbation means that it is important to consider the wider context of Christchurch and East Dorset and the role that the area plays in the way that the conurbation functions. The South East Dorset conurbation is one of the South Coast's major urban centres. With a population approaching 500,000, it is the second largest urban area in the South West. The Core Strategy area has a population of about 135,000 people, representing 25% of the conurbation population. The conurbation has a broadly-based economy, with significant specialisms in tourism, education, financial services, high tech and marine industry, retailing and entertainment. The area is served by Bournemouth Airport, and the Port of Poole but has barely adequate road and rail links to London, the South East and the north and west. Its setting in internationally recognised countryside and coastal environment makes it unique for a conurbation of its size. It is a place that attracts people to live, learn, work, relax and retire. It has seen significant growth over many years, principally through the in-migration of both people and companies, and substantially from London and the South East.



Map 2.1 South East Dorset

**2.3** The New Forest National Park lies on the border of both Districts and there are close road connections with Christchurch via the A35 and East Dorset via the A31(T). Both Christchurch and East Dorset have strong links with the wider conurbation and their residents have access to a range

of employment, leisure and cultural facilities provided by the larger towns of Bournemouth and Poole. Christchurch and East Dorset have an economic role in contributing to the provision of employment premises and land to meet the wider needs of the conurbation. Both districts are also part of a wider Bournemouth/Poole housing market area.

### The Core Strategy Area

**2.4** Christchurch is a relatively small Borough at around 5,169 ha with a population of about 48,000 (2012) and is set at the eastern edge of the South East Dorset conurbation. The town has expanded along its major roads and includes Highcliffe, which has its own district shopping centre. Burton has seen residential growth separated from the urban area.

**2.5** The District of East Dorset lies to the north-west of Christchurch, has a population of 87,800 (2012) and at 35,441 ha is around seven times the size of Christchurch Borough. With its southern area relating to the Bournemouth and Poole conurbation, the district has a number of major settlements:- Wimborne, Corfe Mullen, Colehill, Ferndown, West Parley, West Moors, St Leonards and St Ives and Verwood, as well as a large rural area.

### Our Environment

#### 2.6 Natural

**2.7** The natural environment of the area is diverse and of high quality, consisting of the coast, harbour, cliffs, extensive areas of internationally protected wet and dry heath, river valleys, ancient woodlands and chalk downlands.

- Christchurch – 24% of the area is covered by one or more nature conservation designations
- East Dorset – 9.7% of the area covered by one or more nature conservation designations. 45% of the area is covered by the Area of Outstanding Natural Beauty.

#### 2.8 Historic

**2.9** The historic town centres of Christchurch and Wimborne Minster are characterised by narrow streets, attractive older buildings and complemented by the Priory and Minster. Within Christchurch there are 12 designated Conservation Areas, around 287 Listed Buildings and 12 Scheduled Ancient Monuments. In East Dorset there are 19 Conservation Areas, 689 Listed Buildings and 152 Scheduled Ancient Monuments.

#### 2.10 Rural and Urban Character

**2.11** Christchurch Borough is smaller and more urban in nature than East Dorset. The vast majority of its population live in the urban area. However, around 70% of the Borough remains as open countryside, harbour or coast. East Dorset has more of the characteristics of a “rural” authority with about 93% of it being countryside and only 7% urban. The main centres of Wimborne and Ferndown, together with the other urban settlements, are located in the south and eastern part of the District. The north and western part of the District is more rural in character, a large proportion being within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and contains villages, hamlets and isolated dwellings. Significant areas of the District comprise large, rural estates where there has been a continuity of ownership and stewardship over many generations.

#### 2.12 Climate Change

**2.13** Climate change has the potential to not only affect the environment, but also the social and economic aspects of life in Christchurch and East Dorset. Although the precise nature of environmental changes is not fully understood, changes to rainfall levels (and river flow) and rising sea levels have significant implications particularly for Christchurch in terms of flood risk as mentioned

above. Conversely, predicted hot and dry summers will cause problems of low flows for some of the chalk downland rivers in the area. Additionally, climate change could have a significant impact on agriculture and wildlife.

#### **2.14 Water**

**2.15** The rivers Stour, Avon, Moors, Allen, Uddens Water and Bure Brook flood regularly and wide areas of Christchurch are subject to both river and tidal flood risk. Strategic Flood Risk Assessment work has identified significant areas within Christchurch and to a lesser extent within East Dorset which are subject to flood risk, particularly when taking into account the effects of climate change. In Wimborne there is risk of flooding on the western side of the town centre along the line of the River Allen. Other areas of concern exist in Sturminster Marshall, Verwood and West Moors. Areas at significant risk in Christchurch include some of Bournemouth Airport, parts of the town centre and parts of Stanpit and Mudeford.

**2.16** The area is well catered for in relation to water supply. The recently completed Longham Lakes, along with the Blashford Lakes ensure that future supply can be provided to accommodate a growing conurbation. A Groundwater Protection Zone associated with the chalk downlands relates to an important aquifer that serves the conurbation.

#### **2.17 Minerals and Waste**

**2.18** Planning for minerals and waste is dealt with by Dorset County Council. Separate planning documents are therefore prepared for these matters. Nevertheless, minerals and waste planning proposals need to be taken into account within this Core Strategy. The area to the south and east of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty are good sources for sand and gravel, particularly within the river valleys. Large areas of land are therefore proposed to be safeguarded for minerals extraction. Additionally, there are some major issues relating to waste disposal that are to be addressed in coming years and these need to be taken into account. There is to be less landfill and more recycling and other means of disposal. This will require locations for recycling and waste plants.

### **Communities**

#### **2.19 People**

**2.20** The population in Christchurch is about 48,000 and East Dorset is 87,800 (ONS 2012). The current proportion over retirement age aged 65+ (ONS 2012) is above the County and national average in Christchurch at 31% and in East Dorset at 29%, compared with 26% in Dorset as a whole and just 17% nationally. Despite death rates exceeding birth rates in the area, the population continues to increase as a result of in-migration from other parts of the Country rather than from abroad. In 2004 – 2008 more residents moved abroad from Christchurch and East Dorset than moved from other countries into the area. (ONS Long term international migration tables 1991 – 2008). The age profile of people moving to the area from elsewhere within the UK is younger than that of the current population, so it should not be assumed that people only move to the area to retire. However this trend is not significant enough to change the age structure of the current population to one which is less heavily weighted towards the older age groups.

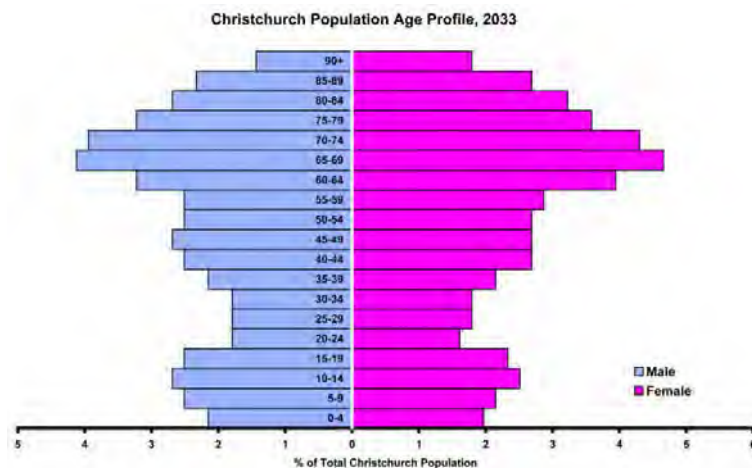


Figure 2.1 Christchurch Age Profile 2033 (ONS Sub-national Population Projections 2008 based)

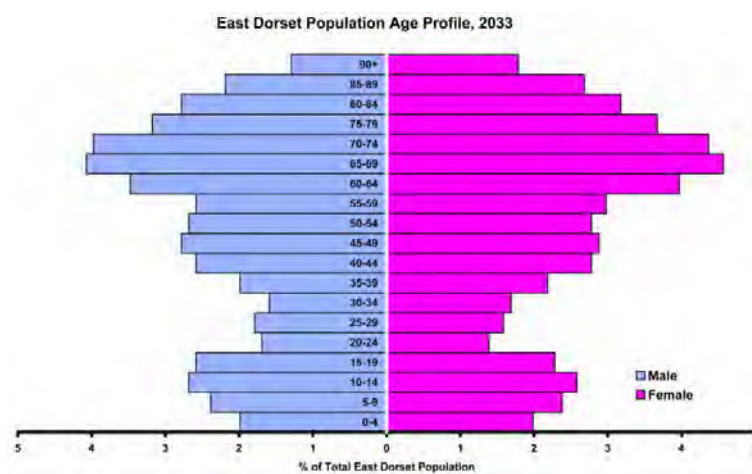


Figure 2.2 East Dorset Age Profile 2033 (ONS Sub-national Population Projections - 2008 based)

**2.21** Long term projections suggest that the population may grow to 55,900 in Christchurch and 100,800 in East Dorset by 2033. (ONS Sub-national Population Projections- 2008 based). Older people are expected to account for an increasing proportion of the population in future with the percentage of residents aged 65 in 2033 predicted to reach 38 per cent in Christchurch and East Dorset. (ONS Sub-National Population Projections 2008).

**2.22** The proportion of population of working age in the area is relatively low, at only 50% in Christchurch and 52% in East Dorset compared with 54% in Dorset and 62% nationally. Working age population is predicted to drop to about 47% in the area by 2033. A shortage of people of working age has significant implications for sustaining and enhancing the local economy. However, this will be countered to a degree by changes in the retirement age. The ageing population also places increased pressure on the provision of health care services.

**2.23** As well as a projected population increase, there is a predicted increase in households due to the following trends:

- Smaller households
- Fewer children per family
- Separation
- Older parents
- More people living alone
- Living longer

**2.24** Ethnic minorities are a small but growing proportion of the total population, particularly in Christchurch. The 2001 Census identified a proportion of 3.2% in Christchurch and 1% in East Dorset of population of black or minority ethnic origin (BME) compared with 3.2% in Dorset and 13.1% in England. The 2011 Census results show that the proportion of BME population has increased to 4.9% in Christchurch and 1.7% in East Dorset, compared with 4.5% in Dorset and 19.5% in England.

## 2.25 Housing

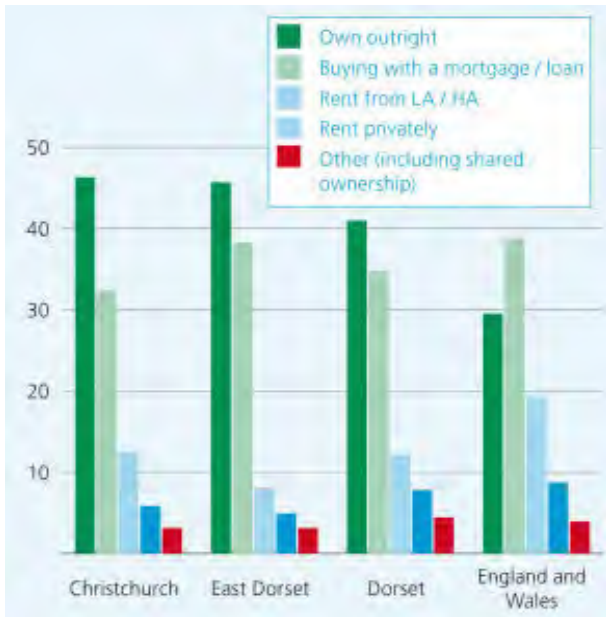


Figure 2.3 Tenure of housing in Christchurch and East Dorset

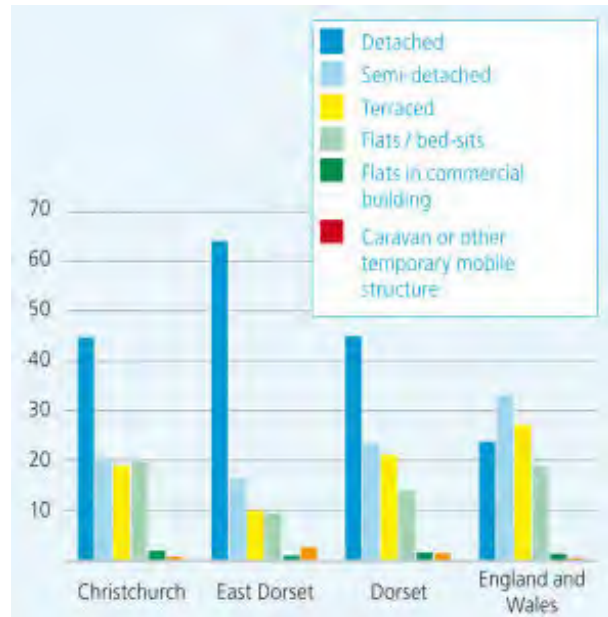


Figure 2.4 Types of housing in Christchurch and East Dorset

**2.26** Demand for housing is high and there is a significant problem of affordability due to the high house price:income ratios in the area. Housing land supply is affected by environmental constraints, in particular, flood risk and proximity to heathland, as well as Green Belt and infrastructure constraints. Evidence on housing supply (Christchurch and East Dorset Strategic Housing Land Availability Assessments 2012) indicates a low number of larger sites likely to come forward within the urban area, hence a reliance on smaller sites and a need to maximise opportunities to meet housing needs.

**2.27** The Dorset wide Strategic Housing Market Assessment update 2012 identifies the main characteristics of the housing stock. The profile is heavily weighted towards detached properties, although there are differences between the two districts. The graphs show the peculiarities of the two districts' housing stock and underline the fact that they are part of a wider housing market. East Dorset historically has provided housing for the more affluent commuters, whereas Christchurch provides a more urban cross section of house type.

**2.28** The Strategic Housing Market Assessment (2012) estimates that in Christchurch approximately 330 affordable homes would be required per year and about 430 in East Dorset.

**2.29** Even though there has been a slight fall in house prices over the past few years, the house price to income ratios for Christchurch (10.7 times) and East Dorset (11 times) remain significantly high, and are higher than the County (9.6 times) and England (6.6 times) averages in 2012. The median selling house price in Christchurch in 2011 was £238,000, and £250,000 for East Dorset compared to a national figure of £175,000.

**2.30** The impact on the viability of housing schemes of increased affordable housing contributions, together with other contributions likely to be required was tested in 2009. The study at that time found all new housing schemes could provide 40% affordable housing, or an equivalent financial contribution, with the exception of some special circumstances. The Peter Brett CIL viability research undertaken in 2013 tested the impact of CIL and affordable housing on a range of developments including small sites within the urban area. It concluded that most developments would still be viable whilst providing affordable housing and meeting CIL requirements.

### **2.31 Health**

**2.32** Life expectancy rates are some of the highest in the Country and compare well with national figures of 78.8 years for males and 82.8 years for females (ONS Life Expectancy at Birth 2009-11). In Christchurch the figures are 81.6 years for males and 85.3 years for females, and in East Dorset 83 for males and 86.4 for females.

**2.33** Health profiles (Public Health England 2013) show that:

- The proportion of people diagnosed with diabetes in Christchurch is significantly higher than regional and national averages, which may reflect the ageing population. However the proportion is not significantly different to these averages in East Dorset.
- Road injuries and deaths are significantly higher than regional and national averages in East Dorset, but are lower than averages in Christchurch.

**2.34** The Dorset Housing Needs and Demands Survey 2007 found that there are an estimated 4,983 households in Christchurch and 6,975 households in East Dorset with one or more members in an identified special needs group. Within this category, households with a 'medical condition' are the predominant group, closely followed by the frail elderly and those with a physical disability. Special needs households are more likely to contain older persons, hence the larger proportion within Christchurch. The 2011 SHMA Update did not update this figure but concluded that the Housing Market Area is going to have a growing number of older households which are likely to have support needs.

### **2.35 Education and Training**

**2.36** The percentage of the working age population without qualifications is 8% in Christchurch and in East Dorset, which is below the national average of 10%. The percentage qualified to degree level or above is significantly above the national average (34%) for East Dorset (47%) and above average for Christchurch (37%) (Annual Population Survey 2012).

**2.37** In general, school facilities provision currently meets the needs of the areas. However, predictions for population increases (ONS) and future residential development will put pressure on some education facilities. With increases in school rolls over the next fifteen years some schools may need to be extended. Although some schools may have capacity to accommodate the increase in population, others, for example in Wimborne, Highcliffe, Christchurch Infant/Junior and Mundeford 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.

**2.38** The percentage of Christchurch and East Dorset pupils achieving 5 or more GCSEs at A-C grades in 2012, including English and Maths was 52% which is just below the Dorset average of 54% and below the national average for England at 59% (Department for Education Secondary School Performance Tables 2011/2012).

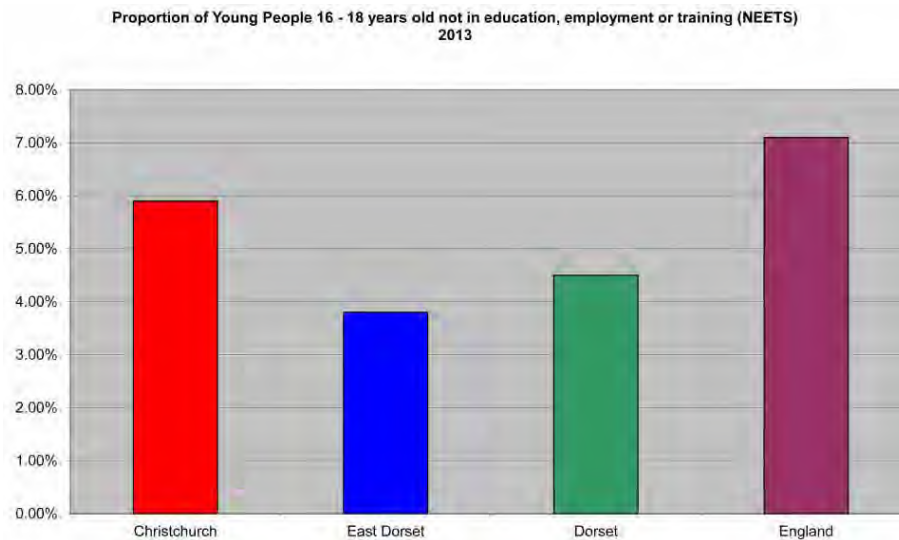


Figure 2.5 Proportion of Young People 16-18 years old Not in Education, Employment or Training (NEETS) 2013 (DCC Monitoring)

**2.39** The proportion of young people not in education, employment and training (NEET) in Christchurch is 5.9%, below the national average of 7.1% and the Dorset average of 4.5% (DCC Monitoring 2013). East Dorset's proportion is currently 3.8% which is below the County and national average (2013).

## 2.40 Deprivation

**2.41** Deprivation is low in the national context, particularly for East Dorset District. However, there are pockets of deprivation within each district. Information provided at a more local level shows that Somerford East and Somerford West within Christchurch are ranked amongst the 20 most deprived areas in Dorset and are within the top 25% nationally. Within East Dorset, the Ferndown, Tricketts Cross East, Heatherlands and Leigh Park areas are ranked at 21st, 27th and 28<sup>th</sup> most deprived areas within Dorset respectively. (Index of Multiple Deprivation 2010)

## Economy

**2.42** The economy of the area is centred on the service sector with more than half of all firms falling into two broad categories: distribution, hotels and restaurants; and banking, finance and insurance. There is a relatively high proportion of manufacturing firms within both districts. Tourism is a key part of the local economy in relation to visitor spend. The area has low unemployment but wage levels are below the national average.

There are around 2,020 firms in Christchurch and 4,340 firms in East Dorset. A market segment assessment (Christchurch and East Dorset Employment Land Review 2007) identifies that the vast majority of employment land supply within the area falls within the 'General Industrial / Business Area' segment. These sites generally comprise older, more established land and buildings in industrial use.

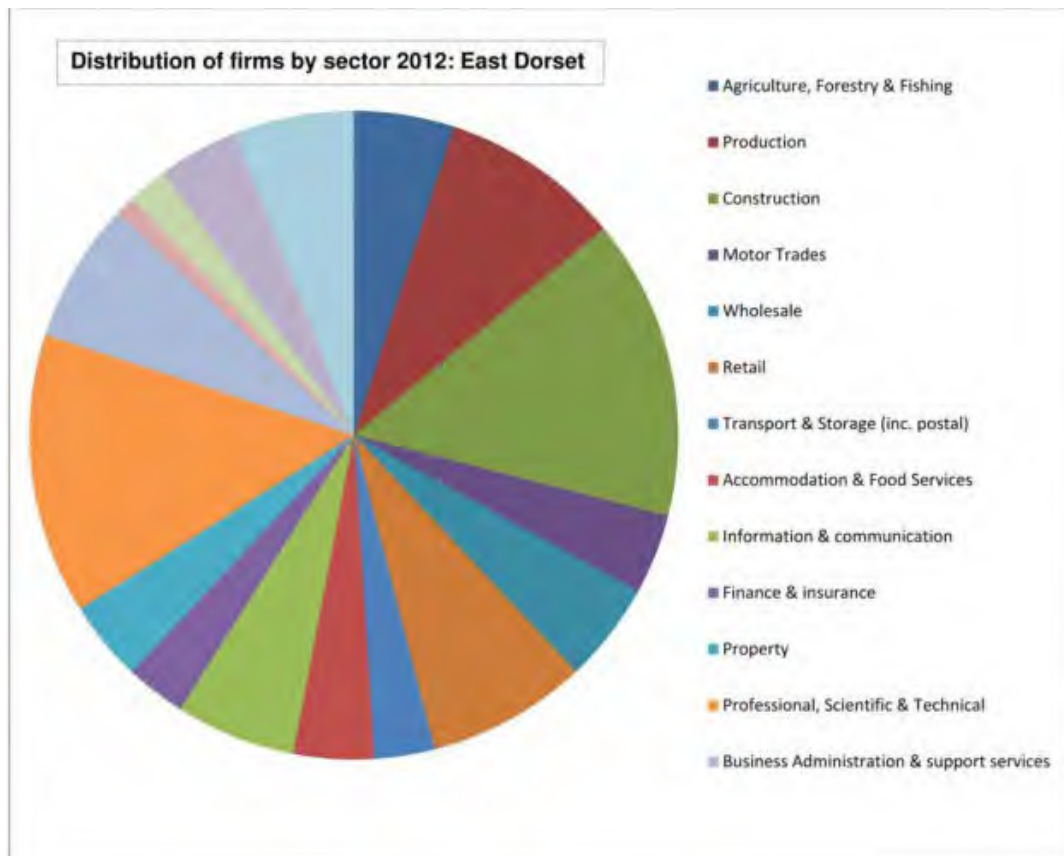


Figure 2.6 Distribution of East Dorset Firms by Sector 2012

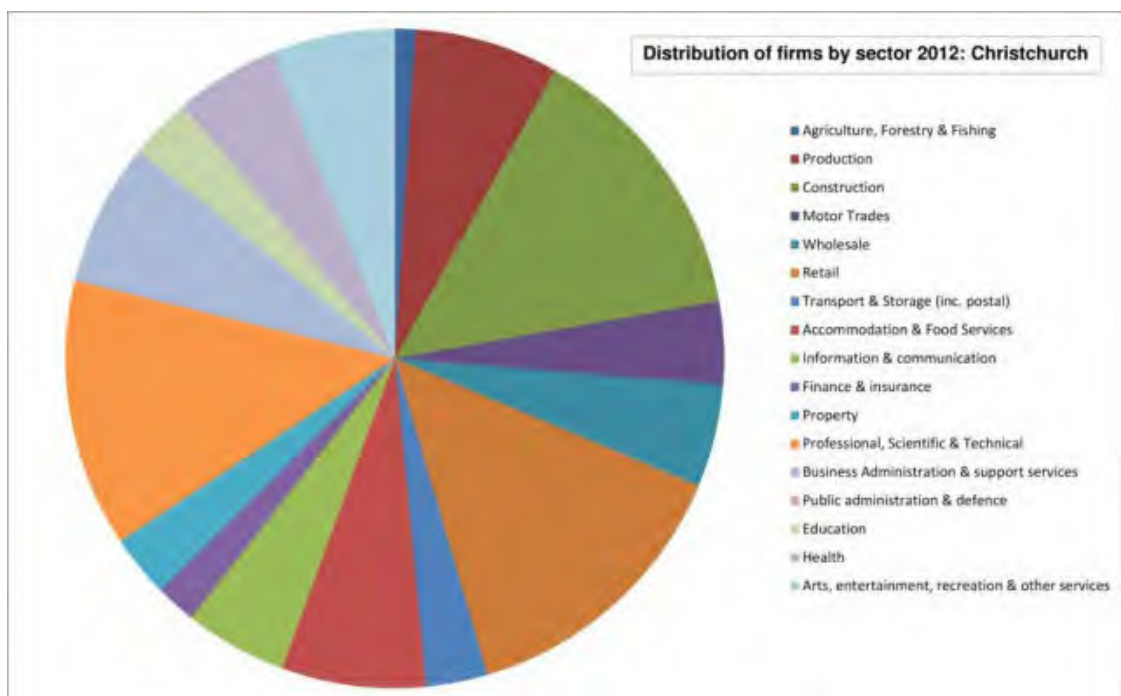


Figure 2.7 Distribution Christchurch Firms by Sector 2012



### 2.43 Town and District Centres

**2.44** There are six town and district centres within Christchurch and East Dorset which are of differing size, significance and function – Christchurch, Highcliffe, Wimborne, Ferndown, Verwood and West Moors. These are complemented by a variety of local and neighbourhood centres in the villages and suburban areas. A joint Retail Study Update (2012) has indicated that both Christchurch and East Dorset will face demand to accommodate increased levels of non-food retail outlets in the period up to 2031. It concludes that the local town centres are healthy but need to adapt to changes in the demands of shoppers and visitors.

### 2.45 Tourism

**2.46** Tourism is very important to both Christchurch and East Dorset due to the high quality of much of the historic environment, riversides, harbours, coastal and countryside areas. The table below sets out how significant tourism is to the economy of the area.

Key Facts	Christchurch	East Dorset
Trips by staying visitors	213,000	308,000
Staying visitor nights	906,000	912,000
Spend by staying visitors	£42,265,000	£34,080,000
Day visits	1,098,000	2,369,000
Spend by day visitors	£38,660,000	£69,159,000
Other related tourism related spend	£3,390,000	£5,305,000
Jobs related to tourism spending	2,020	2,445
% of employment supported by tourism	11%	6%

Trips, nights and spend to each area by visitors (The Value of Tourism Key Facts, 2011)

### 2.47 Earnings

**2.48** Workplace pay in Christchurch is higher than East Dorset, but both are still below the national average (94% of average pay in Christchurch and 90% in East Dorset). Levels of earnings vary across the districts, with areas of deprivation suffering from low wages. Residents who live in East Dorset earn just above the national average wage (1.7% above), whereas residents in Christchurch earn 96% of this wage. This implies that more residents in East Dorset commute to higher paid employment. (Annual survey of Hours and Earnings 2012). 13% of employees in Christchurch firms are in high pay employment, which is the same as the national average for Great Britain and above the average for Dorset (8%). 11% of employees in East Dorset are in high pay employment. Bournemouth has 17% of its employees in high paid employment and Poole 14% (Business Register and Employment Survey 2011).

### 2.49 Transport and Accessibility

**2.50** The A35 connects Christchurch to Southampton and the M27, the A338 runs north-south through the Borough and Christchurch railway station is on the main line to London. Bournemouth Airport is a regionally significant airport also located in the Borough. Public transport is frequent on major routes, although some of the suburban areas are less well served. East Dorset has no railways and is poorly served by bus services. The main A31(T) runs through East Dorset linking the M3/M27

to 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. There are links to the A354 and A338 to Salisbury.

**2.51** The A35 running east-west through Christchurch has been identified as a traffic congestion hotspot. The A337, A338 and B3073 also have particular problems along with the A31(T) and routes in and around Ferndown, particularly at the Canford Bottom roundabout. Also, in both areas the River Stour is crossed only in a few places which restricts movement to the main conurbation, especially if a crossing is blocked.

**2.52** Both areas have high levels of car ownership with 82.1% of households having access to a car in Christchurch, while East Dorset has 89.7% of households having at least one car. In Christchurch 5.9% of the workforce get to work by public transport whereas in East Dorset the proportion is only 1.1%, a reflection of the very high levels of car ownership in the district. (2011 Census)

## Places

**2.53** Key characteristics and issues for the different places throughout Christchurch and East Dorset are set out in relevant area chapters. These not only help to inform policies relating to those particular places, but also those that cover the whole area.

### 3 Challenges, Vision and Strategic Objectives

#### The Challenges We Need to Deal With

**3.1** Throughout the development of the Core Strategy, people have been asked to respond on the key issues which they feel the Strategy needs to tackle. These issues have broadly remained the same throughout the process, although some more detail has emerged as to the range of concerns people have.

##### We need to plan for:

- A significant housing waiting list, with annual housing need identified through the 2012 Strategic Housing Market Assessment, far exceeding even total housing supply.
- House price to income ratios among the highest in the country.
- Almost limitless housing demand, given the popularity of the area to live in.
- Significant constraints which limit potential land for development, such as Green Belt, flood zones, nature conservation and landscape designations.
- Delivering development in sustainable locations whilst protecting the character of our towns and villages.
- The sensitive Dorset Heathlands which are already under considerable pressure from surrounding residential development.
- An increasingly congested transport network, and the need to provide better and more sustainable travel choice for residents, businesses and visitors.
- The need to adapt to the challenges of climate change, particularly the increased risk of flooding, as well as measures to reduce the impact of new development on climate change.
- The need for economic growth including developing new sectors of the economy, and improving knowledge and skills.
- Providing adequate land for employment growth, including major sites such as Bournemouth Airport and Ferndown Industrial Estate, as well as enabling the rural economy to diversify and flourish through the reuse of buildings and small new employment developments at the major villages.
- Supporting our communities in urban and rural areas, including ensuring that community facilities support community development, and that the specific needs of older residents and young people are met.
- Tackling inequalities, such as pockets of deprivation and high levels of young people not in education, employment or training, which are often hidden in a relatively affluent area.
- Addressing the challenges posed by a significant elderly and retired population in the area, in terms of provision of appropriate housing, health and community facilities and services.

#### A Vision for Christchurch and East Dorset

**3.2** National planning policy has been revised and condensed into the National Planning Policy Framework (NPPF). There is still an expectation that planning should be genuinely plan-led, with succinct Local Plans setting out a positive long term vision for an area. The strategic priorities for Local Plans defined in the NPPF and set out below are taken forward in the Christchurch and East Dorset Core Strategy.

**3.3** In the context of Local Plans, the policy framework encourages them to be aspirational, but realistic. Strategic priorities should be set out for:

- Housing and economic development requirements.
- The provision of retail, leisure and other commercial development.
- The provision of infrastructure for transport, minerals, waste, energy, telecoms, water supply and water quality.

- The provision of health, education, security, community infrastructure and other local facilities; and
- Climate change mitigation and adaptation.

**3.4** The framework also notes that Local Plans are the key to delivering development that reflects the vision and aspiration of local communities.

**3.5** The proposed Core Strategy Vision and Objectives aim to set the appropriate balance between aspiration and realism, and therefore to set the appropriate context for the Core Strategy policies. To deliver the Vision will be a significant challenge and will take considerable time, but it is considered to be positive and achievable.

### **The Core Strategy Vision**

**The natural environment of Christchurch and East Dorset and their historic and thriving towns and villages are, and will continue to be, the most important assets for the area. The quality of this special environment will be secured sustaining the growth of the local economy, and the welfare of its local communities, rather than being used as a reason to turn our back on growth which can be achieved sustainably.**

**The intrinsic landscape and biodiversity value of the Dorset Heathlands, the Cranborne Chase and West Wiltshire Downs Area Of Outstanding Natural Beauty, Christchurch Harbour, the coast, beaches and rivers will be protected and their connectivity enhanced. Improving our special environment and its green infrastructure will ensure that recreation and commercial activity sustains these areas.**

**The area will adapt to the emerging demands of climate change through clear strategies to reduce risk of flooding, and through encouraging high standards of building design and construction.**

**The unmet housing needs of the area will be reduced, with housing delivered of a type and tenure which meets the aspirations of those wishing to buy or rent. An element of this housing will be in the form of new, well planned, sustainable residential areas in both Christchurch and East Dorset. These will be attractive new areas, including high quality and sustainable homes, areas of open space, new community facilities, and improved transport links to the surrounding area.**

**Housing will also continue to be delivered in our towns and villages, but developments will now better reflect the character and type of housing found in each local area, and will make appropriate contributions to infrastructure. Almost all new housing development will contribute to the provision of affordable housing, creating a step change in delivery of affordable dwellings and a significant reduction in waiting lists.**

**The Green Belt policy will be kept in place to protect the character of the area, subject to limited alterations of boundaries to enable its extension and elsewhere to allow for some housing and employment growth to help meet the needs of the local communities.**

**Historic towns such as Christchurch and Wimborne will be vibrant centres of commercial and cultural activity, with niche shopping, and varied attractions and facilities for residents and visitors alike. Other key local centres in Ferndown, Verwood, West Moors and Highcliffe will support shops and services for their local communities, with villages and smaller neighbourhood centres providing basic services. New ways of delivering services and facilities in rural areas will be developed.**

The economy of the area will grow, both by sustaining its traditional sectors such as tourism, health and education, but also by creating a mixed economy with emphasis on growth in new knowledge based sectors including engineering, creative and technical industries and the green knowledge economy. Economic growth will be sustained by the creation of major high quality employment sites in East Dorset and at Bournemouth Airport, and by the protection of other well located sites for key employment uses. These will have an important role in sustaining the economy of South East Dorset. Within the rural areas traditional employment will be supported and rural diversification encouraged to create jobs and prosperity.

The area will be easier to get around, not just for those who have a car, but for those who wish to use public transport, to walk or to cycle, with major development focused in locations accessible by different means of transport. In Christchurch, development will be focused on the existing public transport corridors on the A35 and A337 and better links will be made to Christchurch and Hinton Admiral stations, with the urban extension also linked to the transport network. Christchurch Borough Council will continue to press for the development of options for long term solutions to the town's traffic problems beyond the plan period, including the possible future provision of a by-pass, subject to any options proposed at the time meeting the necessary local and national policy requirements.

Bournemouth Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services.

In East Dorset, transport corridors will be developed to help to promote a wider choice of transport, including walking, cycling and public transport. These corridors will include linking the towns and villages of Ferndown, West Moors, Three Legged Cross and Verwood, and improving links from Christchurch to Wimborne and Corfe Mullen and to Wimborne from Poole. Improvements to the A31 from Ferndown to Merley will reduce congestion and improve connectivity with the rest of Dorset and Hampshire.

Perhaps most important of all, our communities will thrive. The challenges of supporting a significant elderly and retired population will be planned for through provision of appropriate housing, health and community facilities and services. There will be targeted regeneration to provide improved housing facilities and services in the Somerford, Leigh Park and Heatherlands Estates. Community facilities will be safeguarded and support will be given to the community groups and organisations to develop volunteering, and to obtain premises from which to deliver services.

### Strategic Objectives

**3.6** The Core Strategy Vision will continue to be supported by 7 Strategic Objectives. These aim to set the aspirations of the Vision into a series of more practical long term objectives, which are closely linked to the policies which will help achieve them.

## Objective 1

### To Manage and Safeguard the Natural Environment of Christchurch and East Dorset.

The **Green Belt** will be retained and protected, except for strategic release of land to provide new housing, and for employment development in East Dorset and at Bournemouth Airport. Impact **on or close to designated sites** will be avoided, and residential development will contribute to mitigation of its effects on Heathland habitats. New **greenspace and biodiversity enhancements** will be provided as part of major housing proposals. Important **natural features** such as Christchurch Harbour, the coast, rivers and beaches and the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty will be protected and enhanced.

## Objective 2

### To Maintain and Improve the Character of the Towns and Villages, and to Create Vibrant Local Centres.

A clear **hierarchy of centres** will be developed, with a clear strategy for the major centres. Town and district centre boundaries will be created in Christchurch, Wimborne, Ferndown, Verwood and West Moors to help create a vibrant centre with a range of services and facilities. **Locally listed buildings** will now form part of the heritage protection strategy, and a local list will be created in East Dorset, and the Christchurch Local List updated. The Christchurch Borough Character Assessment and design standards in East Dorset will be used to guide design of new development.

Article 4(1) and 4(2) Directions will be considered to control small scale works which might damage the character of **Conservation Areas** as part of Conservation Area Management Plans. **Open space** will be provided alongside new residential development. **Special Character Areas** and **Areas of Great Landscape Value** will be reviewed and possibly expanded in East Dorset. **Rural Design Guides** will be produced.

## Objective 3

### To Adapt to the Challenges of Climate Change.

The impact of **carbon emissions from transport** will be reduced by more sustainable patterns of development in accessible locations, and by encouraging travel by bike, on foot, or by public transport. Developments will be expected to incorporate **carbon reduction, water and energy efficiency measures** as part of measures to reduce impact on climate change and **support important ecosystem services**. At least **10%** of total energy used on developments of 10 or more dwellings or 1,000m<sup>2</sup> of non-residential floorspace will come from decentralised, renewable or low carbon sources. Development will be located in areas at lowest **risk of flooding**. A Supplementary Planning Document for Flood Risk will be produced on how the sequential and exception tests will apply locally.

## Objective 4

### **To Enable the Mixed Economy of Christchurch and East Dorset to Grow, and to Develop New Employment Sectors.**

Significant **new zones of employment development** will be located at Bournemouth Airport (15-30ha) and on key sites in East Dorset to serve the local and sub-regional economy. **A range of employment sites** will be provided across the area meeting the needs of the local economy, and a hierarchy of sites will be developed so that certain sites can be reserved for higher order development in key employment sectors. Agriculture and horticulture will be supported and rural **farm diversification** will be encouraged in appropriate locations near key settlements such as Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Burton, Winkton and Hurn. The key environmental features which attract **tourism** will be protected, including Christchurch Harbour, rivers and beaches and the Dorset Heathlands. Opportunities will be taken to create new features and habitats where possible.

## Objective 5

### **To Deliver a Suitable, Affordable and Sustainable Range of Housing to Provide for Local Needs.**

Sufficient housing will be provided in Christchurch and East Dorset to reduce local needs, whilst maintaining the character of local communities. This housing will include well planned sustainable new communities in appropriate locations. The **size and type of dwellings** (both open market and affordable) will reflect current and projected local need through the Strategic Housing Market Assessment, **and will include housing capable of meeting people's needs at all stages of life**. All residential development resulting in a net increase in dwellings will contribute towards **provision of affordable housing**, at a rate of 35% of total units being developed. Development of 100% **affordable housing schemes may be considered exceptionally** in land adjoining rural and urban settlements. Criteria for the provision of **Gypsy and Traveller** sites will be established.

## Objective 6

### To Reduce the Need for Our Communities to Travel, and to do so More Easily by a Range of Travel Choices.

The overall aim will be to reduce congestion in key locations, by reducing the need to travel and encouraging public transport use, walking and cycling as alternatives to the car. Development will be located in **the most accessible locations**, focused on prime transport corridors and town centres. New residential development will be located either close to existing facilities, or where good transport links exist to such facilities.

**Prime transport corridors** will be improved in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, B3074 and B3072, and corridors north of the A31(T).

Key transport schemes proposed to support the Core Strategy will include:

- Improvements to the A35 corridor through Christchurch
- Improvements to the A338/B3073 corridor around Bournemouth Airport
- Improvement of the A31(T) around Wimborne

The development of new Green Infrastructure including footpaths, bridleways and cycleways, will also encourage people to enjoy recreation without the need to travel by car.

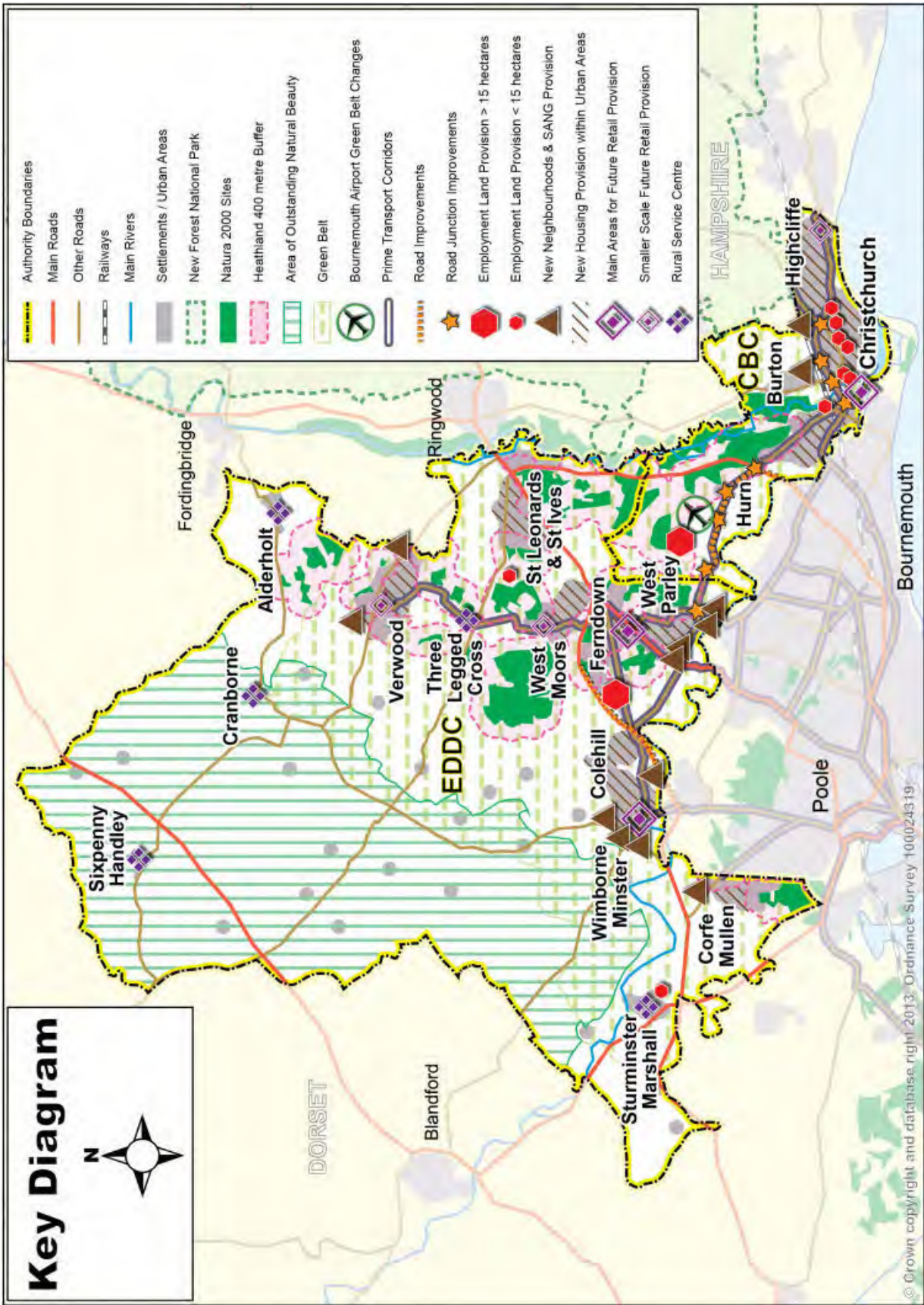
## Objective 7

### To Help our Communities to Thrive and to Help People Support Each Other.

The main town centres of Christchurch, Wimborne, Ferndown and Verwood will be **the focus for commercial, retail and community facilities**, with district centres and villages playing a supporting role. **New facilities and services** will be developed alongside the new neighbourhoods, and associated facilities will be provided as part of new employment development at Ferndown and Bournemouth Airport.



4 The Key Strategy



Map 4.1 The Key Diagram

## Introduction

**4.1** The Key Strategy sets out broad locations where residential and commercial development, services and facilities will be located across Christchurch and East Dorset over the plan period to 2028. This strategy is central to shaping the future role and function of our settlements.

**4.2** The high quality natural and built environment of Christchurch and East Dorset is what makes the area an attractive place to live and work in. It is important that the strategy maintains and enhances these assets while meeting local needs and supporting sustainable economic growth. Opportunities for new development are constrained, in particular, by the importance of the natural environment and floodplains. Additionally, the Green Belt limits growth opportunities.

**4.3** It is important that we plan carefully to reduce the impact we have on climate change. It is vital also that the future effects of climate change are taken into account. Increases in seasonal rainfall and sea level rise means that significant parts of the existing urban area are affected by high flood risk.

**4.4** 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. Future development will need to be located primarily in accessible areas which reduce the need to travel and avoid harmful emissions that contribute to climate change.

**4.5** Despite the natural and infrastructure constraints there are important local needs for new housing, employment, leisure, shopping, community facilities and services that have to be accommodated. The Key Strategy sets out how the needs of the community can best be balanced to ensure that appropriate infrastructure is provided and that the environment is protected and enhanced.

## Presumption in Favour of Sustainable Development

### Policy KS1

#### Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly, in particular through the pre-application process, to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) specific policies in that Framework indicate that development should be restricted.

## The Settlement Hierarchy

**4.6** There are a wide range of settlement types including places that form part of the wider Bournemouth and Poole conurbation through to rural hamlets. A settlement hierarchy focuses the distribution of development across the area and sets out the general roles of individual settlements. Those settlements which provide the best access to services, facilities and employment are to provide the key focus for development, subject to constraints, such as floodplains, nature conservation etc.

### 4.7 Relevant Evidence

**4.8** Evidence to support the settlement hierarchy policy is contained partly in a regional report by Roger Tym and Partners which considers the function of settlements. Additionally, Town Factsheets and Profiles produced by Dorset County Council have informed the policy along with Area Profiles produced by Christchurch and East Dorset Councils.

## Policy KS2

### Settlement Hierarchy

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 Leonards and St Ives
Rural Service Centres	Main providers for the rural areas where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities.
	Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross

Settlement Type	Function
Villages	Settlements where only very limited development will be allowed that supports the role of the settlement as a provider of services to its home community.
	Burton, Hurn, Edmondsham, Furzehill, Gaunts Common, Gussage All Saints, Gussage St Michael, Hinton Martell, Holt, Horton, Longham, Shapwick, Wimborne St Giles, Witchampton, Woodlands/Whitmore
Hamlets	Settlements where development would not be allowed unless it was functionally required to be in the rural area.
	All other settlements

## Green Belt Policy

Key Facts
<ul style="list-style-type: none"> <li>The Green Belt boundaries have not changed significantly since they were first drawn in 1982.</li> <li>The SE Dorset Green Belt covers about 33,000 hectares <ul style="list-style-type: none"> <li>Christchurch has 3,477 hectares (70% of Borough)</li> <li>East Dorset has 16,840 hectares (47% of District)</li> </ul> </li> <li>Between 1994 and 2009 about 2,100 homes were built on greenfield sites in the plan area, amounting to 32% of all housing development. This did not include Green Belt land as it had been deliberately left out when the boundaries were drawn to allow for this development.</li> </ul>

**4.9** Green Belt policy is an important tool in controlling the location of growth throughout the area. Over its 30 year history it has proved to be very successful in preventing the joining of settlements and has controlled the spread of development into the countryside. The Green Belt policy is therefore to be kept in place, subject to limited alterations of boundaries to allow for some housing and employment growth to help meet the needs of the local communities. Additionally, a number of areas are to be added to the Green Belt, which having previously been allocated for development, are no longer capable of being delivered.

### 4.10 Relevant Evidence

**4.11** As part of work on the Regional Spatial Strategy a Green Belt review was undertaken. This identified the effectiveness of the Green Belt and which areas were most sensitive to change. This has been further supported by Masterplan studies to identify suitable strategic housing sites and work relating to strategic employment allocations. These have been used to help guide choices for the locations of strategic housing and employment allocations.

## Policy KS3

### Green Belt

Development in East Dorset District and Christchurch Borough will be contained by the South East Dorset Green Belt. The most important purposes of the Green Belt in the area are to:

- 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.

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. The revised Green Belt boundaries will follow the edge of the new urban area. Significant open space and SANGs will be within the Green Belt, and will be shown on the Proposals Maps for each individual development proposal.

In accordance with the guidance contained within the National Planning Policy Framework, development proposals on sites considered as previously developed sites within the Green Belt shall be considered against sustainable development criteria, and prerequisites for development which include:

- Approval of a development brief by the Council,
- Agreement of a comprehensive travel plan, and
- A wildlife strategy to be agreed with the Council that ensures no harm to features of acknowledged biodiversity importance, as well as enhancing the biodiversity where possible through improving the condition of existing habitats or creation of new ones.

## The Broad Location and Scale of Housing

**4.12** Christchurch and East Dorset face major pressure to provide more housing. There is a high level of local housing need that cannot be met in the private market. Additionally, it is predicted that there will continue to be changes in the size and nature of households which will increase the need for new homes. The local economy also requires new homes to provide for the workforce. The Bournemouth and Poole Strategic Housing Market Assessment (2012) has considered these factors within the following context:

- Christchurch and East Dorset are amongst the least affordable areas in the South West.
- The size of households in the area is shrinking which increases housing demands.
- Young people find it particularly hard to afford a home in the area.
- There is a need to provide suitable housing to reduce health inequalities and improve educational attainment.
- The population of Christchurch and East Dorset is ageing and a lack of housing delivery will contribute to local economic decline. There is a need to provide an appropriate mix of housing to meet the needs of families and young people who are vital to the economy of the area.

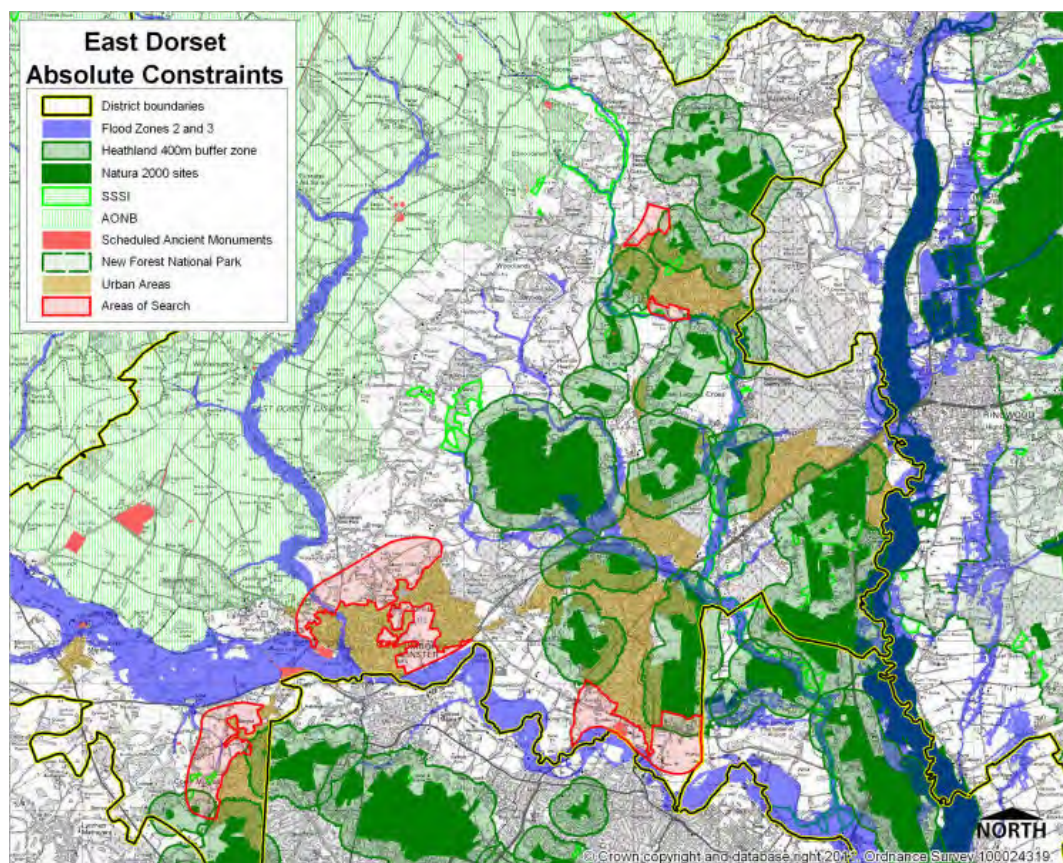
**4.13** This plan sets out the strategy for delivering housing in Christchurch and East Dorset for the plan period (2013 - 2028) informed by local evidence including the Bournemouth and Poole Strategic Housing Market Assessment (2012), Strategic Housing Land Availability Assessments (2012) and master planning work undertaken for new greenfield sites.

**4.14** In this respect, the Strategic Housing Land Availability Assessments (2012) and Housing Trajectory undertaken for Christchurch and East Dorset inform the assessment of housing capacity in the plan. In Christchurch there is capacity to build approximately 2,250 new homes in the urban areas and 2,740 in East Dorset over a 15 year period. This does not meet the needs identified in the evidence base referred to above so it has been necessary to identify sites in the Green Belt.

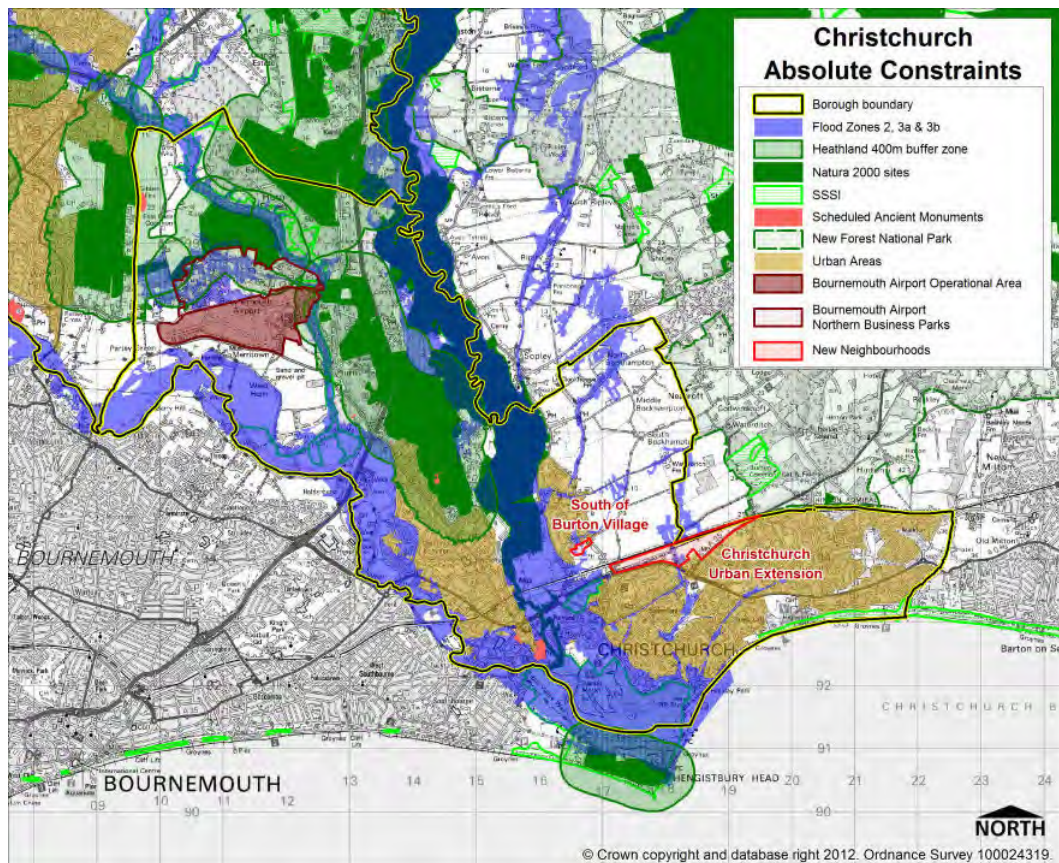
**4.15** The targets for the two areas have been combined into a single target. This will provide flexibility across the plan period and across the plan area. It will allow the rolling 5 year housing supply to be considered across both local authority areas and will help to avoid planning by appeal.

**4.16** The difficulty in meeting housing needs provides the exceptional circumstances required to amend Green Belt boundaries, where appropriate. The greenfield areas allocated in the Core Strategy have been identified through a rigorous process, as set out within the Key Strategy Background Paper and Masterplan Reports. An assessment of the function of settlements has been undertaken to identify those where housing would be best located in terms of proximity to services, facilities and employment. This identifies Christchurch, Wimborne and Colehill, Verwood, Corfe Mullen, Ferndown and West Parley as suitable settlements for growth. A limited amount of housing is also proposed for Burton based on the specific need for new housing to serve the needs of the village. A sieve map exercise has been undertaken to identify which areas on the edge of these settlements are not subject to the absolute constraints of proximity to protected heathlands and floodplains. This identifies six areas of search where these absolute constraints do not exist, which have been subject to the detailed master planning exercises. These have analysed the suitability of the areas to deliver new homes.

**4.17** 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.



Map 4.2 East Dorset Absolute Constraints



Map 4.3 Christchurch Absolute Constraints

**4.18** The detailed strategy for these areas is set out in Chapters 6, 8, 9, 10 and 11 and master planning work prepared for these areas is available on [www.dorsetforyou.com](http://www.dorsetforyou.com).

## Housing Provision in Christchurch and East Dorset

### Policy KS4

#### Housing Provision in Christchurch and East Dorset

About 8,490 new homes will be provided in the plan area between the years 2013 and 2028. This will comprise about 5,000 homes within the existing urban areas and a further 3,465 provided as new neighbourhoods at Christchurch, Burton, Corfe Mullen, Wimborne/Colehill, Ferndown/West Parley and Verwood. The locations of these strategic sites are identified in the relevant settlement chapters along with illustrative plans setting out how they can be delivered. Development briefs will need to be agreed with the Councils in advance of planning approval being granted for the new neighbourhoods, with the exception of the Christchurch Roeshot Hill urban extension where the Council's Masterplan is to be applied.

The Councils aim for a total of 35% of the new homes to be affordable, as defined in Appendix 2.

The Councils will carefully monitor the delivery of housing. If this falls significantly below the housing target set out in this policy the Councils will undertake a partial review of the Core Strategy.

## The Broad Location and Scale of Employment Development

**4.19** The Bournemouth, Dorset and Poole Workspace Study (2012) forms the evidence base that informs the level of future employment land provision in the Bournemouth and Poole Strategically Significant City and Town (SSCT). The study identifies a requirement for 173ha of employment land for B1, B2 and B8 use classes to be delivered across the Bournemouth and Poole SSCT between 2011 - 2031. Within the Bournemouth and Poole SSCT there is a supply of 150ha of employment land that is capable of coming forward for development over this period.

**4.20** The level of employment land provision identified in Policy KS5 is necessary to address projected requirements across the Bournemouth and Poole SSCT and reflects the availability of employment land across the area and shortages of supply in Bournemouth. Strategic sites of importance to the sub-regional economy are located in Christchurch and East Dorset such as Bournemouth Airport Business Park and Ferndown Industrial Estate. In this respect it is important for the economies of the districts and the wider sub region for sufficient employment land to come forward in Christchurch and East Dorset. On the basis of available supply across the housing market area it is necessary for in the region of 80ha to come forward in Christchurch and East Dorset over the plan period to address future requirements identified in the Workspace Study.

**4.21** Projected employment land requirements identified in the Workspace Study cannot be met on brownfield sites alone. In meeting future needs new greenfield employment sites have been identified in East Dorset which are set out in Core Strategy chapters 10, 11 and 12. The future economic requirements of Christchurch and East Dorset and the wider sub region provide exceptional circumstances for changes to Green Belt boundaries.

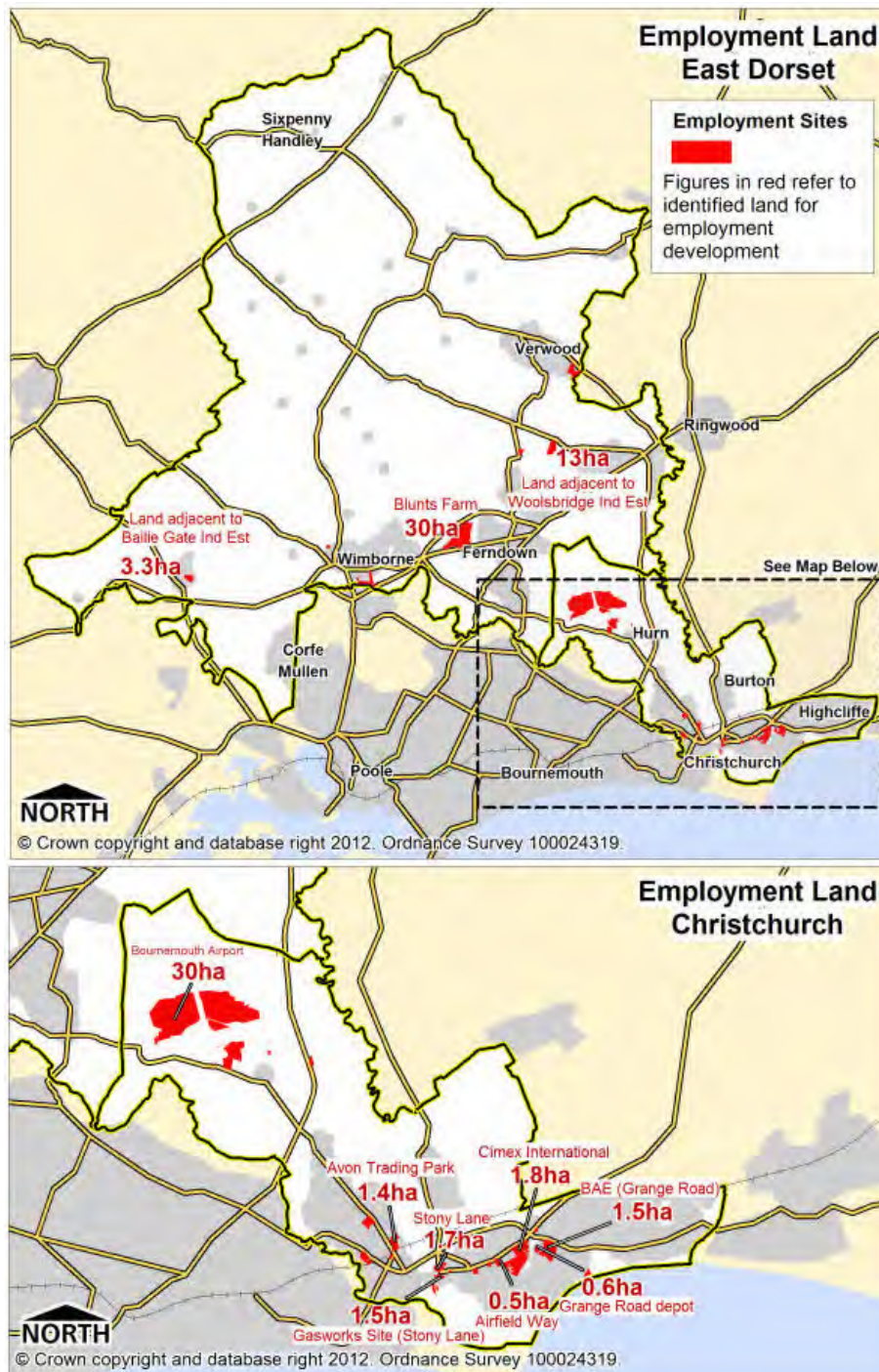
**4.22** In order to bring forward significant further employment development at strategic sites, off site transport infrastructure improvements are required. The Core Strategy sets out strategic transport improvements that facilitate further development coming forward at these sites and in relation to development in the wider area in Policy KS10 of the Key Strategy.

### Policy KS5

#### Provision of Employment Land

Employment land supply located in Christchurch and East Dorset will contribute in part to meeting the wider strategic requirement across the Bournemouth and Poole Strategically Significant City and Town as identified in the 2012 Bournemouth, Dorset and Poole Workspace Study. 80 hectares of land will be identified to meet the requirements of existing and new businesses. An appropriate mix of premises will be encouraged on employment sites within the portfolio to meet these business needs. Live/work units will be supported for business activity that is acceptable in environmental terms (noise, discharges or emissions to land, air or water) and that will not affect the health, safety or amenities of nearby land.





Map 4.4 Provision of Employment Land

## The Future Role of Town Centres and the Scale and Broad Location of Retail Development

**4.23** Most new retail development should be directed to the main town centres including Christchurch, Wimborne, Ferndown and Verwood which are most accessible and have the most development opportunities on previously developed land. This is consistent with the town centre first approach set out in national policy which is intended to enhance the vitality and viability of our key retail centres.

**4.24** It is also important that smaller centres in the area receive an appropriate level of future growth to support their vitality and viability, ensuring the provision of essential services and facilities. The Core Strategy sets out options for the role of the centres in the form of a town centre ‘hierarchy’ which will help to determine the level of retail growth in these locations to 2028. The policy approach towards retail is set out in chapters 5, 8, 10 and 11.

**4.25** The Christchurch and East Dorset Retail Study Update (2012) identifies the future requirements for retail provision in Christchurch and East Dorset. This Study has informed the broad level of retail development that needs to come forward in the main retail centres to maintain and enhance their vitality and viability as set out in Policy KS8.

#### Key Facts

- Christchurch Town Centre has over 200 shops, 81 of which are comparison retail including national and local comparison stores and national foodstores. Its catchment population for major food shopping is in the region of 40,000 people. (Dorset County Council)
- Highcliffe centre has 120 retail outlets, 48 of which are comparison retail. (Joint Retail Study, 2008)
- Ferndown Town Centre has about 90 shops of which the large proportion are local, anchored by a major Tesco foodstore. Its catchment population for major food shopping is in the region of 28,000 people.
- Verwood has about 40 shops in the main town centre, with additional shopping associated with a Morrison's foodstore. Its catchment population for major food shopping is in the region of 15,000 people.
- West Moors Town Centre has about 40 shops.
- Wimborne Town Centre has about 160 shops which are primarily local, supported by a new Waitrose. The catchment population for major food shopping is in the region of 18,000 people.

#### Town and District Centres

**4.26** The role and relationship between retail centres in Christchurch and East Dorset is established through the definition of a Town Centre Hierarchy in Policy KS6 and the broad distribution of retail development in Policy KS8. The purpose of the hierarchy is to define the level of growth that should be accommodated sustainably within our retail centres according to their economic circumstances, potential for growth and accessibility by public transport, walking and cycling. The hierarchy has been defined in view of the sustainable level of growth which can be accommodated in each of the respective centres that does not lead to an over concentration of growth above and beyond the status of these centres within the hierarchy. The town centre hierarchy has been informed by the Joint Retail Assessment (2008) which was undertaken for Christchurch and East Dorset.

**4.27** The hierarchy set out in Policy KS6 changes the status of some of the centres in Christchurch and East Dorset. In some instances where a retail centre can sustainably accommodate a higher level of growth, its position may be elevated in the town centre hierarchy. Christchurch town centre is the main retail centre in Christchurch Borough and will be the focus for future retail development. Highcliffe functions as a district centre and will accommodate a smaller proportion of the Borough's future requirement for retail growth. Barrack Road is maintained as a local centre, as it does not function as a district centre. It has a broad mix of shops but it is not a focus for shopping trips in the same way as Highcliffe. Purewell functions as a local centre and existing shopping parades will remain protected by Policy PC5 to serve local needs.

**4.28** In East Dorset, Ferndown and Wimborne are identified as town centres and will be the focus for future retail development in the district. Verwood is also defined as a town centre which reflects the needs of the population catchment for this centre. In fulfilling the status of a town centre Verwood

will require enhancements in terms of accessibility and retail provision which will be established over the plan period. West Moors is defined as a district centre within the hierarchy as it has a small number of shops and services commensurate with a district centre.

## Policy KS6

### Town Centre Hierarchy

The town centre hierarchy should be as follows:

Town Centres: Christchurch, Ferndown, Verwood and Wimborne Minster.

District Centres: West Moors, Highcliffe.

Local Centres: Purewell, Barrack Road, Corfe Mullen and West Parley.

Parades: All other clusters of shops.

**4.29** It is important that the Town and District Centres are supported to ensure that uses that will support their vitality and viability will be retained and new ones provided. It is equally important that development outside the centres does not harm the function of the centres.

## Policy KS7

### Role of Town and District Centres

The Town and District Centres are to be the focal point of commercial, leisure and community activity. Their vitality and viability will be strongly supported. Town and District centre boundaries are identified in the area chapters of the Core Strategy, and these will be the focus for town centre uses, including employment, retail, leisure and entertainment, arts, culture, religion, health, tourism, places of assembly, community facilities and higher density housing.

A sequential assessment will be required for planning applications for main town centre uses that are not in an existing centre to ensure that all in-centre options have been thoroughly assessed before less central sites are considered. Where it has been demonstrated that there are no town centre sites to accommodate the proposed development, preference is given to edge of centre locations which are well connected to a centre by means of easy pedestrian access.

An impact assessment is required for planning applications for main town centre uses not in a centre to assess the impact on town centre vitality and viability, town centre investment plans, and impact on allocated sites outside town centres. Impact assessments are required for applications for retail developments over 1,000 square metres gross floorspace within Christchurch, Ferndown or Wimborne and a 500 sqm gross threshold for other parts of the authority's area. This should include assessments of:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal;
- The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it will be refused.

Primary Shopping Areas are identified where retail development is to be focused. Within these, Primary and Secondary Shopping Frontages are defined.

1. At ground floor level, support will be given within the Primary Shopping Frontages for retail stores (Use Class A1), financial and professional services (Use Class A2), food and drink premises (Use Class A3), non-residential institutions (Use Class D1) and leisure uses (Use Class D2). Non retail uses (other than class A1) will not cumulatively amount to more than 30% of all ground floor units within the Primary Shopping Frontages. Additionally, the proposal should not result in more than three continuous frontages being non-retail or leisure uses and shop frontage appearances should be retained.

2. In Secondary Shopping Frontages the same uses will be supported as for Primary Shopping Frontages along with drinking establishments (Use Class A4), hot food take-aways (Use Class A5) and hotels (Use Class C1).

## The Scale and Location of Retail Growth

**4.30** The scale and focus for retail growth in Christchurch and East Dorset is in accordance with the Town Centre Hierarchy defined in Policy KS6. The floorspace requirements for the area and individual centres have been informed by the floorspace projections identified in the Christchurch and East Dorset Retail Study Update (2012). The level of retail floorspace provision is defined in relation to projected housing and population growth over the plan period and the level of available expenditure this creates to support retail growth. The floorspace requirements set out in Policy KS8 are also based on Christchurch and East Dorset maintaining most of their market share of retail expenditure.

**4.31** The focus for growth will be the town centres of Christchurch, Ferndown, Wimborne and Verwood which have opportunities for retail growth, are accessible by public transport, walking and cycling and have population catchment areas which require a good range of retail facilities. Highcliffe and West Moors function as district centres and will provide a smaller level of new retail growth in support of overall district level requirements.

**4.32** The floorspace requirements set out in Policy KS8 provide a high level assessment of need and future requirements will be reviewed over the plan period to take account of any changes in economic circumstances and population through updates in the Councils' retail assessments.

## **Policy KS8**

### **Future Retail Provision**

In order for key retail centres in Christchurch and East Dorset to maintain and enhance their vitality and viability, it is important that provision is made for additional retail floorspace to meet the needs of a growing population with associated increasing levels of available retail expenditure. It is also important for our retail centres to maintain their market share of retail expenditure within the South East Dorset sub region and provide the opportunity to increase this market share. In Christchurch there is a projected requirement for in the region of 8,100sqm net additional comparison floorspace for the period to 2031 and 2,300 sqm net additional convenience floorspace. In East Dorset there is a projected requirement for in the region of 5,200sqm net additional comparison floorspace and 4,000sqm net additional convenience floorspace to 2031.

Floorspace projections are based on Christchurch and East Dorset Councils Retail Study Update (2012). Future updates to the retail study during the plan period will inform on-going strategic requirements for retail provision in Christchurch and East Dorset.

The broad location and level of retail floorspace that could come forward in retail centres across Christchurch and East Dorset contributing towards overall projected requirements is set out below. The Site Specific Allocations Development Plan Document will determine specific sites within the centres where retail development can take place.

#### **Christchurch:**

##### **Comparison Retail Floorspace:**

Christchurch town centre will be the main focus for meeting the borough wide projection for comparison floorspace. Highcliffe centre will provide a small scale contribution towards the overall borough wide figure.

##### **Convenience Retail Floorspace:**

Christchurch town centre will be the focus for meeting the borough wide projection for convenience floorspace.

Further detail on the retail strategy for Christchurch is set out in chapter 5 of the Core Strategy

#### **East Dorset:**

##### **Comparison Retail Floorspace:**

Wimborne Minster and Ferndown will be the main focus for comparison retail floorspace provision in the district. Verwood and West Moors will also deliver additional comparison floorspace of a smaller scale to contribute to the overall district projection.

##### **Convenience Retail Floorspace:**

Ferndown and West Parley will be the focus for convenience floorspace provision in the district. Corfe Mullen, Verwood, West Moors and Wimborne Minster have potential to deliver smaller scale provision contributing to the overall district figure.

Further detail on the retail strategy for the East Dorset retail centres is set out in chapters 8, 10 and 11.



Map 4.5 Future Retail Provision

## Meeting Strategic Transport and Accessibility Needs

### 4.33 Minimising the Impact of Travel

**4.34** Christchurch Borough and East Dorset District Councils fully support the principle of sustainable transport and are keen to promote proposals and strategies which reduce single occupancy car use and provide accessible services across Christchurch and East Dorset. A lack of suitable alternatives to the car creates congestion and pollution, and those people without a car face issues of social exclusion and isolation. Development will be located in the most sustainable locations, focused in the urban areas, the South East Dorset Conurbation, along and at the end of the Prime Transport Corridors. The priority should be to locate new residential development in close proximity to employment facilities and services, where good public transport exists, or where services and infrastructure can be improved.

**4.35** Within the rural areas of East Dorset there is a high level of car dependency and the dispersed settlement pattern makes it difficult to provide realistic alternatives to the private car. It is necessary therefore to recognise the importance of the car in enabling the population of the more rural northern part of East Dorset to access employment, services and leisure whilst also attempting to reduce this dependency where possible.

**4.36** In the more urban southern part of East Dorset and Christchurch there are different transport challenges. One of the main contributors to congestion and air pollution in the urban areas of Christchurch and East Dorset is peak hour commuter traffic on the prime transport corridors. Managing traffic on these routes is fundamental to the delivery of a sustainable transport network. This will be facilitated by offering a range of transport options to encourage alternatives to car usage.

### 4.37 Transport Strategy

**4.38** The Core Strategy is primarily guided by the South East Dorset Transport Strategy and the North East Dorset Transport Strategy and the Bournemouth, Poole and Dorset Local Transport Plan (LTP3) for the period 2011 - 2026. The Local Transport Plan sets out the local transport investment programme over the next 15 years. The policies developed in this Core Strategy directly reflect the recommendations from the Transport Strategy contained within the Local Transport Plan.

**4.39** Proposed development will increase journeys in and around Christchurch and East Dorset as people commute and travel to a wide variety of destinations. However there is little surplus road capacity available on the main routes into and around the conurbation during peak periods and significant increases in capacity for general traffic are not feasible. Better use of existing transport infrastructure and the provision of new sustainable transport infrastructure will be required. Extra capacity can be achieved by the development of an improved public transport network in conjunction with a series of junction and online improvements. This will be supported by a package of improvements to footpaths, cycle routes, signing and the public realm.

**4.40** 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.

**4.41** As the County Council is the authority responsible for the provision of transport in Christchurch and East Dorset, the Councils will continue to work closely together to deliver the required sustainable development alongside the transport improvements. 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. Other strategic decisions on transport issues are taken by external bodies, including the rail industry and bus operators.

**4.42** Policy KS10 sets out key strategic schemes to be delivered during the plan period. The Local Transport Plan Implementation Plan and the Core Strategy Infrastructure Delivery Plan provide a comprehensive list of schemes which will be updated during the plan period.

## Policy KS9

### Transport Strategy and Prime Transport Corridors

In accordance with the Local Transport Plan (LTP3) development will be located along and at the end of the Prime Transport Corridors in the most accessible locations and supported by transport improvements that will benefit existing and future communities. Higher density development will be located in an around town centres and Prime Transport Corridors in order to reduce the need to travel.

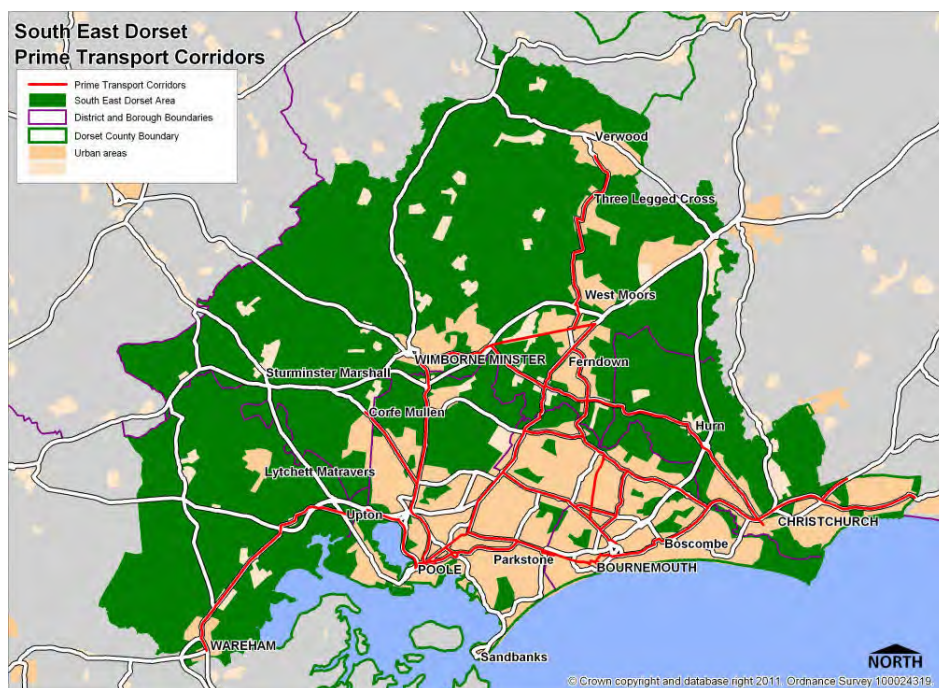
Improvements will be made to Prime Transport Corridors to include junction improvements, traffic management, enhanced public transport services and improvements to walking and cycling. The following corridors are proposed for improvement:

- **A35 Iford Bridge - Fountains roundabout - Stony Lane roundabout - Somerford roundabout - Roeshot Hill - Hampshire boundary.**
- **B3073 Christchurch town centre - Bargates - Fairmile - Blackwater Interchange. (A338 junction)**
- **B3073 Wimborne town centre - Longham mini roundabouts - Parley Cross - Chapel Gate - Hurn roundabout - Blackwater Interchange. (A338 junction)**

- **B3073 Wimborne town centre - Wimborne Road West and East – Ferndown.**
- **B3072 Ferndown - West Moors - Three Legged Cross – Verwood.**
- **A348 Bournemouth boundary - Longham mini roundabouts - Ferndown.**
- **A347 Bournemouth boundary - Parley Cross - A348 junction.**
- **A337 Somerford roundabout - Highcliffe - Hampshire boundary.**
- **B3074 Poole boundary through Corfe Mullen.**

The Local Transport Plan (LTP3) includes the following proposals which will support the development proposed in this Core Strategy:

- Improve walking, cycling and bus access to Christchurch and Hinton Admiral railway stations to help encourage greater use of rail services. This will be supported by the improvement of the facilities provided at the stations such as cycle parking, co-ordinated bus and rail timetables and improved waiting facilities,
- Improvements to public transport (bus and rail) with more frequent services within the urban areas in particular, bus priority measures, an expansion of Real Time Information at bus stops and use of smartcard technology,
- Walking and cycling improvements within and between the urban areas,
- Travel Plans to encourage working from home and car sharing to work to help reduce congestion levels and the level of parking provision required at employment locations,
- In the rural area, community travel planning will be encouraged for example Community Travel Exchanges will provide opportunities for car sharing, community car clubs and access to other shared services,
- Enhancement and protection of the existing rights of way network and trailways to provide off road walking and cycling links between suburban and rural areas,
- Traffic management measures will be implemented to improve junctions, reduce vehicle speeds, improve road safety, enhance the environment for pedestrian and cyclists in urban and rural areas and reduce the diversion of traffic on to inappropriate routes, and
- Provide opportunities for sustainable freight movement where possible.



Map 4.6 Prime Transport Corridors



## Improving Connectivity to Support Development

### Policy KS10

#### Strategic Transport Improvements

The Local Transport Plan recommends the following strategic transport improvements to support future development. Development will contribute towards their delivery through the payment of the South East Dorset Transport Contributions which will be replaced by the Community Infrastructure Levy:

#### Short Term 2013 – 2017

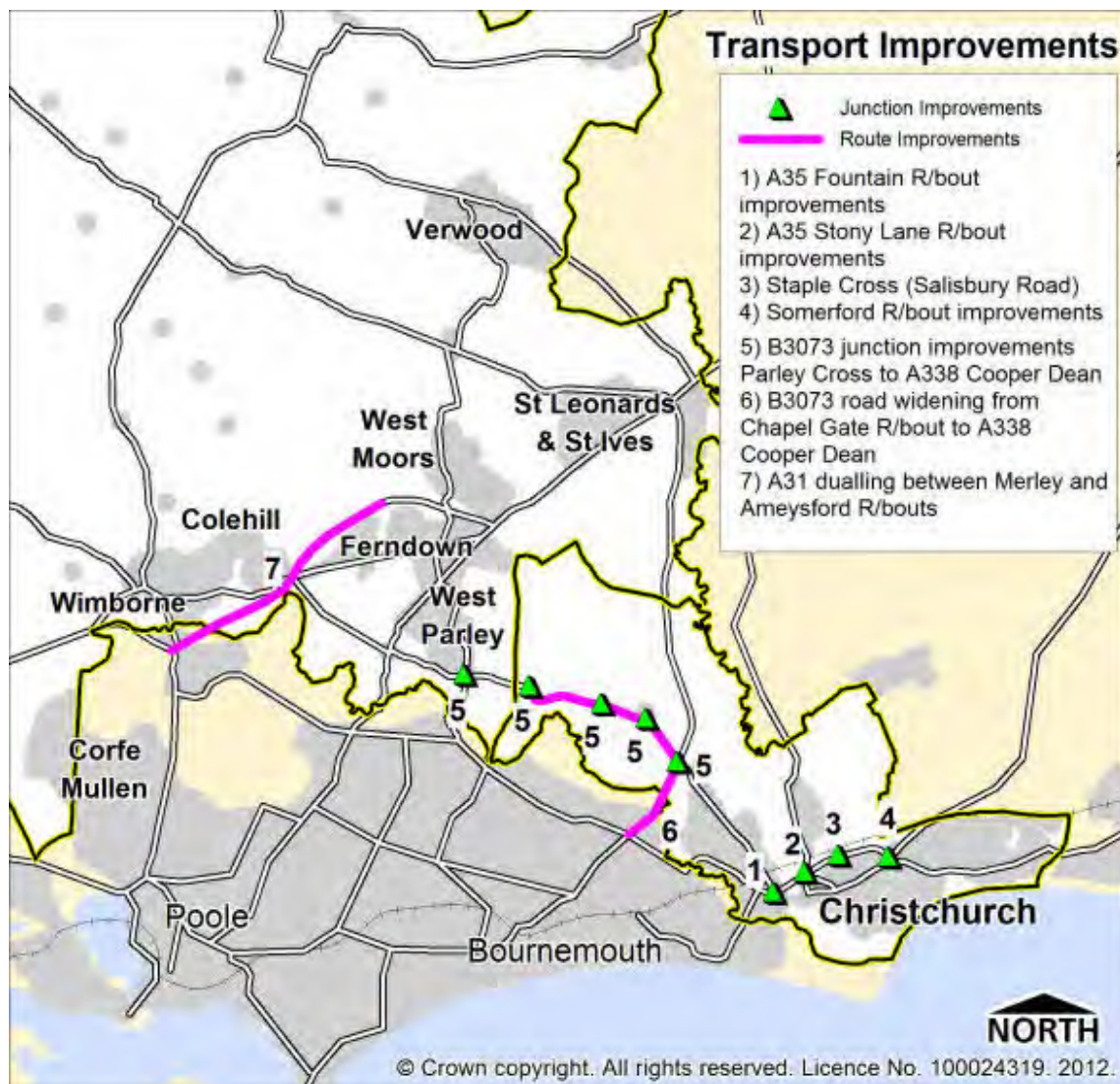
- B3073 Hurn roundabout improvement.
- A338 reconstruction from A31 junction - County boundary (joint scheme with Bournemouth Borough Council which will deliver the section from County Boundary - A3060 Cooper Dean).
- A338 widening from A338/B3073 Blackwater junction - County boundary (joint scheme with Bournemouth Borough Council which will deliver the section from County Boundary - A3060 Cooper Dean).

#### Medium Term 2018 - 2022

- A35 Fountains roundabout, Stony Lane roundabout, Staple Cross , and potentially Somerford roundabout improvements.
- B3073 Parley Cross junction improvements and associated development link roads.
- B3073 Blackwater Junction improvements.
- B3073 Chapel Gate junction improvements.
- A31(T) Merley roundabout improvements (Highways Agency Scheme).

#### Long Term 2023 - 2028

- B3073 widening between Chapel Gate to Blackwater junctions.
- A31(T) dualling between Merley - Ameysford roundabouts (Highways Agency scheme).



Map 4.7 Strategic Transport Improvements

### Supporting Access to Development

**4.43** Good accessibility to a range of facilities is an important element of planning sustainable communities. All future development will be planned to ensure excellent opportunities for walking, cycling and public transport. The councils will support the delivery of transport schemes that aim to reduce the need to travel by private car and improve accessibility within and around the South East Dorset conurbation by non-car modes.

**4.44** Where necessary, development should be accompanied by improvements to public transport, including car sharing and for cycling and walking. Where appropriate, mixed use development will be encouraged so that people can work closer to where they live, or work from home in order to reduce congestion and widen travel choice.

**4.45** All major development proposals that have significant transport implications (as defined in the national Guidance on Transport Assessment (2007) or any superseding national guidance or Local Development Document) will need to be accompanied by a transport assessment and comprehensive travel plan. The Councils will seek to ensure the transport impact of any new development is fully mitigated, principally through reducing and managing the need to travel, especially by single occupancy private car. Developers will be expected to work with the Borough, District and County Councils, and the Highways Agency where appropriate, to ensure the mitigation of residual trips (for example through contributing to those schemes identified in the Local Transport Plan: Implementation Plan).

**4.46** A primary planning consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for pedestrians, cyclists and occupants of vehicles. Equally important is the need to ensure that development related trips do not create new or exacerbate existing highway safety issues. All new development is required to address the transport implications of that development.

**4.47** The Government publications 'Manual for Streets' and 'Manual for Streets 2' contain guidance on the design of streets and roads and encourage a shift of priority away from motorists and towards pedestrians, cyclists and public transport. It makes a distinction between roads and streets in that streets should be inclusive for all and attractive places in their own right rather than just corridors for traffic. Developers should have regard to these principles and seek to create high quality environments that are well designed and that encourage travel by modes other than the car.

**4.48** Development proposals that involve a new direct access on to the A338 will generally not be permitted in order to maintain traffic flow and reduce safety concerns. Exceptions will be made where the type of development is such that it requires a primary route location, such as road side service stations and rest areas.

## Policy KS11

### Transport and Development

The Councils will use their planning powers to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. Development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the implementation of measures identified within a submitted transport assessment or transport statement, including where appropriate:

- i. contributions to transport modelling work;
- ii. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;
- iii. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and
- iv. the implementation of works to the highway.

Developers will be required to contribute towards local and strategic transport improvements through site specific legal agreements and payment of the Community Infrastructure Levy.

Development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes. Development must be designed to:

- provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport;
- provide safe access onto the existing transport network;
- allow safe movement of development related trips on the immediate network; and
- minimise the number of new accesses on the A338.

## Parking for development

**4.49** The availability of car parking can have a significant effect on people's choice of transport. Accordingly, past parking policy has sought to restrict levels of parking associated with new development in order to reduce the use of the car and promote more sustainable modes of transport. Car parking can also occupy a great deal of space and therefore impact upon the appearance of development and the efficient use of land. Given the rural nature of much of East Dorset and the limited availability of high frequency public transport, it is considered inappropriate to under-provide for parking. Insufficient parking associated with new development can lead to inappropriate parking on streets, footways and verges creating highway safety problems and unsightly environments. Flexibility is therefore required to reflect the availability of non-car alternatives which might impact on the requirement for parking spaces. Parking provision should be appropriate for the type and scale of development and its location. The Core Strategy will aim to ensure the provision of high quality cycle parking to encourage a modal shift away from the car. Parking provision guidance for residential and non-residential uses is set out in the Local Transport Plan supporting document and has been considered as part of the wider transport strategy.

### Policy KS12

#### Parking Provision

Adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.

## 5 Christchurch and Highcliffe Centres

### Introduction

**5.1** Christchurch town centre and Highcliffe district centre are the main shopping centres for Christchurch Borough and provide a focus for leisure, entertainment, recreation and employment opportunities. Over the next 15 years these centres are likely to face significant change in accommodating a range of development including retail, housing, employment and transport infrastructure improvements. These centres have the opportunity to further establish themselves as shopping destinations providing a range of facilities to the local community within an attractive environment. It is also important that they maintain their market share of local retail expenditure in the context of other competing centres in South East Dorset.

**5.2** This section of the Core Strategy establishes an approach toward achieving the long term vitality and viability of Christchurch town centre and Highcliffe district centre by addressing the following:

- Establishing visions guiding the future of Christchurch and Highcliffe Centres over the next 15 years addressing the following where possible:
  - The focus for future development. (retail, housing, employment and essential facilities)
  - Improvements in the urban environment.
  - Enhanced retail offer and provision of essential services and facilities.
  - Improvements to open space and public areas.
  - Improvements to public transport and other transport infrastructure.
  - Car parking provision.
- The definition of a town centre boundary defining the focus for town centre related development.
- The definition of a 'primary shopping area' (PSA), primary and secondary shopping frontages and associated development management policies.

### Christchurch Town Centre

**5.3** Christchurch town centre is the main shopping destination in the Borough. The town has links via the A35 to Southampton, Poole and Bournemouth with the latter being closest. Christchurch town centre performs a number of important functions such as providing a range of shopping, leisure, entertainment, recreation and employment opportunities.

Key Facts
<p><b>Trading</b></p> <ul style="list-style-type: none"> <li>• Christchurch town centre has over 200 shops</li> <li>• A fifth of the Borough's firms are located in the Town Centre. (593 firms, employing 5,200 people) (BRES 2011 and UK Business: Activity, Size and Location 2011, ONS)</li> <li>• The mix of comparison shops in Christchurch is broadly in line with the national average</li> <li>• There is a mixture of independent and national multiple retailers located in the town centre</li> <li>• The town centre has a high proportion of service uses for its size such as banks, estate agents and hair dressers/beauty salons compared to the national average</li> <li>• The number of vacant units in the town centre stands at over 14% in 2011 which is higher than the national average of 12.9%</li> <li>• Management Horizons, Europe's UK Shopping Index 2008, ranks retail centres across the country. Each centre is given a score for multiple retailers present. Christchurch town centre</li> </ul>

<b>Key Facts</b>
<p>is a fourth tier centre with the centres of Salisbury, Bournemouth and Poole scoring at least 3 times higher scores</p> <ul style="list-style-type: none"> <li>• Prime Zone A rental levels are lower in Christchurch town centre than most other main centres in the sub region</li> </ul>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Movement in and around the town centre (High Street, Bargates, Fairmile, Barrack Road, Fountain Roundabout) continues to be an issue due to the linear non-pedestrianised structure of the centre along with the high volume of traffic and low frequency of pedestrian crossings which causes conflict</li> <li>• The location and convenience of car parking facilities is good</li> <li>• The quality and quantity of planting and trees and the provision of street furniture is perceived to be good. However, environmental quality is diminished by the high volume of vehicle traffic through the centre, the poor condition of some shop frontages and fascias and the standard of some stretches of pavements / paving</li> <li>• There is sufficient provision of open space in the centre but enhancements are being undertaken to Druitt Gardens. (2007, PPG17 Open Space Audit)</li> <li>• Parts of the town centre including the High Street, Church Street, Wick Lane, Castle Street and Bridge Street are in the Christchurch Central Conservation Area.(Local Plan)</li> <li>• Parts of the town centre including Stour Road, Wick Lane and Bridge Street are affected by high flood risk (zone 3a). (Christchurch Strategic Flood Risk Assessment 2009). There are also areas of local flood risk (Dorset Surface Water Management Plan July 2011)</li> </ul>
<p><b>Strategic Requirements</b></p> <ul style="list-style-type: none"> <li>• There is a need for in the region of 7,500sqm of additional comparison retail floorspace to 2031 in Christchurch town centre. (Christchurch and East Dorset Retail Study Update 2012), (Joint Retail Study, 2008)</li> <li>• The Christchurch Strategic Housing Land Availability Assessment (2012) identifies potential for 319 new dwellings in the Town Centre ward area by 2027</li> </ul>

## Retail Provision

**5.4** Christchurch town centre 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, Argos, Boots, Marks and Spencer Simply Food, New Look, The Co-operative Food, WH Smith and Waitrose and a high number of small independent retailers. The prime retail pitch, with the highest concentration of national multiples, is located within the Saxon Square Shopping Centre and the upper part of the High Street.

**5.5** Foodstores act as important anchors within the town centre and in this respect food and grocery shopping is a very important retail function of Christchurch town centre. The main foodstores attract significant numbers of customers to the town centre which benefits other shops and services. There is a relatively high retention rate for convenience food shopping within the Borough. However, there is also a reasonable level of supermarket expenditure outflow to stores in Bournemouth. There is more substantial expenditure leakage for non food shopping items to Bournemouth (Joint Retail Study 2008).

**5.6** There is a lower proportion of comparison retail units compared to the national average, however, the quality and proportion of specialist independent traders and uses associated with the evening economy; public houses, bars, restaurants and entertainment uses is positive. There is a low proportion of national multiples in the town centre and overall the retail offer is perceived as in need of enhancement.

**5.7** The vitality and viability of the High Street within Christchurch town centre is at present satisfactory, but the Bargates area of the town is much weaker. Christchurch town centre, like many other lower tier centres, is vulnerable to the:

- Over reliance on food, grocery and convenience shopping to attract customers;
- Continued polarisation of future investment in larger centres; and
- Closure of independent shops that may not be replaced by new small businesses.

**5.8** It is vital the town centre maintains and improves its customer base, by providing an appropriate range and choice of shops and services that are capable of meeting the day to day needs of residents within the town and its catchment area.

**5.9** The 2012 Retail Study Update suggests that there is a projected requirement for Christchurch town centre to accommodate in the region of 2,300sqm net additional net convenience floorspace to 2031. In Christchurch there is also a requirement for around 8,000sqm net additional comparison retail floorspace over this period. The centre has a limited but adequate selection of commercial, leisure, entertainment and cultural facilities, but there is good access to other facilities outside of the Borough in Bournemouth and Poole. There is scope to improve provision of health and fitness facilities and appropriately located restaurants and bars which can enhance the economic vitality of the centre, in addition to the requirement for new retail floorspace.

**5.10** Historically, local planning policy has sought to limit the amount of non-retail (Class A1) uses within the primary shopping cores. The Christchurch Local Plan sets a limit of 20% of units to be non-retail. The Council's annual surveys of retail cores have indicated that over time, the policy limits have been exceeded. The latest retail study from May 2011 shows that approximately 25% of units in Christchurch, and 30% of units in Highcliffe primary cores are non-retail. Concern has therefore been expressed as to the effectiveness of this limit, and whether it should be reviewed.

### **Sports, Leisure and Recreation Facilities**

**5.11** The 2007 Open Spaces Audit identified sufficient provision of open space in the centre but enhancements are required to Druiitt Gardens. The Druiitt Gardens Planning, Design and Development Framework (2005) identifies opportunities to create a new woodland garden and centre piece for the town's cultural centre. This represents an opportunity to upgrade and manage the gardens, and provide for an attractive and well used open space. Work has now started on this project.

### **Employment**

**5.12** Office occupancy levels in the centre are good, with offices located above ground floor retail units. There is not a strong market for office provision in the town centre, but over the next 15 years it is anticipated that there will be future requirements for additional provision.

### **Transport and Urban Environment Improvements**

**5.13** The Joint Retail Assessment 2008, Town Centre Strategy (2003) and Parking, Access and Signage Strategy (2006) identify the main issues and areas for improvement in the town centre that include:

- Creating a more shopper friendly environment.
- Impaired movement in and around the town centre due to vehicular/pedestrian conflict.
- Improvements required in accessibility to the town centre by public transport, walking and cycling and well signed / located car parks.
- Improved pedestrian linkages between the High Street and Bargates.
- Upgrading Saxon Square and the shopping precinct.
- There is sufficient car parking in the town centre, but better use can be made of underused car parks.

## Housing

**5.14** There is opportunity for higher density residential development in the town centre as it is located near to local shops, facilities and public transport. The Key Strategy section of the Core Strategy sets out options for the scale of retail, employment and housing growth across the Borough.

### Christchurch Town Centre Vision

#### Policy CH1

##### Christchurch Town Centre Vision

Christchurch will continue to act as the key town centre in the Borough and will be the main focus for retail development. Future growth and development will be based around promoting the town centre as a place to shop, participate in leisure activities, enjoy culture, access key services, and enjoy good food and drink. The attractive and historic environment of Christchurch town centre will contribute to its future vitality and viability whilst creating a vibrant multi-functional centre serving the needs of the local community and visitors alike.

The Town Centre sits at the top of the Christchurch town centre hierarchy (Policy KS6), is well served by public transport and has the most development opportunities. The retail offer will be enhanced and the shopping environment improved to provide a more pleasant and pedestrian friendly townscape. Improvements in public transport services will be supported in conjunction with localised infrastructure improvements. Essential services and facilities will also be enhanced within the centre serving residents and local visitors to the town.

##### To achieve this vision:

1. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre. The Town Centre will accommodate in the region of 7,500sqm of new comparison retail floorspace and 2,300sqm net convenience floorspace to meet future requirements to 2028.

2. Residents of the Borough will continue to have access to a variety of community services and cultural facilities; important town centre uses (such as the Regent Centre, the Central Library) will be retained and where possible enhanced. There is a need to expand the health and fitness offer in the town centre.

3. Expansion of evening economy uses such as restaurants/café/pubs will be encouraged especially along Church Street. This will enhance the vitality of the centre, making it a more vibrant place in the afternoon and evening hours.

4. The following sites have been identified as strategic sites that will play a pivotal role in delivering the Town Centre Vision and Key Strategy.

- The Magistrates' Court Site.
- Saxon Square.
- The Lanes.
- Land between Bridge Street, Stony Lane South and the Civic Offices.
- Stony Lane.

Land between Bridge Street, Stony Lane South and the Civic Offices and Stony Lane is located 'out of centre' for retail purposes and within an area of high flood risk. Town centre uses including employment, retail, leisure and entertainment, offices, arts and culture and tourism may be appropriate in these locations subject to compliance with other policy. In particular, development in these locations should not adversely affect the vitality and viability of the town centre and should comply with flood risk policy.



The strategic sites set out above will be brought forward in accordance with site specific allocations and further detail will be set out in a Site Allocations Development Plan Document. The Site Allocations DPD will also set out how flood risk will be managed for these strategic sites.

5. Druitt Gardens will be enhanced to provide an attractive area of open space within the Town Centre. This will benefit tourism and contribute to the promotion of healthy lifestyles by providing high quality open space. Developer contributions will be obtained for the purpose of enhancing community facilities in the Town Centre.

6. High density residential development will take place alongside the projected requirement for retail to provide a balanced, mixed use environment in areas outside those affected by high flood risk.

7. The Town Centre will seek to accommodate new office development which complements the overall retail strategy and the vitality and viability of neighbouring centres.

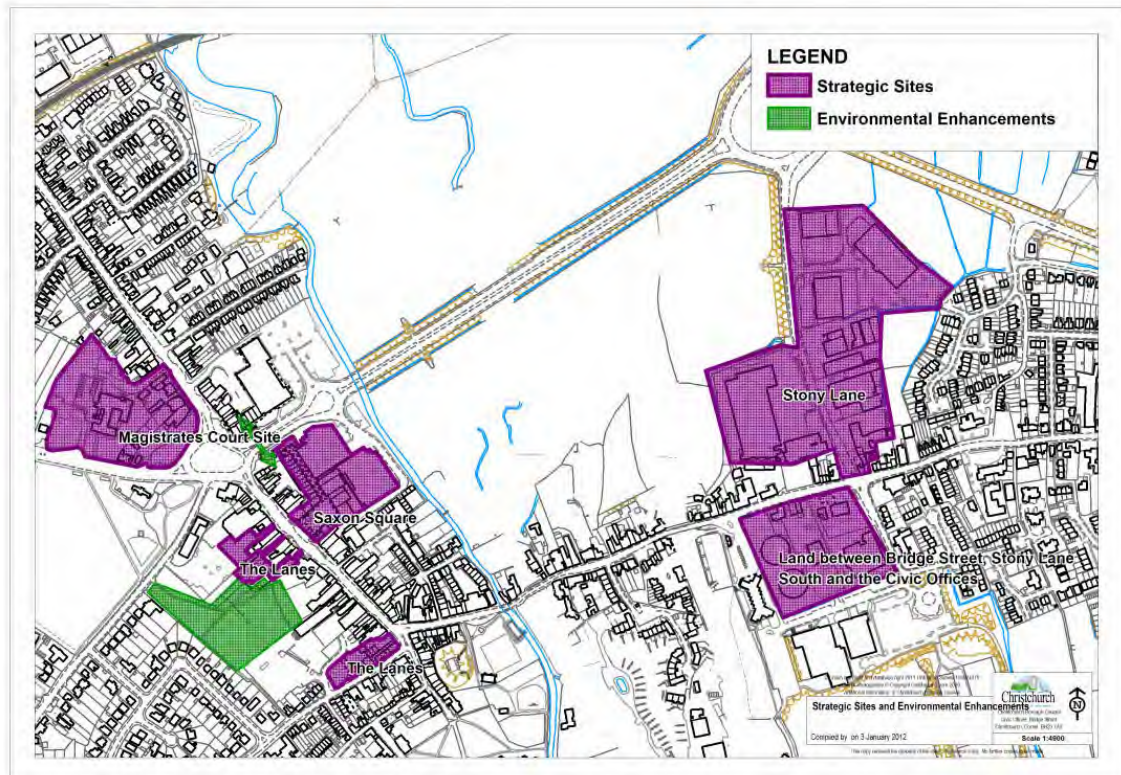
8. Townscape quality will be enhanced by sensitive development and improvements incorporating the built form and the spaces between, including streets, squares, parks, waterfront and car parks. Only high quality development proposals that respect and enhance the historic character of the centre, and improve ease of movement and legibility, will be permitted.

- Saxon Square will be refurbished so it relates more appropriately with the historic core of the High Street, and provides for a more attractive shopping environment and provision of units more attractive to retailers.
- The redevelopment of the Lanes, comprising the area between Sopers Lane and Wick Lane, will provide an opportunity for environmental enhancements by encouraging mixed used development, including residential, retail and community uses.
- Improvements to the linkage between the High Street and Bargates will be promoted in an effort to increase the flow of pedestrians between the shopping areas.

9. To minimise congestion and air pollution, the use of sustainable modes of transport will be encouraged. Christchurch Town Centre benefits from a comprehensive public transport network providing links both within the Borough and its surrounding areas via bus and rail services.

10. The Council will ensure that adequate parking levels are maintained within the Town Centre so as not to adversely affect vitality and viability.

More effective management of car parks will reduce pressure on 'core' car parks. A strategic signing strategy will also assist in making the best use of town centre car parks and in reducing congestion.



Map 5.1 Strategic Sites and Environmental Enhancements

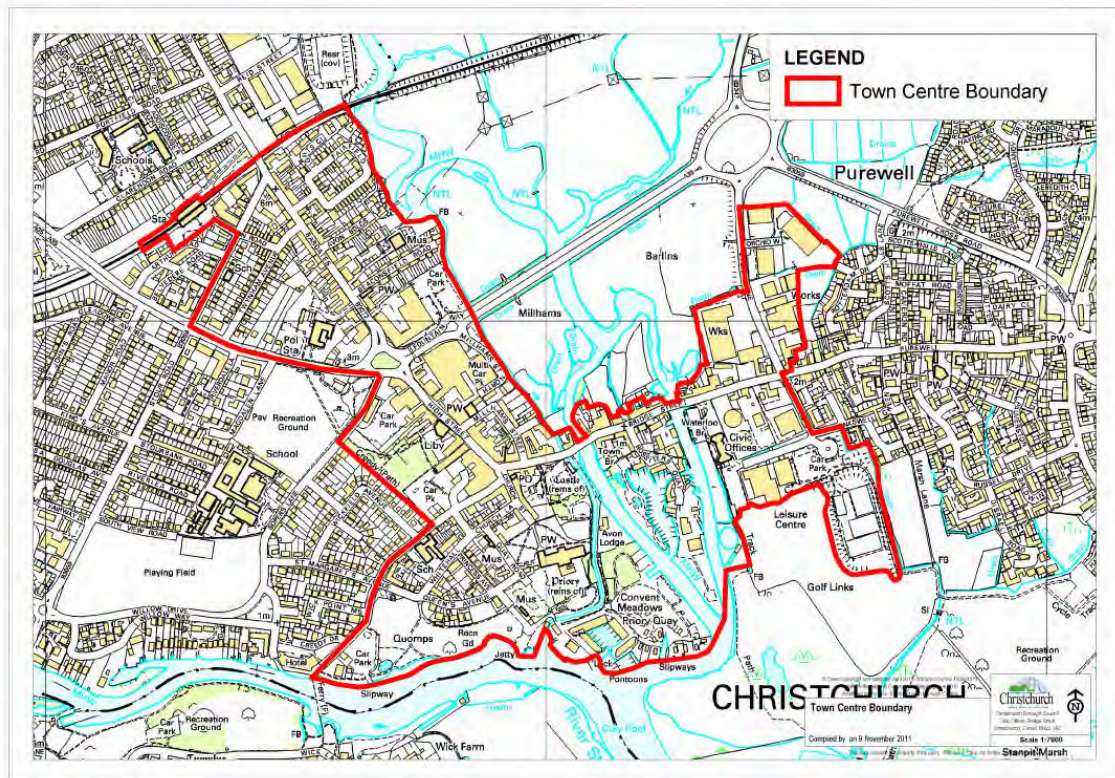
### Christchurch Town Centre Boundary

**5.15** The Core Strategy establishes a town centre boundary for the first time as part of the development plan in order to define the focus of where town centre uses may be appropriate subject to compliance with other national and local policy. Development proposals within the town centre boundary will need to comply with national and local policy including the sequential approach and impact assessment for retail and the sequential approach and exception test for proposals in areas at risk of flooding (as defined by the Council's Strategic Flood Risk Assessment). The Town Centre Boundary includes key areas for development such as the 'Primary Shopping Area' and the strategic sites of the Magistrates Court Site, Stony Lane and land between Bridge Street, Stony Lane South and the Civic Offices.

## Policy CH2

### Christchurch Town Centre Boundary

The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts, culture and tourism development subject to compliance with other national and local policy.



Map 5.2 Christchurch Town Centre Boundary

### Christchurch Town Centre Primary Shopping Area and Shopping Frontages

**5.16** The Primary Shopping Area defined in Policy CH3 forms the area where retail development will be concentrated and comprises the primary and secondary shopping frontages and also provides the mechanism to assist the sequential approach for retail development. The defined Primary Shopping Area boundary has been informed by the Joint Retail Study (2008).

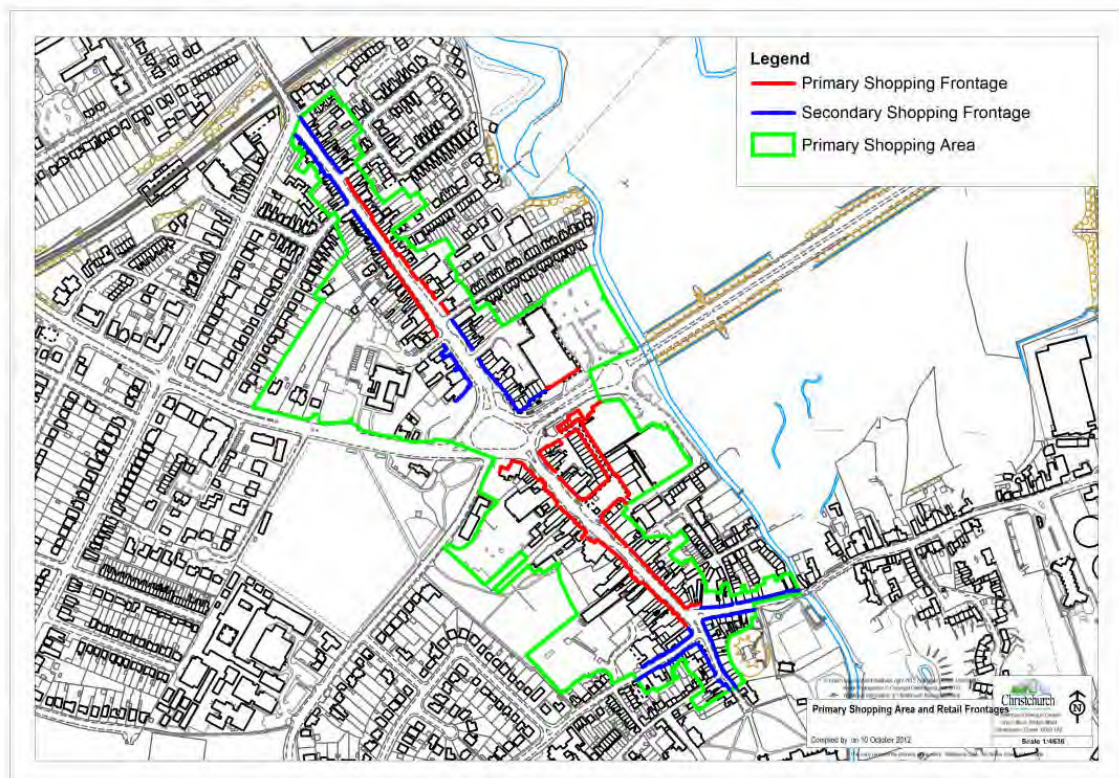
**5.17** In relation to shopping frontages Policy CH3 changes the designation of Church Street and Wick Lane from primary to secondary frontages in order to allow more flexibility in this part of the town centre for restaurants and cafés. In addition, the limit of non-retail uses in the primary shopping frontage (Policy CH6) is also increased from 20% to 30% to allow some limited flexibility for such uses to be permitted. These changes are intended to maximise opportunities to enhance the evening economy which contributes to the overall vitality and viability of the centre. The secondary frontage which was previously designated after Town Bridge along Castle Street has been deleted as it is considered that the Bridge offers a natural geographic end to the town centre retail frontages. In addition footfall is low and there are breaks in the shop frontages.

**5.18** The primary shopping frontage along the High Street and Bargates is the focus for retail uses and includes key sites for future retail growth including Saxon Square. The retail strategy for the future vitality and viability of the town centre requires an appropriate retail mix within the centre that maintains retail and delivers significant new retail floorspace in the primary frontage alongside a more flexible approach to uses within the secondary frontage.

## Policy CH3

### Christchurch Primary Shopping Area and Retail Frontages

This policy defines the Christchurch town centre Primary Shopping Area, where retail development will be concentrated, and the primary and secondary shopping frontages.



Map 5.3 Primary Shopping Area & Shopping Cores

## Highcliffe District Centre

### Introduction

**5.19** Highcliffe-on-Sea is a coastal town located to the east of Christchurch. It is one of a number of towns that merge to form a conurbation along the south coast of Dorset. Highcliffe has seen considerable development over the last 30 years, which has included some larger blocks of flats and high density infill development which has detracted from the character of the area. Consideration will be given to developing policies and design guidance in future Development Plan Documents which protect the character of Highcliffe.

**5.20** Highcliffe district centre is well located for development on the A337, which is the main coastal road giving access to Christchurch and Bournemouth as well as the passing trade driving along the coast. The town is also served by Hinton Admiral Railway Station which is located approximately one mile to the north of the centre and has an hourly service. The main shopping area of Highcliffe is concentrated along Lymington Road.

#### Key Facts

##### Trading

- Highcliffe has 120 shop units
- There is a choice of convenience outlets including Tesco Express, The Co-operative Food, newsagents, greengrocer and butcher
- Highcliffe has below the national average of comparison (40%) and convenience (7.5%) units whilst services and miscellaneous uses are much higher than the national average at 47.5%

### Key Facts

- The range of comparison retail is relatively good for a small centre
- The quality and proportion of 'national multiples' is poor due to their low representation
- The number of vacant units (5%) is below the national average

### Environment

- The A337 Lymington Road severs Highcliffe district centre into two areas. The route is heavily trafficked, and can suffer congestion during peak rush hours
- The main public car park is a large surface car park located behind Co-op very close to the centre of the shopping core and providing easy access on foot to the whole centre
- The quality of the streetscape is low
- The main shopping area along the busy A337 creates pedestrian - vehicular conflict
- Highcliffe is surrounded by a number of areas afforded environmental protection. To the north and east there are Sites of Nature Conservation Interest and to the south the coastal area is designated a Site of Special Scientific Interest

### Strategic Requirements

- Highcliffe district centre can accommodate in the region of 500sqm additional non food retail floorspace to 2031. (Christchurch and East Dorset Retail Study Update 2012)
- There is no need for further supermarket floorspace in Highcliffe to 2031. (Christchurch and East Dorset Retail Study Update 2012)
- There is a lack of sports/recreation facilities to accommodate the needs of children and young people (Open Space Audit, 2007)
- The Strategic Housing Land Availability Assessment identified potential for 324 new dwellings for Highcliffe and North Highcliffe/Walkford by 2027 (Christchurch Strategic Housing land Availability Assessment (2012)
- There is likely to be an increase in demand for services and facilities for the elderly, such as community meeting places, medical and social care

### Retail Provision

**5.21** The main shopping area of Highcliffe is concentrated along Lymington Road and provides for convenience shopping (The Co-operative Food, 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 Primary Shopping Frontage runs along the Lymington Road from the Globe Inn to the junction of Waterford Road to the east. The centre is well used and there are few vacant units.

**5.22** Highcliffe does not require additional supermarket floorspace during the period to 2031. In the Borough as a whole there is a requirement for additional comparison retail floorspace. There is a need for Highcliffe to provide in the region of 500sqm additional comparison retail floorspace in contributing to the overall borough requirement. This is significantly less than Christchurch town centre which has far more capacity for retail development.

## Sports, Leisure and Recreation Facilities

**5.23** Except for the nearby Recreation Ground, there are no parks and open spaces within Highcliffe district centre, although the seafront is a short walk away. There are no real opportunities for the provision of additional open space in Highcliffe Centre but there is an opportunity to establish an area for recreation at Chewton Common as part of a project to reduce recreational pressure on the Dorset Heathlands. In Highcliffe as a whole there is a requirement for amenity green space, active sports space, space for children and young people, and allotments (2007 Open Space Audit).

**5.24** Highcliffe has a limited selection of commercial, leisure, entertainment and cultural facilities, but this reflects the relatively small catchment population. There is relatively good access to leisure, entertainment and cultural facilities outside of the Borough, particularly in Bournemouth and Poole. Highcliffe district centre is reasonably well provided for in terms of restaurants and public houses which contributes to the vitality and viability of the centre.

## Transport

**5.25** Traffic congestion is also perceived to be a significant issue from traffic along the A337 Lymington Road and this acts as a physical barrier to pedestrians. The Christchurch Parking, Access and Signage Strategy (2006) concludes that existing public car parking is sufficient for the centre generally to meet current and future demand.

## Housing

**5.26** There is potential for further residential development within Highcliffe and North Highcliffe/Walkford as identified in the Christchurch Strategic Housing Land Availability Assessment and referred to in the Key Facts section above. The housing requirements for the Borough forms part of Policy KS4 of the Key Strategy Chapter which sets a housing target for the whole plan area.

## Highcliffe District Centre Vision

### Policy CH4

#### Highcliffe District Centre Vision

Highcliffe District Centre will continue to act as a thriving and busy centre for the local population and visitors. The centre will accommodate further comparison retail floorspace, in the region of 500sqm (net) to 2028 with Christchurch Town Centre remaining the principal centre for retail development in the Borough. The shopping environment will be improved to provide a more pleasant townscape, public transport services will be enhanced, and facilities and services will continue to be located in this central location.

#### To achieve this vision:

1. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre consistent with the Borough retail strategy. The strategy for Highcliffe will seek to enhance the niche retail offer to attract more visitors with unique, specialist shops.
2. Expansion of evening economy uses will be encouraged, especially in the designated secondary shopping cores. This will enhance the vitality of the centre, making it a more vibrant place in the afternoon and evening hours.
3. Community services in Highcliffe will be retained, supported and where possible enhanced to support the vitality and viability of the centre. The enhancement of facilities for older people such as community meeting places, medical and social care will be sought. Opportunities will also be pursued to provide further sports and recreation facilities to meet the needs of children and young people.

4. Better marked/signposted linkages between the Highcliffe beach front and the town centre will draw in more visitors to the centre that will benefit local trade.
5. The townscape quality of the centre will be improved: the objective is to secure a high quality environment that will give the centre a distinct character and enhance its sense of identity. This will be achieved by providing new street furniture and planting in an effort to create an attractive, welcoming and pedestrian friendly environment. The pedestrian-vehicular conflict, apparent on the A337 Lymington Road will be minimised by the introduction of appropriate traffic calming measures and provision of more frequent pedestrian crossings.
6. To minimise congestion and air pollution, sustainable transport infrastructure and services will be encouraged.
7. The Council will ensure that adequate parking levels are maintained within the centre to ensure its vitality and viability.

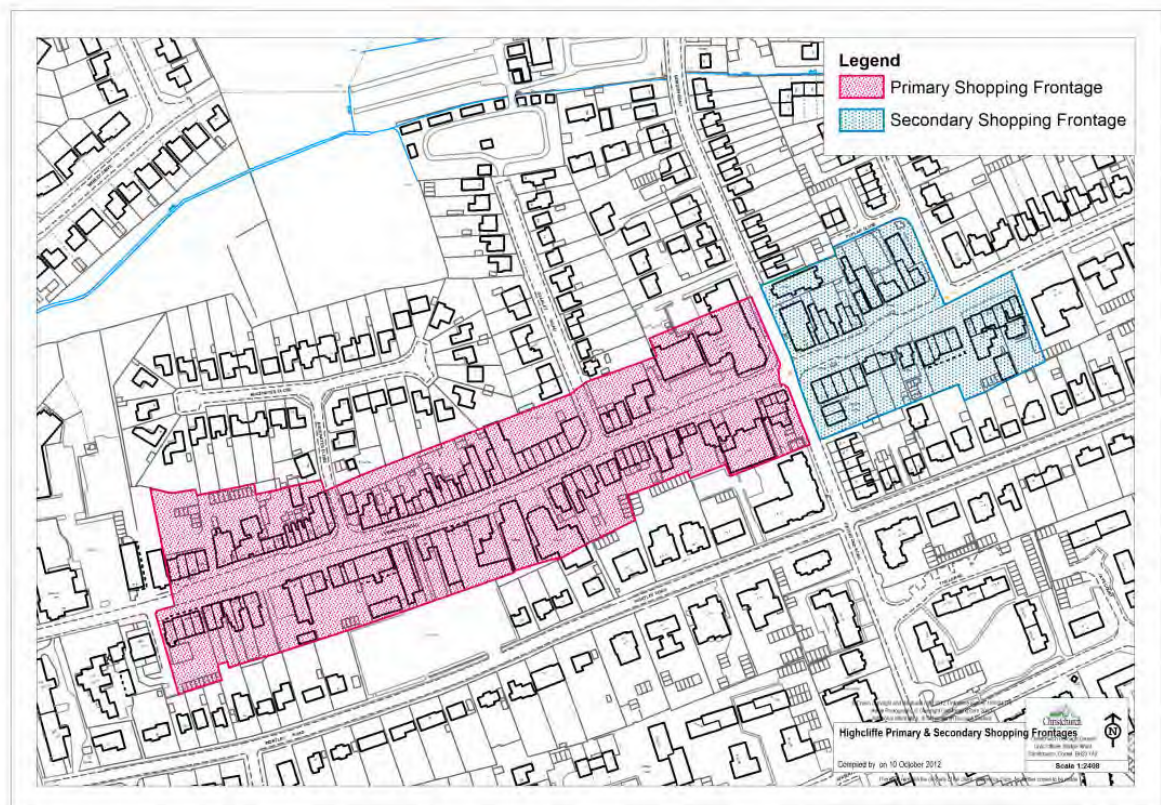
### **Highcliffe Primary and Secondary Shopping Frontages**

**5.27** The Primary Shopping Frontage is defined in Policy CH5 along Lymington Road where there will be a high proportion of retail uses in accordance with Policy CH6. Within the Secondary Shopping Frontage to the east of Waterford Road a greater diversity of uses will be permitted in accordance with Policy CH7.

### **Policy CH5**

#### **Highcliffe Shopping Frontages**

Policy CH5 defines the Highcliffe District Centre Primary and Secondary Shopping Frontages.



Map 5.4 Highcliffe Shopping Frontages

### Christchurch Shopping Frontage Policy

**5.28** The main function of the Primary Shopping Frontage of Christchurch town centre, Bargates and Highcliffe is to provide an appropriate mix of retail units alongside other uses which contribute to the vitality and viability of the centres. Policy CH6 restricts the number of ground floor non retail units within the Primary Shopping Frontage to no more than 30% in order to maintain a strong retail presence. This approach has been appraised and is supported by the Christchurch and East Dorset Retail Study Update (2012).

#### Policy CH6

##### Development in the Primary Shopping Frontages

Within the Saxon Square and High Street Primary Core, and the Primary Frontages at Bargates and Highcliffe, planning permission for the change of use of existing ground floor retail premises (Class A1) to non - retail uses will be permitted provided that:

1. The proposed use is for a financial or professional service use (Class A2), or for a food and drink uses (Class A3), or for non residential institutions falling within Class D1 and leisure and entertainment uses falling within Class D2.
2. Non - retail uses (other than Class A1) will not cumulatively amount to more than 30% of all ground floor units in each of the identified areas.
3. The proposal will not result in more than three continuous frontages in non-retail use (other than Class A1).
4. A shop front appearance will be retained.



## Secondary Shopping Frontage Policy

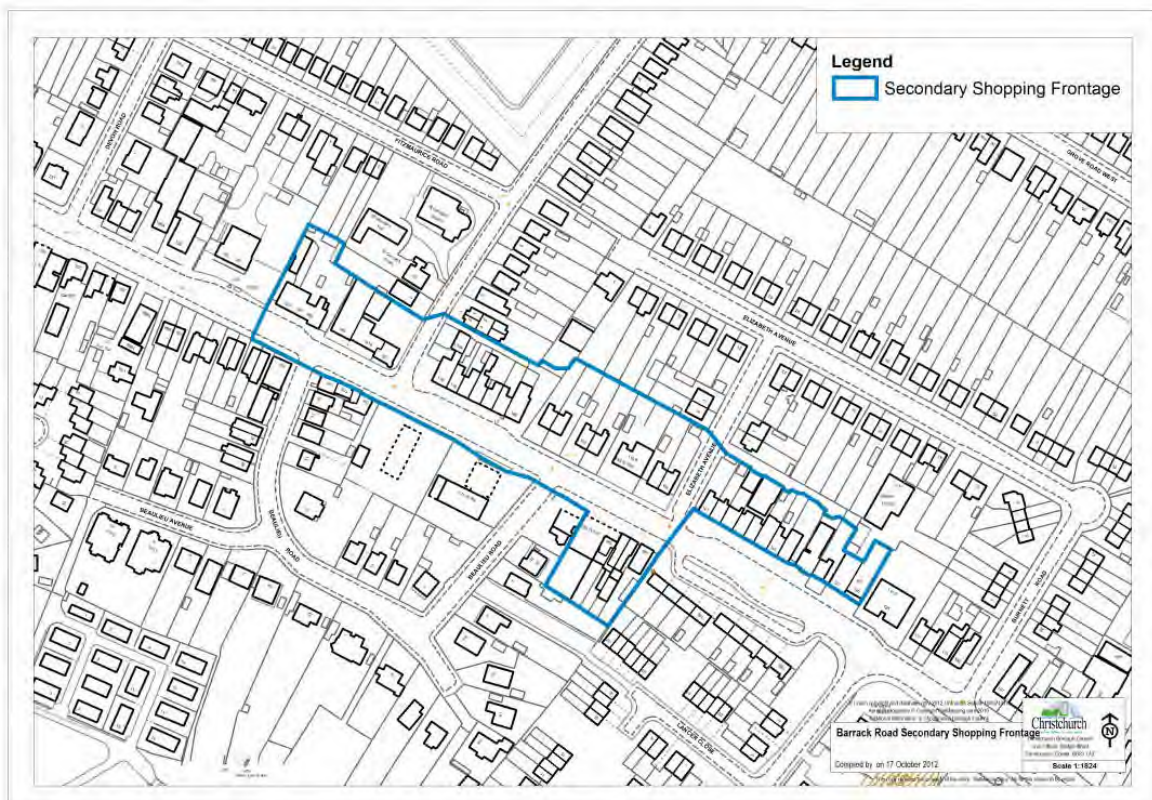
**5.29** The Secondary Shopping Frontages of Bargates, Wick Lane, Church Street, Castle Street, Barrack Road, Purewell and Highcliffe are considered from a land use and environmental point of view to have greater potential for an increased diversity of uses that contribute to the overall vitality and viability of the retail centres. Within the Secondary Shopping Frontages a greater variety of ground floor uses will be permitted in accordance with Policy CH7.

### Policy CH7

#### Development in the Secondary Shopping Frontages

Proposals for the change of use of existing non residential premises located within the Secondary Frontages at Bargates, Wick Lane, Church Street, Castle Street, Barrack Road and Purewell and Highcliffe as identified on the proposals map will be permitted provided that the following criteria are satisfied:

1. The proposed use is for a financial or professional service use (Class A2), or a food and drink use (Class A3), drinking establishments (Class A4), hot food take-aways (Class A5), hotels (Class C1), or non - residential institutions falling within Class D1 and leisure and entertainment uses falling within Class D2, and
2. The amenities of the local residents are not adversely affected by noise or disturbance, or by loss of light and privacy.



Map 5.5 Barrack Road Secondary Frontage



Map 5.6 Purewell Secondary Shopping Frontage

## 6 Christchurch New Neighbourhoods

### Christchurch Urban Extension

#### Introduction

**6.1** An Urban Extension was previously identified in the South West Regional Spatial Strategy Proposed Changes (2008) for 600 dwellings north of Christchurch. The 'area of search' comprised land north and south of the railway to the east of Burton and south of the railway to the Borough boundary at Roeshot Hill.

**6.2** The South West Regional Spatial Strategy has now been revoked. However, the Government maintains an emphasis on meeting local housing need through locally established housing targets. There remains a high level of local housing need to address over the plan period to 2028 as identified in the Council's evidence base which includes the Strategic Housing Market Assessment (2012). There is also a shortage of housing land supply and the North Christchurch Urban Extension provides the opportunity to deliver a significant level of new housing. On this basis the Urban Extension remains as part of the housing strategy for the Borough as it remains the most sustainable option for new greenfield development in Christchurch.

**6.3** The Core Strategy addresses the following issues in relation to the Urban Extension:

- The location and level of housing development which may be accommodated.
- The design and density of housing and integration with existing development.
- The location and requirements for the provision of open space and Suitable Alternative Natural Greenspace (SANG) for recreation.
- On site ecology and biodiversity.
- Flood risk and water attenuation.
- Undergrounding the overhead power cables which run across the site.
- The relocation of the Roeshot Hill Allotments.
- Community facilities and retail requirements.
- Appropriate renewable energy technologies which may be accommodated as part of the development.
- Site access and permeability by vehicle, bike and on foot.
- Transport infrastructure requirements necessary to accommodate development.

**6.4** A substantial evidence base has also informed the development of policy including the following:

- North Christchurch Masterplan Report Stage 2 (Broadway Malyan, 2011).
- North Christchurch Urban Extension Stage 1 Masterplan Context Report (Broadway Malyan, 2010).
- The Christchurch Strategic Flood Risk Assessment (Halcrow, 2009).
- The South East Dorset Multi Modal Study (2011).
- The A35 Route Management Study (2011).
- Suitable Alternative Natural Greenspace Strategy (2012).
- Bournemouth & Poole Strategic Housing Market Assessment (2012).
- Bournemouth, Dorset and Poole Population and Household Projections (2012)
- Christchurch Strategic Housing Land Availability Assessment (2011).
- Dorset Surface Water Management Plan.

## The Location, Scale and Infrastructure Requirements for a Christchurch Urban Extension

**6.5** In 2009 the Council commissioned master planning and urban design consultants Broadway Malyan to undertake a master planning study for the proposed North Christchurch Urban Extension. The master planning work has been completed in two stages and the first stage was completed in 2010 to inform the 'Options for Consideration' stage of the Core Strategy and included the following:

- A detailed site analysis, including key constraints to development and site access requirements
- An assessment of the site potential for residential development
- The broad requirements for infrastructure provision including transport, retail/community facilities, utilities, open space and allotments

**6.6** Stage 1 of the masterplanning examined a number of options relating to the inclusion or removal of a number of key constraints on the land south of the railway line, including; overhead power lines; statutory allotments and different levels of Suitable Alternative Natural Greenspace (SANG) required due to the site's proximity to the Dorset Heathlands and the New Forest. Of the five options generated in the Stage 1 report four were included in the 'Options for Consideration' consultation which were:

- Option UE1: Relocate allotments and SANG north of the railway line and move power lines underground (950 - 1,250 dwellings).
- Option UE2: Relocate allotments and SANG north of the railway line, but retain power lines (650 - 850 dwellings).
- Option UE3: Relocate allotments and power lines in current location, but move SANG north of the railway line (500 - 650 dwellings).
- Option UE4: Retain allotments and power lines and locate SANG to the south of the railway line (500 - 650 dwellings).

**6.7** Following consultation on the 'Options for Consideration' Core Strategy in 2010 / 11 there was support for the principle of maximising the development potential south of the railway line. Natural England raised objection to Option UE4 as this option would not meet the requirements for the provision of Suitable Alternative Natural Greenspace. Options UE2 and UE3 would result in a housing development site that was in close proximity to the power lines, creating potential marketability problems. Option UE3 also raised issues of urban design where the allotments create a 'pinch point' on the site. Options UE3 and UE4 also delivered the least amount of housing to make a significant contribution to local housing need identified in the Bournemouth and Poole Strategic Housing Market Assessment (2011).

**6.8** Following the consultation feedback and the examination of planning and design issues Option UE1 was considered the most appropriate option to take forward. Option UE1 made the most significant contribution towards addressing local housing need and involved the undergrounding of the pylons making the site more marketable. Prior to commencing more detailed master planning for Stage 2 a high level viability assessment was undertaken and established that all options could potentially work from a viability point of view. More detailed master planning has been undertaken as part of Stage 2 on what is now Policy CN1 and this report has also examined the implications for retaining the Roeshot Hill Allotments in their current position. The Stage 2 master planning has considered the following:

- Further assessment of site capacity to accommodate residential development.
- Examination of design and appropriate densities reflecting positive examples in the existing urban area.
- Mix of housing to be provided in relation to local need.
- The provision of open space networks and green infrastructure.
- The provision of Suitable Alternative Natural Greenspace.
- Site access and permeability by vehicle, bicycle and on foot.

- Provision of replacement allotments.
- Requirements for community facilities and on site retail provision.

### Key Facts

The Urban Extension is located in proximity to the following habitats:

- Purewell Meadows SSSI (430m).
- Somerford SNCI (less than 30m south of the survey area).
- Burton Common SSSI (within 400m).
- Christchurch Harbour SSSI (2-3km).
- Avon Valley SPA, Ramsar (within 1.5km).
- River Avon SAC (Within 1.5km).
- New Forest SPA, SAC Ramsar (nearest parts of the National Park 4-5km).
- Dorset Heaths SAC (within 3-4km).
- There are no statutory ecological designations within the site.
- There are no local non statutory designations within the site.
- There are a number of important ecological features within the area, including some mature trees and hedgerows (Fieldwork Ecological Surveys 2007).
- The River Mude flows through the study area and is a UK and Dorset priority habitat and green link for rare and protected species.
- Southern Damselfly have been found within the site on the River Mude.
- The majority of the site falls within an area of low flood risk (zone 1). There are some small areas affected by flood zone 2 and 3a adjacent to the River Mude the majority of which is to the east of the river, north of the existing supermarket.
- The Roeshot Hill Allotments have statutory status.
- The Burton Conservation Area is located at the western edge of the site (east of Salisbury Road) and Verno Lane Conservation Area (located to the south of Roeshot Hill).
- A Scheduled Ancient Monument is located at Staple Cross.
- Overhead power cables run across the site on land south of the railway north of Ambury Lane across Watery Lane to the borough boundary at Roeshot Hill.
- There is potential to accommodate between 765 – 950 dwellings on the site with densities ranging from 26 - 46 dwellings per hectare.
- The Open Space, Sport and Recreation Study (2007) for Christchurch identifies standards for open space provision which the development must provide for.

## 6.9 Housing Provision

**6.10** From an assessment of the Bournemouth and Poole Strategic Housing Market Assessment (2012) there is a projected requirement for 8,490 dwellings in Christchurch and East Dorset during the plan period 2013 - 2028. In Christchurch there is capacity to build approximately 2,250 new homes in the urban area and 995 in the Christchurch new neighbourhoods over the plan period to 2028. This has been informed by the Christchurch Strategic housing Land Availability Assessment (2012) and the Christchurch and East Dorset housing Trajectory. In order to provide additional flexibility the plan identifies a target of 8,490 homes. Due to the shortage of housing land supply in the existing urban area and in order to make a significant contribution towards local housing need it is important to maximise development potential within the urban extension. This can be achieved at appropriate densities which positively integrate the development with the existing urban area and the village of Burton. More detailed master planning undertaken for Stage 2 has identified a potential of between 765 and 950 dwellings with densities ranging across the site from 26 - 46 dwellings per hectare. This has informed the development potential set out in Policy CN1 of 950.

**6.11** As part of the viability assessment undertaken for the master planning work different levels of affordable housing provision were tested alongside other infrastructure costs. This concluded that currently it is viable to provide 35% of all housing within the site as affordable.

**6.12** Development will be located in areas of low flood risk according to the Council's Strategic Flood Risk Assessment (Level 2, 2009), and Dorset Surface Water Management Plan (July 2011). Open space will be provided in the centre of the site where there are areas affected by flood zone 2 and 3a and areas of flood risk (Dorset Surface Water Management Plan 2011). Residential development will be located within flood zone 1. Additionally, as part of the provision of sustainable urban drainage systems, sufficient land must be provided within the Urban Extension for the provision of water storage. The master planning work identifies suitable locations for flood water storage and the precise location and level of flood storage provision as part of the development will need to be agreed with the Environment Agency.

### **6.13 Green Belt**

**6.14** The town of Christchurch is set within the South East Dorset Green Belt. One of the main functions of the Green Belt is to prevent the coalescence of settlements. The necessary development of the Urban Extension will require the existing Green Belt boundary to be amended to allow for the development of the site, but with the strong, new enduring Green Belt boundaries formed by the railway line to the north, and the existing roads to the east and west, this will not lead to a coalescence of Christchurch with Burton and therefore will not be contrary to Green Belt policy.

### **6.15 Local Centre**

**6.16** The master planning has examined in detail the potential for establishing a local centre which Sainsbury's and Stewarts Garden Centre will form part of. The local centre will provide for day to day retail needs and retail provision will not have an adverse impact on Christchurch town centre and Highclffe District Centre.

**6.17** The Joint Retail Study Update (2012) identifies a projected requirement for in the region of 2,300sqm net additional convenience floorspace in Christchurch town centre to 2031. The Urban Extension is served by a good range of food stores including Sainsbury's and Lidl, and is close to Christchurch Town Centre.

**6.18** The local centre provides the opportunity to deliver a range of community facilities such as a community building which may include a hall, meeting rooms and changing facilities for sports pitches to be provided on site. From consultation with the health authority there is also a need for a health centre which is consistent with localised delivery of health care services.

### **6.19 Open Space and Recreation**

**6.20** The Councils' open space audit undertaken by Inspace in 2007 has identified standards for open space provision in the Borough. Master planning work undertaken for the Urban Extension by Broadway Malyan has identified requirements for open space provision that meet the standards for provision identified in the open space audit and Policy HE4 of the Core Strategy for a development of 950 dwellings. The Urban Extension will need to provide sufficient open space in accordance with the Core Strategy policy.

### **6.21 Suitable Alternative Natural Greenspace (SANG)**

**6.22** Suitable Alternative Natural Greenspace must be provided for the urban extension to mitigate against increased recreational pressure on the Dorset Heathlands, the New Forest and Sites of Special Scientific Interest including Burton Common. The provision of SANG for the Urban Extension must be in accordance with Policy ME2 and the guidelines set out in Appendix 5 of the Core Strategy in order for SANG provision to be considered functional by Natural England. Core Strategy criteria for the provision of SANGs has been informed by Natural England guidance for the Thames Basin Heaths which is set out in the Footprint Ecology report 'Analysis and presentation of IPF monitoring and projects to inform the Heathland DPD (2011)'.

**6.23** SANGs provision for the Urban Extension to be provided north of the railway line will also link to a wider green infrastructure network including a green corridor southwards along the Mude Valley to the coast.

**6.24** A SANGs strategy has been prepared for the Urban Extension by the landowner in consultation with Natural England and this is available to view on the Council's website. The strategy provides an example of an approach to SANGs provision which is acceptable in view of the guidelines set out in Appendix 5 and considered deliverable prior to residential development coming forward within the Urban Extension. In order to allow for flexibility, alternative approaches to SANGs provision that are in accordance with the guidelines set out in Appendix 5 may be acceptable.

**6.25** SANGs must be provided in perpetuity and management and monitoring procedures will be established with the landowner to ensure that the SANGs remain functional. It is envisaged that the development will be phased over a period of 10 years and ongoing monitoring will determine whether there is a requirement to make improvements to SANGs provision between phases of the development.

**6.26** The Council will work closely with the Dorset and Hampshire minerals planning authorities and the landowner in relation to opportunities for increased recreational provision that may be secured north of the railway line post minerals working. Opportunities may exist for further SANGs enhancements.

#### **6.27 On Site Ecology**

**6.28** Within the site there is a requirement to conserve natural habitats and protected species and this will involve the creation of a buffer zone within the site along the River Mude. Ecological site surveys have found the presence of Southern Damselfly along the River Mude which is a red data book protected species. The provision of a buffer zone along the river and locating development away from this area will provide mitigation to avoid adverse impacts on this protected species and the surrounding habitat.

#### **6.29 Archaeology and Cultural Heritage**

**6.30** Staple Cross, a roadside cross and a Scheduled Ancient Monument, lies to the south-western boundary of the proposed Urban Extension. Development of the Urban Extension will enhance the setting of this SAM.

**6.31** There are two Conservation Areas in close proximity to the site, at Burton and Verno Lane. The site adjoins the Burton Conservation Area at the western edge, where there are a number of listed buildings which look out towards the site. Verno Lane is a small self contained Conservation Area to the eastern most point of the site south of Lyndhurst Road. Development within the Urban Extension will avoid adverse impacts on these Conservation Areas and development within the western and eastern ends of the Urban Extension will integrate positively in respect of densities and design with these Conservation Areas.

#### **6.32 Overhead Power Cables**

**6.33** Overhead power cables currently run across the site south of the railway line from Staple Cross to the most eastern point at Roeshot Hill. In order to maximise development potential and to deliver a high quality development the pylons will be moved underground. Options for the undergrounding of the pylons have been examined as part of the master planning process and the associated costs to the development have been factored into the viability appraisal. It is envisaged that the pylons will be moved underground within the railway noise buffer zone.

#### **6.34 Sustainable Construction and Renewable Energy**

**6.35** As part of Stages 1 and 2 of the master planning work for the Urban Extension the potential for sustainable construction and provision of renewable energy has been assessed. The viability assessment for the Urban Extension concluded that the Core Strategy should not require higher standards of sustainable construction than those set out within the national programme for achieving low carbon development.

**6.36** Suitable renewable technologies for the Urban Extension are likely to include dwelling based sources, e.g. heat pumps, solar photo voltaic and solar thermal. The provision of technologies, such as site wide combined heat and power will also be encouraged subject to feasibility and viability. Technologies and incentives will change over the lifetime of the development in response to the Government's carbon and energy targets and policy which requires a flexibility in approach. Energy solutions will be based on locally available resources and locally appropriate solutions. The following local factors are relevant to Roeshot;

- The site (and the wider South East Dorset conurbation) is surrounded by large swathes of forest; as a resource it is a major store of energy and has significant and ready potential for exploitation;
- There is a readily available local source of high quality wood fuel processed within 5km of the site, transport impacts of exploiting this resource would be minimal.

**6.37** In order to provide flexibility for site-wide provision of renewable energy systems, consideration should be given to the integration of renewable energy and/ or district heating systems to serve all phases of the development.

#### **6.38 Allotment Provision**

**6.39** The Roeshot Hill statutory allotments will be relocated to a suitable site in accordance with statutory requirements. The allotments are to be relocated in order to deliver more housing within the Urban Extension required in relation to local housing need identified in the Council's evidence base and to improve the design quality of the site by removing a 'pinch point' to the development at Roeshot Hill. The Council has prepared a borough wide allotments strategy (2012) which has identified current and future requirements for allotment provision across the borough over the plan period and sets out standards to be applied to the provision of new allotments. The replacement allotments for Roeshot Hill will form part of a larger 'hub site' contributing towards current unmet need and future requirements.

#### **6.40 Transport Infrastructure**

**6.41** The South East Dorset Multi Modal Transport Study (SEDMMTS, 2011) has tested the impact of anticipated development in the existing urban area, the Urban Extension and development at the airport and business park based on the Council's Strategic Housing Land Availability Assessment (2012), Employment Land Review and the Bournemouth, Dorset and Poole Workspace Study (2012).

**6.42** The A35 Route Management Study (2011) has provided a more detailed assessment building on the work undertaken for the South East Dorset Multi Modal Transport Study through localised transport modelling examining the impact of development on the A35 from Fountains Roundabout to the borough boundary on Lyndhurst Road.

**6.43** The SEDMMTS and A35 Route Management Study dovetail with the Local Transport Plan 3 Implementation Plan which identifies improvements required to the highway network in Christchurch to accommodate the Urban Extension and growth in the wider area. The transport strategy set out in the Local Transport Plan identifies junction improvements including to A35 junctions through Christchurch and the North Bournemouth and A35 Christchurch to Poole bus showcase corridor for the period 2014 - 20. Improvements in relation to anticipated development are likely to be required to Fountains Roundabout, Stony Lane, and Somerford Roundabout.



**6.44** As part of the master planning process for the Urban Extension Broadway Malyan and WSP have examined site access requirements and the need for access points at Staple Cross, Sainsburys (bus only) and two further vehicle access points on Lyndhurst Road. Establishing access to the site from Staple Cross will require a redesign of the junction.

**6.45** The Urban Extension will be required to mitigate its impact on the road network and is likely to be required to make necessary contributions to Fountains Roundabout, Stony Lane, Staple Cross Junction and Somerford Roundabout.

**6.46** The development will be accessible from a main west - east spine road which will be accessible for a bus service to be routed through the site as part of enhancements to local bus services. The site will also be accessible by walking and cycling with links created from the development to the existing local and national cycle network.

#### **6.47 Minerals Working**

**6.48** Dorset County Council and Hampshire County Council have identified land north of the railway for the extraction of sharp sand and gravel. When considered as one site it extends from Hawthorn Road east to the borough boundary and eastwards into Hampshire. The Hampshire Minerals and Waste Plan has been adopted and the Dorset Minerals Site Allocations document is at an earlier stage. The Council will continue to work closely with Dorset and Hampshire County Councils and the land owner regarding potential minerals extraction and to ensure appropriate contributions are made by the minerals developer for improvements required on the road network in Dorset. The Council will also work with these key stakeholders to ensure that minerals working does not prejudice the delivery of a high quality development at Roeshot Hill and functional SANGs provision north of the railway line in accordance with Core Strategy Policy ME2 and the SANGs criteria set out in Appendix 5.

### **North Christchurch Urban Extension Strategic Allocation**

#### **Policy CN1**

##### **Christchurch Urban Extension**

Land south of the railway line to the east of Salisbury Road to the borough boundary at Roeshot Hill is identified for a strategic housing allocation and will be released from the Green Belt.

The Urban Extension will act as an attractive gateway to the north of the borough connecting to the existing historic settlement of Christchurch. Development within the site will achieve a high standard of design which reflects high quality examples of local vernacular, respects local densities, historic and environmental features. The development will comprise two walkable neighbourhoods and be well connected to the existing urban area and the wider rural countryside through enhanced bus connections, footpaths and cycle ways.

A local centre at the heart of the development will form the focal point for the development where local services will be enhanced. A central green space within the development will create an attractive and usable environment within a network of open spaces that link to a green infrastructure network to the countryside in the north and southwards along the Mude Valley to the coast. The River Mude will become a key green spine through the heart of the site that will create an area of biodiversity and recreational value.

The Roeshot Hill Allotments will be relocated to a suitable site and the overhead power cables will be moved underground in order to maximise the potential of the site for housing, and to create a high quality development.

### **Housing Strategy**

About 950 dwellings will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment.

The mix of housing delivered in the Urban Extension will be informed by the Council's Strategic Housing Market Assessment and the master plan which provides the basis for an appropriate housing mix and proportion of housing type.

### **Affordable Housing**

Up to 35% of all housing on the site will be affordable. The Council will seek to maximise affordable housing provision in accordance with Policy LN3.

### **Densities**

The Urban Extension Masterplan sets out residential plots of varying densities across the site which will inform development proposals and provide the basis for acceptable densities. Acceptable densities will be in the region of 26 - 46dph.

### **Design**

The Urban Extension will achieve a high quality of design consistent with the principles set out in the master plan. The buildings within the site will pick up on the town's high quality examples of local vernacular, whilst also appreciating local densities and typologies and the need to provide sustainable, marketable and flexible units. New development will also avoid adverse impacts on the adjoining Burton and Verno Lane conservation areas and the setting of the Staple Cross Scheduled Ancient Monument will be enhanced.

### **Local Centre and Central Park Area**

The western and eastern neighbourhoods will be anchored by a local neighbourhood centre adjacent to a central greenspace. The local centre will provide a community hub and cater to local day to day needs with small scale retail provision and local health services. The existing Sainsbury's, retail units and Stewarts Garden Centre will form part of the centre.

The Sainsbury's store within the Urban Extension and food stores nearby on Somerford Road provide a good range of convenience goods provision to meet local need over the plan period. Proposals for additional provision of convenience and comparison floorspace within the Urban Extension must demonstrate no adverse impact on the vitality and viability of Christchurch and Highcliffe Centres.

The central greenspace adjacent to the local centre will provide the focus for recreational facilities including new playing pitches, formal open space provision, areas of informal recreation and natural green space.

### **On Site Ecology**

A river buffer will be established within the Urban Extension along the River Mude to conserve natural habitats and protected species. Biodiversity enhancements will be provided within this buffer zone.

### **Open Space and Recreation**

The quality of provision must also reflect the relationship of the Urban Extension to provision in the adjoining 'Local Needs Areas' of Christchurch North, Central and East as defined in the PPG17 study. The provision of on site sports, recreation and open space will be consistent with

the recreational strategy set out in the master plan. The railway buffer area will contribute to the green infrastructure of the Urban Extension with adequate access, lighting and natural surveillance from properties.

### **Allotment Provision**

The Roeshot Hill Allotments will be relocated to a suitable site in accordance with statutory requirements. This site will serve as a 'hub' site for the borough in delivering a level of allotment provision contributing towards projected borough wide allotment requirements to 2028. The specification for replacement allotments should be consistent with the Council's Allotments Strategy (2012).

### **Protection of International, European and Nationally Designated Habitats**

Suitable Alternative Natural Greenspace will be provided north of the railway line in an area extending eastward from Salisbury Road to Burton Common SSSI to avoid and mitigate any impact of the development on the South East Dorset Heathlands, the New Forest and the SSSI. This SANG will link to a wider green infrastructure network, including a provision of links in the Urban Extension and a southern link through the Mude Valley to the coast. Part of the SANG provision may fall outside the borough boundary.

SANG provision must be in accordance with the criteria set out in Policy ME2 and Appendix 5 of the Core Strategy. The Christchurch Urban Extension SANG Strategy (2012), agreed with Natural England demonstrates an acceptable approach to mitigating the impact of the Urban Extension.

### **Overhead Power Cables**

The overhead high voltage power cables will be realigned and undergrounded within the railway noise buffer zone.

### **Sustainable Construction and Renewable Energy**

The Urban Extension will be required to comply with climate change policies in Chapter 13 (Managing the Natural Environment). Future energy requirements for the site will include dwelling based sources, e.g. heat pumps, solar photo voltaic and solar thermal.

The provision of technologies, such as site wide combined heat and power will also be encouraged, subject to feasibility and viability. Any planning application should consider a site-wide energy and/or heating solution unless it can be demonstrated that a better alternative for reducing carbon emissions for the development can be achieved.

### **Flood / Water Attenuation**

Sufficient land will be identified for the provision of surface water storage. The level and location of flood storage required to support this option will be agreed in consultation with the Environment Agency.

### **Transport and Accessibility**

Access will be established to the site consistent with the master plan with access points envisaged at Staple Cross, the Sainsbury's access road (bus only) and two further points along the Lyndhurst Road. These routes will be connected through an internal road network to enable buses to be routed through the development to the Sainsbury's bus interchange, and to allow the interconnection of the eastern and western sections of the development.

As part of the pedestrian and cycle network to promote sustainable travel patterns from the outset and support SANG function, the transport strategy for the site must include:

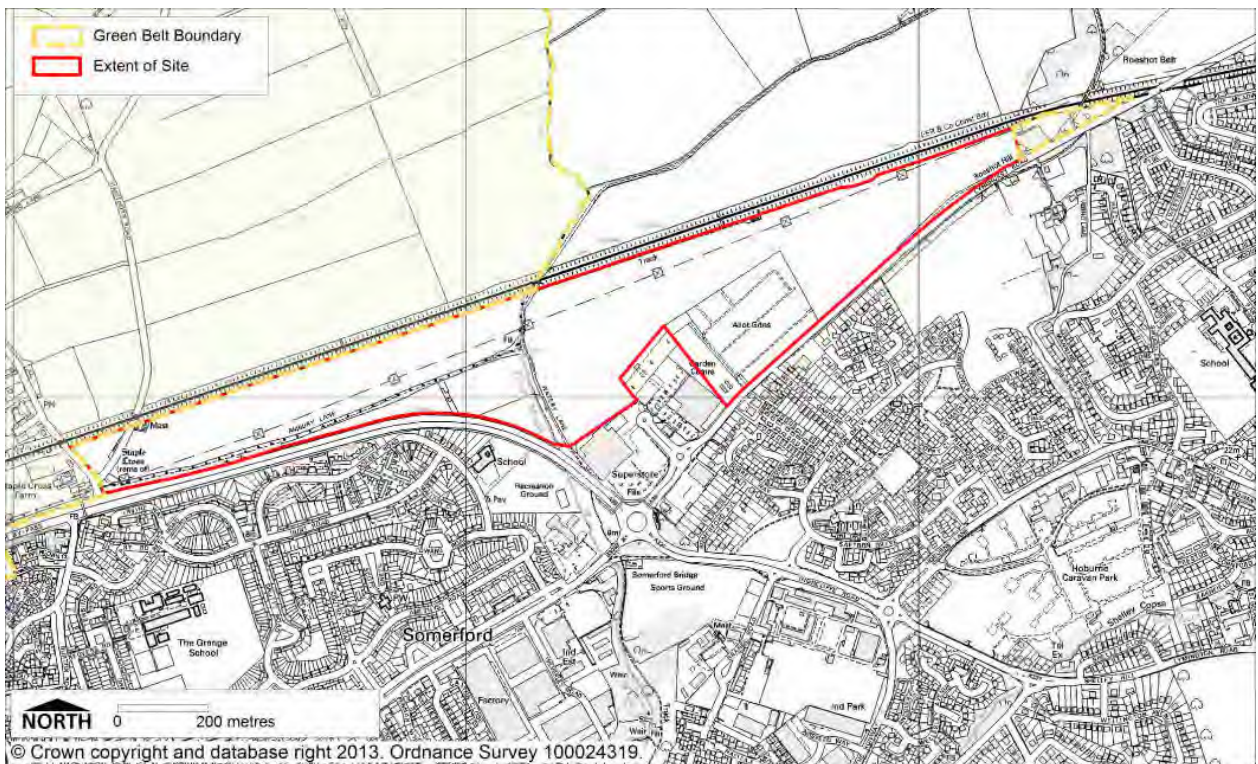
- A pedestrian / cycle link through the urban extension site from the bridleway at Roesht Hill (north section of Verno Lane) to Hawthorn Road and from Ambury Lane to Old Lyndhurst Road.

The development will be required to mitigate its impact on the transport network with the provision of improvements to the following:

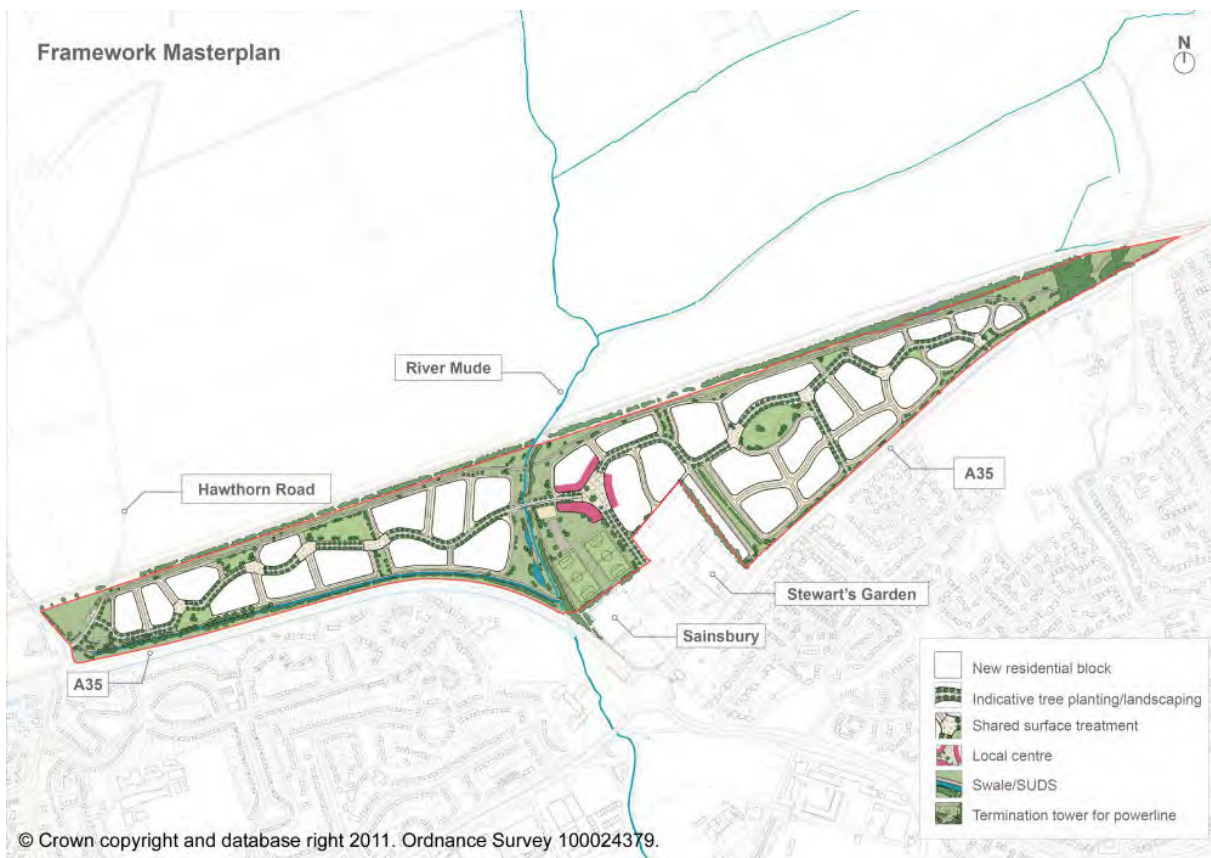
- A35 Lyndhurst Road
- A35 Staple Cross Junction

Contributions towards the following junctions may also be required including:

- A35 Somerford Roundabout
- A35 Stony Lane Roundabout
- A35 Fountains Roundabout



Map 6.1 Christchurch Urban Extension



Map 6.2 Indicative Masterplan Layout

## Burton New Neighbourhood

### Introduction

**6.49** In contributing towards local housing need identified in the Strategic Housing Market Assessment (2011) a further site has been identified for limited residential development. This site has been identified through a strategic review of housing land informed by the Council's Strategic Housing Land Availability Assessment (2012). The shortage of available housing land in the Christchurch urban area and the extent of local housing need provide exceptional circumstances for amendment to the Green Belt boundary in this location.

**6.50** Limited development of approximately 45 dwellings will contribute to the market and affordable housing requirements of Burton Village while maintaining its status as a village within the Core Strategy Settlement Hierarchy. The need for affordable housing in Burton Village has been identified in the Burton local housing needs survey (2006).

**6.51** This development will be located to the immediate south of Burton and will enable access to services within the village and facilities in Christchurch town centre. Linkages will also be established from the site to suitable alternative natural green space located north of the railway line to the east of Salisbury Road, provided for the Christchurch Urban Extension.

**6.52** Development will also need to avoid adverse impacts on off site areas used by qualifying species of the Avon Valley Special Protection Area and Ramsar site and Dorset Heathlands Special Protection Area.

**6.53** The development will be required to mitigate its impact on the transport network and will make appropriate contributions towards improvements required to accommodate development.

## Land South of Burton Village

### Policy CN2

#### Land South of Burton village

Land to the west of Salisbury Road to the south of Burton village is allocated for residential development. The Green Belt boundary will be amended to exclude land identified for new housing.

#### Housing Strategy

- The strategic amendment to the Green Belt will allow limited residential development to meet the local housing needs of Burton Village, including the provision of affordable housing.
- Approximately 45 houses will be delivered on the allocated site and located in accordance with the Council's Strategic Flood Risk Assessment. Up to 50% of all housing will be affordable consistent with Policy LN3.

#### Design and Density

- The layout and design of the development will be consistent in scale and character with Burton Village and the Conservation Area.
- The listed barn on the site must be retained, but may form part of the residential development. The local planning authority will positively consider the conversion to residential accommodation subject to a sympathetic scheme being agreed.

#### Open Space and Recreation

- Open space provision will be in accordance with the standards for quantity, quality and accessibility as defined in Policy HE4 of the Core Strategy. Provision of open space must be appropriate to the needs of the Christchurch North Local Needs Area.

#### Protection of International, European and Nationally Designated Habitats

- Suitable Alternative Natural Greenspace must be provided in accordance with the criteria set out in Policy ME2 and Appendix 5 of the Core Strategy.
- Any planning application for the site must be accompanied by an on-site ecological survey.

#### Sustainable Construction and Renewable Energy

- The development will need to comply with policies ME3 and ME4 of the Core Strategy in relation to sustainable standards of construction and provision of renewable energy.

#### Community Facilities

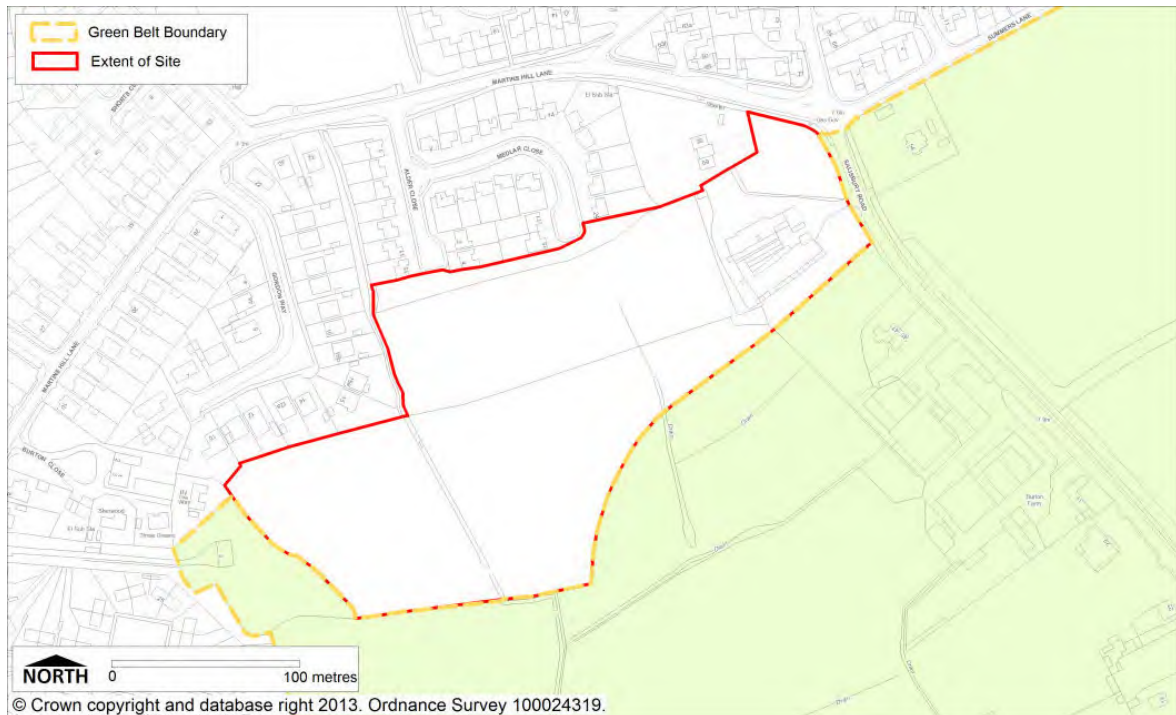
- There is an opportunity for new development to provide funding toward the improvement of community facilities within the village. The Council will seek to negotiate a contribution toward such facilities from this development.

#### Flood / Water Attenuation

- A flood management strategy will be prepared to address on-site flood risk.

## Transport and Access

- The main access to the site will be from Salisbury Road in order to avoid areas of flood risk and provide safe access and egress.
- The development will provide necessary works and make appropriate contributions to mitigate its impact on the transport network.
- The site should provide pedestrian and cycle access to integrate the site with the rest of the village.



Map 6.3 Land south of Burton village





## 7 Bournemouth Airport & Business Park

### Introduction

**7.1** Bournemouth Airport is a key asset for the region and is projected to grow to approximately 3 million passengers per annum by 2030. The Airport incorporates a major employment site of strategic significance for the sub-region which comprises up to 60ha of employment land. The business park has potential to deliver in the region of 30ha of new employment development over the plan period subject to transport infrastructure improvements along the B3073 and A338. The airport and business park has the potential to attract major new investment and create a range of new employment opportunities which could influence a step change in the South East Dorset economy.

**7.2** The Airport adjoins and abuts a number of internationally designated sites and the policy approach for the airport and business parks must not compromise the integrity of these sites.

**7.3** The strategic status of the Airport and business park has been recognised in local policy and sub regional evidence studies through the Bournemouth, Dorset and Poole Structure Plan (2001), the Dorset Local Enterprise Partnership and the Bournemouth, Dorset and Poole Workspace Strategy (2008) and 2012 Workspace Study update.

**7.4** This section of the Core Strategy sets out options concerning the approach to future development of the operational airport and associated business park. It will address the following issues:

- An overall vision and strategy for development of the airport and its northern business parks.
- Strategic Green Belt changes to facilitate sustainable growth of the airport.

#### Key Facts

- Passenger growth at the Airport is projected to grow to approximately 3 million passengers per annum by 2030
- £45m has been invested in the airfield, the terminal and in infrastructure at the Airport to improve facilities to help to attract new services to European business markets
- Development of the Airport as a whole is constrained by sensitive nature conservation designations within close proximity to the site which include Special Protection Areas (SPA), Special Areas of Conservation (SAC), Ramsar site, Sites of Special Scientific Interest (SSSI) and Sites of Nature Conservation Interest (SNCI)
- The Airport is located within close proximity to the Hurn Conservation Area
- Flight paths to and from the airport pass over the New Forest National Park
- Improvements to the B3073, A338 and associated junctions are required to support the growth of the airport and its business parks and growth in the wider area
- Employment land located within the airport site is comprised of the North West and North East business parks where there is approximately 60ha of employment land for development
- There is in the region of 30ha of employment land that could come forward over the plan period to 2028 subject to transport infrastructure improvements
- The airport business parks currently support in the order of 2,500 jobs

Key Facts
<ul style="list-style-type: none"> <li>• The range of investment that can be attracted to the business park is constrained by the current image of the site as primarily an industrial location and the quality/type of available premises</li> <li>• Parts of the North West business park are included within areas of high flood risk (Zone 3a)</li> </ul>



### Bournemouth Operational Airport

**7.5** The main operational airport includes the passenger terminal, car parks and administrative offices. Annual passenger numbers in 2010 were 650,000 compared to recent years where numbers have exceeded 1 million per annum.

**7.6** Planning consent was given in 2007 for new terminal buildings and for increased capacity of the Airport to 3 million passengers per annum. The new departures building was completed in the summer of 2010 and is now twice the size of the old building and the amount of retail/catering space has been tripled. A new arrivals building was also completed in 2011 and incorporates a high standard of sustainable construction and utilises renewable energy technologies. A wide-ranging Section 106 Agreement now manages the operational and environmental impacts of the Airport and progress in meeting the obligations is reported annually to the Council and the Airport's independent Consultative Committee.

**7.7** It is anticipated that by 2030 the expansion of Bournemouth Airport will create over 1900 full-time jobs, generate inward investment of £57 million and provide new training and career opportunities for local people. It provides an important gateway for inbound visitors for both business and leisure purposes and currently offers access to more than 65 destinations.

**7.8** A Masterplan was prepared by Bournemouth Airport which covers the southeast and southwest sectors and was formally adopted in May 2007. It sets out the Airport's vision for the growth and development of the operational airport to 2030.

### Airport Business Parks

**7.9** Employment land located within the Airport site is comprised of the North West and North East business parks where there is approximately 60ha of employment land remaining for development. This supply is critical for meeting projected employment land requirements for the South East Dorset sub region as identified in the Bournemouth, Dorset and Poole Workspace Study (2012). The western area of the proposed Northern Business Park incorporates the area designated in the Bournemouth, Dorset and Poole Waste Local Plan (2006) for a waste management facility.

**7.10** Bournemouth Airport Business Park is a key strategic site within the sub region and is required to contribute towards future requirements and particularly the undersupply in Bournemouth. There is potential for 30ha of employment land to come forward at the airport over the plan period.

**7.11** Master planning has been undertaken as part of the 2011 airport business park application for 42,000sqm (12 - 15ha) of new employment space in the north west business park. The Council will work closely with Manchester Airport Group (MAG) in facilitating further employment development over the plan period.

## Biodiversity and Geological Conservation

**7.12** The proximity of sensitive environmental habitats and European designated sites is a constraint on the level of development that can ultimately come forward at the airport and the business park. Increases in road and air traffic have implications for air quality which have potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site. There are also potential implications of increasing levels of traffic on National Park roads which will need to be considered. Fulfilling the potential of the airport and business park will depend on the implementation of mitigation measures as set out in the Core Strategy Habitats Regulations Assessment (2012) and Airport Ecological Study (2008). Mitigation measures include sub regional planting schemes, minimisation of direct habitat loss, use of sustainable drainage systems, lighting strategy to avoid illumination of semi-natural habitats, habitat recreation along verges, reduction in emission levels elsewhere, implementation of a green travel plan, sustainable construction and use of renewable energy.

## The Economy

**7.13** The North West business park currently contains some 200 firms with a mix of modern office/industrial premises, older style industrial premises and hangars. Premises are occupied by a range of aviation related uses, freight forwarders, aircraft furnishing designers, marine related activities, engineering firms, environmental consultants, a removal firm, plant/tool hire, steel fabricators and a Basepoint Centre with small serviced-offices and workshops. The North East business park is far less developed but contains major aircraft maintenance operations, small scale industrial uses, a recycling firm and a flying club.

**7.14** An Economic Study of Development Land at Bournemouth Airport was undertaken by Nathaniel Lichfield and Partners in March 2008. The study has found that the site should be promoted for mixed use employment with a high proportion of industrial and aviation related uses with a smaller office component. The preferred development option put forward by the study proposes a mix of 80% industrial and 20% office. This development option is considered to complement the office related development in Bournemouth and Poole town centres.

**7.15** The study concluded that the business park was attractive to employment sectors including general manufacturing, advanced engineering, financial and business services, ICT and distribution and logistics. The study also identified demand for commercial premises including small and large industrial business units, small purpose-built office units, warehousing, start up incubator premises and recycling/environmental industries.

**7.16** There is a need for other uses to make the site more attractive for employees including convenience/retail, restaurant facilities, banking, amenity space and conference and leisure facilities. In addition to on-site uses improvements in public transport services to the business park are also required.

## Transport and Highway Capacity

**7.17** Achievement of the airport's development potential is limited by poor strategic and local road access (particularly for the North East business park), traffic congestion, adjoining nature conservation and floodplain areas, and distance from the range of services typically found in town centres. The enhancement of public transport services/facilities for cyclists for the airport and business park is a priority in reducing harmful emissions and ensuring development can come forward within the capacity of the highway network. Significant online improvements are also required to the highway network and associated junctions primarily along the B3073 and A338 to realise projected growth at the airport and associated business park, as well as accommodating other development in the area and natural growth in traffic.

**7.18** M.A.G. commissioned Peter Brett Associates to undertake a transport and infrastructure study which was completed in 2010. Specific improvements to the B3073 previously considered by Dorset County Council were assessed by the study and the impacts of development scenarios on these improvements tested including possible future residential development in the vicinity of Parley Cross. The purpose of the report was to determine the level of potential industrial and airport development that could be accommodated by improvements along the B3073. The study tested the impact of committed development and new employment development at the business park comprising B1, B2 and B8 totalling 42,000sqm or approximately 12-15 ha.

**7.19** Further transport modelling work has been undertaken by Dorset County Council and Buro Happold building upon previous work undertaken by Dorset Engineering Consultancy and Peter Brett Associates. The purpose of this work was to test the upper limit of development that can come forward at the business park with improvements to the B3073 and the A338. 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. In this way, it is intended that the Core Strategy can facilitate delivery of a transport package that enables long term growth of the airport and its business parks, and other developments affecting the transport corridor around the airport. Funding for this transport package will come from a range of sources including developments at the airport itself, the northern business parks, other major developments in the vicinity, the South East Dorset Transport Contributions Scheme, and funding bids to Government.

### **Airport Growth and Local Settlements**

**7.20** The settlements of Hurn and West Parley are located in close proximity to the airport and future growth of the operational airport and business park will need to consider any potential impact on these settlements. Particular issues to consider relate to any possible impact of traffic growth and options for junction improvements at Hurn and West Parley. As stated above future growth of the airport should not adversely affect the the character of Hurn Conservation Area. It is also important to consider that West Parley could support economic development at the Airport through housing provision available to the local workforce which would also reduce the need to travel.

### **Flood Risk**

**7.21** The outputs of the level 2 Strategic Flood Risk Assessment undertaken for the whole of Christchurch Borough, including the Airport, determine that a significant proportion of the North West business park is subject to high flood risk (Zone 3a) when considering the effects of climate change to 2086. A sequential approach has been undertaken by the Council in allocating the business park as a strategic site in the Core Strategy, however it will be necessary to adopt a sequential approach within the business park to firstly locate commercial development in areas of lower flood risk. As part of the 2011 business park application to bring forward 12 - 15ha of development, a flood risk strategy has been established which sets out flood storage and works to the water course running through the business park which also includes environmental enhancements to the site.

**7.22** The North East business park is not significantly affected by flood risk and includes some flood zone 2 and small areas affected by high flood risk (3a). It is susceptible to surface water flooding as defined on the Environment Agency's Surface Water Flood Map (Environment Agency).

**7.23** Future development will take account of surface water flooding (Flood Map for Surface Water, Environment Agency) and adopt a sequential approach towards the location of development within the site.

## Landscaping

**7.24** Landscaping measures that form part of flood defences and air quality mitigation are fundamental to supporting growth of the airport and the business park. Landscaping measures are required for the northern business park to improve the image of the site and enhance market attractiveness. Substantial landscaping is taking place along the B3073 as part of the Airport upgrade.

## The Vision for the Airport and Northern Business Parks

**7.25** The vision has been established in planning for the sustainable future of the airport and business parks to 2028 and beyond by promoting economic development within environmental limits. The vision and strategic allocation has been informed by an extensive evidence base including environmental / ecology, floodrisk, transport and economic assessments to ensure the strategy is appropriate to meet local and sub regional needs. Ongoing dialogue with the owners of the Airport has also enabled the vision and strategy for the Airport and business parks to reflect current plans for sustainable development of the Airport and business park.

### Policy BA1

#### Vision for Bournemouth Airport

Bournemouth Airport will develop as a flagship regional airport serving Christchurch and the South East Dorset sub-region. It will enhance its passenger facilities, provide new services for business and leisure travellers and develop as an aviation and local transport hub.

The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local and sub-regional economy. This will include the potential to attract new business sectors in knowledge based industries and other growth sectors to increase opportunities for higher skilled employment and to stimulate economic growth. The business parks will utilise their extensive high quality airside access, to encourage further growth in the aviation and aviation related business sectors.

Development of the airport and business park will incorporate low carbon and energy efficiency measures in accordance with national policy and Policy ME3 of the Core Strategy. New development will also utilise energy from decentralised, renewable and low carbon sources in accordance with Policy ME4.

Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and in consideration of possible impacts on the New Forest National Park and statutory park purposes.

**Flood risk:** (As shown in the Level 2 Strategic Flood Risk Assessment (2009): Strategic measures will be put in place within the airport boundary including flood storage and associated watercourse improvements. Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site.

**Emissions from air traffic / road traffic:** In relation to airport and business park growth, mitigation measures include implementation of the airport area wide travel plan, landscaping and strategic tree planting as required by the 2007 terminal consent.

**Environmental Designations:** Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats,

priority species populations and ecological network connections. Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm.

**Highway Capacity / Sustainable Transport:** Online junction improvements are required along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. These junction improvements and improvements in public transport and cycle access are set out in the Key Strategy Policy KS9 and Policy KS10 and in Local Transport Plan 3. Delivery of these improvements will be facilitated by appropriate contributions from airport development and development in the wider area. Successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park.

## Bournemouth Airport and Business Park Strategic Allocation

### Policy BA2

#### Strategy for the Operational Airport

New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

- Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.
- Airside airport related retail and catering facilities.
- Public and staff car parking.
- Public transport facilities and enhanced services in accordance with airport travel plan.
- Other facilities for general aviation.
- Cargo facilities, including bonded warehousing and associated infrastructure.

Associated facilities to enhance the services offered by the airport may also be permitted subject to consideration of their impact on other Core Strategy policies, including:

- Development of hotel accommodation.
- Training centres for airlines and related services.
- Petrol filling stations.
- Aviation maintenance facilities.

To enable development of these airport operational improvements, the Core Strategy will implement recommendations of national airports policy by removing sufficient further land within the airport boundary from the South East Dorset Green Belt (see Policy BA3 below).

The Council will work with the airport to support the development of new routes and services to business and leisure destinations which will meet the needs of local businesses and communities.

### Strategy for the Airport Northern Business Parks

The northern business parks comprising the north west and north east sectors contain 80ha of land of which approximately 60ha is available for development. The business parks are allocated primarily for employment uses (B1, B2 and B8). Non B class employment uses which create high quality employment opportunities and contribute to raising levels of economic productivity will also be supported.

Aviation uses which require airside access will have preference for airside locations, other employment uses including B1, B1c, B2 and B8 uses can be successfully co-located across the business parks.

Non employment uses ancillary to the core employment functions and sufficient to meet the needs of the working population of the northern business park may include:

- Convenience retail
- Restaurant
- Banking
- Amenity space
- Conference and leisure facilities.

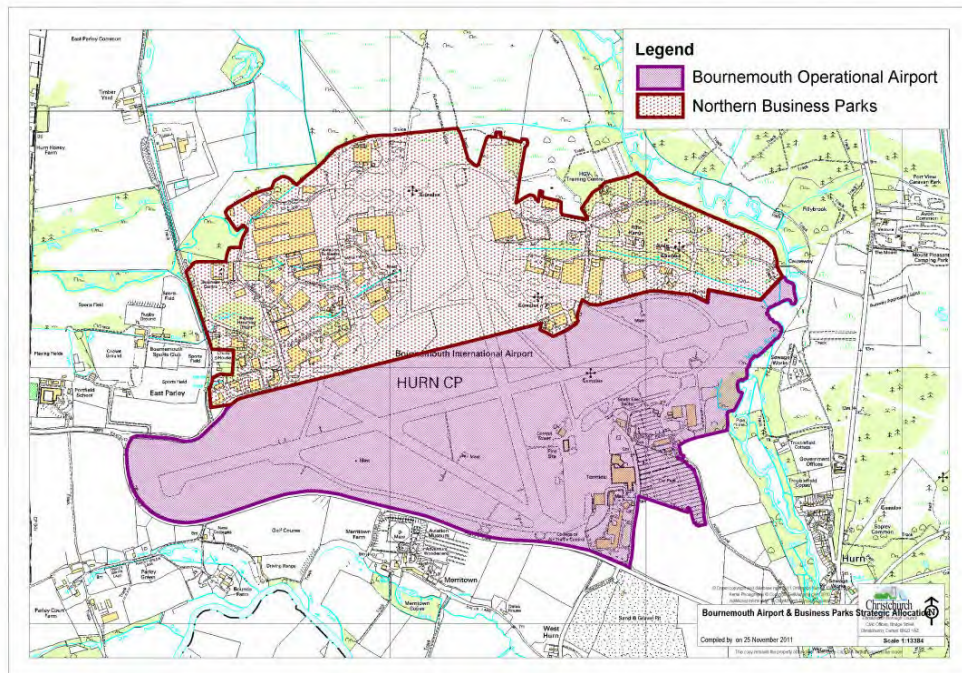
The phasing of future employment development in the airport northern business parks will be in line with the necessary improvements required to the highway network to facilitate development. Over the plan period to 2028 it is envisaged that up to 30ha of new employment development may come forward across the north west and north east business parks.

Economic assessments identify the following sectors with significant requirements for land and premises at the airport.

- General manufacturing
- Advanced engineering
- Financial and business services
- ICT
- Distribution / Logistics

The following types of premises are required to support this sector activity:

- Small business units / industrial (B1c, B2 predominantly)
- Larger business units/ industrial
- Small purpose built office units
- Warehousing
- Start up incubator premises
- Recycling / environmental industries



Map 7.1 Bournemouth Airport & Business Parks Strategic Allocation

## The Future of the Airport and the Green Belt

**7.26** Policy BA3 proposes to remove the operational airport from the Green Belt in order to facilitate growth of airport facilities which can be achieved within environmental limits. The National Planning Policy Framework states that the Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. Exceptional circumstances remain for changes to the Green Belt at the Airport which are as follows:

- The Green Belt designation is a constraint to the sustainable growth of the airport and an amendment will help facilitate the delivery of Core Strategy Policies BA1, BA2 and the Airport Master Plan
- The proposal will facilitate the implementation of the Aviation Policy Framework
- Bournemouth Airport will be in a more flexible position to respond positively to the conclusions of the Davies Commission making the best use of runway capacity and contributing towards the national strategy for meeting the UK's international connectivity needs and achieving sustainable economic growth
- The need to amend the Green Belt at Bournemouth Airport was established through the evidence and debate established through the preparation of the South West Regional Spatial Strategy and Future of Air Transport White Paper. This evidence remains valid even though these documents now have no formal status
- The Bournemouth, Dorset and Poole Structure Plan confirmed the strategic status of the airport and supported long term employment growth at the airport
- The strategic role of Bournemouth Airport in contributing towards growth of the sub region and improving international connectivity is identified by the Dorset Local Enterprise Partnership
- A precedent has been set on a national basis whereby a number of airports have been taken out of the Green Belt in facilitating growth and the implementation of national policy

### 7.27 Green Belt Zoning Approach

**7.28** Within the area to be removed from the Green Belt a zoning approach has been applied to limit the extent of built development at the operational airport to specific areas, with other areas identified for uses that will preserve a sense of openness from adjoining Green Belt. The purpose



of this approach is to avoid any adverse impact on the adjoining Green Belt and the character of Hurn Village and to retain a buffer between the airport and the Moors River SSSI. Through this approach development will be concentrated in the existing built core of the South East Sector. The removal of the Green Belt within the existing boundary of the operational airport will not result in an encroachment into the countryside.

## Policy BA3

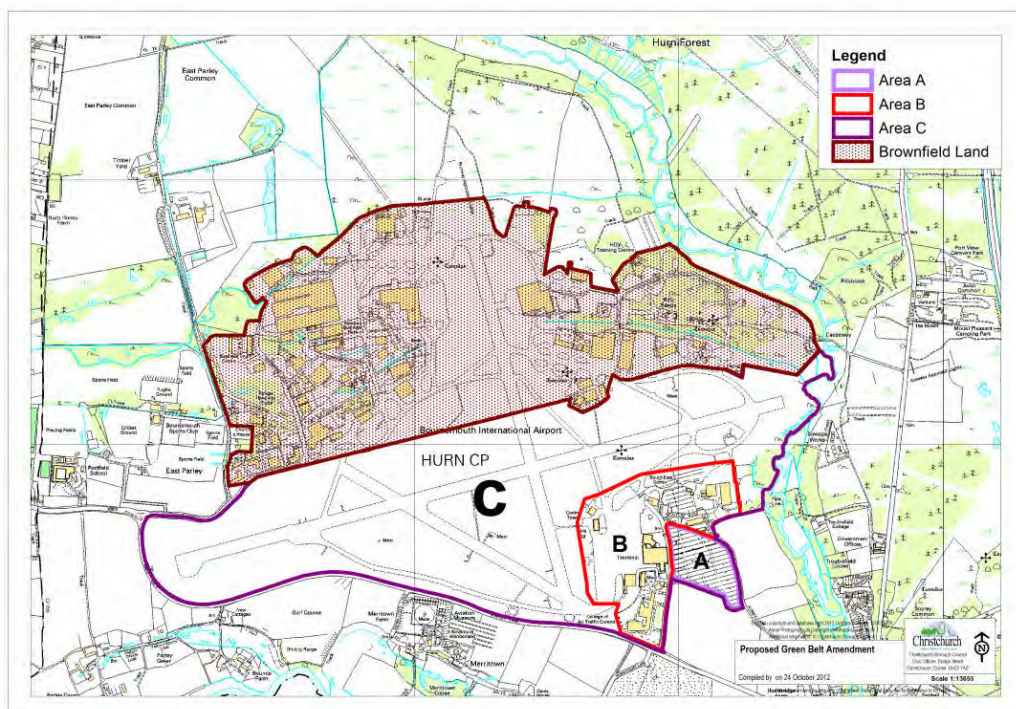
### Green Belt at Bournemouth Airport

Land required to meet the operational needs of the Airport will be removed from the Green Belt as identified in the plan below.

Within the area to be removed from the Green Belt a zoning approach has been applied in order to avoid any adverse impact on the adjoining Green Belt and the character of Hurn Village as follows.

- Zone A will be restricted to uses that retain the predominantly open aspect of this area of land, such as car parking;
- Zone B applies to the airport South East Sector and will be restricted to uses as set out in Policy BA2 with respect to the Strategy for the operational Airport;
- Zone C shall remain free from development other than that permitted by the Airport's operating license or that which is essential to the future operation of the airport in order to concentrate built development in the existing built core of the South East Sector.

This restriction will also maintain a buffer zone between the Moors River and the airport runways and taxiways where development will not take place.



Map 7.2 Proposed Green Belt Amendment



## 8 Wimborne and Colehill Housing and Town Centre

### Introduction

**8.1** Wimborne is the historic centre of East Dorset, and Colehill is a closely associated major suburban area. The combined Town and Parish population is 13,300. Although the relative importance of the Town has declined, as other nearby settlements have grown, it still offers access to main services, facilities and employment opportunities.

**8.2** Wimborne is renowned for its Georgian architectural quality and, as a result, the historic centre including the St Catherine's area, are important conservation areas. Many of the District's listed buildings are situated in this area.

### **8.3 The Natural Environment**

**8.4** The north western edge of Wimborne adjoins the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.

**8.5** Wimborne sits at the confluence of the Rivers Allen and Stour. These are not protected in themselves, but they do have ecological value in providing habitats for protected and priority species. They also affect the location of development as they cause flooding. Additionally, the area to the north of Wimborne is protected as a Groundwater Source Protection Zone and is a major source of water for the area.

**8.6** Wimborne and Colehill do not lie adjacent to areas of protected heathland. However, they are within 5 km of heaths, a distance within which it has been shown residents have a harmful impact. It is therefore important that any additional housing mitigates this impact through the provision of Suitable Alternative Natural Greenspaces.

### **8.7 Green Belt**

**8.8** Wimborne and Colehill are set within the South East Dorset Green Belt. The Green Belt between the settlements is very narrow and maintains their separate identity. One of the main purposes of the Green Belt is to prevent coalescence of settlements, so this open area is particularly important to protect.

### **8.9 Shopping, Facilities and Services**

**8.10** Wimborne has a very attractive town centre with over 160 shops, including two foodstores. There are a number of national chains in the centre, but it is best known for its independent stores. The town is a popular tourist destination and to meet the demands there are a host of pubs, tearooms and restaurants.

**8.11** Colehill does not have a recognised centre. Local facilities are provided at the northern end of Middlehill Road and at Dales Drive near to Canford Bottom.

**8.12** Wimborne is well catered for in terms of community facilities, including the hospital, doctors' surgeries, day care centre, children's centre, library, community centres and the Tivoli Theatre. Colehill is more limited, but does currently have a small library, St Michael's Church Centre and a well used community hall.

**8.13** Wimborne and Colehill offer a full range of schools. New housing will require further upper school places to be provided within the District. Likewise, there will be pressure on the middle schools to expand and there will be potential need for an additional first school.

### 8.14 Sports and Recreation

**8.15** Wimborne has a good provision of sporting facilities with the Q.E Leisure Centre, rugby clubs, football and two cricket clubs, as well as Redcotts Playing Fields. In contrast Colehill has very little provision and the Open Space, Sport and Recreation survey highlighted a need to provide more formal playing pitches totalling about 8 hectares. Additionally, Wimborne Football and Rugby Clubs would like to relocate and significantly improve their facilities.

### 8.16 Transport

**8.17** The effectiveness of the A31 (T) is very important in terms of traffic in the Town and Parish. Improvements to Canford Bottom Roundabout are predicted to improve flows and increase accessibility for the area. Wimborne is well catered for by bus services, whereas Colehill has fewer, but regular bus services.

### 8.18 Housing

**8.19** Wimborne has a high proportion of social and private rented properties compared to the rest of East Dorset. Colehill West has very few rented properties with 59% owned with no mortgage. Wimborne is also different in the type of housing available, with over 50% of homes being either terraced or flats. In contrast, Colehill has a large proportion of detached houses and bungalows (78% in Colehill West). Over 60% of dwellings in Colehill West are considered to be under occupied in comparison to a District average 48%. Wimborne is significantly lower at 34%.

### 8.20 Employment

**8.21** There were 860 firms operating in Wimborne and Colehill as of 2009 and 5,600 people worked in the area. Private sector employment in Wimborne is provided mainly in the town centre, at Brook Road, Riverside Park Industrial Estate and at Stone Lane Industrial Estate. Colehill does not have any employment areas, but the Ferndown and Uddens Industrial Estates are nearby. Tourism is very important to Wimborne in particular with the historic town centre being a magnet to visitors. According to the 2001 Census 36% of the workforce lived and worked in Wimborne and Colehill. About 30% travelled to Poole and Bournemouth and 10% to Ferndown.

## Wimborne Town Centre Vision

**8.22** Wimborne Town Centre serves a wide area, including Merley in the Borough of Poole and a large rural hinterland to the north. It also acts as a major tourist destination.

**8.23** The built form of the historic buildings in the centre makes it difficult for some of the national multiple retailers to find premises, but this does give opportunity for niche independent traders.

**8.24** The Town Centre is healthy compared with many other places, but it is important that its vitality and viability are maintained. Commercial activity is to be encouraged along with a wide range of complementary uses. Additionally, environmental improvements will continue to be identified and implemented.

<b>Key Facts</b>	
<ul style="list-style-type: none"> <li>• Wimborne has about 160 commercial and retail units in the town centre</li> <li>• 43% of the units are used for commercial or miscellaneous uses</li> <li>• <b>Trading</b> <ul style="list-style-type: none"> <li>• The quality and proportion of special independent retailers within Wimborne Minster was rated as 'very good' due to the variety and quality of goods sold</li> </ul> </li> </ul>	

### Key Facts

- The vacancy rate in the town is good (4.3%) as it is less than half the national average (10.7%). The few empty units are dispersed throughout the town centre, so there is not a large concentration of vacant units
- The centre has a high number of service uses for its size, in particular banks and other financial services and estate agents (43.2%).
- The number of convenience retailers (5.6%) is far below the national average (9.4%)
- There are a high number of pubs, restaurants and takeaways/cafes, the majority of which are high quality units
- The evening economy is very good with several pubs, and restaurants, as well as the Tivoli Theatre which doubles as a cinema, and as a venue for live shows

### Environment

- The location and convenience of car parks, of varying size is seen to be quite good, as is the frequency of bus stops
- Accessibility and movement around Wimborne is seen as an issue due to the sprawling nature of the town centre along largely un-pedestrianised routes, and a relatively high volume of traffic, leading to some pedestrian vehicular conflict
- The quality of buildings, of planting and attractiveness of open space are considered to be very good
- The cleanliness of Wimborne is generally very good, with limited litter or fly posters

### Strategic Requirements

- There is a need for 2,500 - 2,550 sqm (net) of additional comparison floorspace and 400 - 500 sqm (net) of convenience floorspace to 2031 in Wimborne Town Centre (Retail Study Update 2012)

## 8.25 Wimborne Minster Town Centre Boundary

**8.26** The Town Centre Boundary defines the focus of where town centre uses may be appropriate subject to compliance with other national and local policy, including the sequential test approach and impact assessment for retail uses.

## 8.27 Wimborne Minster Town Centre Primary Shopping Area and Shopping Frontages

**8.28** The Primary Shopping Area forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages. The defined Primary Shopping Area boundary has been informed by the Joint Retail Study and the annual pedestrian count surveys.

**8.29** The Primary Shopping Frontages cover the busier streets and includes The Square, High Street, and Crown Mead where A1 retail uses will supported. The streets covered by the Secondary Shopping Frontages, where footfall is lower, will allow a more flexible approach to uses, including Class A1, A2 and A3 in order to contribute to the overall vitality of the centre.

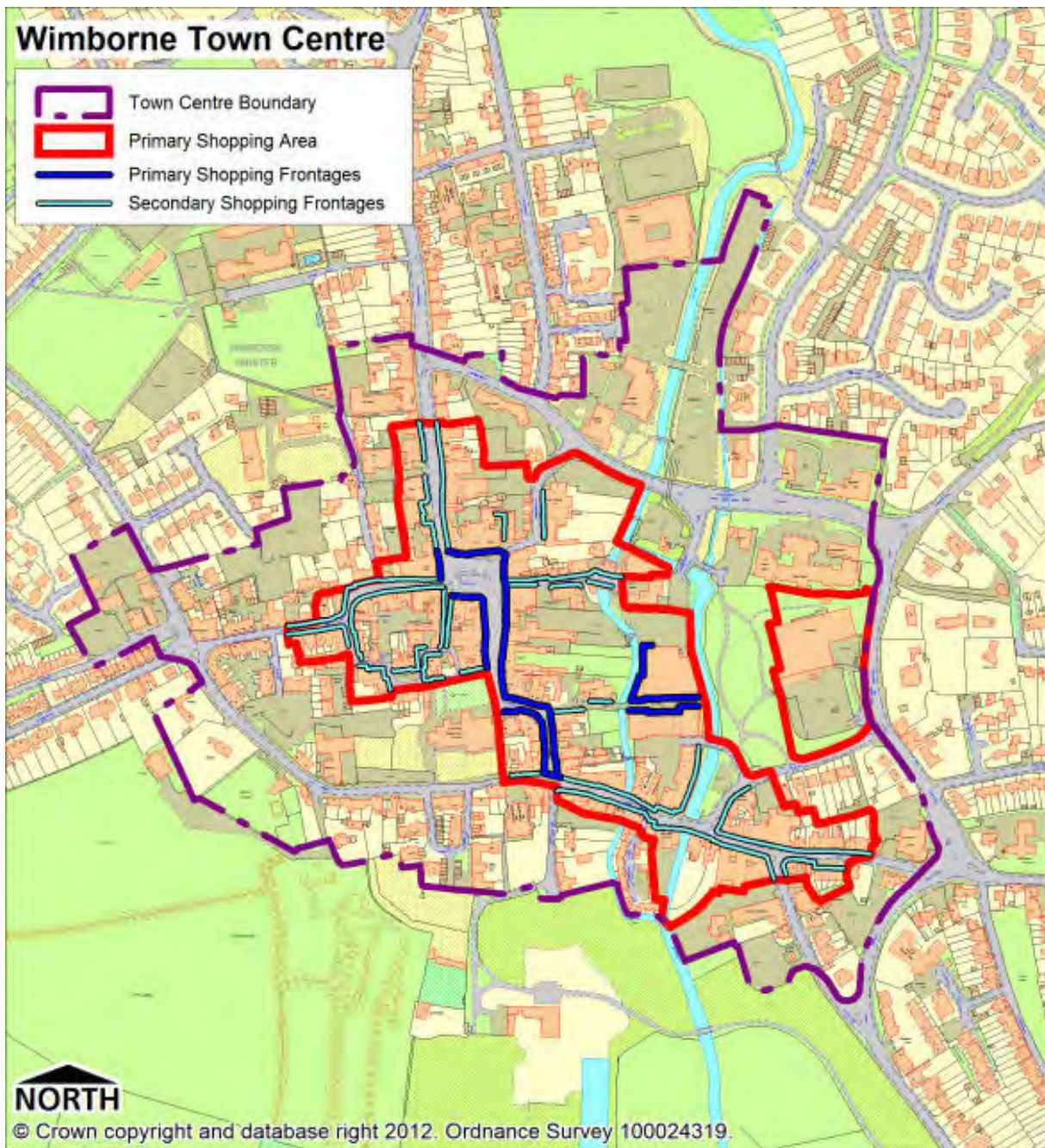
## Policy WMC1

### Wimborne Minster Town Centre Vision

Wimborne Minster will continue to act as a key town centre in the District and together with Ferndown will be the main focus for retail development. This is because it is well served by public transport and there are more development opportunities within the centre. The shopping environment will be improved to provide a more pleasant pedestrian townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location for residents and visitors to the town.

To achieve this vision:

1. The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts, culture and tourism development, subject to compliance with other national and local policy.
2. A Primary Shopping Area will be designated in Wimborne Minster which forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages.
3. The range of retail uses will be supported and improved; convenience units of 400 - 500 sqm and comparison units of 2,500 - 2,550 sqm during the plan period, to continue to provide a niche range of quality comparison goods shops to appeal to the residents and large number of visitors to the town.
4. 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 Allenvie area will be re-developed to provide a new civic hub and riverside park.
5. The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping locations to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the town centre will be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
7. Higher density residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
8. In order to improve pedestrian safety, traffic movement and improve the ambiance of the public realm, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict and enhancements to the High Street will be introduced in a phased programme, subject to funding.
9. The townscape quality in and around Crown Mead will be improved, and the opportunity for redevelopment to improve links through the town will be promoted.
10. New development, shop fronts and advertisements in the town centre will be of the highest standard of design and in good quality materials, to reflect the architectural and historic significance of the town centre.
11. 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.



Map 8.1 Wimborne Minster Town Centre

### 8.30 Green Belt Boundary

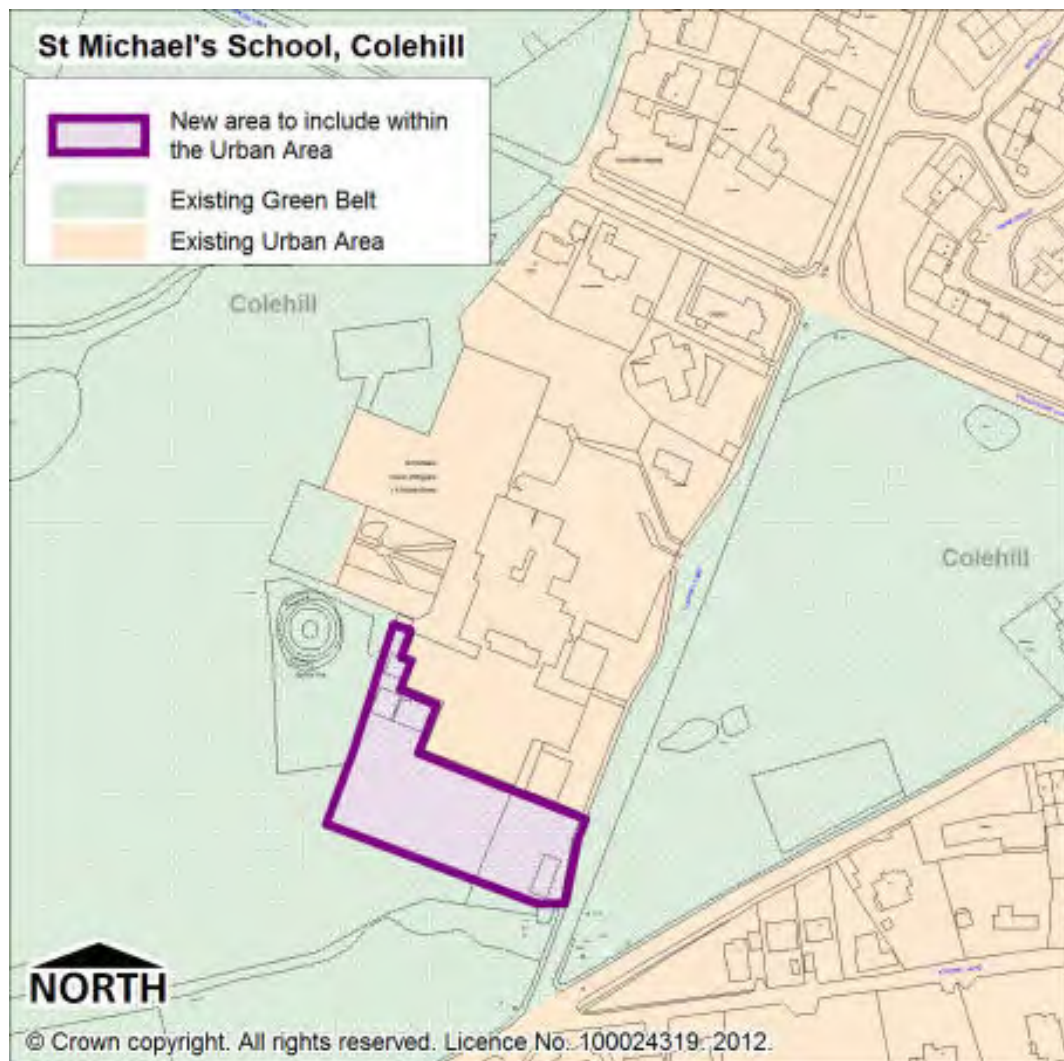
**8.31** It is proposed to amend the Green Belt boundary at St Michael's Middle School and Beacroft Foundation School. The proposed allocations of residential land will increase demand for middle school education. Allenbourn School is constrained and expansion restricted. Expansion of St Michael's will require a significant amount of new infrastructure such as classrooms, specialist rooms, studio spaces, toilets and circulation space.

**8.32** Beacroft Foundation school is over capacity already. Dorset County Council wish to expand Post 16 facilities to enable students to be able to stay at the school. Additional facilities are required to provide for this facility and the numbers of students.

## Policy WMC2

### Green Belt Boundary at St Michael's School Colehill

The Green Belt boundary is amended to remove land from the Green Belt to enable the satisfactory expansion of the school.



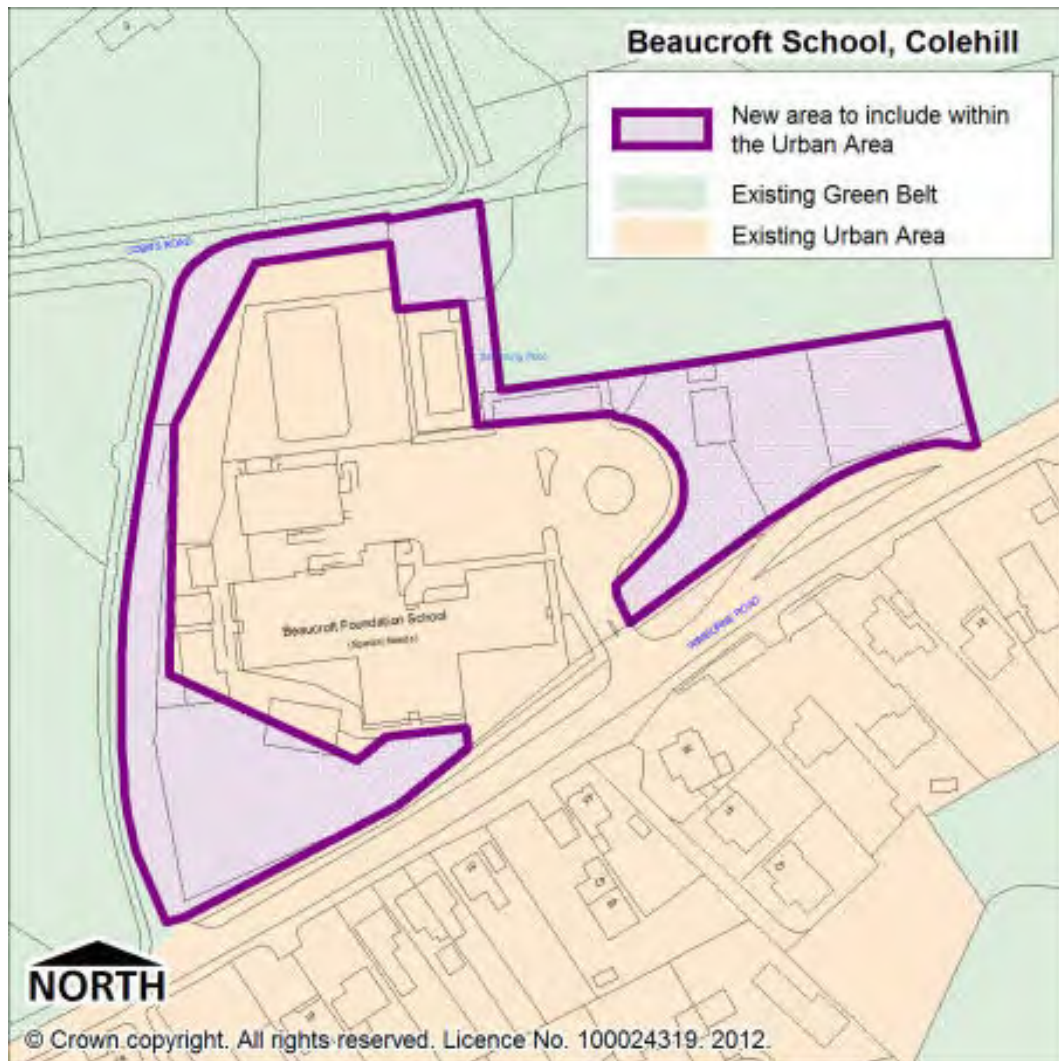
Map 8.2 Proposed Green Belt Boundary Amendment, St Michael's School, Colehill



## Policy WMC3

### Green Belt Boundary at Beacroft Foundation School Colehill

The Green Belt boundary is amended to remove land from the Green Belt to enable the satisfactory provision of facilities at the school.



Map 8.3 Proposed Green Belt Boundary Amendment, Beacroft School, Colehill

## The Allendale Area

**8.33** This area provides a major opportunity to improve public service and community provision for Wimborne and East Dorset. The land was historically the civic centre for the Wimborne Urban District Council before local government reorganisation in 1974. It has remained in public ownership and provides a home for the Allendale Community Centre, Allendale House and public car parking. Close by, further public land is occupied by the Police and Fire Stations and the now closed Magistrate's Court.

**8.34** Changes in the delivery of public services mean that different users no longer expect to occupy their own premises, and wish to share facilities. The Allendale area provides an opportunity to achieve this. Additionally, the Community Centre is in need of replacement and this gives the opportunity to reorganise the land.

**8.35** In order to provide a Civic Hub in this area it will be necessary to take into account flood risks from the River Allen. The River corridor also offers the opportunity to provide an attractive wildlife and linear park. Additionally, an assessment of public parking needs is required to ensure that appropriate spaces are provided to serve the Town Centre.

### Policy WMC4

#### The Allendale Area of Potential Change, Wimborne

The area shown on the Proposals Map is identified as an area for potential change to enable the delivery of a civic hub to include:

1. A new Allendale Community Centre.
2. District Council Offices.
3. Offices for other public bodies.
4. A riverside park.
5. Public car parking.

This is to be planned in an Area Brief which will provide a comprehensive overview of how to deliver the potential changes. To enable any change to take place the following information must be provided:

- A Flood Risk Assessment.
- A conservation assessment of the impact of development on the historic setting of Allendale House.
- A public car parking assessment for Wimborne Town Centre.
- An assessment of need for community facilities.



Map 8.4 The Allendale Area of Potential Change, Wimborne

## New Neighbourhoods

**8.36** The scale of facilities, services and employment opportunities associated with Wimborne and Colehill means that it is an appropriate location in which to consider the provision of additional housing, in the form of New Neighbourhoods. The Council has therefore undertaken a master planning exercise that looks at large areas of search to the north and west of Wimborne and the land between Wimborne and Colehill. The objective of this work has been to see if there is the opportunity to deliver New Neighbourhoods which can provide new housing and also improve the provision of local facilities and services. The large majority of the area of search is considered inappropriate for development, but the exercise has concluded that a variety of areas to the north, west and east of Wimborne are able to accommodate New Neighbourhoods.

### Cuthbury Allotments and St Margaret's Close New Neighbourhoods

**8.37** These sites lie to the immediate west of Wimborne and offer the opportunity to provide homes within easy access of key services, facilities and work opportunities. They are important gateways to the historic town and, as such, development is expected to be of the highest design quality. The Cuthbury site provides the opportunity to relocate the Football Club and enable it to significantly improve the facilities it can offer. This will also allow the opportunity for Victoria Hospital to expand and improve its important services to the community.

**8.38** Active sports space is to be provided across Wimborne and Colehill. Additionally, further needs for allotment provision are identified specifically for Colehill.

## Policy WMC5

### Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne

Areas south of Julians Road, at Cuthbury allotments, at Wimborne Town Football Club and to the east of St Margaret's Hill are allocated to provide New Neighbourhoods including 220 homes, open space and 0.4 hectares of land for a future extension to Victoria Hospital, or housing if shown to be not required. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and the hospital.

#### Layout and Design

- The layout and design of the schemes must be consistent with the principles set out in the Masterplan.
- A design code will be agreed by the Council, setting out the required high standards.
- Development must be sympathetic to the gateway location of the sites and their proximity to the Wimborne Minster Town Centre Conservation Area.

#### Green Infrastructure

- Land running alongside the river is to be set out as parkland, to provide an attractive informal recreation area.
- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5.
- New replacement allotments are to be provided in an easily accessible location within the Town or Colehill Parish. Land is identified to the south of Julians Road, and as part of Policy WMC8 to meet the needs of the allotment holders.

#### Transport and Access

- The main access for the Cuthbury site is to be delivered from Julians Road with a secondary access from Cuthbury Gardens. Only pedestrian and cycling access is to be provided from Cowgrove Road.
- Access for the St Margaret's Hill site will come from St Margaret's Close.
- The Cuthbury development must contribute to delivering a traffic light controlled system to improve safety at Julian's Bridge.
- 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.

#### Phasing

- Prior to development of land occupied by the Football Club a new ground must be made available as identified in Policy WMC8.
- Suitable new allotments are to be made available before allotment holders have to vacate the existing site.



Map 8.5 Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne

## Stone Lane Industrial Estate New Neighbourhood

**8.39** This is a small industrial estate which suffers from poor access, ageing buildings and uses that conflict with adjacent housing. The potential loss of employment land is considered acceptable as sufficient alternative space is identified elsewhere in the Core Strategy. These factors mean that the site is suitable for a New Neighbourhood. It offers the opportunity to provide housing in a well located position near to the town centre with its facilities, services and work opportunities.

**8.40** To enable development, access to the site must be improved and strong landscaping provided to ensure that the built form does not harm the visual quality of the nearby Area of Outstanding Natural Beauty.

### Policy WMC6

#### Stone Lane New Neighbourhood, Wimborne

The Stone Lane Industrial Estate is identified as suitable for redevelopment for housing with the opportunity to provide about 90 homes.

#### Layout and Design

- The layout and design must be consistent with the principles set out in the Masterplan reports.
- A design code will be agreed by the Council, setting out the required standards.
- Development must be sympathetic to the gateway location of the site and its proximity to the Wimborne Minster Town Centre Conservation Area, as well as the Area of Outstanding Natural Beauty.

#### Green Infrastructure

- A landscaped open space area is to be provided on the northern and western edges of the site to prevent visual harm impacting on the nearby Area of Outstanding Natural Beauty and to provide an attractive informal recreation area.
- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5.

#### Transport and Access

- The existing access to the site on to Stone Lane must be improved to standards agreed by Dorset County Council.
- The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC7.

#### Drainage

- A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aim of preventing flooding problems for neighbouring properties and on the River Allen as well as protecting and enhancing nature conservation quality.



Map 8.6 Stone Lane New Neighbourhood, Wimborne

## Cranborne Road New Neighbourhood

**8.41** This New Neighbourhood provides the opportunity to locate homes in close proximity to the town centre with its wide range of facilities, services and employment opportunities. To provide further community support the New Neighbourhood includes shops and services to meet daily needs and a new first school.

**8.42** Care needs to be taken to ensure that the development sits sensitively in the landscape. A series of ridges run along the north and east of the site and it is important that development is contained within these. Additionally, a strong tree belt contains the land 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.

## Policy WMC7

### Cranborne Road New Neighbourhood, Wimborne

Approximately 16.7 hectares is allocated to provide a New Neighbourhood to the east and west of Cranborne Road, north of Wimborne. This will include about 600 homes, a First School and a local centre, along with significant areas of greenspace. To enable this, the Green Belt boundary will be amended to exclude the land identified for new housing, the local centre and the school.

#### Layout and Design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.
- Development must be carefully planned to avoid a negative impact on the Burts Hill Conservation Area and the historic character of Wimborne Minster.
- The built form of the New Neighbourhood must not impact on the wider countryside. It will therefore be contained by the ridgelines to the north and east. To the west the strong tree line must be further strengthened to mitigate visual harm that development could cause to the Area of Outstanding Natural Beauty.
- A clear open gap must be maintained between the north of the development and buildings on Dogdean.

#### Green Infrastructure

- The implementation of a generous green infrastructure strategy, along with a Suitable Alternative Natural Greenspace strategy, in accordance with Policy ME2 and Appendix 5, is a fundamental requirement. This is to ensure that the New Neighbourhood provides major informal recreational opportunities along with landscaping to ensure the scheme blends into the gentle and attractive landscape. Key features to be included include:
- Suitable Alternative Natural Greenspaces utilising the River Allen Valley and land to the north of the housing.
- A green corridor running east to west through the housing areas linking with the local centre and school and utilising the existing farm lane in the east.
- A park within the Burts Hill Conservation Area.
- Provision of allotments.

#### Transport and access

- Vehicular access is to be provided primarily from Cranborne Road, access from Burts Hill will be for pedestrians and cyclists only.
- Traffic management measures will be required along Cranborne Road to limit speeds to less than 30 mph.
- Public transport routes are to be provided through the scheme.
- A network of dedicated pedestrian and cycling routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane and also towards the town centre.

#### 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.





Map 8.7 Cranborne Road New Neighbourhood, Wimborne

## South of Leigh Road New Neighbourhood and Sports Village

**8.43** This area offers the opportunity to provide high quality sporting, recreation and open space facilities alongside much need housing. It can also help to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne. This can be achieved by keeping development to an area no further east than the existing housing on Leigh Road and protecting the gap as public open space

**8.44** The land is flat with only a few small hedgerows and does not have any identified wildlife quality. There may be some archaeological importance associated with a Roman Road.

**8.45** The New Neighbourhood is closely related to Wimborne. Although the town centre is beyond easy walking distance, it can be accessed by bicycle or via the regular bus services that travel along Leigh Road. To support the daily needs of residents it is proposed that a local centre is provided as part of the New Neighbourhood.

**8.46** The sewage works lie to the south west of the land and it is important that the development takes into account the potential for smell nuisance.

**8.47** The Council's Open Space, Sport and Recreation Survey identifies a shortfall in the provision of active sports pitches of about 8 hectares within Wimborne and Colehill.

## Policy WMC8

### South of Leigh Road New Neighbourhood and Sports Village, Wimborne

About 75 hectares of land is allocated for a New Neighbourhood to the south of Leigh Road, east of Wimborne Minster. This will include the following:

1. 350 new homes.
2. A Sports Village with a new home for Wimborne Minster Football and Rugby Clubs, 8 hectares of other active sports pitches, with changing facilities and an area for teenage activity.
3. New allotments.
4. A local centre providing for day to day needs.
5. Land for a First School.
6. About 37 hectares as a country park to the north and south of the A31(T).

### Green Belt

- The Green Belt boundary is amended to remove the land required for the new housing. The boundary runs directly south from Brookside Manor and its amendment is not to narrow the sensitive gap between Wimborne Minster and Colehill/Little Canford. Additionally, the buildings associated with the rugby and football clubs are removed from the Green Belt.

### Layout and Design

- The New Neighbourhood will be set out according to the principles of the Masterplan reports.
- A design code is to be agreed by the Council, setting out the required standards.

### Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing, as required by Policy ME2 and Appendix 5.
- Suitable land is to be made available to enable the relocation of Wimborne football and rugby clubs. This will include clubhouse facilities, pitches and associated car parking. Lighting of pitches is to be carefully designed to have the minimal possible impact on dark skies.

### Transport and Access

- Vehicular access is to come from Leigh Road to the east of Brookside Manor. Emergency vehicular access only will be made available from Parmiter Drive. However, until the new access is provided from Leigh Road a temporary access will be allowed to enable the football club to relocate. Pedestrian and cycling access is to be provided throughout the New Neighbourhood, including the country park.
- Improvements for walking/cycling to link the development to the existing network towards the town centre and the Castleman Trailway.



Map 8.8 South of Leigh Road New Neighbourhood and Sports Village, Wimborne

## Leigh Park Playing Fields

**8.48** Wimborne Rugby Club occupies the recreation ground at Leigh Park. This area is supposed to provide open space for the Leigh Park community, but the presence of the Rugby Club diminishes its benefit. This is not ideal for either residents or the Rugby Club. The two pitches are heavily used for matches and training and are therefore often in poor condition despite the best efforts of the Club. Additionally, there are times when users of the Club have to park on the estate roads, leading to conflict with residents. As a result the Club would like to relocate to gain an additional pitch and remove the conflict that currently exists with residents. The allocation of land to the south of Leigh Road for the Rugby Club relocation gives the opportunity to reconsider how to use the Leigh Park open space to benefit the local community.

**8.49** The most important aim in these circumstances is to significantly improve the quality of open space available for the residents. This could include the provision of a Multi Use Games Area for five a side football, basketball, netball and other games. Some allotments could be set out, along with a community garden and landscaping to make the area more attractive.

**8.50** There is also the opportunity to improve community facilities. The Council's Open Space, Sport and Recreation Survey also identifies that Wimborne has an over provision of recreational space.

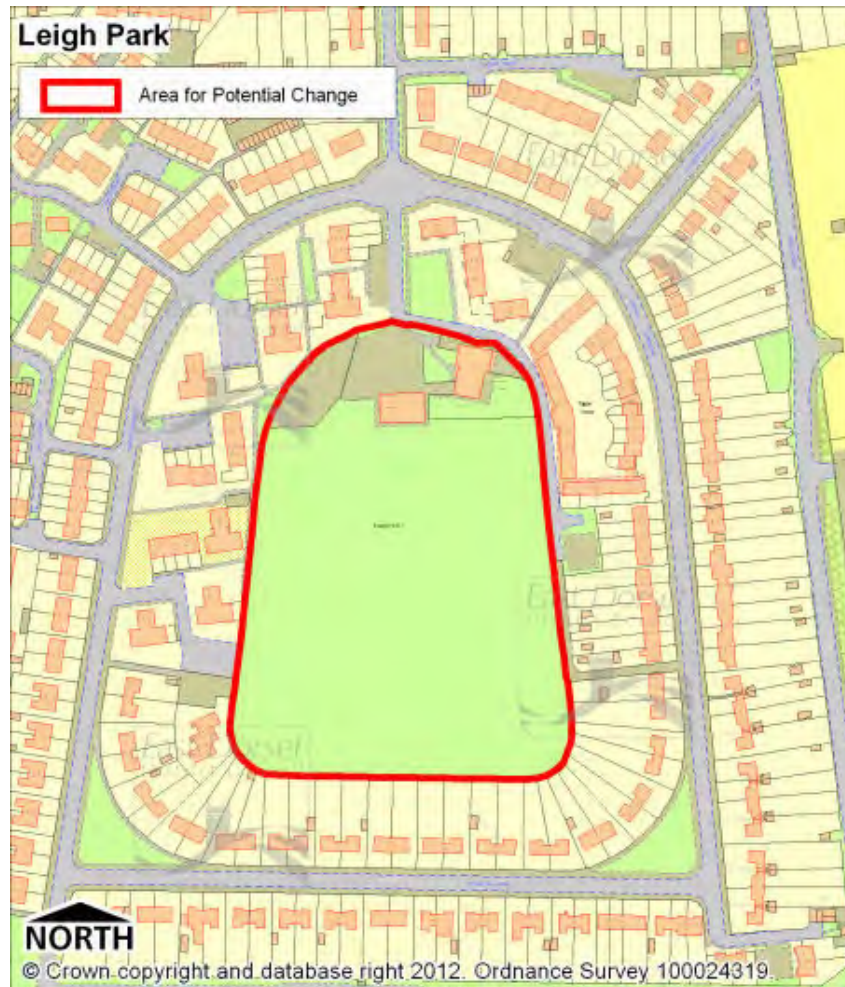
### Policy WMC9

#### Leigh Park Area of Potential Change, Wimborne

If Wimborne Rugby Club relocates to the area identified in Policy WMC8 their existing home should be used to benefit the Leigh Park Community. This is to include:

1. The retention of 1.5 hectares of land to be used as open space, within which a multi use games area is to be provided.
2. Youth club facilities.

An Area Brief is to be agreed with the Council to set out how best to achieve the greatest benefit for residents of Leigh Park.



Map 8.9 Leigh Park Area of Potential Change, Wimborne

## 9 Corfe Mullen Housing

### Introduction

**9.1** Corfe Mullen is situated on the south western edge of the district. The majority of the settlement is located on the edge of Broadstone and forms part of the outer suburbs of the main Poole and Bournemouth conurbation. The settlement has two distinct parts, with the old village in the north lying in the Stour Valley near the junction of the Blandford Road with the A31(T). The larger, more recent part of the village lies to the south along either side of the Wareham Road on a high plateau. The mid 2009 population estimate was 10,440. The population profile is younger than the district as a whole.

### 9.2 Natural Environment

**9.3** There are internationally protected heathlands within and on the border of the Village. Additionally, some of the fields in the Waterloo Valley have important unimproved grasslands. A large proportion of the Waterloo Valley is identified as an Area of Great Landscape Value.

**9.4** The old village area on the A31(T) suffers from flooding. The Waterloo Valley is identified as a Groundwater Source Protection Zone and water is extracted from The Admiralty on the A31(T).

### 9.5 Green Belt

**9.6** The village is set within the South East Dorset Green Belt, which to date has largely contained the settlement on the top of the plateau and has prevented development extending down the slopes to the north, west and south.

**9.7** Development in Corfe Mullen is also constrained by significant areas of protected heathland. Due to their fragility and nature conservation importance, these are very sensitive to the impacts of nearby additional residential development.

### 9.8 Retail, Facilities and Services

**9.9** The village itself has limited facilities, but those required to support the community which are not in the village are near at hand in Broadstone and Poole. Shopping facilities are limited for the size of the settlement and are found in two small clusters at the northern and southern ends of Wareham Road. Consultants have advised that the settlement has the capacity to accommodate another retail store, which would provide predominantly food with some other goods floorspace. There is a doctor's surgery in the Parish, otherwise main health facilities are to be found in Poole.

**9.10** Additional residential development in Corfe Mullen will have implications for school provision. Lockyer's Middle School is currently under-subscribed and the site has the capacity for redevelopment to accommodate additional pupils. The two First Schools have some capacity to accommodate additional pupils. Corfe Hills Upper School has very little additional capacity, and due to its location immediately adjacent to protected heathland has no potential for expansion. Queen Elizabeth's School in Wimborne also has no capacity for a significant number of additional pupils.

### 9.11 Sports and Recreation

**9.12** The 2007 Survey of Open Space, Sport and Recreation concluded that the north of the village around the Recreation Ground and Lockyer's School has the large majority of facilities. These are to a high standard, but for many residents in the centre or south of the village they are considered inaccessible by foot and require car transport. There is an area of informal open space at the southern end of the village, off Springdale Road, but this has a high nature conservation interest which limits the recreational use of the land. There are few areas of open space within the main built up part of the village.

### 9.13 Transport

9.14 Corfe Mullen has a high car ownership, but the main urban area does not suffer serious congestion. The greatest concern is that there are poor bus services for the large population, so access to facilities and services for those without access to a car is poor.

### 9.15 Housing

9.16 There are very low numbers of rented homes in the parish, with only 1.2% social and 5.3% private. A third of homes are bungalows and only 6% flats. Parts of Corfe Mullen have more than 50% of homes under occupied.

### 9.17 Employment

9.18 The large majority of working residents leave the parish to work in Poole and the Wimborne area. There are no major sources of employment in the Parish. There is a small industrial estate at Cogdean Elms and a few businesses along Wareham Road.

## Lockyer's School and land to the north of Wimborne Road

9.19 Corfe Mullen is one of four settlements in East Dorset that has been identified as appropriate to locate new strategic housing. This is because the community is well placed to access key services, facilities and employment. Although the village itself is comparatively poorly served in terms of these features it does adjoin Broadstone and Poole where facilities are available.

9.20 There is very limited opportunity to provide new housing, in particular affordable housing and this has been a consistent concern of local residents. Equally, the village is seen as having limited services and facilities for a community of its size. The Core Strategy provides the opportunity to address these issues. The current Lockyer's School and land to the north offers the opportunity to deliver some new housing and local services and facilities for the village along with improved education provision. Lockyer's School has been at the heart of the community for two hundred years. It has, however, suffered from low investment over many years and the buildings are now considered to be inadequate. Dorset County Council has confirmed that the existing site is not large enough to accommodate a new school to meet modern standards.

9.21 The Council has undertaken a master planning exercise that looked at a large area of search to the north and west of the main built area. The objective of this work was to see if there was the opportunity to deliver a New Neighbourhood which could provide new housing and also improve the provision of local facilities and services. The large majority of the area of search was considered inappropriate for development, but the exercise has concluded that the area including Lockyer's School and land to the north of Wimborne Road can deliver the objectives of the master plan exercise.

9.22 The Council's Open Space, Sport and Recreation Survey identifies a shortfall in the provision of active sports pitches of about 4 hectares.

9.23 A study has considered the potential for new retail provision as part of the establishment of New Neighbourhoods at Corfe Mullen. This concluded that there is capacity to provide a further 2,000 sqm of convenience retail in the village.



## Policy CM1

### Lockyer's School and Land North of Corfe Mullen New Neighbourhood

Land at the northern end of the main built area of Corfe Mullen is allocated to provide a new neighbourhood including 250 homes, local facilities and services and a new Lockyer's School. To enable this the Green Belt boundary will be changed to remove land from it to the north of Wimborne Road.

#### Layout and Design

- The New Neighbourhood will be set out according to the principles of the Masterplan.
- A design code will be agreed by the Council, setting out the required high standards.
- The original old school buildings are to be retained and reused.

#### Lockyer's School

- A new school is to be provided on land north of Wimborne Road.
- The school playing fields are to be made available for community use when not required by the School.
- The site of the new school is identified as safeguarded land for the construction of a new school alone. Should the school not be required during the plan period the site will return to the Green Belt.

#### Green Infrastructure

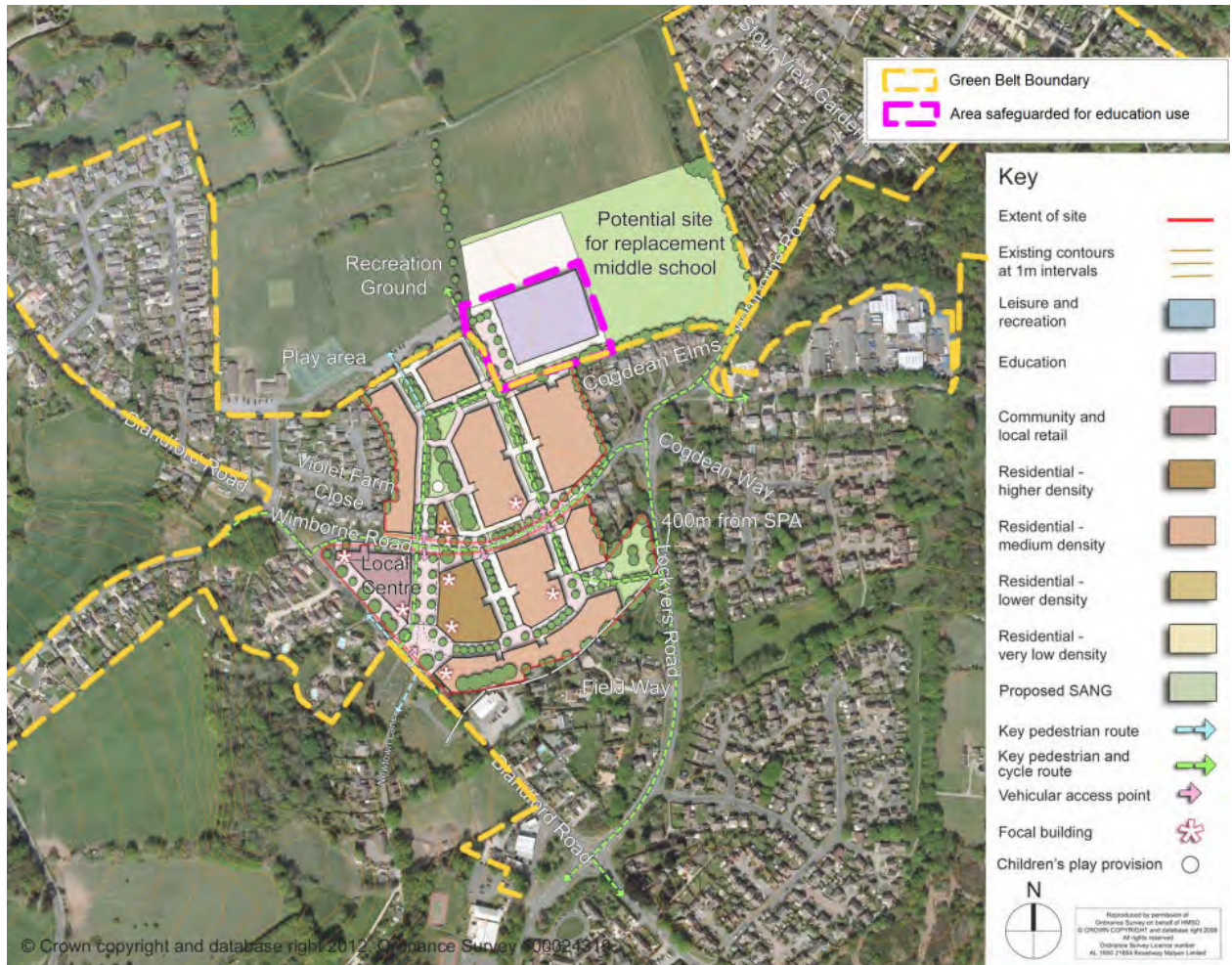
- The recreation ground is to be reorganised to maximise pitch provision. An additional 6 hectares of active sports pitches are to be identified and delivered on the western edge of the village to replace the area lost due to the new school, and also for the wider needs of the community. The development should contribute towards this provision.
- New replacement allotments are to be provided in an easily accessible location within the Parish.
- A Suitable Alternative Natural Greenspace strategy is to be agreed with the Council and implemented as required by Policy ME2 and Appendix 5.

#### Transport and Access

- Access to the New Neighbourhood is to come from Wimborne Road with the new school being accessed through the housing area north of Wimborne Road.

#### Phasing

- The allotments must be suitably located and established before development can commence on the current allotment site.
- An active sports strategy must be agreed with the Council prior to the relocation of the School to ensure that adequate provision is available to meet existing and future needs.



Map 9.1 Lockyer's School and Land North of Corfe Mullen New Neighbourhood

## 10 Ferndown and West Parley Housing, Employment and Town Centre

### Introduction

**10.1** Ferndown with a population of 16,700 and West Parley with 3,500 residents combine to form the largest urban area in East Dorset. Also within the Town and Parish are the historic villages of Longham and Hampreston. Both have elderly profiles, particularly West Parley where a third of residents are over the age of 65.

**10.2** Both settlements have grown significantly over the last 100 years, when the current urban area was once a mere scatter of villas and small dwellings. As the population has expanded new facilities have been provided, mainly in Ferndown, so that the settlements now have a range of services available.

### 10.3 The Natural Environment

**10.4** Much of the land now occupied by Ferndown and West Parley used to be heathland. What remains can be found to the north of the urban area and at Ferndown and West Parley Commons. These lie adjacent to the urban areas so limit the opportunity to build new homes.

**10.5** To the south of the urban area the River Stour flows through a wide floodplain. This area provides good opportunity for informal recreation, as well as habitat for protected species.

### 10.6 Shopping, Facilities and Services

**10.7** Ferndown town centre has a wide range of shopping facilities and services that are easily accessed by foot, bicycle and public transport, as well as by car. Penny's Walk, with its large foodstore acts as a key destination. This was built in the 1980s and could be significantly improved with additional shopping and environmental enhancement.

**10.8** Out of town retail stores are located to the north of Ferndown at Trickett's Cross. This area is not easily accessible by pedestrians or cyclists.

**10.9** West Parley village centre is a large parade of shops located at the Crossroads. It offers very limited local facilities, with most of the shops being for specialist home improvements.

**10.10** GP Surgeries are located in Ferndown and serve the wider area, including West Parley. Residents make use of the hospitals in Bournemouth and Poole.

**10.11** The settlements have a full range of schools although recently there have been concerns that they have surplus spaces.

### 10.12 Transport

**10.13** Ferndown and West Parley suffer from considerable amounts of through traffic travelling from the A31(T) into the conurbation. This leads to severe problems in Ferndown town centre, through Longham, where heavy goods vehicles are directed to reach Poole Port, and at Parley Crossroads.

**10.14** The 2001 Census identified that 85% of commuters were car drivers or passengers. Even so, the urban area is reasonably well served with regular and frequent bus services.

### 10.15 Housing

**10.16** Generally there is very little social housing in the area, with the exception being Heatherlands. Additionally, there are also few private rented properties, so the large majority of homes are privately owned, a large proportion of which are owned outright with no mortgage.

**10.17** About 30% of homes are detached and 40% are bungalows. Almost 50% of homes are considered to be under occupied.

### **10.18 Employment**

**10.19** Ferndown benefits from major employment opportunities. As of 2008, there were 1,300 businesses employing about 11,600 people. The Ferndown Industrial Estate, along with the Uddens Trading Estate and East Dorset Trade Park form the largest single employment location in Dorset. To the south east the business parks at Bournemouth Airport offer further large employment locations. Additionally, Ferndown town centre provides significant levels of employment as does the nearby Bournemouth/Poole conurbation.

## **Ferndown Town Centre**

**10.20** Ferndown town centre has about 120 units of which half are retail and the others are used for commercial or miscellaneous uses. The Centre is reasonably healthy, but is showing signs of strain due to changes in the way that we shop and access services. To maintain and improve the vitality and viability of the Town Centre it is important that its attractiveness is improved, both in terms of the retail and service offer and also the environment.

Key Facts
<p><b>Trading</b></p> <ul style="list-style-type: none"> <li>• The shopping area of Ferndown is concentrated along Ringwood Road and Victoria Road, with some shops located within the purpose built shopping area of Penny's Walk and the Ferndown Centre</li> <li>• Ferndown has 113 commercial and retail units in the town centre</li> <li>• There is a high proportion of service use units (53.1%) compared to the national average of 31.6%</li> <li>• In contrast, Ferndown has a relatively low proportion of comparison retail units (36.3%), compared with the national average (48.3%). The offer is limited however, with a lack of clothing, footwear, arts, crafts and stationers</li> <li>• The quality and proportion of national multiples is low and are under represented in the town centre</li> <li>• The vacancy rate is very low at 2.7%, and these units are dispersed across the town, rather than concentrated in one location, the national average is 10.7%</li> <li>• The evening economy consists of the Barrington Theatre, two pubs, two restaurants and take-aways</li> </ul> <p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• The topography of the town is relatively flat, with many converted buildings and some purpose built units, particularly in Penny's Walk. Overall, the units are quite large in size</li> <li>• Penny's Walk and the Ferndown Centre are pedestrianised</li> <li>• Movement in and around the centre of Ferndown is considered to be difficult due to the volume of traffic passing along Victoria Road and particularly Ringwood Road (A348)</li> <li>• The main car park at Tesco is well located and free with 800 spaces. The position of bus stops and quality of them around the centre could be improved</li> <li>• The streets are clean and tidy with limited litter and are generally well maintained</li> <li>• The quality of the streetscape and shopping environment is considered to be low, requiring greater vibrancy and liveliness</li> </ul> <p><b>Strategic Requirements</b></p>

- To improve the pedestrian vehicular conflict which exists in Ringwood Road and Victoria Road
- To enhance the shopping streets to create a more attractive shopping environment
- There is a need for 1,500 - 1,600 sqm of comparison floorspace, and 1,400 - 1,500 sqm of convenience floorspace in Ferndown

### 10.21 Ferndown Town Centre Primary Shopping Area and Shopping Frontages

**10.22** The Primary Shopping Area forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Cores. The defined Primary Shopping Area boundary has been informed by the Joint Retail Study (2008), the Retail Update (2012) and the annual pedestrian count surveys.

**10.23** The Primary Shopping Frontages cover the busier streets and includes Penny's Walk and the Ferndown Centre where A1 retail uses will be supported. The streets covered by the Secondary Shopping Frontages, where footfall is lower, will allow a more flexible approach to uses, including Class A1, A2 and A3 in order to contribute to the overall vitality of the centre.

## Policy FWP1

### Ferndown Town Centre Vision

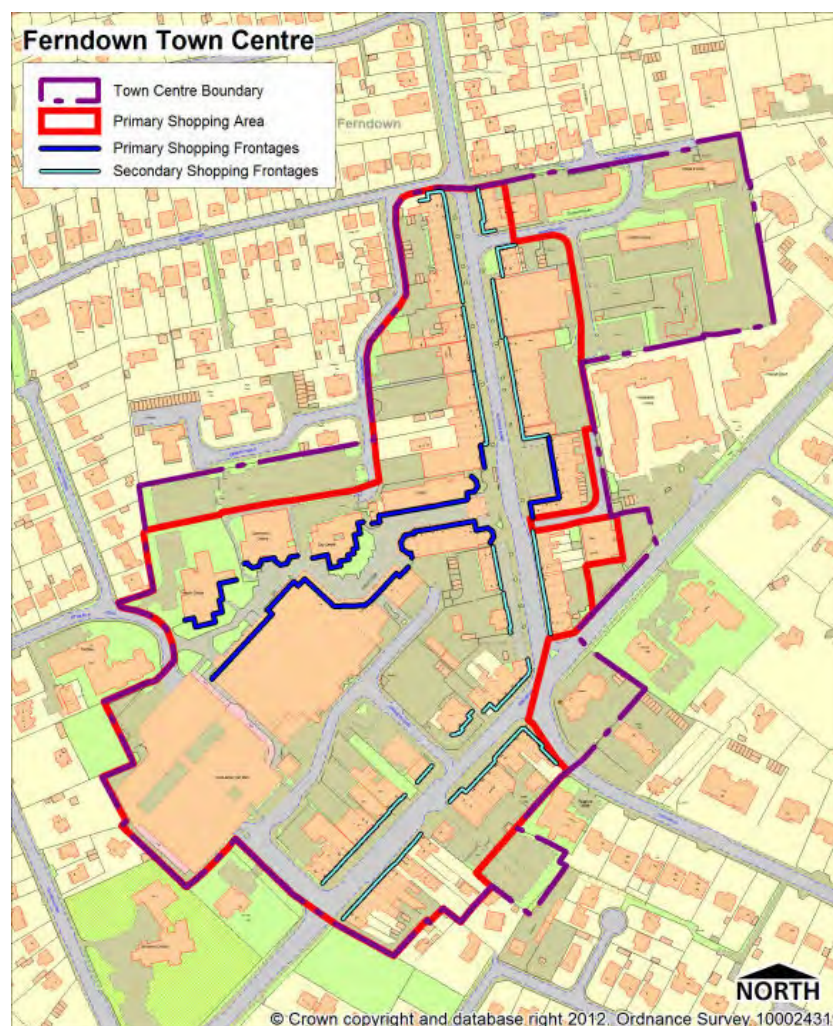
Our vision is that Ferndown will continue to act as a key Town Centre in the District and will remain a key focus for retail development. The comparison and convenience retail offer will be enhanced and the shopping environment improved to provide a more pleasant and pedestrian friendly townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location for residents and visitors to the town.

To achieve this vision:

1. The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts, culture and tourism development, subject to compliance with other national and local policy.
2. A Primary Shopping Area will be designated in Ferndown which forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages.
3. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre; convenience units up to 1400 - 1500 sq m and comparison units up to 1500 - 1600 sq m. The strategy will seek to enhance the niche retail offer and, with a mix of unit sizes, improve the presence of national multiples, to provide for better choice in comparison shopping. An enhanced pedestrianised Penny's Walk will help to attract national multiple chains whilst niche retail shops will continue to thrive on Victoria Road.
4. Residents of the town will continue to have access to a variety of important community services and cultural facilities located in the town centre, such as the Barrington Theatre and the Library. These will be retained and where possible enhanced.
5. The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping locations to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the centre will be improved to achieve a safe, high quality and attractive environment that will give the centre a distinct character and enhance its sense

of identity. This will benefit residents, visitors and businesses, improving ease of movement around the town for pedestrians and cyclists and offering better legibility.

7. Higher density residential and commercial development will take place alongside the projected requirement for retail growth to provide for a balanced, mixed use environment.
8. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management measures will be introduced to reduce pedestrian/vehicular conflict in Victoria and Ringwood Roads together with the diversion of Heavy Goods Vehicles. Public transport will be promoted as the primary means of travelling into the town centre. To minimise congestion and air pollution, the use of sustainable modes of transport will be encouraged.
9. The Council will ensure that appropriate public parking levels and accessibility are maintained within the town to maintain the vitality and viability of the centre, with an appropriate signage strategy.



Map 10.1 Ferndown Town Centre

## Green Belt Policy

### Forest View Drive and Woodland Walk, Ferndown

**10.24** The Ferndown Local Plan (1989) defined the Green Belt boundaries for the Town. An area at Woodland Walk was left outside the Green Belt and allocated for housing development. This land was subsequently safeguarded from development in the East Dorset Local Plan (2002), awaiting a review. The land is now heavily wooded and the trees are protected by preservation orders. Access

is also very difficult to achieve. As a result, the land is no longer considered suitable for housing development. This change in circumstances means that it is appropriate to alter the boundaries of the Green Belt to include the land.

**10.25** This policy redefines the Green Belt boundary at Forest View Drive, Ferndown. When the Green Belt was first defined this area was left outside its boundary and allocated for housing development. The East Dorset Local Plan safeguarded the land with this to be reconsidered when a review took place. Subsequently, it has become inappropriate to locate new housing within 400 metres of an internationally protected heathland, as this site is. It is therefore now incapable of being developed for housing and this represents the exceptional circumstances necessary for the land to now be included in the Green Belt. The land is open in character, so therefore meets the fundamental aim of Green Belt policy and its designation would prevent urban sprawl and protect the countryside.

**Policy FWP2**

**Forest View Drive and Woodland Walk Green Belt Boundaries, Ferndown**

The Green Belt boundary will be redrawn to include land within it at Forest View Drive and Woodland Walk, Ferndown.



Map 10.2 Forest View Drive Green Belt Boundaries



Map 10.3 Woodland Walk Green Belt Boundaries

**New Neighbourhoods**

**10.26** Ferndown and West Parley combine to make the largest urban area in East Dorset. The population is well served by services and facilities and is very well located to access employment opportunities. For this reason the area is considered suitable as a location for New Neighbourhoods. As a result the Council has undertaken a Masterplan exercise to identify where these could be located and how they could be best laid out and delivered. A very large part of the urban edge is inappropriate because it is too close to protected heathlands. This has restricted the area of search to the south of the main urban area. Even within this area there are important constraints, including the Dudsbury Hillfort ancient monument, airport safeguarding zones, floodplain, settlement

coalescence and traffic congestion. The identified New Neighbourhoods are planned to provide housing and other facilities within the context of these constraints and in West Parley alleviate the traffic congestion and provide an improved local centre to serve the local community.

## Ferndown

### Land Adjacent to Holmwood House

**10.27** This New Neighbourhood can help to deliver much needed housing and add to the important open space at Poor Common while ensuring the Green Belt gap between Longham and Ferndown is maintained for the long term. To achieve this, the southern limits of development must leave a clear break in development and preserve open land to be used as informal parkland. Access is to come from Ringwood Road to the north of Holmwood House in order to preserve the Green Belt gap.

### Policy FWP3

#### Holmwood House New Neighbourhood, Ferndown

A New Neighbourhood is allocated adjacent to Holmwood House, south of Ferndown to provide about 150 homes and large areas of informal open space. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

#### Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

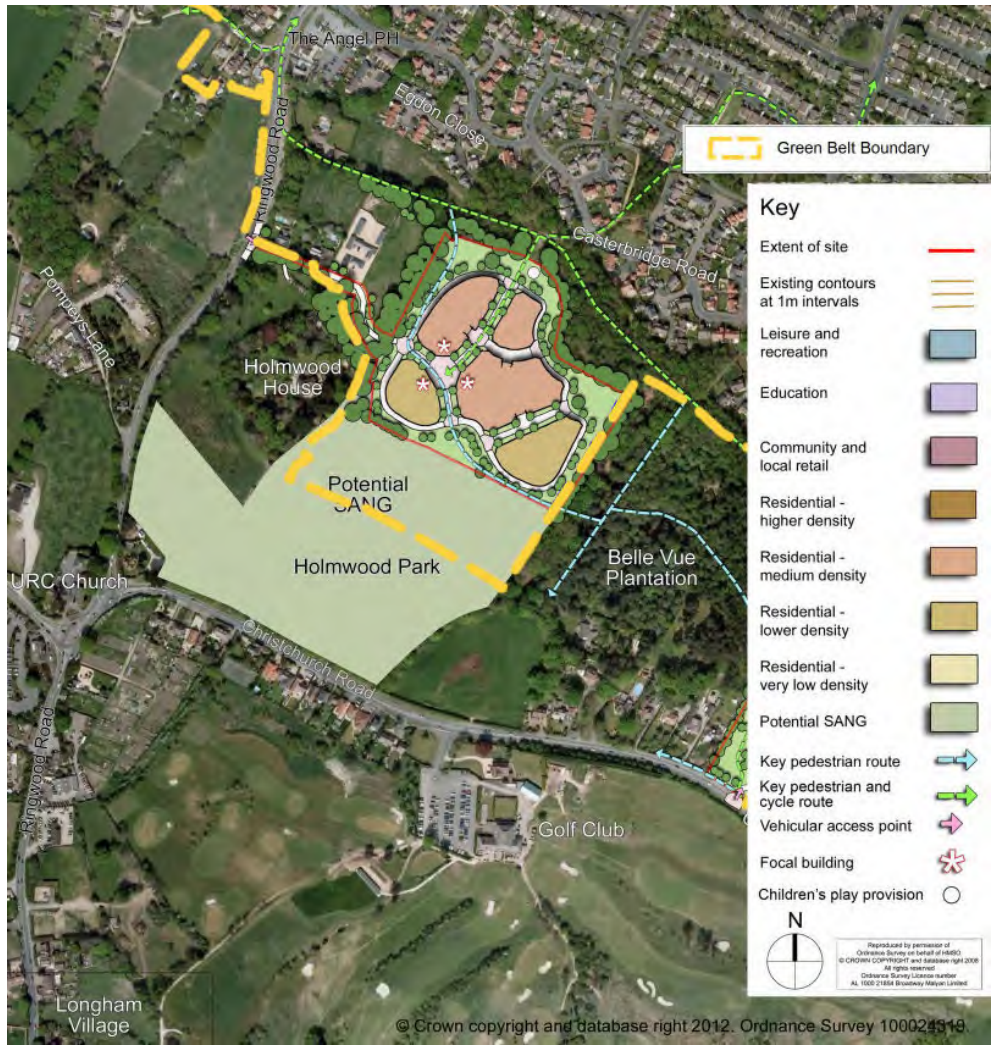
#### Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This includes open space to be provided south of the allocated housing which will enhance the existing open space at Poor Common and protect the Green Belt gap between Ferndown and Longham.

#### Transport and access

- Vehicular access is to be provided from Ringwood Road to the north of Holmwood House.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area connecting into the existing and proposed networks.





Map 10.4 Holmwood House New Neighbourhood, Ferndown

## Coppins Nursery

**10.28** This small site offers the opportunity to provide much needed housing within reasonably close proximity to facilities, services and employment opportunities. In order to protect the Green Belt gap between Longham and Ferndown it is important that an area of informal open space extending the current Poor Common open space is provided. This, along with the substantial Suitable Alternative Natural Greenspace allocated in Policy FWP3, will help to divert people from nearby heathlands and protect their nature conservation quality.

### Policy FWP4

#### Coppins New Neighbourhood, Ferndown

A New Neighbourhood is allocated at Coppins Nursery, south of Ferndown to provide about 40 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

#### Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

#### Green Infrastructure

- 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.

#### Transport and access

- Vehicular access is to be provided from Christchurch Road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing and proposed networks



Map 10.5 Coppins New Neighbourhood, Ferndown

## West Parley

### The Village Centre

**10.29** West Parley Village Centre is presently compromised by a poor urban environment, dominated by roads and hardstanding. Many of the shop units are occupied by specialist home improvement retailers that do not provide exclusively for the needs of the local area. Parley Crossroads suffers from severe congestion and over time the Highways Authority has implemented a range of measures to alleviate this, but at the expense of local environmental amenity. Roads have been widened and it is now the case that well over 1 hectare of tarmac covers the area around the Crossroads and shopping service roads. 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. Such engineering solutions have maximised the effectiveness of the Crossroads in terms of traffic movement, but this is clearly not enough as severe congestion is common during ever lengthening peak times in the morning and afternoon. Consequently, the centre of the village is very unattractive, particularly for pedestrians and cyclists.



Map 10.6 Parley Cross

**10.30** The local community and Council are left with a difficult choice. The allocation of New Neighbourhoods gives the opportunity to reorganise traffic movements and alleviate congestion at the Crossroads, but results in a significant change to the built character of the area. If New Neighbourhoods are not allocated, traffic alleviation will have to rely upon public funds and alternative solutions. Previous assessments of the Crossroads have identified that limited congestion alleviation can be provided if a gyratory system were to be built which would expand the road dominated area to 90 metres wide. This would simply be a traffic alleviation solution which would significantly increase the highways area and lead to further deterioration of the urban environment. Additionally, due to funding shortfalls it may not be implemented in the 15 year lifetime of the Core Strategy, leaving the residents of the area with a deteriorating situation.



Map 10.7 Previously suggested transport solution

**10.31** The Council takes the view that it should positively plan the area to significantly improve the environmental quality of New Road and Christchurch Road, provide improved services and facilities for the local community, deliver much needed new housing and facilitate the setting out and safeguarding of very large areas of Suitable Alternative Natural Greenspace and more formal areas of open space.

**10.32** Policies FWP6 and FWP7 provide the potential to radically change the Parley Crossroads, removing 30% of traffic movements and enabling significant environmental improvements to the New Road area. This includes removing traffic lanes and turning movements. This will allow a much improved pedestrian environment to be provided with wider paved areas, landscaping and crossing points where people will not have to wait excessive amounts of time to cross New Road and Christchurch Road. Policy FWP6 allocates an area to the east of New Road to provide new retail and commercial development to extend the range for the local community. This will create a two sided shopping street with a greater sense of place than currently exists.

### Policy FWP5

#### West Parley Village Centre Enhancement Scheme

A major environmental enhancement of West Parley Village Centre is to be implemented to improve its vitality and viability. New public spaces, shops, services and facilities are to be provided in conjunction with wholesale changes to the Parley Crossroads and the associated service roads. This relies upon new link roads to be provided in conjunction with the New Neighbourhoods allocated in policies FWP6 and FWP7.



Map 10.8 Potential West Parley Village Centre Enhancement Scheme

## New Neighbourhoods

### Land to the East of New Road, West Parley

**10.33** This is a flat featureless area of land bordered on three sides by urban development. It offers the opportunity to provide much needed new housing, traffic alleviation, community, retail and commercial services and facilities, as well as significant areas of publicly accessible Suitable Alternative Natural Greenspace, alongside more formal open space. It creates a chance to provide a more welcoming village centre with an attractive sense of place.

**10.34** The New Neighbourhood must provide traffic alleviation for the Crossroads and substantial areas of Suitable Alternative Natural Greenspace to attract people away from the protected heathland at Parley Common. This will include parkland to both the east and west of Church Lane as well as the south of the new housing extending to about 25 hectares (60 acres). Additionally, a more formal park is to be provided adjacent to an extension to the village centre which can provide a village square and additional shops and services.

### Policy FWP6

#### East of New Road New Neighbourhood, West Parley

A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 800 - 900 sq metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses.

#### Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

#### Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This is to incorporate very significant areas of open space to the east of Church Lane, to the south of the allocated housing area and between the allocated development area and housing on Church Lane.
- A park is to be provided adjacent to the village centre.

#### Transport and access

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.
- Vehicular access to the village centre extension is to come from the link road.
- 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.
- Improvements to public transport services.

#### Phasing

- The link road must be fully operational prior to the opening of a convenience foodstore, or the occupation of 50% of the new homes.



Map 10.9 East of New Road New Neighbourhood, West Parley

**Land to the West of New Road at Ridgeway, West Parley**

**10.35** A New Neighbourhood in this location offers the opportunity to provide much needed housing, significant areas of Suitable Alternative Natural Greenspaces to attract people from nearby heaths and a link road to divert traffic away from Parley Crossroads. This area is more attractive in terms of landscape quality than land to the east of New Road. The site rises to the west towards the Dudsbury Hillfort and has a mature treed framework to the south and west which contains it from long distance views in these directions. To the east and north the land adjoins the urban area. It is important that the nature of development in this location respects the form of the land and landscaping is used to break up the built area.

**10.36** The Hillfort is an ancient monument, so development must be kept clear from it and open space used to maintain its integrity.

## **Policy FWP7**

### **West of New Road New Neighbourhood, West Parley**

A New Neighbourhood is allocated to deliver about 150 homes, and facilitate major improvements to the village centre. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

#### **Layout and design**

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.
- A Heritage Strategy is to be agreed by the Council which safeguards the integrity of the hill fort, and which includes an access strategy for the area. The land between the hill fort and the residential development is to be set out as parkland.
- The design and setting of the road will need to comply with the requirements of the Historic Landscape Quality Assessment by means of bunding and planting or setting the road in a cutting with appropriate planting.

#### **Green Infrastructure**

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This will significantly extend and enhance public access, providing green links along the southern fringe of the urban area.

#### **Transport and access**

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is to divert traffic from the Parley Crossroads enabling environmental enhancement to the village centre.

#### **Phasing**

- The link road must be operational prior to the occupation of 50% of the new homes.





Map 10.10 West of New Road New Neighbourhood, West Parley

## Employment

### Blunt's Farm, Ferndown Industrial Estate

**10.37** This land is owned by the Forestry Commission. It is very well related to the Ferndown and Uddens Industrial Estates, which forms the largest area of employment in Dorset, with about 5,000 employees and permission for a further 9 hectares of employment development. It is close to the strategic highway network, although this part of it suffers from congestion. Local facilities are nearby, but further support services, such as eating and small shopping establishments would be beneficial. The land is close to regular bus services. A small part of the land is identified as a Site of Nature Conservation Interest.

### Policy FWP8

#### Blunt's Farm Employment Allocation, Ferndown

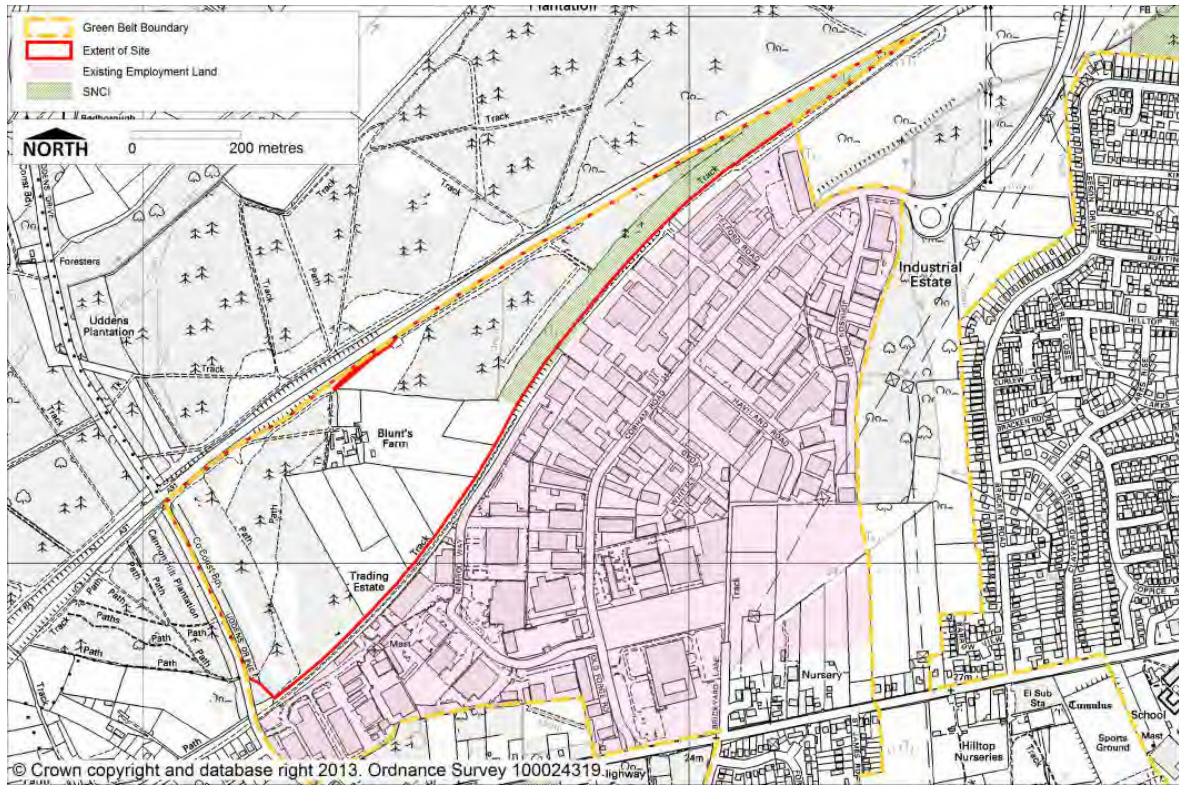
30 hectares of land to the west of Ferndown and Uddens Industrial Estates is removed from the Green Belt and allocated for employment development.

This should involve:

- The provision of B1 (Office and Light Industrial), B2 (General Industrial) and B8 (Warehousing and Distribution) employment uses.
- Ancillary support services, such as cafés.

Prerequisites for development include:

- Approval of a detailed development brief, subject to public consultation.
- Agreement of a comprehensive travel plan including the provision of regular bus services and cycle links towards Wimborne and Ferndown Centres.
- 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.
- Protection of the Site of Nature Conservation Interest.
- Retention of significant landscape buffers within the northern and western parts of the site. 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.



Map 10.11 Blunt's Farm Employment Allocation, Ferndown



## 11 Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres

### Introduction

**11.1** This Chapter covers the three main urban areas in the east of East Dorset, along with their surrounding rural areas.

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### Verwood

**11.2** Verwood is situated on the eastern border of Dorset to the north of the main urban areas of East Dorset and the Bournemouth/Poole conurbation. 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. Only about 300 homes remain to be built, but these are unable to be completed as they are within 400 metres of protected heathland.

**11.3** The population has grown rapidly from 2,820 in 1961 to 14,792 in 2008. About 27% of the population is over retirement age which is lower than that of the District, but higher than the National average.

#### 11.4 Natural Environment

**11.5** There are significant areas of protected heathland adjacent to the town therefore new housing areas of approximately 50 homes must provide Suitable Alternative Natural Greenspaces. Additionally, Bugden's Copse which lies within the urban area is an SSSI.

**11.6** The north and western edges of Verwood are identified as Areas of Great Landscape Value.

**11.7** The River Crane that flows along the southern boundary of the town is subject to flooding.

#### 11.8 Shopping, Facilities and Services

**11.9** There are two shopping areas in the town. The main centre is based around Ferrett Green and offers a variety of shops, services and community facilities. The other shopping area is off Pennine Way and is made up of a large supermarket and associated smaller shops. This area had been planned as a new town centre for the growing town, but the designation of Bugden's Copse as an SSSI prevented this. There is potential for the supermarket to be expanded over the next few years.

**11.10** Verwood is well served for medical services in relation to doctors' surgeries and dental practises and has a good, relatively new day care centre. The nearest hospitals are at Salisbury to the north and Bournemouth to the south.

**11.11** The town has benefited from the completion of a large new community centre which is capable of providing a wide range of different functions. This is complemented by the Memorial Hall.

**11.12** Verwood has three First Schools and a Middle School. Additional housing in the town and elsewhere will have significant implications for school provision. Verwood is the largest town in Dorset to have no secondary school provision. Children currently have to travel to Ferndown and Wimborne. The schools in these towns have limited or no capacity for additional pupils, so a secondary school may be required in Verwood.

### 11.13 Sport and Recreation

**11.14** Indoor sports are currently provided for at the sports hall at Pennine Way, but this is limited in size and does not provide the range of facilities needed for the community. A new replacement facility is being built at The Hub in the centre of the town, with additional facilities planned adjacent to Emmanuel Middle School. Outdoor sports are largely provided at Potterne Park. The Open Space and Recreation Survey identifies a need for allotments and extra facilities for children and young people.

### 11.15 Transport

**11.16** Verwood does not suffer from congestion in comparison to other parts of the district. This is despite car ownership being very high and the limited bus services.

### 11.17 Housing

**11.18** Most of the housing in the area is modern having being built since the Second World War. About 41% of households own their houses outright and a further 46% own them with a mortgage. There are only 7.5% of homes available as social housing and 5.7% are rented. A higher proportion of dwellings are detached than the rest of the district and there are fewer flats, 35% of dwellings are bungalows.

### 11.19 Employment

**11.20** In 2008 there were about 4,700 people who worked in Verwood and there were about 730 businesses. The 2001 Census identified a working population of about 5,000 people which is likely to have increased by about 1,500 since then. In 2001 about 33% of the workforce lived and worked in the town.

## Verwood Town Centre

**11.21** The town centre in Verwood helps to serve the general needs of the community along with the major foodstore off Pennine Way. 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. This includes the construction of Home Farm Way and the Potter's Wheel car park that enabled traffic calming and the provision of Ferrett Green. New shops have been built on the old Heynes Garage and April Cottage. Additionally, a new doctor's surgery, day care centre and The Hub Community Centre along with further car parking have been built alongside the Police and Fire Stations. This investment has helped to elevate the centre of Verwood from a small shopping and community area into a more dynamic centre. The Core Strategy aims to continue the promotion of the town centre with further improvements.

Key Facts
<p><b>Trading</b></p> <ul style="list-style-type: none"> <li>• Verwood has 37 ground floor commercial use units in the centre</li> <li>• There is a high proportion of service uses (hairdressers, estate agents and beauty salons) at 67.6%, compared to the national average of 31.6%</li> <li>• Conversely, Verwood has a low proportion of comparison shop units at 24.3% compared to the national average of 48.8%. The vacancy rate is very low in the town. In particular there is under provision in furniture, clothing, books, textiles and hardware</li> <li>• There are a high proportion of independent traders</li> <li>• There are no restaurants or pubs in the centre</li> </ul> <p><b>Environment</b></p>

- The topography is flat and most buildings are conversions of a modern design
- The centre is accessible by road and bus, but there can be pedestrian and vehicular conflict in Ringwood Road
- The centre is attractive and newly laid out with a green
- The public car parks are free, well located and well used

#### **Strategic Requirements**

- There is a need for 700 - 800 sqm of comparison floorspace, and 600 - 650 sqm of convenience floorspace in Verwood

### **11.22 Verwood Town Centre Primary Shopping Area**

**11.23** The Primary Shopping Area forms the area where retail development will be concentrated which has been informed by the Joint Retail Study (2008), the Retail Study Update (2012) and the annual pedestrian count surveys.

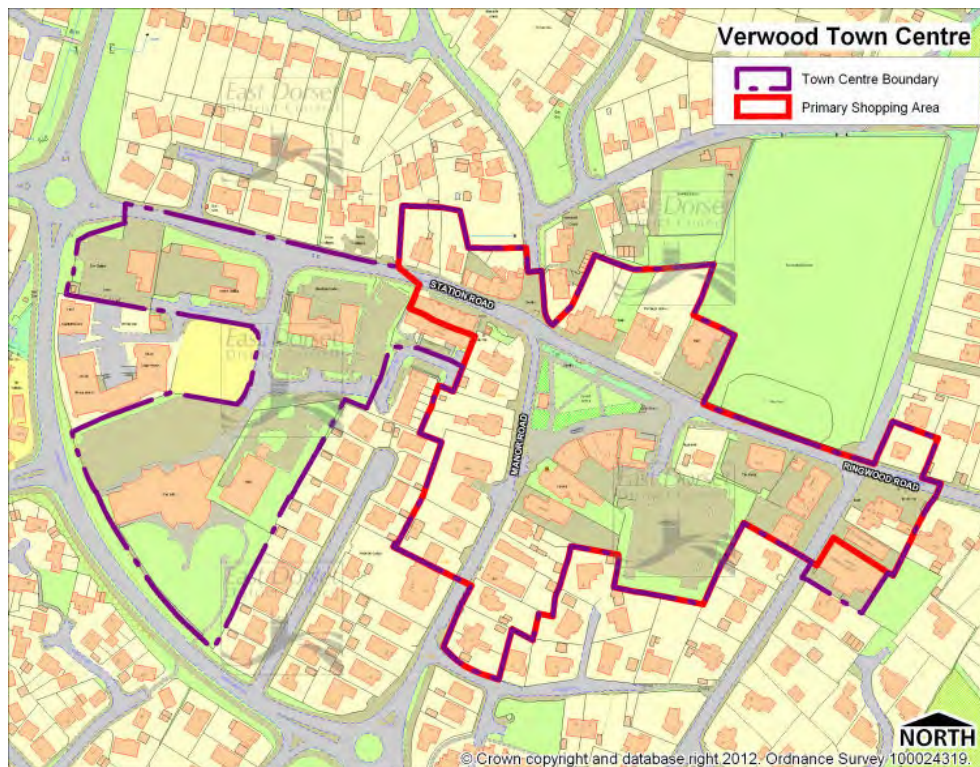
## **Policy VTSW1**

### **Verwood Town Centre**

Our vision is that Verwood Town Centre will be a key town centre in East Dorset, providing a thriving busy centre to the local population and visitors. The town centre will continue to provide an attractive townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including employment, retail, leisure and entertainment, arts, culture and tourism development, subject to compliance with other national and local policy.
2. A Primary Shopping Area will be designated in Verwood which forms the area where retail development will be concentrated and contains the Primary Shopping Frontages.
3. The range of retail uses will be supported and improved to provide more comparison and convenience goods shops in small to medium size units to appeal to small independent shops. This includes up to 600 - 650 sqm of convenience floorspace and 700 - 800 sqm of comparison floorspace in Verwood in the plan period.
4. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Hub, the Memorial Hall and the Library. These will be retained, supported and, where possible, enhanced.
5. Evening economy uses such as restaurants, cafés and pubs will be supported in the town centre to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the town centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
7. Commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
8. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict, and sustainable modes of transport will be supported.



Map 11.1 Verwood Town Centre

## Verwood Schools

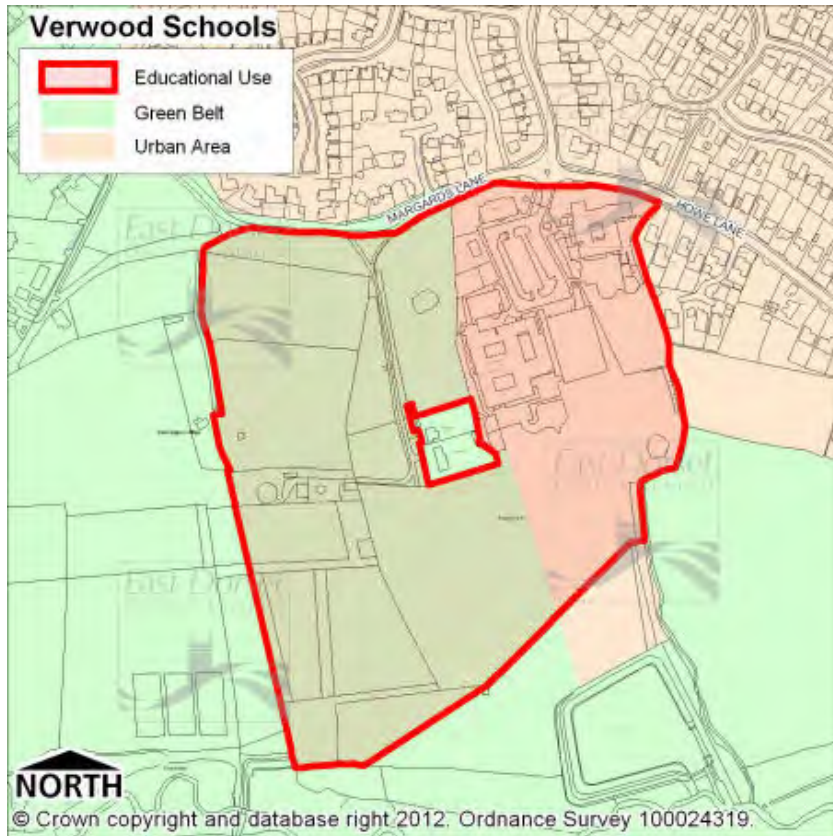
**11.24** Verwood is the largest town in Dorset without upper school provision. Older school children currently have to be bussed to Wimborne and Ferndown which is a significant inconvenience. Increased numbers of schoolchildren throughout the District mean that the existing upper schools are unlikely to be able to accommodate them. Dorset County Council would therefore like to build a new upper school at Verwood to overcome this problem and provide a more convenient service for children in the Verwood and northern rural parts of East Dorset.

### Policy VTSW2

#### South of Howe Lane Education Allocation, Verwood

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.





Map 11.2 South of Howe Lane Education Allocation, Verwood

## Green Belt Policy - Land at Coopers Lane and Doe's Lane Verwood

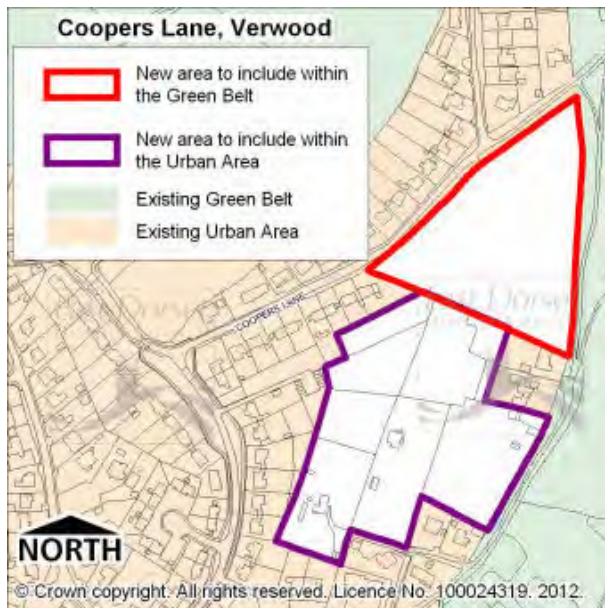
**11.25** This policy redefines the Green Belt boundary at Coopers Lane and Doe's Lane Verwood.

**11.26** When the Green Belt was first defined these areas were left outside its boundary and allocated for housing development. The East Dorset Local Plan safeguarded the sites from development with this to be reconsidered when a review took place of the Plan. Subsequently, it has become inappropriate to locate new housing within 400 metres of an internationally protected heathland, so this means these sites can no longer provide new homes. They are open countryside in character and therefore fulfil the key purpose of being Green Belt. As they are no longer capable of providing for new housing it is appropriate for them to be placed in the Green Belt.

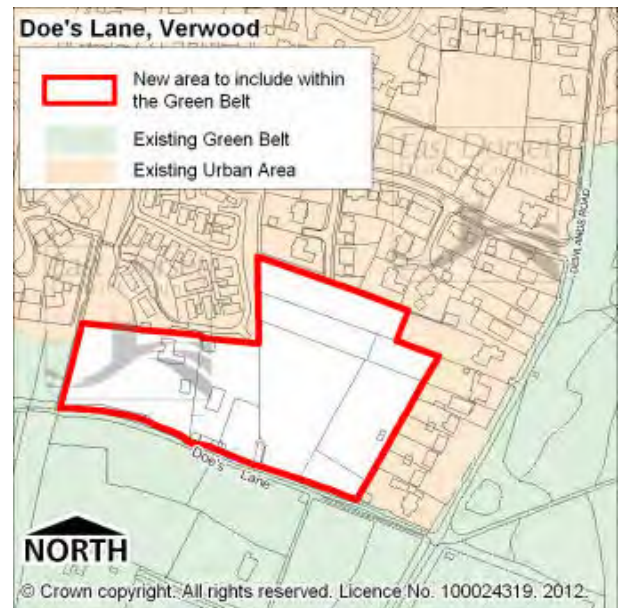
### Policy VTSW3

#### Coopers Lane and Doe's Lane Green Belt Boundaries, Verwood

New Green Belt boundaries will be drawn to include land at Coopers Lane and Doe's Lane as shown on the proposals map. Further land at Coopers Lane will no longer be safeguarded from development and is included in the urban area.



Map 11.3 Coopers Lane Green Belt Boundaries



Map 11.4 Doe's Lane Green Belt Boundaries

## New Neighbourhoods

**11.27** Verwood is the second largest town within East Dorset. It has a strong base of facilities, services and employment opportunities and there are plans for these to be expanded, in particular in relation to schools, convenience shopping and sport, recreation and open space facilities. On this basis Verwood is considered a suitable location for a New Neighbourhood. The Council has undertaken a detailed Masterplan exercise to assess the suitability of sites which concludes that an area can help provide new homes to meet the needs of the local community.

### The North Western New Neighbourhood, Verwood

**11.28** The Masterplan for this area focuses on two areas set within a substantial green framework. These areas are sheltered within the wider landscape. Nevertheless, a strong landscape structure will be needed. This is to be provided in conjunction with a strategy for the implementation of Suitable Alternative Natural Greenspaces. It is expected that a large informal parkland area will be provided to the north of Edmondsham Road.

**11.29** The sites are close to the town centre and good opportunities for cycle and pedestrian access exist. Vehicular access can be provided from Edmondsham Road.

## Policy VTSW4

### North Western Verwood New Neighbourhood

A New Neighbourhood to the north west of Verwood is identified to provide about 230 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

#### Layout and design

- The new neighbourhood will be set out according to the principles of the masterplan.
- A design code will be agreed by the Council, setting out the required high standards.

**Green Infrastructure**

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5.

**Transport and access**

- Vehicular access is to be provided from Edmondsham Road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.



Map 11.5 North Western Verwood New Neighbourhood

## North Eastern Verwood New Neighbourhood

**11.30** This is a small area well contained in the landscape by surrounding woodland. It offers the potential to provide much needed housing and can do this along with the setting out of a large area of open space. Access is to be taken from Ringwood Road.

### Policy VTSW5

#### North Eastern Verwood New Neighbourhood

A New Neighbourhood to the north east of Verwood is identified to provide about 65 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for housing.

#### Layout and design

- The new neighbourhood will be set out according to the principles of the masterplan.
- A design code will be agreed by the Council, setting out the required high standards.

#### Green Infrastructure

- Informal open space along with children's play facilities will be provided.
- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2.

#### Transport and access

- Vehicular access is to be provided from Ringwood Road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.



Map 11.6 North Eastern Verwood New Neighbourhood

### Woolsbridge Industrial Estate

**11.31** At just over 15 hectares this is the second largest industrial estate in East Dorset, but there is no scope for further development within the existing site. The expansion of the Estate gives the opportunity to support economic growth by expanding the choice of location for employers. Development of the site will need to take into account areas subject to flooding and also ensure that the nature conservation quality of the Moors River SSSI and neighbouring sites of nature conservation importance are not harmed.

## Policy VTSW6

### Woolsbridge Employment Allocation, Three Legged Cross

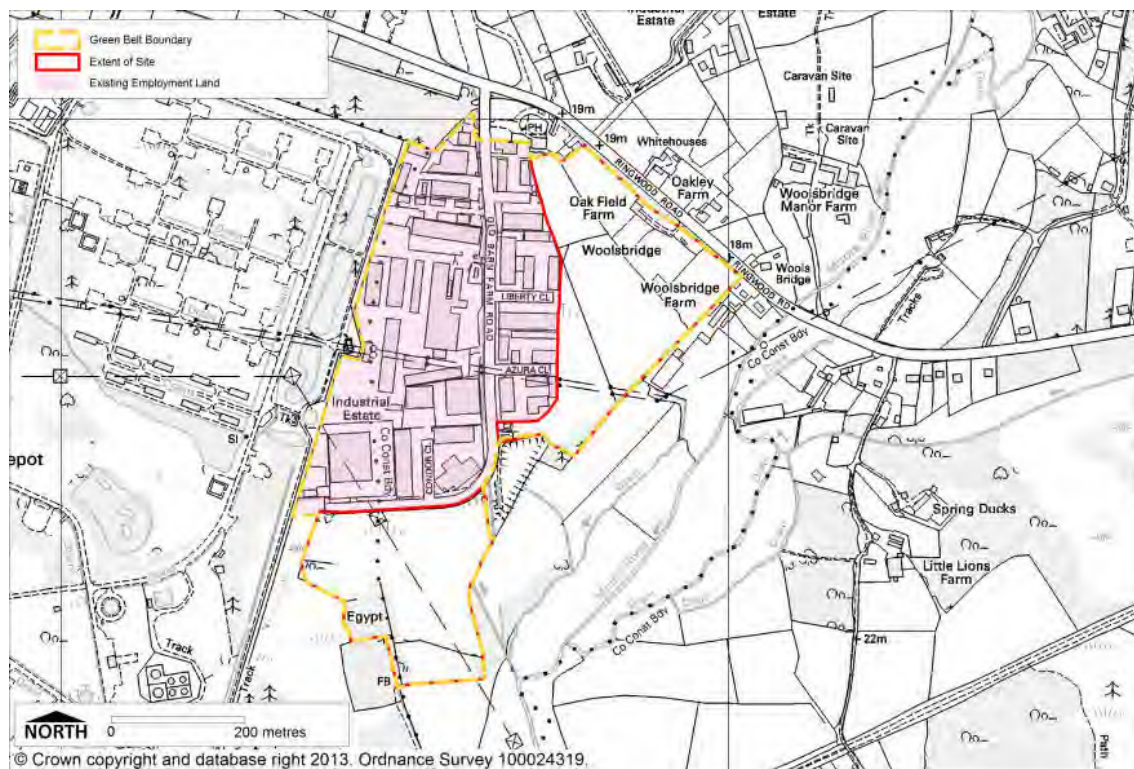
13.1 hectares of land at Woolsbridge Industrial Estate is removed from the Green Belt and developed for new employment.

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, cycle and walking links to the Castleman Trailway and Ringwood Road, and necessary highway improvements to the access to the site.
- Provision of significant landscape buffers alongside the countryside edges of the site. These buffers will be of adequate size and appropriate nature to safeguard the heathland forming part of the Dorset Heaths in the vicinity of the site.
- A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI and adjacent sites of nature conservation interest will derive from the Estate that ensures that the landscape buffers are secured and managed as part of an ecological network connecting with adjacent land of high biodiversity value. Particular regard to the water environment, including flood attenuation and water quality improvements, 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.



Map 11.7 Woolsbridge Industrial Estate Employment Allocation

## St Leonards and St Ives

### St Leonards and St Ives Key Characteristics and Issues

<b>Communities</b>	
<i>Population</i>	The population totalled 7,210 in 2009. A large proportion of households with elderly (42%) and small number of households with children (14%).
<i>Housing</i>	A very large number of homes are owned outright or with a mortgage. Only 4% are social rented. Over 60% of homes are detached bungalows and 30% are detached houses. Over 60% of homes have been assessed as under occupied (2008).
<i>Health</i>	There is one doctors' practice in the parish along with St Leonards Community Hospital.
<i>Education</i>	St Ives has one first school and two private schools. Middle and upper school education is provided in Ringwood or Ferndown.
<b>Economy</b>	
<i>Key Employment Sites</i>	There is no dedicated employment area in the Parish, but the Woolsbridge Industrial Estate is on the border.
<i>Tourism</i>	Moors Valley Country Park is one of the biggest tourist attractions in the sub region and the Parish has several large camping and caravanning parks.
<b>Environment</b>	
<i>Biodiversity</i>	There are large areas of internationally protected heathlands and the River Avon Special Area of Conservation and Moors River SSSI river systems are highly sensitive protected environments.
<i>Landscape Character</i>	An area to the south of Avon Castle is designated an Area of Great Landscape Value.
<i>Built Character</i>	The built area is generally modern, with the large majority of development having taken place over the last 100 years. There are no conservation areas in the Parish. There are two Special Character Areas and housing is mainly built to very low densities.
<i>Water Environment</i>	The flood plains of the River Avon and Moors River system restrict development opportunities in the Parish and provide threat to some properties.
<b>Cross Boundary Issues</b>	The Parish lies adjacent to the County border with Hampshire and residents make use of good facilities in nearby Ringwood. The A31(T) provides very good east-west access and the A338 provides a dual carriageway link to Bournemouth.

## St Leonards Hospital

**11.32** St Leonards Hospital is a large development in the Green Belt that is subject to demands for change. A planning permission has been granted to allow the development of a care village on part of the land, but this has not been implemented, as it has proved unattractive to the development industry. Further opportunities to make good use of the land are therefore likely to be investigated by the landowner.

### Policy VTSW7

#### St Leonards Hospital Previously Developed Site in the Green Belt

Land at St Leonards Hospital is identified as a Previously Developed Site in the Green Belt, in accordance with the provisions of the National Planning Policy Framework.

#### Prerequisites for development include:

- Approval of a development brief by the Council.
- A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI, the Site of Nature Conservation Interest on the site and the adjacent internationally protected heathland will derive from the development. The Applicant will need to show that they have avoided harm to priority habitats and species. The layout of the site is likely to require compensatory measures which may include SANG provision where recreational pressure is generated. Particular regard to the water environment will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of this strategy.
- Agreement of a comprehensive travel plan.



Map 11.8 St Leonards Hospital Major Developed Site in the Green Belt



## West Moors

### West Moors Key Characteristics and Issues

<b>Communities</b>	
<i>Population</i>	West Moors has a population of about 7,400 people. It has an elderly profile with more than 40% over 60 years old and only 14% below 15 years.
<i>Housing</i>	Only just over 10% of dwellings are rented, of which only 3.5% are private. 59% of homes are privately owned with no mortgage. Over 45% of dwellings are bungalows and 41% of dwellings are considered to be under occupied.
<i>Health</i>	The village is well served by GPs. The closest hospital is St Leonards Community hospital at St Leonards and St Ives, although for more general health needs, the nearest hospital is in Bournemouth.
<i>Education</i>	There are two first schools in the village and a middle school. Upper school provision is available at nearby Ferndown.
<b>Economy</b>	
<i>Key Employment Sites</i>	These are the MOD Petroleum Depot and Gundrymoor industrial estate.
<i>District Centre</i>	There are 44 units within the village centre offering a variety of services. A secondary parade of shops is located to the east of the village.
<i>Tourism</i>	Although the Parish does not have a major tourist attraction it does have some important caravan and camping sites.
<i>Transport</i>	The main road through West Moors is a busy route taking traffic from Verwood and the rural areas south towards the conurbation. A bypass was planned in the 1990's, but the transport authority no longer wish to proceed with the scheme. The busy A31(T) runs to the south of the village. The village does benefit from regular bus services.
<b>Environment</b>	
<i>Biodiversity</i>	There are internationally protected heathlands in the Parish, some of which adjoin the urban area. Additionally, the Moors River is an SSSI.
<i>Landscape Character</i>	There are no landscape designations within the Parish.
<i>Built Character</i>	West Moors is a relatively recent settlement and does not have a conservation area. There are some parts of the urban area that have been designated as Special Character Areas.
<i>Water Environment</i>	The Moors River and Uddens Water flow through the Parish and on occasion cause flooding.
<b>Cross Boundary Issues</b>	The Parish is not on the District border, but the A31(T) is a major road that links the conurbation with the major employment areas to the east and rural Dorset to the west.

### Green Belt Policy - Land at Blackfield Farm, West Moors

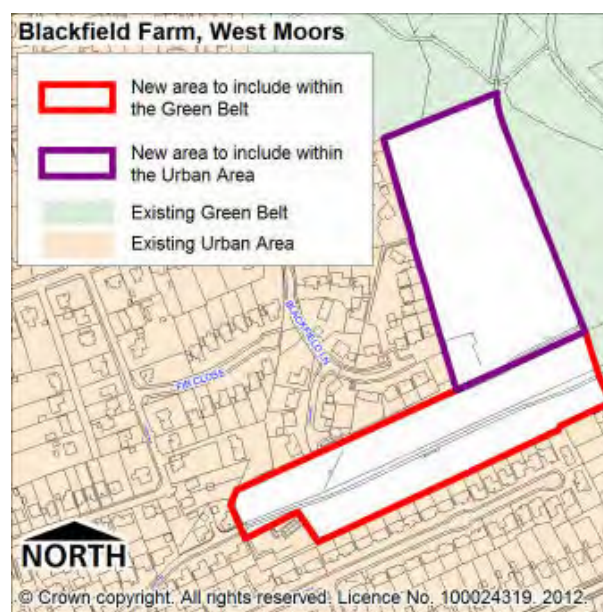
**11.33** When the boundaries to the Green Belt were established land at Blackfield Farm was excluded and allocated to allow for housing development to meet local community needs. The housing allocation was subsequently removed and the land was safeguarded from development in the Local Plan and left outside the urban area and the Green Belt. Since then policies relating to the protection of the heathland have come into force preventing the development of general needs housing within 400 metres of a heath. The land is therefore no longer capable of being developed for this purpose. However, this does not mean the land is incapable of being developed for other uses, such as care facilities. The current Green Belt boundaries are considered to be defensible in terms of the National guidance set out in the National Planning Policy Framework. The land is therefore to remain excluded from the Green Belt and included within the urban area. Land to the south of Blackfield Farm forms part of the Castelman Trailway, a long-distance route which passes through the District. Part of this land also contains a high pressure water pipeline. This land forms part of an important leisure and alternative transport function and is not suitable for development. For these reasons the site will be included in the Green Belt.

#### Policy VTSW8

##### Blackfield Farm Green Belt Boundaries, West Moors

Land at Blackfield Farm will no longer be safeguarded from development and is included in the urban area.

Land which forms the Castelman Trailway to the south of Blackfield Farm will be included in the Green Belt.



Map 11.9 Blackfield Farm Green Belt Boundaries,  
West Moors

**West Moors District Centre****Key Facts****Trading**

- a relatively small centre located just north of Ferndown
- 44 ground floor non-residential units
- high number of service and miscellaneous uses within the town centre (52%), compared to 31.6%
- low vacancy rate at 6.8%

**Environment**

- relatively flat, non-pedestrianised and largely linear in structure.
- Low crime rate and good safety in the town centre
- Pleasant shopping environment

**Strategic Requirements**

- 40 - 50sqm of convenience floorspace
- 150 - 200sqm comparison floorspace

**11.34 West Moors District Centre Primary Shopping Area**

**11.35** The Primary Shopping Area forms the area where retail development will be concentrated which has been informed by the Joint Retail Study (2008), the Retail Study Update (2012) and the annual pedestrian count surveys.

**11.36** The main shopping area in West Moors is situated on Station Road along with the library, village hall and a First School. The shops are comparatively small and there is no major foodstore, although there is one nearby on the edge of Ferndown. There are 44 shop and commercial units in the centre of which about 42% are used as shops.

**11.37** It is important for the local community that the centre is supported to ensure that the existing services and facilities are maintained. However, there is very little scope for expansion of the centre.

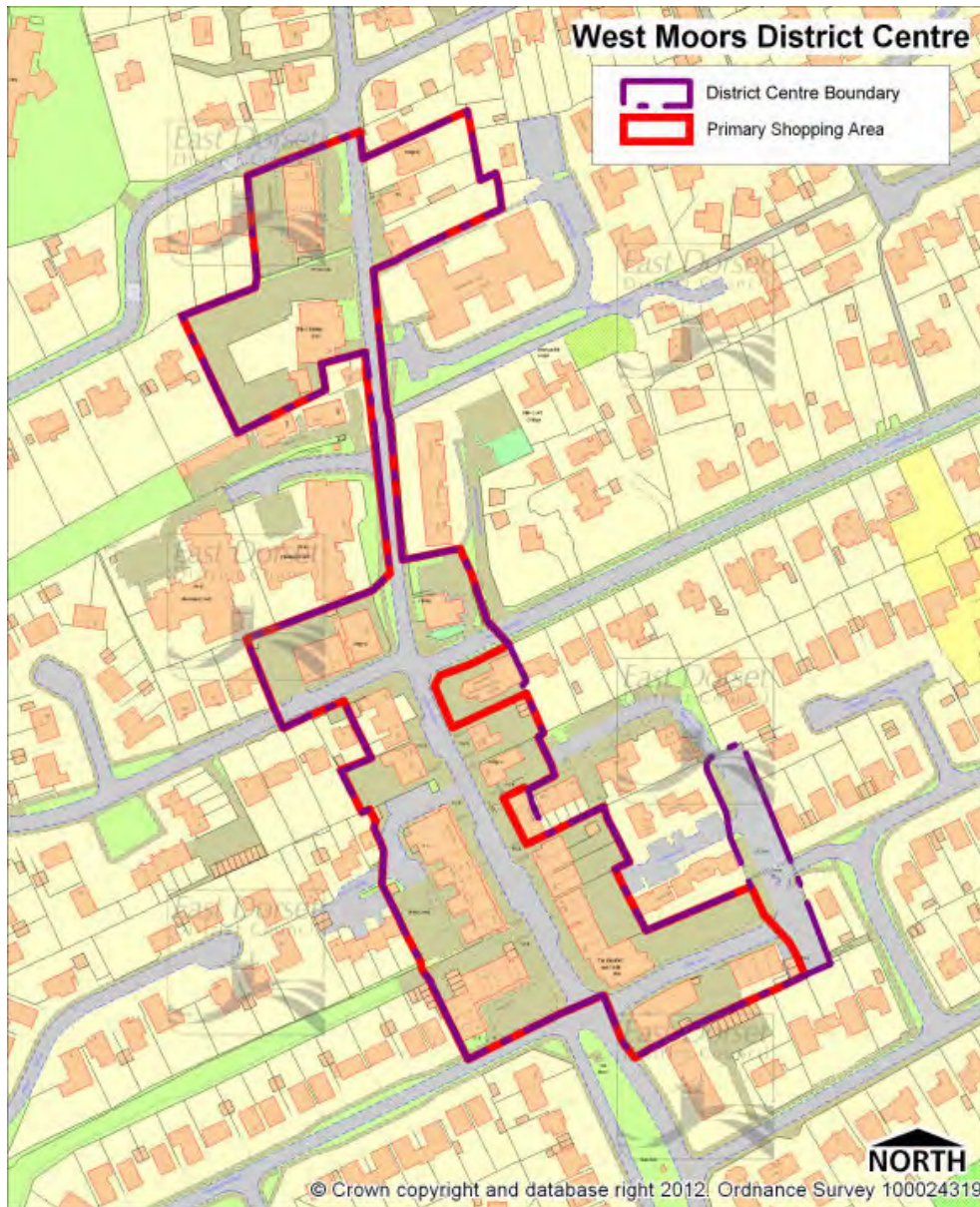
## Policy VTSW9

### West Moors District Centre

Our vision for West Moors District Centre is that it will continue to act as a key District Centre in East Dorset, providing a central focus to the local population. The District Centre will be supported to provide an attractive townscape, public transport routes sustained, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The District Centre as defined by the District Centre Boundary will be the focus for district centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.
2. A Primary Shopping Area will be designated in West Moors which forms the area where retail development will be concentrated.
3. The range of retail uses will be supported and improved to provide more comparison goods shops, in small to medium sizes to appeal to small independent shops. This includes up to 40 - 50 sqm of convenience floorspace and 150 -200 sqm of comparison floorspace in West Moors in the plan period
4. Residents will continue to have access to a variety of community services and cultural facilities in the district centre, such as the doctors' surgeries and the Library. These will be retained, supported and, where, possible enhanced.
5. The promotion of evening economy uses such as restaurants, cafés and pubs will be supported in the district centre to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the district centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
7. In order to improve the vitality of the district centre and improve pedestrian safety around the town, traffic management and calming measures will be considered in Station Road to reduce pedestrian/vehicular conflict, and the use of sustainable modes of transport will be supported.
8. Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed-use environment.



Map 11.10 West Moors District Centre



## 12 Strategic Allocations in the East Dorset Rural Areas

### Introduction

**12.1** This chapter only considers strategic allocations and does not deal with all things relevant to the rural areas. Overarching policies are contained in the Key Strategy and chapters 13 to 16. More detailed allocations will be considered in a following Site Specific Allocations Development Plan Document.

### Key Characteristics of The East Dorset Rural Area

<b>Communities</b> <i>Key Settlements</i>	The key rural settlements are Sixpenny Handley, Cranborne, Sturminster Marshall and Alderholt.
<i>Population</i>	The four key rural settlements have a combined population of 6,962 (2001 Census) and the total population 5,613 for the smaller villages. The age profile for the rural area is younger than for the District as a whole. On average only 20% of households in each rural ward include children.
<i>Housing</i>	Holt has the largest proportion of households who own their home outright (55%). Both the Crane and Handley wards have very high proportions of private rented accommodation (31%). This is due to the presence of large country estates. Between 42% and 58% of dwellings were assessed as being under occupied in 2008.
<i>Health</i>	The smaller villages do not have doctor's surgeries but the larger villages such as Sixpenny Handley have a surgery even if on a part time basis, serviced by a practice in a larger settlement.
<i>Education</i>	The key rural settlements have first schools, along with a few of the smaller villages. Cranborne has a middle school, but some children in the rural areas travel to the larger East Dorset settlements. Upper School provision is provided in Wimborne, Ferndown and Broadstone.
<b>Economy</b>	A larger proportion of the rural population is economically active compared to East Dorset as a whole. Broadband connection is poor in the rural area which may inhibit homeworking and rural businesses.
<i>Key Employment Sites</i>	In the rural area only Baillie Gate at Sturminster Marshall, at 7.74 ha is large enough to be included in the Christchurch and East Dorset Employment Land Review Stage 1 Report.
<i>Tourism</i>	Tourism is a major part of the rural economy, including accommodation, hospitality trades and attractions.
<i>Transport</i>	Car ownership is very high and higher than the District as a whole. Public transport is very poor, with infrequent buses and no trains.
<b>Environment</b> <i>Biodiversity</i>	The rural area has some significant nature conservation sites, including heathlands, ancient woodlands and unimproved grasslands.
<i>Landscape Character</i>	The Wiltshire and Cranborne Chase Area of Outstanding Natural Beauty covers a large proportion of the East Dorset rural area. In total it covers over 40% of the District. A significant area adjoining the Area of Outstanding Beauty has been

	designated an Area of Great Landscape Value. The large rural estates that make up a significant proportion of these areas have played, and continue to play, an important role in shaping the landscape of the area.
<i>Built Character</i>	The rural area is largely characterised by small ancient settlements. There are 17 conservation areas.
<i>Water Environment</i>	The rural area is crossed by a number of rivers and streams, the most significant being the Stour, Allen, Uddens and Moors rivers. They largely flow through open countryside, but there are flooding problems associated with Sturminster Marshall in particular. Sixpenny Handley and Wimborne St Giles and other smaller settlements are affected by Winterbournes which rise when groundwater levels are high. A large proportion of the rural area, associated with chalklands are a Groundwater Protection Zone.
<b>Cross Boundary Issues</b>	The East Dorset rural area interacts with adjoining rural areas of North Dorset, Wiltshire and Hampshire. The southern and eastern rural areas are closely associated with the Bournemouth/Poole conurbation, in terms of the provision of employment, services and facilities.

## Bailie Gate Employment Site, Sturminster Marshall

**12.2** This land is allocated for employment to meet the future needs of businesses throughout East Dorset, but particularly the rural areas of East and North Dorset. The Industrial Estate is a long standing successful employment area which has seen a series of recent developments to improve its quality. The owners wish to expand the Estate to meet demands and the Council agrees that it provides a valuable opportunity to deliver a choice of employment location and a place where rural companies are within easy access of where they conduct their business.

**12.3** The allocated land was originally used for storage as part of the Sturminster Marshall Dairy and Cheese Factory, which was the forerunner of the industrial estate. The site is flat in nature and is enclosed by strong hedgerows that can form good defensible boundaries for the Green Belt.

### Policy RA1

#### Bailie Gate Employment Allocation, Sturminster Marshall

3.3 hectares of land at Bailie Gate, Sturminster Marshall should be removed from the Green Belt and developed for new employment.

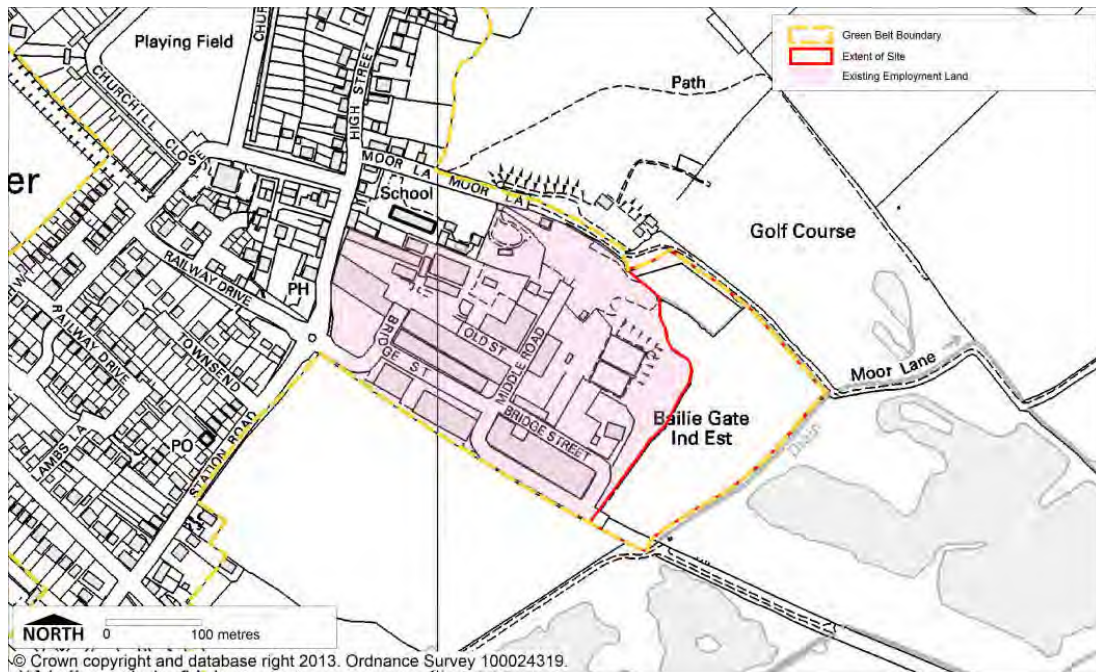
This should involve:

- The provision of B1 (Office and Light Industry) , B2 (General Industry) and B8 (Warehousing and Distribution) employment uses.



Prerequisites for development would include:

- Approval of a detailed development brief, subject to public consultation.
- Agreement of a comprehensive travel plan including the support of regular bus services and scope to provide footway/cycleway links towards village facilities.
- Provision of significant landscape buffers alongside the countryside edges of the site.
- A Sustainable Drainage System to mitigate any potential impacts.



Map 12.1 Baillie Gate Employment Allocation, Sturminster Marshall

## The Council Offices, Furzehill

**12.4** This policy amends the village envelope for Furzehill to reflect its built form and allow for a change of circumstances in relation to the Council and its use of the Offices. During the lifetime of the Core Strategy there is potential for the Council to relocate its offices as it now works in partnership with Christchurch Borough Council. This could involve relocation of services to the Allendale area in Wimborne, set out in Policy WMC4. It is therefore important that the future use of the existing Offices is clarified. The nature of any redevelopment must reflect the site's location within the Green Belt. It should also respect and retain the attractive wooded areas, ensuring that they remain publicly accessible. Redevelopment of the site should also provide for a community hall as the relocation of the Council Offices will remove the opportunity for public meeting. Finally, Furzehill suffers from road safety problems as a result of heavy goods vehicles and speeding traffic along the village road where there are no pavements. Redevelopment of the site should help to fund traffic calming measures to alleviate this problem.

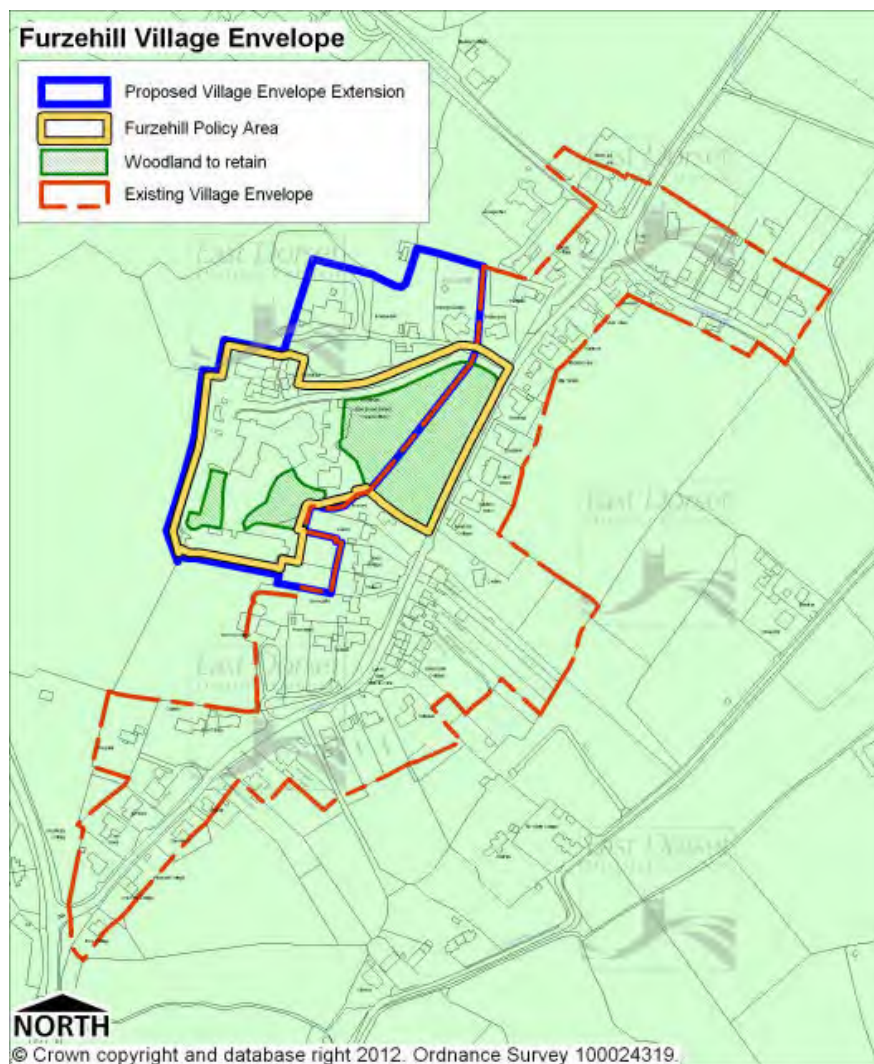
## Policy RA2

### Furzehill Village Envelope

The Village Envelope will be amended at Furzehill to include the Council Offices and neighbouring buildings.

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. The following requirements must be met:

- a. Replacement buildings will not exceed the current floorspace of existing buildings and will not exceed their height.
- b. The wooded areas of the site should be retained.
- c. A landscape screen should be provided on the western edge of the site, so that views from the wider countryside, including the Area of Outstanding Natural Beauty are not harmed.
- d. Redevelopment should support the implementation of traffic calming measures through the village.



Map 12.2 Furzehill Village Envelope

## 13 Managing the Natural Environment

### Introduction

**13.1** The area is renowned for its special and often rare natural environment with large areas of both Christchurch and East Dorset District being protected through European and national law, conventions and planning policy. As well as its beauty and nature conservation importance, the natural environment is important for the production of food, fuel and raw materials, for regulating climate, absorbing flooding, filtering pollution and providing health and happiness to local people and visitors. It is important therefore to protect these natural assets for their own sake.

**13.2** The impact of climate change also affects all areas of planning and presents one of the biggest challenges for the Core Strategy. Dwindling global reserves of natural resources mean that policies must encourage the use of renewable resources, and make development more sustainable and efficient.

**13.3** Communities are also faced with the practical effects of climate change, especially an ever greater threat of flooding and coastal erosion as a result of increased rainfall and sea level rise. Conversely, predicted dry summers will affect flows in some rivers, with impacts on habitats and water abstraction.

**13.4** This section of the Core Strategy sets out policies for addressing issues associated with protecting the natural environment:

- Protecting sensitive habitats and species from the pressures of development.
- Ensuring that high standards of sustainable construction and energy efficiency apply to new development.
- Ensuring that new development does not become at risk of flooding.

### Biodiversity and Geodiversity

**13.5** The area is renowned for the quality of its natural environment and significant areas are protected by national and international legislation. These natural assets are a valuable resource both in their own right, and also in the role they play in attracting people to live, work and visit the area.

**13.6** The key role for the Core Strategy is to ensure that future growth, especially in terms of housing and the economy, can take place without damaging the very high quality environment that attracts growth in the first place.

**13.7** If impacts are unavoidable then mitigation should be put in place to reduce the harm caused. In particular, policies to mitigate the impact of residential development on the internationally protected Dorset Heathlands, including the provision of Suitable Alternative Natural Greenspace (SANG) in larger developments as appropriate.

#### Key Facts

- In Christchurch 18.6%, and in East Dorset 9.7% of the land is protected by some form of nature conservation designation
- The proportion of SSSIs in favourable condition in both areas is fairly low (33% in Christchurch, 15% in East Dorset)
- There are 1,674 hectares of internationally designated Heathland in East Dorset and 397 hectares in Christchurch
- Much of this Heathland lies within close proximity to urban development, there is even Heathland within the boundary of Bournemouth Airport

Key Facts
<ul style="list-style-type: none"> <li>• The plan area is primarily rural, but with 80% of people living in the main towns and urban areas</li> <li>• Ancient woodland is found in both Christchurch and East Dorset</li> <li>• 45% of East Dorset lies within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty</li> </ul>



**13.8** The Lawton Report: Making Space For Nature, the findings of which are reflected in the Government's Natural Environment White Paper, concluded nature in England was highly fragmented and unable to respond effectively to new pressures such as climate and demographic change. The report set out a series of recommendations including that ecological networks, including areas for restoration are identified and protected through local planning. The White Paper proposes a new Biodiversity Strategy for England, establishing cross boundary Local Nature Partnerships, and Nature Improvement Areas will be created, delivered by local partnerships.

**13.9** The Dorset Biodiversity Strategy aims to enhance ecological quality, extent, capacity and function of habitats. Its key principles include protecting natural assets, raising awareness, managing our best habitats, and monitoring Dorset's biodiversity.

**13.10** The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of the geological resource, provide guidance and increase the appreciation and understanding of the geological heritage of the area.

**13.11** To mitigate harm caused by human impacts on the protected Dorset Heaths, the Dorset Heathlands Interim Planning Framework, now the Dorset Heathlands Planning Framework Supplementary Planning Document, requires all residential development (of one unit net gain and above) between 400m and 5km of the heaths to contribute a financial sum to a projects fund which is used to provide alternative recreation space for the heaths, as well as management of them.

**13.12** Research conducted to inform the Interim Planning Framework has suggested that alternative greenspaces should offer similar conditions to users that are found on the heaths, e.g. large natural and semi wild open spaces with freedom to let dogs off leads.

**13.13** The Cranborne Chase and West Wiltshire Downs AONB Management Plan contains an objective to conserve and enhance characteristic habitats and species at a landscape scale. This looks to address the fragmentation of habitats by the creation of habitat corridors that allow species to respond to climate change.

**13.14** The New Forest National Park Management Plan seeks to maintain and enhance the tranquillity of the National Park, by reducing the impacts of noise, visual intrusion and inappropriate activity. The 2008 Study "Changing patterns of visitor numbers within the New Forest National Park, with particular reference to the New Forest SPA" concludes that new development up to 20km from the Park could generate additional recreation pressures requiring mitigation to prevent further harm to protected species.

**13.15** Priority habitats and species are those species and habitats of principle importance included in the England Biodiversity List published by the Secretary of State under Section 41 of the Natural Environment and Rural Communities Act 2006.

**13.16** National planning policy, together with the requirements set out in the Habitats Regulations, provide clear policy and legal advice on how developments should avoid, or mitigate impact upon designated sites and species. The Core Strategy does not repeat this guidance, but sets out locally specific policies relating to biodiversity in Christchurch and East Dorset.

**13.17** Protection of habitats and species will be undertaken through the Councils' own work programmes, working with partners and the local community, and through implementing the initiatives and proposals within the Dorset Biodiversity Strategy, South East Dorset Green Infrastructure Strategy and the emerging Local Nature Partnerships and Nature Improvement Areas. This will also provide an approach that looks to create an expanded and more connected ecological network giving greater resilience to the natural environment against the pressures from climate change and development. Strategic Nature Areas identified on the Dorset Nature Map (Map 13.2) are a positive tool for coordinating activities that secure the retention and enhancement of features of interest as well as activities for the benefit of locally important species.

## Policy ME1

### Safeguarding Biodiversity and Geodiversity

The Core Strategy aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including:

- Internationally designated sites (SPA, SAC, Ramsar)
- Sites of Special Scientific Interest (SSSI)
- Sites of Nature Conservation Interest (SNCI)
- Local Nature Reserves
- Priority species and habitats
- Important geological and geomorphological sites
- Riverine and coastal habitats
- Suitable Alternative Natural Greenspace (SANG)

Within Strategic Nature Areas identified on Map 13.3, specific action will be taken towards meeting targets for the maintenance, restoration and recreation of priority habitats and species, and linking habitats to create more coherent ecological networks that are resistant to climate change.

Where development is considered likely to impact upon particular sites, habitats or species as set out within the Dorset Biodiversity Protocol, it will need to be demonstrated that the development will not result in adverse impacts. To determine the likelihood of harm occurring, there should be an assessment of effects on any existing habitats, species and/or features of nature conservation importance, and the results of this assessment documented. The method of survey and level of detail will vary according to the size and type of development and whether any priority species and habitats exist on site. The survey should involve consultation and advice from Natural England, the Dorset Wildlife Trust, and Dorset County Council.

In considering the acceptability of proposals, the Council will assess their direct, indirect and cumulative impacts relative to the significance of the features' nature conservation value. National policy will be applied to ensure the level of protection afforded international, national and locally designated sites and species is commensurate with their status.

The following criteria should be addressed when development is proposed:

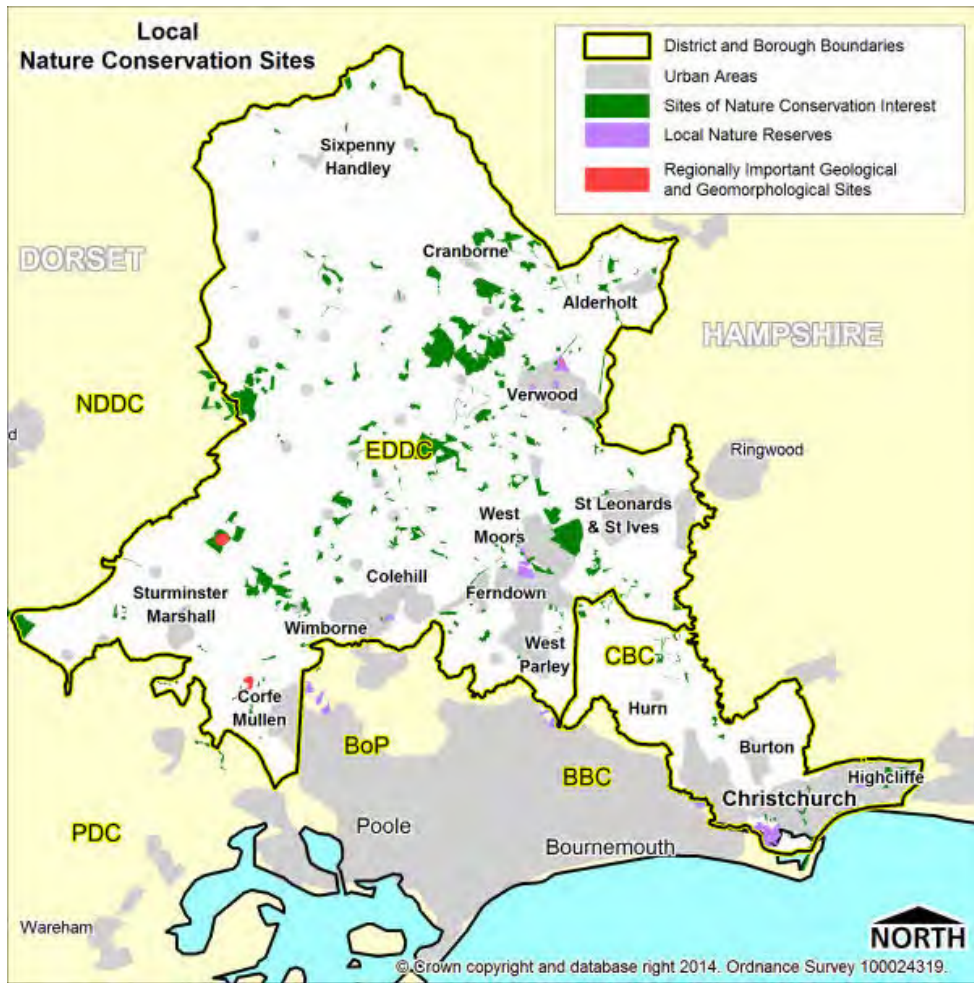
- Avoidance of harm to existing priority habitats and species through careful site selection, artificial lighting design, development design and phasing of construction and the use of good practice construction techniques.
- Retention of existing habitats and features of interest, and provision of buffer zones around any sensitive areas.

- Enhancement of biodiversity through improving the condition of existing habitats and achieving net gains in biodiversity, where possible. Particular attention should be paid to priority habitats and species referred to in Section 41 of the Natural Environment and Rural Communities Act 2006 and the Dorset Biodiversity Strategy, and the Strategic Nature Areas identified on the Dorset Nature Map.
- Where harm is identified as likely to result, provision of measures to avoid or adequately mitigate that harm should be set out. Development should be refused if adequate mitigation or, as a last resort, compensation cannot be provided.
- Provision of adequate management of the retained and new features.
- Monitoring of habitats and species for a suitable period of time after completion of the development to indicate any changes in habitat quality or species numbers, and put in place corrective measures to halt or reverse any decline.

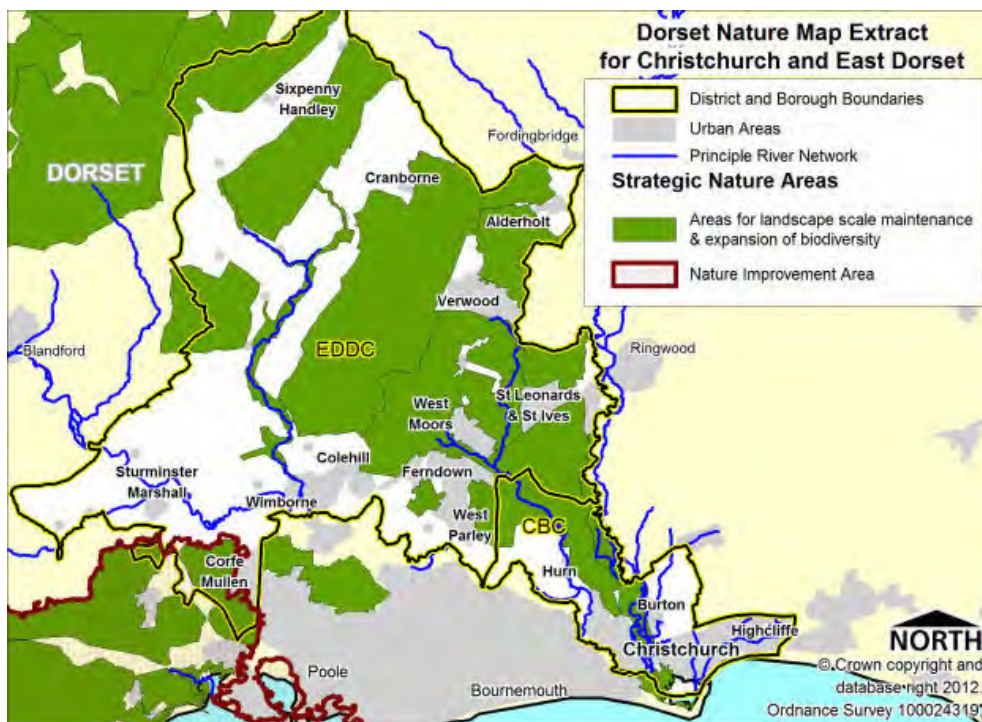
In addition, and in recognition of the function of the New Forest National Park, the Core Strategy will carefully consider any adverse impacts on the New Forest as a result of development.



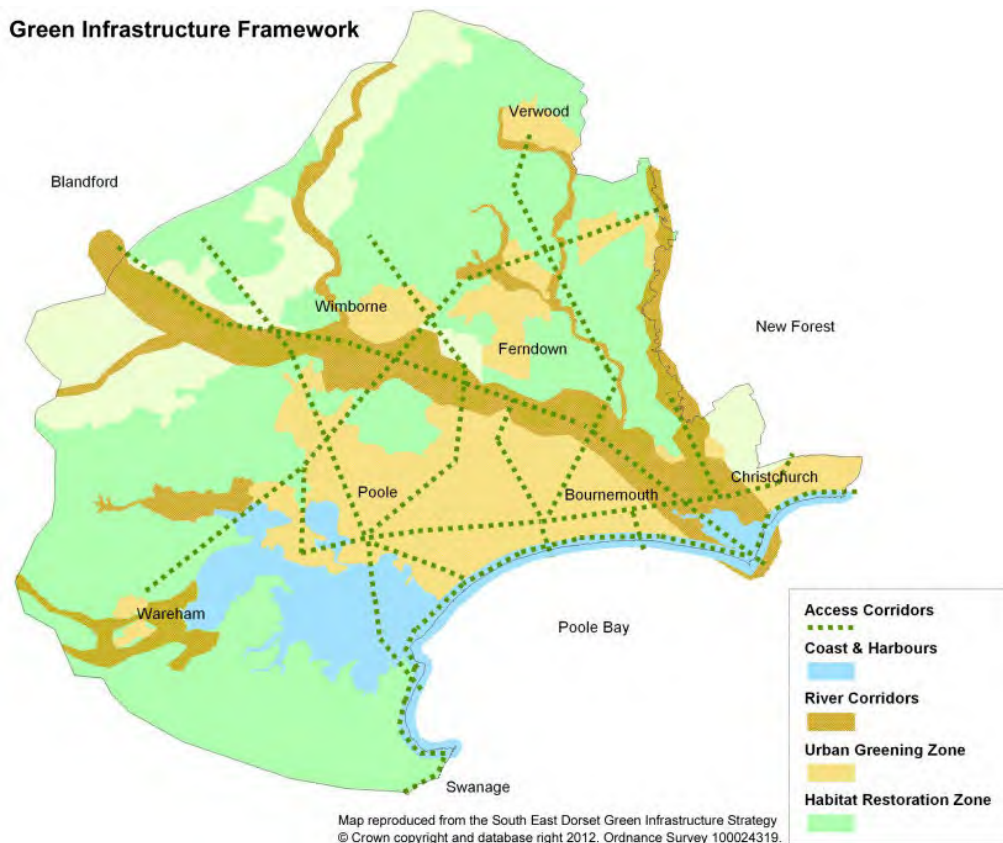
Map 13.1 International and National Nature Conservation sites in Christchurch and East Dorset



Map 13.2 Local Nature Conservation Sites in Christchurch and East Dorset



Map 13.3 Dorset Nature Map extract for Christchurch and East Dorset



Map 13.4 South East Dorset Green Infrastructure Framework

## The Dorset Heathlands

**13.18** There is strong evidence to support the conclusion that the Dorset Heaths are under significant pressure from urban development across South East Dorset. It is the view of Natural England that further residential development should not be permitted within 400m of a designated Heathland, and that between 400m and 5km, residential development would still have a significant effect such that it should be required to mitigate its impact.

**13.19** The authorities have been formally required to consult Natural England about developments falling within a 400m zone of European and internationally protected heathlands. The principle through which this zone was established is set out in the Dorset Heathlands Planning Framework SPD. The authorities view, supported by the evidence, is that the Natural England consultation area represents the zone in which heathlands are most likely to be adversely affected by effects arising from residential development and consequently it should not be permitted in this area.

**13.20** A detailed strategy for mitigation has been operated for some years as part of what is now the Dorset Heathlands Planning Framework (Supplementary Planning Document). The SPD sets out a programme of both short and long term measures to ensure that appropriate avoidance and mitigation measures are being implemented.

### Suitable Alternative Natural Greenspace (SANGs)

**13.21** The provision of SANGs is one of the key tools in mitigating the adverse impacts of development on the Dorset Heaths. Once SANGs are secured they need to be retained in perpetuity unless alternative sites offering the same degree of protection and benefit can be delivered. For large sites of approximately 50 dwellings and above it will be expected that the provision of SANGs will form part of the infrastructure provision of that site particularly where new neighbourhoods or greenfield sites are proposed.



## Policy ME2

### Protection of the Dorset Heathlands

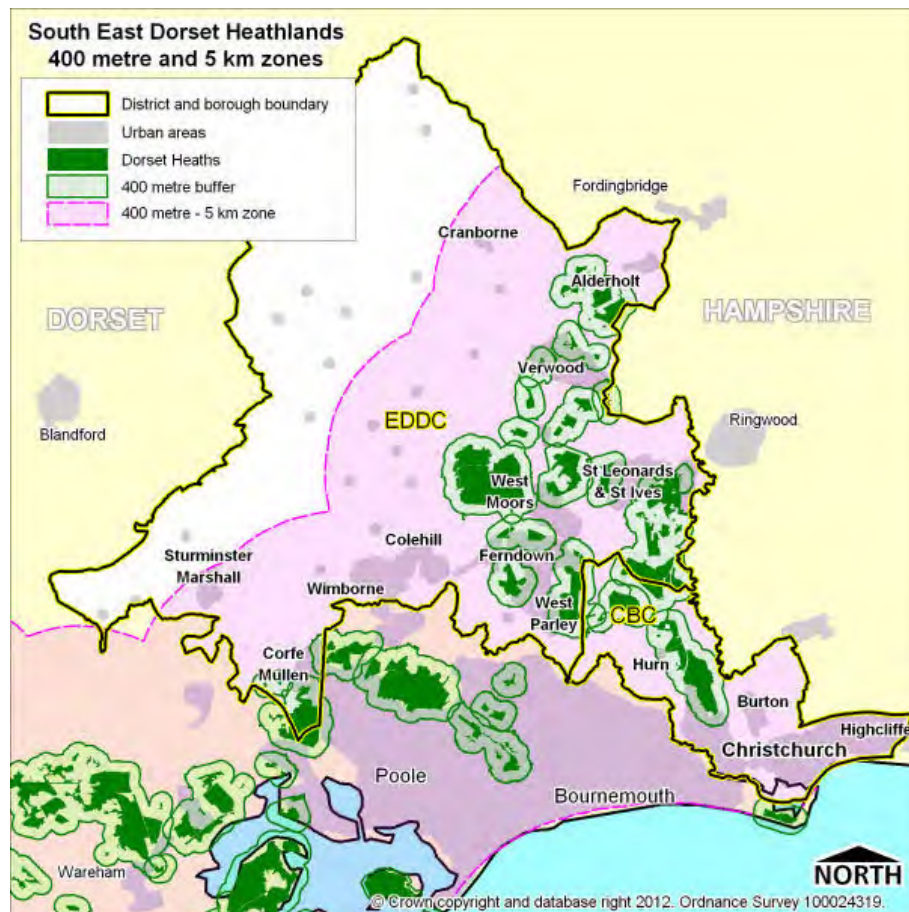
In accordance with the advice from Natural England, the evidence available to the authorities and Core Strategy Habitats Regulations Assessment (HRA), no residential development will be permitted within 400m of protected European and internationally protected heathlands.

Any residential development between 400m and 5km of these areas will provide mitigation through a range of measures as set out in the Core Strategy, Site Specific Allocations Development Plan Document and the Dorset Heathlands Planning Framework Supplementary Planning Document including:

- Provision of on-site and off-site suitable alternative natural greenspace (provided in accordance with guidelines set out Appendix 5).
- Provision of other appropriate avoidance/mitigation measures.

The avoidance or mitigation measures are to be delivered in advance of the developments being occupied and must provide for mitigation in perpetuity. Suitable Alternative Natural Greenspaces (SANGs) will be secured by way of a legal agreement between the developer and the relevant council. The delivery of Heathland mitigation measures will be secured as set out in the Councils' Regulation 123 list. The authority will ensure that mitigation measures to avoid harm are given priority as required by this policy.

The Dorset Heathlands Planning Framework Supplementary Planning Document will set out the type of development circumstances where mitigation is required, and a list of mitigation projects. The Councils' Core Strategy and Site Specific Allocations Development Plan Document sit alongside the Supplementary Planning Document in identifying SANGs provision. This will ensure that suitable measures are in place by the time development is occupied. The combination of the 400m exclusion zone with the heathland mitigation measures set out above are designed to function together as an effective package avoiding the harmful effects of additional residential development on the European and internationally designated heathlands.



Map 13.5 Dorset Heathland 400 metre and 5 km zones

**13.22** The provision of Suitable Alternative Natural Greenspace (SANG) represents a significant element of the strategy to protect the Dorset Heathlands.

**13.23** Nonetheless, SANGs are identified as one of a suite of mitigation measures which should be provided, particularly in respect of larger developments. Appendix 5 sets out key standards which a SANG should provide.

**13.24** In addition to the key features set out in Appendix 5, the following SANG features are desirable, and consideration should be given to their incorporation into the layout of such greenspace:

- It is desirable for an owner to be able to take dogs from the car park to the SANG safely off the lead.
- Where possible sites should be chosen with a gently undulating topography.
- It is desirable for SANGs to provide a naturalistic space with areas of open (non wooded) countryside and areas of deciduous woodland and water features.
- Where possible it is desirable to have a focal point such as a view point, monument etc within the SANG.
- It is desirable that smaller SANGs do not have grazing stock and that on larger SANGs there are always areas free of grazing stock.

## Sustainable Development Standards for New Development

**13.25** Although the precise nature of environmental changes is not fully understood, the impacts from climate change are likely to have significant implications for many of the existing settlements within the plan area, as well as for the location of existing development.

**13.26** The remainder of this section of the Core Strategy sets out policies which will address climate change:

- By requiring new developments to make a lower impact upon the environment, in particular by reducing carbon emissions from energy use, and by using more sustainable forms of energy; and
- By reducing the impacts of climate change on new development, especially in relation to flood risk.

**13.27** There is a need to provide alternative, affordable renewable sources of energy, as well as improving energy conservation methods to better manage our energy demands. All new development, whether it is for housing or employment, will need to meet higher levels of sustainable construction and renewable energy sources. Development will also have to take account of the need to reduce water consumption, as well as maintaining and improving water quality.

### Explanation

#### Key Facts

- In 2011 the combined area of Christchurch and East Dorset had capacity to generate 0.6MW from installed renewable sources
- Although an outwardly affluent area, pockets of deprivation and high elderly populations mean that fuel poverty is an issue across the area
- Residents in Christchurch emitted an average of 6.4 tonnes of CO<sub>2</sub> per capita, and 6.8 tonnes in East Dorset, lower than the regional and national averages
- Less than 10% of dwellings in either area have a Standard Assessment Procedure (SAP) rating of below 35
- Approximately 80% of the area's water supply comes from river extraction, with the remaining 20% from groundwater sources
- Daily water consumption rates (156 litres per person per day) are higher than the national average, and far exceed Government targets for water use of 130 litres per person per day

**13.28** The Climate Change Act 2008 sets the Government's national targets for carbon reduction - 80% reduction by 2050, 26% reduction by 2020.

**13.29** The National Planning Policy Framework requires local authorities to adopt policies for renewable, low carbon and decentralised energy, and that these should apply to both residential and commercial development. In doing so, the NPPF requires local authorities to consider the impact of such policies on development viability.

**13.30** The Bournemouth, Dorset & Poole Energy Efficiency Strategy proposes a 20% CO<sub>2</sub> reduction by 2020, based on 1990 levels. It also aims to reduce fuel poverty, and sets energy efficiency targets for new and existing dwellings.

**13.31** The Council's Strategic Housing Land Availability Assessments show that a large proportion of new housing will come from very small sites of less than 5 dwellings.

**13.32** Master planning studies for the Christchurch Urban Extension, and new neighbourhoods in East Dorset have examined the potential for renewable energy in these developments.

**13.33** Studies from the Centre for Sustainable Energy, and Regen South West advise that District Heating and power facilities could provide renewable energy to new and existing developments on an area-wide basis, although the locations of the new greenfield developments proposed in the Core Strategy may make this difficult to achieve.

**13.34** The approach taken in the policies below is therefore a flexible one, rather than setting prescriptive standards, or requiring particular forms of renewable energy or efficiency measures to be provided.

## Policy ME3

### Sustainable Development Standards for New Development

Residential and non-residential development including new homes, and the extension of existing homes will be expected to meet national sustainable development standards. The Councils wish to encourage higher standards of sustainable developments where they are viable and do not significantly compromise other policies in this plan.

Developments will be required to incorporate carbon emissions reduction, water and energy efficiency measures and to demonstrate they have explored a range of sustainable and low carbon options. The most appropriate range and type of measures for each development should be informed by the Code for Sustainable Homes Design Categories for residential development and BREEAM standards for non-residential (or subsequently agreed national standards for sustainable development). In particular this includes:

- Water and energy efficiency.
- Orientation and solar gain (natural lighting and heating).
- Use of renewable and low impact materials.
- Minimising waste, pollution and water run-off, incorporating Sustainable Drainage where possible.
- Minimising soil disturbance to reduce soil carbon issues.

In line with current government requirements and targets, all new development will ensure CO<sub>2</sub> emissions are minimised to practical and viable levels by following the hierarchy for regulated energy below (unless it can be demonstrated that utilising measures further down the hierarchy will achieve greater carbon reductions):

1. Energy efficiency measures resulting from maximising building fabric performance, scheme layout and building orientation.
2. On-site renewable, decentralised, and low carbon energy.
3. Carbon reductions through off-site measures, known as 'Allowable Solutions' (to compensate for carbon emission targets that are difficult to achieve on site).

Emissions arising from regulated energy refer to those related to space heating, hot water provision, fixed lighting and ventilation. Unregulated emissions are those related to cooking and plug-in appliances. Unregulated emissions are not counted for the purposes of calculating the carbon compliance of new development.

Developments involving the conversion or alteration of historic buildings will be expected to demonstrate that they have explored a range of sustainable and low carbon options for construction and energy use and incorporated them into the design where practically possible, provided that this does not harm the character of the building or increase the risk of long-term deterioration to fabric or fittings.

## Policy ME4

### Renewable Energy Provision for Residential and Non-residential Developments

The provision of renewable, decentralised, and low carbon energy will be encouraged in residential development of 10 or more dwellings (or sites of 0.5 hectares or greater), and non-residential development of 1,000m<sup>2</sup> gross floorspace (or 1 hectare or greater). This will include new development, and the extension and refurbishment of existing homes or premises.

Until such time that national requirements and targets necessitate higher percentages of renewable, decentralised and low carbon energy generation to meet carbon emissions targets, the expectation will be that 10% of the total regulated energy used in these types of development will be from such energy sources, unless having regard to the type of development involved and its location and design, this is not feasible or viable. In such cases carbon reductions using off-site measures as set out in the energy hierarchy in Policy ME3 will be sought.

The Councils will require all schemes or phases within a development to meet a set overall site pre-development target for sustainable energy generation rather than allowing a piecemeal approach. Where new national requirements and targets increase the requirement then such standards will be required to be integrated into any further on-going development on the site.

Within larger developments and new neighbourhoods/urban extensions, the Councils will require the investigation of options for district heating and/or power facilities. Developments may be required to connect to district heating and/or power facilities where appropriate, feasible and viable. In line with the energy hierarchy set out in Policy ME3, developers will be expected to assess a range of suitable options including district wide and/or micro generation in respect of their sites, with the suitability of the chosen technology being judged on a site-specific basis.

Energy provision should normally be provided on-site as set out in the energy hierarchy in Policy ME3, particularly on larger developments, or will be secured in accordance with the Councils' current Regulation 123 List until the introduction of 'Allowable Solutions' frameworks.

## Policy ME5

### Sources of Renewable Energy

The Councils encourage the sustainable generation of energy from renewable and low carbon sources where adverse social, environmental and visual impacts have been minimised to an acceptable level.

Proposals for renewable energy apparatus will only be permitted where:

- The technology is suitable for the location and does not cause significant adverse harm to visual amenity from within the landscape and views into it, and within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty is in accordance with its current Management Plan;
- It is in accordance with Policy ME1 regarding adverse ecological impacts upon the integrity of priority habitats or local populations of priority species and opportunities for biodiversity enhancement;
- Cumulative impacts are taken into account, and assessments undertaken for impacts on the landscape, visually, the local amenity and biodiversity;
- It would not cause interference to radar, or electronic communications networks, or highway safety;

- It would not cause significant harm to neighbouring amenity by reason of visual impact, noise, vibration, overshadowing, flicker (associated with turbines), or other nuisances and emissions;
- It includes an agreed restoration scheme, any necessary mitigation measures, and measures to ensure the removal of the installations when operations cease;
- Safe access during construction and operation must be provided; and
- It avoids harm to the significance and settings of heritage assets.

Further work will be undertaken to identify suitable areas for renewable and low carbon energy sources.

## Development within Areas at Risk of Flooding

**13.35** One aspect of climate change which is particularly relevant to the area, is the increase risk of flooding.

**13.36** Christchurch is significantly affected, given the impacts of two major rivers, the Stour and Avon, and potential for sea level rise along its coastline. The two main rivers are also tidal throughout much of their length within Christchurch. As a result significant parts of the town centre, Purewell, Stanpit, and more limited parts of West Christchurch and Somerford lie within flood zones 2, 3a or 3b, areas of moderate to high risk.

**13.37** 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.

### Key Facts

- The rivers Stour, Avon, Allen, Uddens, Moors and Bure Brook flow through the area and all are liable to flood.
- 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.
- A large part of East Dorset is designated as a Groundwater Source Protection Zone.
- The amount of water used by households in the area has increased over the last decade, as has the abstraction of water from the local rivers.

**13.38** The National Planning Policy Framework (NPPF), when supported by the Christchurch and East Dorset Strategic Flood Risk Assessments (SFRA), will inform decisions regarding the suitability of all forms of development within flood zones. Only when development proposals satisfy the requirements of the NPPF will development be permitted.

**13.39** Ground water source protection zones in Christchurch and East Dorset will be defined on the Core Strategy proposals maps. The Councils will provide additional information through the SFRAs to inform applications with regard to floodrisk. In their determination of planning applications, the Councils will make reference to all available information on flood risk from all sources of flooding at the time of the application, and will consult with the Environment Agency.

**13.40** The Councils will prepare a Supplementary Planning Document on flood risk and Sustainable Drainage Systems which will provide further guidance to developers on how Core Strategy policy will be implemented, and how to interpret the results of the SFRA to determine the degree of risk to a particular site, as well as providing advice on how to apply the Sequential and Exception tests locally.

## Relevant Evidence

**13.41** The National Planning Policy Framework makes specific recommendations that development should be located away from flood zones. It also requires that development within flood zones should be flood resistant (keeping water out) and resilient (to recover quickly following a flood). Development is also recommended to incorporate Sustainable Drainage Systems to manage surface water runoff.

**13.42** The Councils have both completed Strategic Flood Risk Assessments, including a detailed Level 2 assessment in Christchurch which incorporated modelling of certain watercourses for the first time. This work has been taken into account in planning for new development, particularly in terms of housing potential in the Strategic Housing Land Availability Assessment.

**13.43** The Poole and Christchurch Bays Shoreline Management Plan has adopted a policy of "holding the line" including managed realignment of Mundeford Spit and Hengistbury Head. This results in no significant change to the shoreline during the 100 year period covered by the Plan.

### Policy ME6

#### Flood Management, Mitigation, and Defence

When assessing new development, the local authorities will apply the sequential and exception tests set out in the National Planning Policy Framework.

Where exceptionally, all developments (including redevelopments and extensions which require planning permission) can be permitted within areas at risk of flooding they will be required to incorporate appropriate flood resistance and resilience measures as a means of "future proofing" against the effects of climate change. Historic buildings and sites may be exempt from this Policy where measures would harm their character or increase the risk of long-term deterioration to fabric or fittings.

All developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk. Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels of run-off overall. This will primarily be through the use of Sustainable Drainage Systems (SUDS) and a range of flood resistance and resilience measures. Space for such measures should be set aside within larger developments.

The design, construction, operation and maintenance of SUDS must meet national standards. Plans for new drainage systems will need to be approved by Dorset County Council (as SUDS approval body) before construction can start.

Strategic flood defences are identified in the Core Strategy Infrastructure Delivery Plan, and delivery of these schemes will be supported by a range of funding sources including the Community Infrastructure Levy (CIL). Section 106 planning obligations will continue for implementation of site specific flood defence improvements where required. Where development is of a sufficient scale to fund flood alleviation works to make that development safe throughout its design life, works in kind will be considered where appropriate.

For developments within a flood risk area which pass the sequential test, but where risk can not be adequately mitigated on site, a flood management strategy and delivery plan will be required prior to the grant of consent. The strategy will identify the measures required to reduce flood risk and surface water run-off at the site for the duration of its design life, making it safe (including unaided access/egress during flood events) and ensuring that flood risk does not increase elsewhere as a result. The delivery plan will identify the level and source of funding required for such measures and set out a realistic and achievable timetable for implementation. For very large schemes, area wide flood attenuation measures may be required.

## **Policy ME7**

### **Protection of Groundwater**

Groundwater Source Protection Zones will be identified on the proposals map. Where development is proposed in a location likely to affect a Groundwater Source Protection Zone, an assessment of the impact and any mitigation measures proposed must be provided.

This assessment should cover the following:

- The nature of the development, and its anticipated impact on groundwater in terms of contaminants both during construction, and upon completion.
- The need for the development to be in a location affecting Groundwater Source Protection Zones.
- Proximity and impact on licenced and unlicenced water supply.
- Impact on underground aquifers.

The assessment should reflect advice contained in the Environment Agency's document 'Groundwater Protection: Policy & Practice' (GP3).



## 14 Creating High Quality and Distinctive Environments

### Introduction

**14.1** The quality of the built environment, open space and leisure facilities determines how a place is regarded by its own community, visitors and investors. The historic Borough of Christchurch and East Dorset District are very attractive places in which to live with areas of valuable open space and leisure facilities. As a result, there is increasing demand to build new homes and extend existing ones. Faced with possible need for urban intensification it is crucial to ensure that new development schemes enhance local character and building traditions and contribute to the creation of healthy and sustainable environments, that give residents easy access to recreation, green space and sport facilities and secure the provision and enhancement of 'green infrastructure'.

**14.2** The provision of leisure facilities and open spaces is important for the health and wellbeing of the population and provides spaces for the pursuit of formal and casual recreation. They also provide natural relief in built up areas, 'green lungs' for carbon exchange and habitats for wildlife. The routes that connect these spaces also encourage walking and cycling and can contribute to a network of 'green infrastructure'.

**14.3** This chapter of the Core Strategy seeks to establish a coordinated approach to design including architecture, heritage conservation, open space, 'green infrastructure' and the public realm. The issues that will be addressed include:

- Enabling future development while conserving and enhancing our historic assets
- Delivering new high quality housing that complements and enhances the character of local neighbourhoods and settlements
- Creating a safer, greener and more accessible environment through the provision of appropriate types of open space and 'green infrastructure'

**14.4** For further information concerning the preparation of policies in this chapter please refer to the Creating High Quality and Distinctive Environments Background Paper which is available on [www.dorsetforyou.com](http://www.dorsetforyou.com).

### Valuing and Conserving our Historic Environment

**14.5** The historic environment plays an important role in the economic wellbeing of the area, particularly in relation to tourism. This can place significant pressures on the historic environment. Pressures come from the demand to modernise historic buildings, change their uses, develop within conservation areas, and from the increased effects of traffic and highway improvements.

**14.6** An English Heritage report 'Heritage at Risk-Conservation Areas' (July 2009) highlighted the incremental damage that has been caused to conservation areas by uncontrolled small scale developments. The deterioration of the historic building stock in both Christchurch and East Dorset has been confirmed in Conservation Area Appraisals where the erosion of valuable features such as windows, doors and walls was listed as a real threat to the preservation of their character.

**14.7** The impact on character of new development within conservation areas is a crucial issue. Carefully designed schemes have the potential to improve historic areas, provided new development complements and enhances the special features of historic buildings and respects the scale, building materials and density of the surrounding built form.

**14.8** The historic town centres of both Christchurch and Wimborne are vulnerable to flooding. Existing and new dwellings will need to incorporate flood resistance and resilience measures which may affect the character and setting of central conservation areas. Good design will be crucial to ensure this does not harm the historic features of such buildings.

### Key Facts

#### In Christchurch there are:

- 12 Conservation Areas.
- 287 Statutory Listed Buildings (six Grade I).
- 136 locally listed buildings.
- 2 scheduled monuments on the National Heritage at Risk Register (2012)

#### In East Dorset there are:

- 19 Conservation Areas.
- 697 Statutory Listed Buildings (19 Grade I, 41 Grade II\*).
- 5 Historic Parks and Gardens.
- 41 scheduled monuments: 3 buildings and 1 registered park on the National Heritage at Risk Register.

## Policy HE1

### Valuing and Conserving our Historic Environment

Heritage assets are an irreplaceable resource and will be conserved and where appropriate enhanced for their historic significance and importance locally to the wider social, cultural and economic environment.

- The significance of all heritage assets and their settings (both designated and non-designated) will be protected and enhanced especially elements of the historic environment which contribute to the distinct identity of Christchurch and East Dorset. Such key historic elements include the market towns of Wimborne Minster and Christchurch; Christchurch Quay; Highcliffe and Christchurch Castles; 11th Century Christchurch Priory Church and Saxon Mill; site of civil war siege in 1645; the setting of Wimborne Minster; significant Neolithic, Iron Age and Roman archaeological landscape; and prominent estates such as Cranborne and Wimborne St Giles.
- As part of its Heritage Strategy, a publicly accessible Dorset Historic Environment Record will be maintained; Conservation Area Appraisals will be kept up to date, and Article 4 Directions used where necessary.
- A Local List of heritage assets will be created in East Dorset and the Local Lists of heritage assets will be maintained to support the conservation of non-designated assets of distinctive local character.
- Both Councils will seek to promote and support initiatives to reduce the number of heritage assets at risk including the sensitive re-use and adaption of historic buildings.
- Working with the Highways Authority, and Town and Parish councils, highway infrastructure and public realm works will be designated to protect and enhance the historic environment.

## Design

**14.9** Christchurch has a diverse built environment, development of which was largely influenced by the Borough’s coastal setting, topography and presence of flood plains.

**14.10** The urban area represents a predominately modern, post war environment, which has grown up around a historic town centre with pockets of older buildings predominantly in the Town Centre, Purewell and Mundeford. Much of the residential development is good quality and low rise. The densities vary considerably across the Borough, which reflects the historic development of neighbourhoods over the last two centuries, and range from generous plots with low density housing in Walkford and Friars Cliff (average 10dph), to terraced cottage plots in Bargates and Purewell (30-40dph).

**14.11** Even though the Borough does not currently have specifically designated ‘character areas’, the 2003 Christchurch Borough-wide Character Assessment carried out a series of urban neighbourhood studies and specifies the essential qualities which give each area in the Borough its special character, and how these areas are sensitive to change with regard to conservation and heritage policy. In particular, the Borough-wide Character Assessment emphasised the importance of waterside areas to the character of the Borough.

**14.12** East Dorset has witnessed rapid growth in the last 50 years. The area contains a number of suburban developments, often built at low density, with a scattering of houses in the remainder of the countryside. The housing stock is relatively new, with Wimborne Minster and the smaller villages being the exception in having an older and higher density building stock.

**14.13** Taking into account development pressures it is inevitable that the area will need to face and adapt to change. The aim of the emerging policies should be to preserve valued features in the towns, which give them their distinctive characters and sense of place. New development should respect the prevailing characteristics of a local area and, where possible, enhance those neighbourhoods in need of improvement both within the existing urban areas and within the rural countryside. New development will be expected to be attractive, functional, sustainable and of the highest quality, optimising the site potential and respecting the scale of the locality.

<b>Key Facts</b>
<ul style="list-style-type: none"> <li>• The Borough and District are built at low density with a high proportion of bungalows and detached dwellings (64.4% in East Dorset and 42.5% in Christchurch)</li> <li>• Christchurch, at 20.8% has a higher number of flats than East Dorset (9.9%), mainly concentrated in Highcliffe, the Town Centre and Grange wards</li> <li>• There are 17 designated Special Character Areas in East Dorset</li> </ul>

## Policy HE2

### Design of New Development

Within Christchurch and East Dorset the design of development must be of a high quality, reflecting and enhancing areas of recognised local distinctiveness. To achieve this, development will be permitted if it is compatible with or improves its surroundings in:

- Layout
- Site coverage
- Architectural style
- Scale
- Bulk
- Height
- Materials
- Landscaping
- Visual impact
- Relationship to nearby properties including minimising general disturbance to amenity
- Relationship to mature trees.

This is within the context of the Christchurch Borough Wide Character Assessment. In the East Dorset rural area, design should accord with the Countryside Design Summary. An East Dorset Urban Design Guide will set out the key characteristics expected to be incorporated into schemes. In Special Character Areas development must respect the identified features and characteristics. Careful design to reduce the risk of crime will be required.

## Landscape Quality and Character

**14.14** The Plan area contains nationally and locally important landscapes. The aim is to ensure that development does not harm these areas, but adds to their attractive character. 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 are protected and enhanced.

### Key Facts

- 45% of East Dorset is covered by the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.
- A further 23% of the District is covered by Areas of Great Landscape Value.

## Policy HE3

### Landscape Quality

Development will need to protect and seek to enhance the landscape character of the area.

Proposals will need to demonstrate that the following factors have been taken into account:

1. The character of settlements and their landscape settings.
2. Natural features such as trees, hedgerows, woodland, field boundaries, water features and wildlife corridors.
3. Features of cultural, historical and heritage value.
4. Important views and visual amenity.
5. Tranquillity and the need to protect against intrusion from light pollution, noise and motion.

Development proposals within and/or affecting the setting of the Area of Outstanding Natural Beauty will need to demonstrate that account has been taken of the relevant Management Plan.

Within the Areas of Great Landscape Value development will be permitted where its siting, design, materials, scale and landscaping are sympathetic with the particular landscape quality and character of the Areas of Great Landscape Value. Planning permission will be refused for major developments in these designated areas except in exceptional circumstances and where they are in the public interest.

## Open Space, Leisure and Green Infrastructure

**14.15** The provision of attractive, accessible and functional open space is important for the well being and health of residents and the support of our valuable wildlife. The Councils seek to ensure that local residents have access to open space to meet their needs.

**14.16** The provision of large open spaces and green infrastructure also serves to divert recreational pressure away from the sensitive Dorset Heaths. The mitigation benefits of sites provided in support of the heathland policies will be enhanced by green infrastructure through improved connectivity with other open spaces, thereby promoting informal recreation (such as cycling and dog walking) and facilitating access by alternative forms of transport to the car. Green infrastructure will also be designed to protect and enhance sites of biodiversity value.

**14.17** The Christchurch and East Dorset Open Space, Sport and Recreation Studies (2007) set out in detail the existing provision throughout the Plan area. It also identifies the level of provision that should be available and where shortfalls exist.

**14.18** The SE Dorset Green Infrastructure Strategy (2011) identifies large scale, cross boundary needs.

## Policy HE4

### Open Space Provision

The open space standards and Local Need Area boundaries provided by the 2007 Open Space, Sport and Recreation Study will be applied throughout the Plan area (amended as necessary to take account of recent open space developments and new areas allocated for housing in the Core Strategy). Contributions will be directed towards meeting the quantity, quality and accessibility shortfalls for each of the Local Need Areas. The aim is to deliver a combination of new facilities and improvements to existing ones, depending on the unique needs of the Local Needs Areas and the availability of land.

Existing open spaces and leisure facilities identified on the Proposals Map will be protected and their loss will not be permitted unless their whole or partial redevelopment would result in greater benefits to the community than retaining that facility. On such occasions the replacement must be provided in close proximity, unless it can be shown that the open space, sport or recreational facility was not required.

### Recommended Open Space Standards from the 2007 Open Space, Sport & Recreation Study:

Open space type	Recommended accessibility standard (straight line distance).	Recommended quantity standard (hectares per 1000 population)	Recommended quantity standard (square metres per person)	Total recommended provision
Recreation Grounds & Public Gardens (includes parks)	450m	0.5 ha	5.0 sq m	3.75 ha per 1000 population / 37.5 sq m per person
Amenity Green Space	450m	0.5 ha	5.0 sq m	
Natural & Semi-natural Green Space	600m	1.0 ha	10.0 sq m	
Active (outdoor) Sports Space	600m	1.25 ha	12.5 sq m	
Children & Young People's Space	450m	0.25 ha	2.5 sq m	
Allotments	600m	0.25ha	2.5 sq m	

Where appropriate in terms of location and the nature of the development, and where a local need for small scale facilities has been identified, on site provision will be preferable. It may be appropriate for earlier developments to provide the land upon which later developments pay for structures or equipment. Off site provision of open space may be acceptable where it is impractical for provision to be on site. Open space provision will be secured as set out in the Councils' Regulation 123 List.

The policy will aim to deliver a combination of new facilities and improvements to existing ones, depending on the unique needs of the 'Local Need Areas' and the availability of land.

This policy should be read in conjunction with the current Infrastructure Delivery Plan.

**Location of new provision**

When considering sites for new open space and leisure provision, priority will be given to sites which are easily accessible by a range of transport modes and which can be integrated into a network of green infrastructure. Sites for new open space provision will be identified through an implementation and delivery plan and considered for allocation through the forthcoming Site-Specific Allocations Development Plan Document.

**Green Infrastructure**

Where appropriate, elements of green infrastructure will be incorporated into the design of new open space provision such as 'permeability', with green foot and cycle paths running through the development, connecting with existing routes wherever possible.





## 15 Meeting Local Needs

### Introduction

**15.1** Our basic needs include health, safety and shelter. We also need social cohesion and education. Without the ability to provide for these needs we fail to live successful and meaningful lives. This chapter sets out policies for well planned housing, site location criteria for Gypsies and Travellers and Travelling Showpeople, affordable housing and facilities and services to meet the needs of the local population.

### Housing

**15.2** Housing is the largest urban land use in the area, with over 60,000 homes in Christchurch and East Dorset. There is a significant need for new housing and the following policies address how best to deliver what is required in a form that respects the local area. The number of new homes to be built and the principles of where they should be built are dealt with in the Key Strategy chapter and the area based chapters. This section considers the nature and form that new housing should take.

### Dwelling Size and Type

**15.3** The opportunity to provide new homes is a chance to meet the housing needs of the local community. It is important that the right mix of housing is developed over the plan area over the forthcoming years. The housing must be appropriate to the needs of the community, providing a range of types, sizes and tenures to meet the needs of existing and future households including housing for the elderly and other specialist housing needs. This will include the provision of affordable housing as set out in Policy LN3. The Strategic Housing Market Assessment provides the relevant evidence on household needs.

**15.4** Evidence suggests that the health and well being of people is directly related to the space in which they live. Overcrowded conditions can result in poor health, family conflict, poor educational attainment and anti social behaviour. In order to ensure that the new housing built over the lifetime of the plan is fit to last it is important that standards are set. Building to suitable space standards will ensure new homes provide sufficient space for everyday activities. Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence. In the interim period the Councils will apply the Homes and Communities Agency Housing Quality Indicators to applications for residential development in relation to private open space, unit sizes, unit layout and accessibility within the unit (HQI Sections 3.2.1 to 3.2.9 and 5.1 to 5.1.13).

### Key Facts

- The average new home built in the UK is the smallest in Europe averaging 15.8 m<sup>2</sup> per room compared with 21.4 m<sup>2</sup> in Germany, 28.2 m<sup>2</sup> in the Netherlands and 26.9 m<sup>2</sup> in France
- In Europe only the UK, Portugal, Austria and Luxembourg build new homes smaller than existing housing
- East Dorset has a very high number of large properties with more than 8 habitable rooms, 17% compared to 10.5% in England and 11% throughout the Housing Market Area
- Christchurch has a higher proportion of medium sized homes with 4 or 5 habitable rooms, 54% compared to 47% in England and 45% in the Housing Market Area
- East Dorset has a very high proportion of detached dwellings, 60% compared to 45% in the Housing Market Area. Of these 30% are bungalows. In comparison about 40% of Christchurch properties are detached compared to just 24% nationally
- In contrast only 9.3% of homes in East Dorset are terraced and only 9.9% are flats. For Christchurch the figures are 19% terraced and 19.6% flats in comparison to 27% terraced and 15% flats nationally

## Policy LN1

### The Size and Type of New Dwellings

Overall, the size and type of new market and affordable dwellings will reflect current and projected local housing needs identified in the latest Strategic Housing Market Assessment and informed by future Annual Monitoring Reports to ensure that the proposed development contributes towards attaining a sustainable and balanced housing market. Individual sites will be expected to reflect the needs of the Strategic Housing Market Assessment, subject to site specific circumstances and the character of the local area.

All new housing will be required to be built to meet minimum living space standards for both internal and external areas. Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence. 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. (HQI sections 3.2.1 to 3.2.9 and 5.1 to 5.1.13).

## Density of Development

**15.5** It is important to ensure that new housing respects the character of an area, whilst ensuring that the best use is made of land to deliver the quantity of homes required. There is a wide variation in the built character of the area which means it would be inappropriate to impose standard density requirements. The defining features of character areas are described in separate statements and local design studies will continue to inform decisions regarding protection of local character and appropriate design control. Elsewhere there are locations where high densities would be appropriate, reflecting existing character and also placing people in locations with easy access to services, facilities and work.

## Policy LN2

### Design, Layout and Density of New Housing Development

On all sites, the design and layout of new housing development should maximise the density of development to a level which is acceptable for the locality. A minimum density of net 30dph will be encouraged, unless this would conflict with the local character and distinctiveness of an area where a lower density is more appropriate. Proposed housing densities will be informed by the Strategic Housing Land Availability Assessment, housing need as set out in the Strategic Housing Market Assessment, the master plan reports for new neighbourhoods and future Annual Monitoring Reports.

Proposals for high density developments will be acceptable in the following types of location where this form of development will not have an adverse impact on the character of the area and where residents have the best access to facilities, services and jobs:

- New greenfield housing sites (density range to be determined by outputs of master planning process).
- Town centres.
- Along the Prime Transport Corridors.
- Areas outside town centres with good access to public transport and essential facilities and services.
- In areas where there is a high level of need for affordable housing or on land already owned by housing associations, or where a housing association is the applicant.

The Councils will carefully consider the design and density of new development in terms of their responsibilities for community safety under Section 17 of the Crime & Disorder Act, and will involve the Police Architectural Liaison Officer in appropriate cases.

## Meeting Affordable Housing Needs

**15.6** The provision of more affordable housing forms part of the Core Strategy Vision and is expressed in Objective 5. Affordable housing definitions are set out in Appendix 2. Not enough affordable housing has been delivered over the past 20 years and this, along with steep house and rental prices has made suitable accommodation inaccessible to many people.

**15.7** A key aim of the Councils' affordable housing strategy is to meet local needs. As a result the Councils will require the allocation of new affordable housing in line with local connection criteria, ensuring that such homes are always prioritised, and in certain cases restricted, to occupation by those in housing need and with connections to the local area.

### Key Facts

- **East Dorset Statistics**
  - 38,000 dwellings
  - About 9% are provided by registered social landlords
  - About 8% are privately rented
  - 2.3% of dwellings are vacant
  - Average house price in spring 2011 was £250,000 (Land Registry)
  - Market entry prices in 2011 were approximately £110,000
  - Housing Register – 2,863 (January 2012)
  - 85 Black & Minority Ethnic applicants

### Key Facts

- 1502 applicants require 1 bedroom accommodation 175 single applicants aged under 25
- Strategic Housing Market Assessment (2011) – Net annual need 430 dwellings
- Backlog: 395 dwellings – 79 per annum
- Taking income and savings into account 17% of all households in East Dorset cannot afford housing at current market prices / rents without the need for some form of subsidy (SHMA, 2011)
  
- **Christchurch Statistics**
  - 21,920 dwellings
  - About 11% are provided by registered social landlords
  - About 8.6% are privately rented
  - About 3% are empty
  
  - Average house price in spring 2011 was £238,000 (Land Registry)
  - Market entry prices in 2011 were approximately £110,000
  - Housing register 2,025 January (2012)
  - Strategic Housing Market Assessment (2011) – Net annual need 330 dwellings
  - Backlog: 310 dwellings – 62 per annum
  - Taking income and savings into account 19.5% of all households in Christchurch cannot afford housing at current market prices / rents without the need for some form of subsidy (SHMA, 2011)

**15.8** The Bournemouth and Poole Strategic Housing Market Assessment Update 2012 provides the latest information on the level of affordable housing need in the area and justifies policies that seek the highest possible provision, subject to financial viability. The following policy sets out the circumstances in which affordable housing is required.

**15.9** Details on how the policy is to be implemented will be published within the Affordable Housing Supplementary Document.

## Policy LN3

### Provision of Affordable Housing

To maximise affordable housing provision, whilst ensuring flexibility and sufficient margins to facilitate housing delivery, the Councils will require all residential developments to meet the following affordable housing requirements:-

### Policy Percentage Requirements

All greenfield residential development which results in a net increase of housing is to provide up to 50% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements unless otherwise stated in strategic allocation policies. All other residential development which results in a net increase of housing is to provide up to 40% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements.

Any Planning Application which on financial viability grounds proposes a lower level of affordable housing than is required by the Policy Percentage Requirements must be accompanied by clear and robust evidence that will be subject to verification.

### **Affordable Housing Requirements**

The mix of affordable housing units will be subject to negotiation and agreement with the Council but in any event must reflect local housing needs identified in the latest Strategic Housing Market Assessment (see Policy LN1). Tenure split should normally allow for 30% intermediate housing, with the remainder being affordable rented or social rented.

Conditions or legal obligations will be used to ensure that affordable housing is secured for those in housing need and prioritised for those with a Local Connection.

### **Policy Delivery Requirements**

On sites resulting in a net increase of 1 to 4 dwellings, the Councils will accept on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements or a financial contribution in lieu of on site affordable housing, calculated in accordance with the Commuted Sum Methodology.

On sites resulting in a net increase of 5 to 14 dwellings, the Councils will require on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements, however, where this is not possible or at the Councils' discretion, a financial contribution in lieu of on site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology

On sites resulting in a net increase of 15 or more dwellings, provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements should be on site but where it is not possible to provide affordable housing units on the site, off-site provision on an alternative site may be acceptable. If an alternative site is not available, a financial contribution in lieu of on site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology.

Financial contributions should be of equivalent value to on-site provision calculated in accordance with the Commuted Sum Methodology.

Where developments are required to provide 10 or more affordable homes, 10% of the affordable housing element should be planned for households requiring specially adapted or supported housing. However, if a requirement for specialised affordable housing (or a viable delivery mechanism) cannot be demonstrated by the Council at the point of submitting a planning application, the quota shall revert to 100% general need affordable housing.

Under no circumstances will the financial consequences of including 10% adapted or supported housing result in a greater cost to the development than would arise through an acceptable, viable and proportionate mix of general need affordable housing.

## Exception Sites for the Provision of Affordable Housing

**15.10** The following policy seeks to enable the provision of affordable housing in areas where no significant development is proposed. Details on how the policy is to be implemented will be published within the Affordable Housing Supplementary Document.

### Policy LN4

#### Affordable Housing Exception Sites

Exceptionally land adjoining or very close to the defined rural and urban settlements which would otherwise be considered inappropriate for development may be developed to facilitate affordable housing, in perpetuity, provided that:

- Secure arrangements are included to ensure that affordable housing will be enjoyed by successive as well as initial occupiers.
- The proposed development would provide a mix of affordable housing size and type which meets demonstrated local housing needs.
- The development is small scale and reflects the setting, form and character of the settlement and the surrounding landscape.

This policy will apply to the following settlements:

#### East Dorset

- West Moors; St Leonards and St Ives; Colehill; Corfe Mullen; Three Legged Cross; Alderholt; Cranborne.
- Furzehill; Gaunts Common; Gussage St Michael; Gussage All Saints; Hinton Martell; Holt.
- Horton; Longham; Shapwick; Sixpenny Handley; Sturminster Marshall; Wimborne St Giles.
- Witchampton; Woodlands.

#### Christchurch

- Land Adjoining the built up area of Christchurch
- Burton; Winkton

## Gypsies, Travellers and Travelling Showpeople

**15.11** The Councils have a statutory responsibility to provide for the needs of Gypsies, Travellers and Travelling Showpeople. The Councils are working with the other authorities in Dorset to produce a Gypsy, Travellers and Travelling Showpeople Sites Development Plan Document. This will identify the required provision of allocated permanent and transit pitches and where suitable sites should be allocated. This Development Plan Document will also consider the accommodation needs of Travelling Showpeople and will seek to identify plots within the west of the County to meet this need. However, it is necessary for the Core Strategy to provide a general approach to the criteria to be used to determine any planning application for Traveller sites in advance of the adoption of the County-wide Development Plan Document or submitted on sites not allocated within that Document once formally adopted.

### Key Facts

- Dorset Councils Gypsy and Traveller Accommodation Assessment 2013 estimates a need for 19 residential pitches in East Dorset up to 2028 and 14 in Christchurch.
- The GTAA also recognises the need for a transit site in Dorset which should accommodate up to 25 pitches.
- Currently there are no transit or public residential sites in Christchurch or East Dorset but there are some private sites. The January 2012 caravan counts indicate some 4 pitches in Christchurch and 8 pitches in East Dorset have permanent planning permission for private caravans.
- Both areas are subject to unauthorised encampments, especially in the summer months, which in some cases cause nuisance and concern to local residents and damage to the sites involved.

**15.12** The Planning Policy for Traveller Sites (2012) advises that the Core Strategy should set out criteria for the location of travelling showpeople sites which will be used to determine planning applications on unallocated sites that may come forward. Paragraph 11 of the Planning Policy for Traveller Sites sets out good practice for criteria policies.

## Policy LN5

### Criteria for Consideration of Gypsy and Traveller and Travelling Showpeople Planning Applications

**The following considerations should be taken into account when determining planning applications for Gypsy and Traveller sites and Travelling Showpeople sites which are not allocated for development in the Dorset-wide Gypsy, Traveller and Travelling Showpeople Joint Site Allocations Development Plan Document:**

1. Sites should be located to meet the needs of Gypsy & Traveller communities with a preference for close proximity to existing communities to use services and facilities, including schools, shops, health facilities and public transport;
2. Sites should provide for adequate on-site facilities for parking, storage, play and residential amenity;
3. Sites should allow for adequate levels of privacy and residential amenity for the occupiers;
4. Sites should not have an unacceptable impact on the amenities of adjacent occupiers; and
5. Sites should not result in a detrimental impact on the natural environment.
6. Sites should be located outside areas of high flood risk (zone 3 flood risk areas)
7. Development of a site in a rural / semi-rural area should be appropriate to the scale of its surroundings and existing nearby settlement
8. In sites where mixed uses are proposed, the site and its surrounding context are suitable for mixed residential and business uses and would not result in an unacceptable loss of amenity and adverse impact on the safety and amenity of the occupants of the site or neighbouring properties.
9. Alterations to the Green Belt boundary to accommodate sites will only be considered in exceptional circumstances, to meet a specific identified need. In such circumstances, and as part of the Site Allocations Development Plan Document, sites will be specifically allocated as a Gypsy and Traveller site only.

**Proposals for sites for Travelling Showpeople will also need to provide adequate space for residential, maintenance and storage uses and be:-**

1. Well related to the public highway network to accommodate the safe passage of large vehicles and pedestrians.
2. Located so as to minimise the impact of on-site business activities on neighbouring properties,
3. Located so as to minimise the visual impact of the uses on the landscape.

### **Housing and Accommodation Proposals for Vulnerable People**

**15.13** To achieve sustainable and inclusive communities, larger scale developments and new neighbourhoods should make provision for older and vulnerable people in both the market and affordable housing sectors. This should include, but not be limited to older and younger people and people with physical or learning disabilities.

**15.14** By requiring appropriate and adaptable housing, good layout and design, such schemes should create opportunities for older and vulnerable people to live securely, independently and inclusively within communities. Across all types and tenures the Council will therefore encourage the provision of homes which incorporate flexible and sustainable design principles, including the 'Lifetime Homes' standards and those that contribute to achieving affordable warmth.

**15.15** Mutual and co-housing models will be supported where a group of households with supported or specialised housing requirements, meet their own needs collectively, procuring and managing their own housing.

## **Policy LN6**

### **Housing and Accommodation Proposals for Vulnerable People**

#### **Category C2 health and care related development proposals**

New social, care or health related development proposals, or major extensions to existing developments, within the C2 use classification will not be subject to Policy LN3 however they will be required to demonstrate that any impacts upon, or risks to, the strategic aims and objectives of Dorset County Council and NHS Dorset health and social care services have been taken into account and mitigated against.

#### **Non C2 residential development proposals for older and vulnerable people**

All other residential development proposals for older and vulnerable people including sheltered housing, assisted-living and extra-care accommodation, must meet the requirements of policy LN3.

Subject to viability, open market development proposals to provide housing for older or vulnerable people will be required to meet policy LN3 through a commuted sum contribution, calculated in accordance with the approved methodology.

Specialist housing proposals for older or vulnerable people that seek to address the policy requirements of LN3 through on site affordable housing will be considered, however, the details of any such proposals and associated delivery mechanisms will require the prior approval of both the Council and Dorset County Council.



## Providing Services and Facilities to Serve Local Needs

**15.16** Access to a wide range of services and facilities is an essential requirement for the well being of the community. Provision through the urban areas is, on the whole, good, but the rural areas and parts of the more suburban area are not so well served. Also, there are threats to services and facilities and it is important to enable different ways for these to be provided. It is therefore necessary to ensure that the needs of current and future communities continue to be provided for.

### Key Facts

- A large proportion of the population are above retirement age with 34% in Christchurch and 32% in East Dorset compared to 19% nationally
- The numbers of elderly are set to increase dramatically over the next 15 years
- In 2001, about 30% of people in the districts were living alone which may impact on the need for community support, particularly for the pensioner households
- Overall the health of residents is good with life expectancy figures significantly higher than national figures
- There are few deprived areas in the districts in comparison to the UK and County. However, Somerford, in Christchurch and Heatherlands in Ferndown are in the most deprived 25% of areas in the Country
- Crime rates are very low in both districts with parts of East Dorset being the safest in the Country
- Educational provision is good throughout the districts although new development could put pressure on some facilities in both East Dorset and Christchurch
- There are a wide range of cultural facilities either in, or within close proximity to the districts, including theatres, cinemas, museums, historic attractions and arts venues

**15.17** The Core Strategy Infrastructure Delivery Plan sets out what services and facilities will be required to support the existing and future population. These have been identified in partnership with service providers and utility companies as set out in their Asset Management Plans and Business Plans.

## Policy LN7

### Community Facilities and Services

Facilities and services will be provided to support existing and future population growth and changes in the age profile as follows:

New facilities should be concentrated in the settlements of Christchurch, Highcliffe, Burton, Corfe Mullen, Wimborne Minster, Colehill, Ferndown, West Moors, Verwood, Alderholt, Cranborne, Sixpenny Handley, Three Legged Cross and Sturminster Marshall. This is where access can be by public transport, bike and on foot. Some facilities can be provided in smaller settlements in innovative ways such as the provision of health care in the home. Services can also be provided in more innovative ways in suburban areas of Christchurch and East Dorset where access to facilities is more restricted to the car.

The Council will work with partners and service providers to ensure the timely provision of high quality, convenient, local and accessible facilities and services for community and cultural use such as education, health, libraries, facilities for older people / children and young people and community buildings.

Priority will be given to any proposals to allow the multi-use of existing facilities, followed by the expansion of existing, well located facilities to allow for the co-location of facilities and services.

New facilities will be required to serve the needs of the population and new development when the alternatives above are not feasible. Preference will be given to the clustering of services and facilities.

The loss of existing community facilities and services will be resisted unless it is clearly demonstrated there is insufficient demand and it is not feasible and viable to support their continued existence and the loss would not result in a substantial decline in the range and quality of facilities and services for local people.

The provision of facilities and services will be secured in accordance with the Council's current Regulation 123 list.

## 16 Creating Prosperous Communities

### Introduction

**16.1** Christchurch and East Dorset face significant challenges in stimulating local business growth, inward investment, and facilitating sustainable development of the tourist industry. In meeting the future needs of the economy and local communities it is also important that an appropriate range of retail facilities are maintained across the area.

**16.2** This chapter addresses issues associated with establishing sustainable and prosperous communities which include:

- Establishing an employment land hierarchy - the location of employment uses across sites in Christchurch and East Dorset.
- Use of existing employment land.
- Economic development in rural areas and farm diversification.
- Safeguarding local shops and other local community facilities.
- Supporting the tourist economy.

**16.3** Core Strategy policies relating to the broad provision of employment land, the town centre hierarchy and the distribution of employment land for Christchurch and East Dorset are set out in Chapter 4 The Key Strategy. The detailed policy approach for the main retail centres in Christchurch and East Dorset is set out in Chapters 5, 8, 9, 10 and 11. Strategic allocations of new employment sites are set out in Chapters 7, 10, 11 and 12.

#### Key Facts

##### Value of the Economy

- Total Gross Value Added is around £740 million in Christchurch and £1,170 million in East Dorset.

##### Business Structure

- There are around 2,020 firms in Christchurch and 4,340 firms in East Dorset.
- Most firms in the area are small but large firms employ one fifth of employees.
- More than half the firms in Christchurch and East Dorset fall within the following sectors: distribution, hotels, restaurants, banking and finance, and insurance.
- The proportion of knowledge intensive firms is in line with the County average in Christchurch and above the County average in East Dorset.

##### Working age Population

- The working age population is around 22,970 in Christchurch and 44,680 in East Dorset.
- By 2030 it is predicted that for every four people working in the area three people will be retired.

##### Employment by Sector

- Christchurch has around 18,900 employees in employment and East Dorset has 31,800 (excluding the self employed).
- The majority of employment in Christchurch and East Dorset is in the service sector but manufacturing is also very significant in East Dorset.

### Key Facts

- In Christchurch almost half of employment in the Borough is in distribution, hotels and restaurants and public administration, education and health.
- In East Dorset more than two thirds of employment is within 3 sectors: public administration, education and health; distribution, hotels; and banking, finance and insurance.

#### Self Employment

- About 16% (above county average) of working age employees are self employed in Christchurch and 13% in East Dorset (below County average).

#### Employment Growth

- Employment growth in Christchurch is predicted to be service sector led especially in distribution, transport and communications and education and health.
- Employment growth in East Dorset is predicted to be service sector led in distribution, other business services and education and health.

#### Unemployment

- Claimant unemployment in Christchurch as of September 2011 was 1.7% of working age residents and 1.0% in East Dorset.
- In August 2009 unemployment was 2.7% in Christchurch and 2.0% in East Dorset.

#### Skills and Qualifications

- Christchurch and East Dorset have an average proportion of working age population with no qualifications compared to Dorset.
- The percentage of 15 year olds gaining five or more A – C grades in Christchurch and East Dorset is above the national average.
- Christchurch has above the County average level of young people not in education, employment or training and in East Dorset the level is below the county average.

#### Tourism

##### Tourism and the Economy

- Tourism contributes about £111 million to the local economy in Christchurch and £122 million in East Dorset.
- A large proportion of employment in Christchurch and East Dorset is in hotels and restaurants as part of the tourist economy.
- Christchurch and East Dorset provide 12% of total tourist accommodation in Dorset and there is scope to increase this market share.

##### Flooding and sea level rise

- Much of Christchurch Town Centre is in flood zone 3a and within Wimborne there are significant areas of flood zone 2 and 3 which restricts development potential.
- Areas at significant risk in Christchurch include Bournemouth Airport Business Park, parts of the town centre, Christchurch Quay, Bridge Street, Purewell and parts of Stanpit and Mundeford.
- The beaches in Christchurch are at risk from coastal erosion from rising sea levels as a result of climate change.

## The Natural Environment and Climate Change

**16.4** The area is renowned for the quality of its natural environment; these natural assets are a valuable resource for the area and help to sustain our local tourism industry as well as attracting businesses to locate in the area. Growth in employment and tourism must help to support the environment and avoid contributing to the causes of climate change.

### Connectivity and Accessibility

**16.5** Within the wider sub-region Christchurch and East Dorset are not well connected to the rest of the South West and South East. There is no motorway access and parts of the area are served by limited public transport services which has implications for the level of future inward investment that can be achieved in comparison to better connected areas in the South East.

**16.6** Rural areas only provide limited employment opportunities and shopping facilities. There is a requirement for key rural centres such as Sturminster Marshall, Sixpenny Handley, Cranborne and Alderholt to maintain and possibly expand existing employment, shops and facilities to reduce the need to travel. Nevertheless it is unrealistic to believe that sufficient facilities can be provided in these small settlements to avoid trips to other centres in the area. However, the rise of the Internet now enables rural communities to access goods and services by different means.

## Developing an Employment Site Hierarchy

**16.7** Policy PC1 provides the opportunity to maximise the market potential of employment sites in Christchurch and East Dorset in a way that is sensitive to the types of business activity currently located on these sites and activity that could be attracted to these sites in the future. The direction of higher order employment uses to higher quality sites across the districts will also assist in encouraging clusters of related activity which promotes economic growth such as with clusters of advanced engineering companies located at the Airport Business Park. The site hierarchy approach needs to be sensitive to the changing economic requirements during the plan period and in this respect a specific approach is adopted to individual sites.

**16.8** The approach to provision of employment land is set out in Policy KS5 of the Key Strategy. The employment land hierarchy set out in Policy PC1 identifies the 'Strategic' and 'Other Higher Quality' sites that will be key in delivering sufficient employment land to meet projected requirements to 2028.

**16.9** On strategic sites including the Bournemouth Airport Northern Business Parks and Ferndown Industrial Estate it is necessary to consider a range of non employment uses which are ancillary to the main employment uses and necessary to meet the needs of workers. This approach assists in making these locations more attractive for inward investment. Potential ancillary uses have been explored through the Bournemouth Airport Economic Study (2008) and through the Christchurch and East Dorset Employment Land Review process. Core Strategy Policy BA2 sets out further detail of ancillary uses which may be required at Bournemouth Airport Business Parks.

**16.10** Across the plan area a large proportion of employment sites fall within one market segment of 'general industrial / business activity'. It is important to sustain businesses in the local area but also to encourage inward investment from a more diverse range of business activity. The employment land hierarchy identifies a range of sites suitable for 'upgrading' whereby through on site and off site infrastructure improvements and the delivery of the right mix of premises, opportunities may be generated for inward investment.

## Christchurch and East Dorset Employment Land Hierarchy

### Policy PC1

#### Christchurch and East Dorset Employment Land Hierarchy

The following site hierarchy is proposed to influence the location of employment uses across sites in Christchurch and East Dorset. 'Higher order' uses that are economically productive offering highly skilled and well paid employment will be located on 'Strategic Higher Quality' and 'Higher Quality' sites which offer the necessary locational attributes. A more flexible approach toward employment uses will be adopted towards other employment sites in the Christchurch and East Dorset hierarchy.

The following sites are considered to be 'higher quality' and offer the necessary locational attributes to attract 'higher order' uses. These sites will be the focus for meeting projected requirements for B1 (Office and Light Industrial uses), B2 (General Industry) and B8 (Warehousing and Distribution) uses as set out in Key Strategy Policy KS5. Strategic and higher quality sites set out below will be protected for employment uses within B1, B2 and B8. On these sites employment activity within non B use class (other employment generating uses) will only be considered where it makes a significant contribution to raising levels of productivity and offers skilled employment opportunities. Non employment uses ancillary to core employment functions will be considered on 'Strategic Higher Quality' Sites where such facilities are required to meet the needs of workers.

#### Strategic Higher Quality Sites

- Bournemouth Airport Northern Business Park (North West and North East Sectors), Christchurch.

#### Other Higher Quality Sites

- The BAE site, Grange Road
- Christchurch Business Park
- Priory Industrial Park
- Sites located directly off Airfield Way, Airfield Road, and Wilverley Road including:
  - Silver Business Park
  - Airfield Industrial Estate
  - Ambassador Industrial Estate
  - Beaver Industrial Estate
  - Sea Vixen Industrial Estate
  - Somerford Business Park
  - Hughes Business Centre

The following sites will also be a focus for meeting projected requirements for B1 (Office and Light Industrial uses), B2 (General Industry) and B8 (Warehousing and Distribution) uses as set out in Key Strategy Policy KS5. Employment uses within B1, B2 and B8 use classes will be protected in accordance with Policy PC2. A more flexible approach will be adopted for the following sites where B1, B2 and B8 uses will be accommodated in addition to a more diverse range of non B employment uses, as well as non employment uses ancillary to core employment functions:

- Avon Trading Park, Christchurch
- Stony Lane South including the Gasworks Site, Christchurch
- Groveley Road, Christchurch
- Somerford Road, Christchurch
- Brook Road Industrial Estate, Wimborne, East Dorset
- Gundrymoor Industrial Estate, West Moors, East Dorset
- Riverside Park Industrial Estate, Wimborne, East Dorset
- Uddens Industrial Estate, Ferndown, East Dorset
- Ferndown Industrial Estate, East Dorset
- Woolsbridge Industrial Estate, Three Legged Cross, East Dorset
- Ebblake Industrial Estate, Verwood, East Dorset
- Bailie Gate Industrial Estate, Sturminster Marshall, East Dorset

The following sites have been identified for upgrading:

- Bournemouth Airport Northern Business Park (North West and North East Sectors), Christchurch
  - In order to realise its potential for attracting business activity this site will require 'upgrading' to ensure it offers the necessary locational site attributes. This will include improvements in transport infrastructure, flood risk management infrastructure, on site environmental improvements and the delivery of new employment units to meet market requirements.
- Sites located directly off Airfield Way, Airfield Road, and Wilverley Road as set out above.

The upgrading of these sites will involve the provision of an enhanced range of higher quality employment premises to meet market requirements and to attract a more diverse range of business activity to the Borough. This may also include business park environmental enhancements and improvements to broadband infrastructure. Transport infrastructure improvements will be delivered on Stony Lane, Christchurch, as identified in the Key Strategy Policy KS10.

**16.11** The 'upgrading' of sites will be achieved over the plan period with more detail set out in the Site Allocations Development Plan Document. Changes in the composition of premises on sites identified for upgrading will be achieved over time through planning consents.

## Existing Employment Land

**16.12** There is a shortage of available employment land in the sub region and key strategic sites such as Bournemouth Airport Business Park and Ferndown Industrial Estate face infrastructure constraints which restrict the level of development that can come forward. In this respect it is important to retain employment sites in sustainable locations well served by infrastructure that enable the future employment land requirements of the housing market area to be met. In adopting a flexible approach to changes in economic circumstances the loss of employment land will be considered where there is strong evidence to demonstrate that a site is not required by the market to meet projected land requirements over the plan period. In some instances mixed use schemes may be considered where this is necessary for reasons of development viability to enable a site to come forward for development.

## Policy PC2

### Alternative Uses for Employment Land Where Justified by Market Evidence

Where there is strong evidence of the lack of market demand over the plan period (2013 – 2028) employment land may be considered for non B use classes. High quality mixed use schemes may also be considered to ensure a site can be brought forward for development.

## Communications Strategy

**16.13** High quality communications infrastructure is vital for sustainable economic growth, and high speed broadband and other communications networks also play an important role in enhancing the provision of local community facilities and services. Many types of communications equipment do not require express planning permission but may be installed under permitted development rights.

**16.14** It is national policy, set out in the NPPF, that the planning system should encourage and not hinder the expansion of electronic communications networks, including telecommunications and high speed broadband. However, this does not mean the appearance of buildings, towns and the countryside can be allowed to suffer serious damage, or that the ecology of identified sites of nature conservation importance should be degraded. The Councils will consider the prevailing government advice which stresses the importance of modern communications as an essential part of the local community and national economy in determining planning applications. It is recognised that other developments may, in turn, have an impact on electronic communications. In particular, bulky buildings or large structures may mask or reflect signals or block micro-wave links. This may be a material consideration in determining planning applications.

## Policy PC3

### Electronic Communications Networks

In determining whether approval of siting and appearance is required or considering applications for planning permission from licensed telecommunication operators, including the provision of high speed broadband networks, the planning authority will need to be satisfied that:

1. The siting and external appearance of apparatus, including any location or landscaping requirements, have been designed to minimise the impact of such apparatus on amenity, while respecting operational efficiency;
2. Antennae have, so far as is practicable, been sited so as to minimise their effect on the external appearance of the building on which they are installed;
3. Applicants for large masts have shown evidence that they have explored the possibility of erecting antennae on an existing building, mast or other structure;
4. Applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators.

The potential impacts of proposals for bulky buildings or other structures upon known telecommunications links will be taken into account in determining planning applications. Measures to mitigate significant impacts will be required as a condition of planning permission.



## The Rural Economy

**16.15** The rural economy performs a significant role in the sustainable economic growth of the plan area and particularly in East Dorset. The Core Strategy will strictly control economic development in open countryside away from existing settlements and the new strategic housing and employment allocations identified in the Core Strategy. There are however, opportunities for economic development to come forward in or on the edge of existing settlements where employment, housing, services and other facilities can be provided close together. Additionally, the Core Strategy will consider favourably proposals for sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and which utilise and enrich, rather than harm, the character of the local countryside, towns, villages, buildings and other features. The Councils' recognise the important role played by major country landowners and large rural estates in shaping, maintaining and promoting rural housing, enterprise, tourism and landscape quality.

### Policy PC4

#### The Rural Economy

Although economic development will be strictly controlled in open countryside away from existing settlements, in order to promote sustainable economic growth in the rural area, applications for economic development will be encouraged where development is located in or on the edge of existing settlements where employment, housing, services and other facilities can be provided close together. Such proposals should be small scale to reflect the rural character.

Proposals for the conversion and re-use of appropriately located and suitably constructed existing buildings in the countryside for economic development, including tourist related uses, must ensure:

- The proposal supports the vitality and viability of rural service centres and villages with existing facilities.
- Proposals must not adversely impact the supply of employment sites and premises and the economic, social and environmental sustainability of the area, when considering proposals which involve the loss of economic activity.
- Proposals do not have a materially greater impact on the openness of the Green Belt and the purpose of including land within it.
- The benefits outweigh the harm in terms of:
  1. The potential impact on countryside, landscapes and wildlife.
  2. Development is compatible with the pursuit of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) purposes, which are set out in the AONB Management Plan.
  3. Local economic and social needs and opportunities not met elsewhere.
  4. Settlement patterns and the level of accessibility to service centres, markets and housing.
  5. The building is suitable for the proposed use without major re-building and would not require any significant alteration which would damage its fabric and character, or detract from the local characteristics and landscape quality of the area. Any necessary car parking provision should also not have an adverse impact on the setting of the building in the open countryside.
  6. The preservation of buildings of historic or architectural importance/interest, or which otherwise contributes to local character.

Proposals for the development and diversification of agricultural and other land-based rural businesses will be supported which meet the criteria set out in the National Planning Policy Framework and also that:

- Are consistent in scale and environmental impact with their rural location avoiding adverse impacts on sensitive habitats, Areas of Great Landscape Value and landscapes identified through landscape character assessments and the openness of the Green Belt.
- Conserve the landscape quality and scenic beauty of the Cranborne Chase and West Wiltshire Downs AONB, and comply with the provisions of the AONB Management Plan.
- Do not harm amenity and enjoyment of the countryside through the impact of noise and traffic generation.
- That minimise additional trips on the highway network and are accessible by sustainable modes other than the car.

Subject to compliance with criteria set out above acceptable uses for rural diversification include:

- Tourism
- Leisure and related activities
- Equestrian
- Small offices
- Light Manufacturing
- Renewable energy
- Retail (farm shops and pick your own)

Support will be given to new forms of working practices, which include the creation of live/work spaces in rural areas. The assessment of these proposals will be made in accordance with rural housing need and potential affordable housing exception sites as well as access to services.

## The Safeguarding of Local Shops, Services and Facilities

**16.16** Christchurch and East Dorset have a range of local commercial facilities that provide for the basic needs of the community, including shops, pubs, post offices etc. Most of these are in the urban area. Some rural communities, particularly in East Dorset lack convenient access to basic facilities. The rural settlements and villages are vulnerable to the loss of non profitable facilities.

**16.17** Monitoring of the Christchurch and East Dorset Local Plans has demonstrated that maintaining retail uses has been important in maintaining the vitality and viability of local centres. Additionally the Joint Retail Study Update (2012) identifies the importance of shopping parades and village shops and that these facilities should be maintained as fulfilling a vital function for the community.

### Policy PC5

#### Shops and Community Facilities in Local Centres and Villages

In local shopping areas and villages planning applications which propose improvements to the provision of shops which provide for people's day to day needs, leisure uses including public houses and facilities for local communities will be supported in principle.

The loss of existing retail premises, leisure and other local facilities will be resisted unless it is clearly demonstrated there is insufficient demand and it is not feasible and viable to support their continued existence and the loss would not result in a substantial decline in the range and quality of services for local people.

## Supporting the Tourist Economy

**16.18** The historic town centres of Christchurch and Wimborne have the potential to enhance tourism and the evening economy through the provision of restaurants and cafés in appropriate locations. Tourism is a key part of the local economy which employs 1,700 people and is a growing sector which plays an important role in creating jobs and sustaining the local economy. The area serves as an important base for visiting tourist destinations within the districts and elsewhere, such as The New Forest National Park, The Jurassic Coast and Bournemouth and Poole.

**16.19** The Core Strategy adopts a sustainable approach to tourism in avoiding harmful impacts on important natural features which make the area attractive to visitors and in reducing recreational pressure on sensitive habitats, the Dorset Heathlands and the New Forest.

### Policy PC6

#### Tourism

The Core Strategy will protect and enhance the unique features of Christchurch and East Dorset that attract visitors to the area whilst encouraging investment. This will be achieved through the following measures:

- Protection of the beaches, river front and Christchurch Harbour and supporting appropriate sustainable tourist related development.
- Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Appropriate mitigation measures will be identified through the Heathlands Supplementary Planning Document and the Site Specific Allocations Development Plan Document.
- By protecting visitor attraction sites unless it can be proved the use is no longer economically viable, and promoting new visitor attractions and accommodation in sustainable locations.
- By encouraging sustainable transport to tourist and cultural sites.
- By supporting the aims and objectives of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.

Tourism and culture in Christchurch and East Dorset will develop in the context of the wider sub- regional strategy (Towards 2015 – Shaping Tomorrow’s Tourism), by improving planning and use of resources through collaboration across Dorset, Bournemouth and Poole, which values local distinctiveness and diversity.



## Appendix 1 Housing Trajectory

### Introduction

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

### Housing Delivery

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

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

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

Settlement	Site	Years															Total	
		2013 / 2014	2014 / 2015	2015 / 2016	2016 / 2017	2017 / 2018	2018 / 2019	2019 / 2020	2020 / 2021	2021 / 2022	2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028		
Christchurch	Roeshot Hill				50	50												100
	Burton				20	25												45
Wimborne	St Margaret's Hill				15	30												45
	Cuthbury Allotments		30	50	60	45												175
	North Wimborne		40	75	75	75												275
	South of Leigh Road			30	50	50												130
Corfe Mullen	North of Wimborne Road			50	60	50												150
Ferndown and West Parley	Holmwood House		50	60	50													150
	Coppins		40															40
	East of New Road			30	50	20												130
	West of New Road			30	60	50												130
Verwood	NE Verwood			40	20	25												65
	NW Verwood			30	60	50												130
Other Sites and remaining supply from commenced sites							205	205	255	255	205	205	205	155	105	105		1900
Total		0	170	365	530	500	205	205	255	255	205	205	205	155	105	105		
Cumulative Total			170	535	1065	1565	1770	1975	2230	2485	2690	2895	3100	3255	3360	3465		

Table 1

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

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

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

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

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

1.9 Table 2 along with the following Charts bring together the predicted housing delivery identified in the Core Strategy and measure this against the proposed housing target. They show that in the first five years of the plan period there is a surplus provision of 226 dwellings over the Core Strategy target, including a 5% buffer. Over the full 15 years the prediction is that the target will be exceeded.

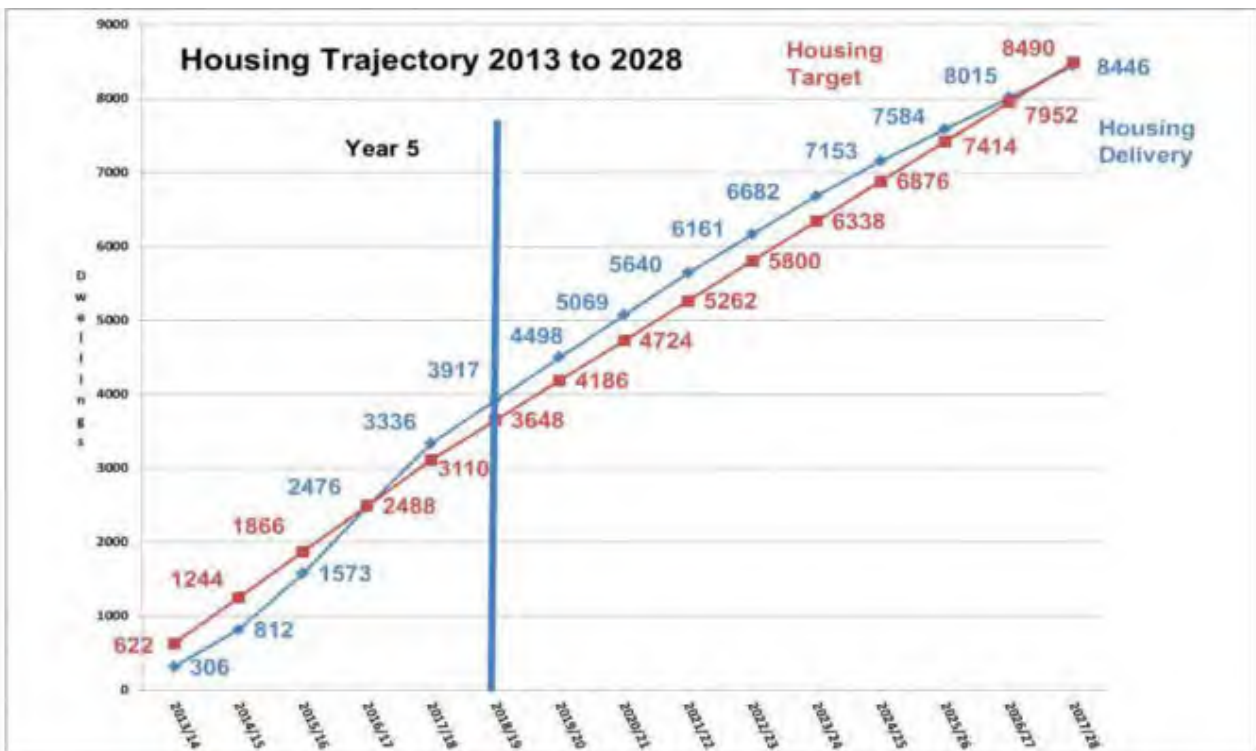
Year	Housing Supply and Requirement for Christchurch and East Dorset										
	1	2	3	4	5	6	7	8	9	10	11
	Housing Supply					Household projection (+5% NPPF buffer for the first five years)	Cumulative Target	Remaining Target	Annual Surplus/ Deficit	Cumulative Surplus/ Deficit	Annualised Cumulative Target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

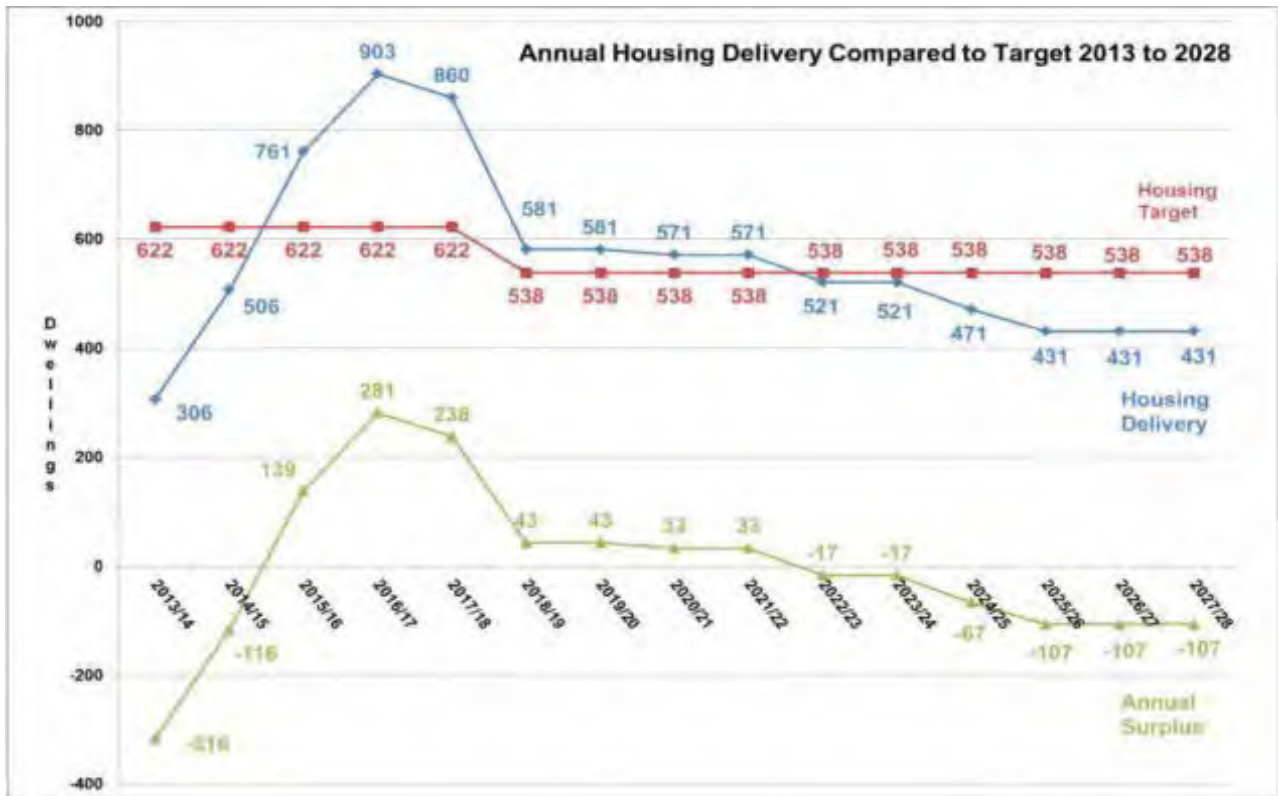
**Calculation of column 6**

1. The Strategic Housing Market Assessment identifies a housing requirement of 555 p.a. plus 2% to account for vacant dwellings and second homes. This gives a 15 year total of 8,490 dwellings. To accord with the requirements of the NPPF it is necessary to add a further 5% to the overall target (425), and add this to the first five years (divide by 5 years = 85). The remaining housing (8,490-425 = 8,065) is then divided by 15 years (537.5). For the first five years this is then rounded down and added to the NPPF 5% (85+537= 622 p.a). The requirement for years 6 - 15 reduces to 538 p.a. (rounded up).

2. Affordable housing provision has been calculated by first identifying existing permissions and then adding either 40% or 50% affordable housing provision from all remaining supply, depending on whether sites are greenfield or not (Policy LN3). Actual number will be subject to site specific viability issues

Table 2







## Appendix 2 Affordable Housing Definitions

**2.1** For the purposes of the Core Strategy affordable housing is defined as follows:

**2.2** *Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should:*

- *Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices i.e. an amount which can be afforded without some form of subsidy.*
- *Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.*

**2.3** *Social rented housing is:*

- *Rented housing owned and managed by local authorities and Registered Providers, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.*

**2.4** *Affordable rented housing is:*

- *Rented housing let by Registered Providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, and as calculated using the RICS approved valuation methods).*

**2.5** *Intermediate affordable housing is:*

- *Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing. The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.*

**2.6** *The terms 'affordability' and 'affordable housing' have different meanings. 'Affordability' is a measure of whether housing may be afforded by certain groups of households. 'Affordable housing' refers to particular products outside the main housing market.*

### **2.7 Local connection definition**

**2.8** *"Local Connection" means a connection with the District or Borough (or Parish if applicable) demonstrated by a person or persons within that household at the time of nomination:*

- *being permanently resident therein for at least twelve months prior to nomination or for at least five years out of the previous ten years, or*
- *having close relatives (i.e. parents, children, brother or sister) who have lived therein for the past four years or for at least ten years at any time during the person's lifetime, or*

- *having had permanent employment therein for twelve months prior to nomination, or*
- *having other special circumstances which create a link to the District or Borough (not including residence in a hospital, armed forces accommodation, holiday let, or prison) such special circumstances having first been verified and approved by the Council.*

## Appendix 3 East Dorset: Status of Saved Local Plan Policies

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
KS1 Presumption in Favour of Sustainable Development		
KS2 Settlement Hierarchy		
KS3 Green Belt	SM1	Local Plan - the village of Sturminster Marshall is excluded from the Green Belt
KS4 Housing Provision in Christchurch and East Dorset	HSUP1	Local Plan housing target for East Dorset
KS5 Provision of Employment Land		
KS6 Town Centre Hierarchy	SHDEV1	Local Plan - location of shops, service and offices uses in defined town centres
	CM3	Local Plan - definition of locations for retail uses in Corfe Mullen
KS7 Role of Town and District Centres	SHDEV1	Local Plan - location of shops, service and office uses in defined town centres
	SHDEV4	Local Plan - Retail warehouses
	SHDEV5	Local Plan - suitable locations for restaurants and hot-food take away shops
	WIMCO6	Local Plan - definition of primary shopping frontages and uses in Wimborne
KS8 Future Retail Provision		
KS9 Transport Strategy and Prime Transport Corridors	RODEV9	Local Plan - develop trailway using redundant Somerset and Dorset railway line between Corfe Mullen and the District boundary.
	WIMCO19	Local Plan - control over commercial traffic in Wimborne town centre
	CM13	Local Plan - discourage development on

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
		named roads in Corfe Mullen which would be environmentally unacceptable.
	FWP12	Local Plan - create trailway through Ferndown and West Moors on old railway line
	FWP13	Local Plan - proposes linked system of footways and cycleways in Ferndown
	WM5	Local Plan - create trailway through West Moors on old railway line
	WIMCO11	Local Plan - footpath provision to countryside around Wimborne
	V34	Local Plan - create footpath and cycleway routes in Verwood
<b>KS10 Strategic Transport Corridors</b>		
<b>KS11 Transport and Development</b>	TRANS2	Local Plan - criteria for development onto non-strategic road network
	TRANS3	Local Plan - minimise access to District Distributor Roads
	TRANS4	Local Plan - no frontage development to District Distributor Roads and segregate footways and cycle tracks from the carriageway
	TRANS5	Local Plan - close existing accesses to District Distributor Roads
	TRANS7	Local Plan - protect existing cycle or footway networks and Rights of Way
	TRANS8	Local Plan - avoid disruption of long distance trailways
	TRANS9	Local Plan - new development should incorporate measures for bus services
	TRANS13	Local Plan - development will not be permitted where servicing from the street will cause disruption
	TRANS14	Local Plan - developer contributions will be required towards transport improvements
	CM8	Local Plan - requirements for servicing of new

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
		shops in Corfe Mullen
	FWP8	Local Plan - requirements for servicing of new shops in West Parley
	V26	Local Plan - road scheme in Verwood
	V28	Local Plan - road scheme in Verwood
<b>KS12 Parking Provision</b>	TRANS10	Local Plan - level of parking should promote sustainable travel choices
<b>WMC1 Wimborne Minster Town Centre Vision</b>	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops
	ADSDEV3	Local Plan - conditions for replacement shopfronts in Conservation Areas
	WIMCO5	Local Plan - uses appropriate within Wimborne town centre
	WIMCO6	Local Plan - definition of primary shopping frontages and appropriate uses
	WIMCO8	Local Plan - tourist facilities are appropriate in Wimborne town centre
	WIMCO24	Local Plan - restrictions on locations of private car parks in Wimborne town centre
<b>WMC2 Green Belt boundary at St Michael's School, Wimborne</b>		
<b>WMC3 Green Belt boundary at Beaucroft Foundation School, Colehill</b>		
<b>WMC4 The Allendale Area of potential change, Wimborne</b>		
	WIMCO21	Local Plan - improved highway safety requirements at Julian's Bridge

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
<b>WMC5 Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne</b>		
<b>WMC6 Stone Lane New Neighbourhood, Wimborne</b>		
<b>WMC7 Cranborne Road New Neighbourhood, Wimborne</b>		
<b>WMC8 South of Leigh Road New Neighbourhood and sports village, Wimborne</b>		
<b>WMC9 Leigh Park area of potential change, Wimborne</b>		
<b>CM1 Lockyer's School and Land North of Corfe Mullen New Neighbourhood</b>	CM1	Local Plan - proposes access route from Lockyer's School to the Recreation Ground, Corfe Mullen
<b>FWP1 Ferndown Town Centre Vision</b>	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops
	FWP5	Local Plan - control of development in Ferndown town centre
	FWP7	Local Plan - control of development in Ferndown town centre
	FWP17	Local Plan - improvement of the shopping area environment in Ferndown

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
<b>FWP2 Forest View Drive and Woodland Walk Green Belt Boundaries, Ferndown</b>	HSUP3	Local Plan - safeguarded land for consideration in future Local Plan
<b>FWP3 Holmwood House New Neighbourhood, Ferndown</b>		
<b>FWP4 Coppins New Neighbourhood, Ferndown</b>		
<b>FWP5 West Parley Village Centre Enhancement Scheme</b>	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
<b>FWP6 East of New Road New Neighbourhood, West Parley</b>	FWP8	Local Plan - control of development in Parley Cross shopping parade
<b>FWP7 West of New Road New Neighbourhood, West Parley</b>		
<b>FWP8 Blunt's Farm Employment Allocation, Ferndown</b>		
<b>VTSW1 Verwood Town Centre</b>	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops
	V7	Local Plan - uses appropriate in Verwood town centre
	WM1	Local Plan - West Moors Centre

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
VTSW2 South of Howe Lane Education Allocation, Verwood	V11	Local Plan - land for use as joint use playing fields off Margards Lane, Verwood
VTSW3 Cooper's Lane and Doe's Lane Green Belt Boundaries, Verwood	HSUP3	Local Plan - safeguarded land for consideration in future Local Plan
VTSW4 North Western Verwood New Neighbourhood		
VTSW5 North Eastern Verwood New Neighbourhood		
VTSW6 Woolsbridge Employment Allocation, Three Legged Cross		
VTSW7 St Leonard's Hospital Previously Developed site in the Green Belt	SL5	Local Plan - St Leonards Hospital identified as a Major Developed Site in the Green Belt
VTSW8 Blackfield Farm Green Belt Boundaries, West Moors	HSUP3	Local Plan - safeguarded land for consideration in future Local Plan
VTSW9 West Moors District Centre	SHDEV1	Local Plan - location of shops, services and office uses in defined town centres
	SHDEV5	Local Plan - suitable locations for restaurants and hot food takeaway shops
	WM1	Local Plan - appropriate development in West Moors commercial centre



Core Strategy Policy	Replaces East Dorset Local Plan Policies	
<b>RA1 Bailie Gate Employment Allocation, Sturminster Marshall</b>		
<b>RA2 Furzehill Village Envelope</b>		
<b>ME1 Safeguarding Biodiversity and Geodiversity</b>	NCON2	Local Plan - protection of local Nature Reserves
	NCON3	Local Plan - protection of designated areas of nature conservation interest
	NCON4	Local Plan - protection of heathlands
	NCON5	Local Plan - protection of natural features of importance
	V15	Local Plan - protection of heathland sites in Verwood
	V18	Local Plan - protection of SSSI land in Verwood
<b>ME2 Protection of the Dorset Heathlands</b>	NCON4	Local Plan - protection of heathlands
<b>ME3 Sustainable Development Standards for New Development</b>	FWP3	Local Plan - surface water drainage requirements for Ferndown Industrial Estate scheme
<b>ME4 Renewable Energy Provision for Residential and Non-residential Developments</b>		
<b>ME5 Sources of Renewable Energy</b>		
<b>ME6 Flood Management, Mitigation and Defence</b>		

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
<b>ME7 Protection of Groundwater</b>		
<b>HE1 Valuing and Conserving our Historic Environment</b>	BUCON5	Local Plan - protection of historic parks and gardens
<b>HE2 Design of New Development</b>	BUCON6	Local Plan - appropriate development within Special Character Areas
	ADSDEV4	Local Plan - conditions for security grilles in Conservation Areas
	DES5	Local Plan - Landscaping
	DES8	Local Plan - design criteria for developments
	DES9	Local Plan - ensure suitable materials are used
	DES10	Local Plan - reduction of crime by the use of careful design
	WIMCO14	Local Plan - St Catherine's area of Wimborne to be affected by Policy BUCON6
<b>HE3 Landscape Quality</b>	LSCON2	Local Plan - protect the character of the AONB
	NCON5	Local Plan - protection of landscape features
	DES5	Local Plan - requirements for development proposals to be accompanied by landscape plans
<b>HE4 Open Space Provision</b>	RCDEV2	Local Plan - play space and outdoor sports standards
	RCDEV3	Local Plan - conditions for off-site provision of play space
	V12	Local Plan - Potterne Playing Fields, Verwood, will be retained
	WIMCO10	Local Plan - open space at Leigh Road, Wimborne
<b>LN1 Size and Type of New Dwellings</b>		
	HODEV1	Local Plan - ensure that new housing is appropriate to the area through location and

Core Strategy Policy	Replaces East Dorset Local Plan Policies	
LN2 Design, Layout and Density of New Development		form
LN3 Provision of Affordable Housing	HODEV5	Local Plan - affordable housing policy
LN4 Affordable Housing Exceptions Policy	HODEV6	Local Plan - affordable housing rural exceptions sites
LN5 Criteria for Consideration of Gypsy, Traveller and Travelling Showpeople Planning Applications	HODEV7	Local Plan - safeguard land at Mannington Park for possible Gypsy or Traveller site
	HODEV8	Local Plan - criteria-based policy for Gypsy site identification
LN6 Housing and Accommodation for Vulnerable People		
LN7 Community Facilities and Services	CM3	Local Plan - location of sites suitable for retail development in Corfe Mullen
PC1 Christchurch and East Dorset Employment Land Hierarchy	INDEV1	Local Plan - sites where industrial development is permitted
	V5	Local Plan - land allocated for B8 use, Ebblake Industrial Estate, Verwood
	SM2	Local Plan - development criteria for Bailie Gate Industrial Estate, Sturminster Marshall
PC2 Alternative Uses for Employment Land Where Justified by Market Evidence	INDEV2	Local Plan - criteria for re-location of established industrial estates

<b>Core Strategy Policy</b>	<b>Replaces East Dorset Local Plan Policies</b>	
<b>PC3 Electronic Communications Network</b>		
<b>PC4 The Rural Economy</b>	CSIDE1	Local Plan - criteria for development in the open countryside
	CSIDE2	Local Plan - criteria for the re-use of existing buildings in the open countryside
<b>PC5 Shops and Community Facilities in Local Centres and Villages</b>	SHDEV6	Local Plan - small-scale shopping facilities in rural and urban areas
	SHDEV8	Local Plan - safeguarding local shops and facilities in rural areas
<b>PC6 Tourism</b>		

East Dorset Local Plan	Saved Policies
<b>WENV4</b>	Development should be sited and designed to protect or enhance the visual and physical quality of specific rivers within the Plan Area.
<b>CSIDE5</b>	Agricultural dwellings which are of an excessive size will not be permitted.
<b>CSIDE7</b>	Locational and boundary treatment required for open sport, recreation and allotment uses in the open countryside.  Control over water storage on golf courses.
<b>CSIDE8</b>	Criteria for the control of the use of land and development of buildings for equestrian uses.
<b>GB3</b>	Criteria for extensions to dwellings in the Green Belt.
<b>GB5</b>	Criteria to avoid abuse of agricultural buildings on the Green Belt.
<b>GB6</b>	Criteria to avoid abuse of agricultural buildings on the Green Belt.
<b>GB7</b>	Infill development will be allowed within Village Envelopes, subject to criteria.
<b>BUCON4</b>	Control over the location of services on developments in Conservation Areas.
<b>HODEV2</b>	Criteria for new housing developments in urban areas and village envelopes.
<b>HODEV3</b>	Criteria for development of elderly person's accommodation.
<b>HODEV4</b>	Criteria for the development of 'granny annexes' as extensions to dwellings.
<b>LTDEV1</b>	Criteria for external lighting on developments.
<b>SHDEV7</b>	Criteria for the establishment of farm shops in the rural area
<b>TEDEV3</b>	On sites of 0.5ha or more, the developer will be required to provide underground ducting to be used by service providers.
<b>TODEV2</b>	Criteria for the location of new and extended holiday caravan and tent sites.
<b>DES2</b>	Criteria for development to avoid unacceptable impacts from types of pollution.
<b>DES6</b>	Landscaping schemes in rural areas and on the edge of settlements should be of indigenous species.

East Dorset Local Plan	Saved Policies
DES7	Criteria controlling the loss of trees.
DES11	Criteria for ensuring developments respect or enhance their surroundings.
FWP1	Residential development proposal at Green Worlds, Ringwood Road, Ferndown.
FWP2	Industrial development proposal on Ferndown Industrial Estate.
FWP10	Land east of Ford Lane, Ferndown, will be designated as a Local Nature Reserve.
FWP11	Land at Bracken Road, Ferndown will be used as public open space.
SL1	Land at the military testing ground, Boundary Lane, St Leonards, may be used for employment uses.
SL3	Sites in St Leonards could be restored to or re-created as areas of heathland.
SL4	The majority of the land at the military testing ground, St Leonards, will be used for nature conservation if the military use ceases.
SL6	Criteria for the improvement of facilities at Matchams Stadium, St Leonards.
WM2	Land identified for a possible expansion of West Moors library.
WM3	Land adjacent to Fryer Field, West Moors, will be developed as public open space.
WM4	Land adj Oakhurst Road, West Moors, shall be used as public open space.
WIMCO1	Redevelopment potential of land off Old Road, Wimborne.
WIMCO4	Control over development on land off Brook Road, Wimborne.
WIMCO9	Land east of Canford Bottom, Colehill, shall be used as a play area.
WIMCO12	Protect public access rights to Cannon Hill Plantation, Colehill.
WIMCO23	Land off Old Road and Mill Lane, Wimborne, shall be used for car parking.
V16	Sites in Verwood could be restored to or re-created as areas of heathland.

East Dorset Local Plan	Saved Policies
V17	Land off Dewlands Road, Verwood, to be re-created as heathland.
V26	Junction improvements at Manor Lane and St Michael's Road, Verwood.
V30	Springfield Road, Verwood, will be made up to a District Distributor Road.
V31	Works to Manor Lane once the Springfield Road Distributor Road is complete.
A1	Housing development will be permitted in Alderholt within the village envelope.
CHASE1	Requirements for new housing within the village envelope in Cranborne.
CHASE2	Land at the former saw mill, Cranborne, will be re-developed for small business units.
CHASE3	Speed reduction measures proposed for Cranborne,
CHASE4	Requirements for new housing within the village envelope in Gussage All Saints.
CHASE5	Requirements for new housing within the village envelope in Gussage St Michael.
CHASE6	Land allocated for residential development subject to highway improvements Back Lane, Sixpenny Handley.
CHASE7	Land allocated for residential development adj Frogmore Lane, subject to the prior completion of the Sixpenny Handley Bypass and drainage improvements.
CHASE8	Requirements for new housing within the village envelope in Sixpenny Handley.
CHASE11	Speed reduction measures proposed for Sixpenny Handley,
CHASE15	Speed reduction measures proposed for Witchampton,
SM3	Land at Station Road, Sturminster Marshall, shall be developed as public open space for sports pitches.
GBV1	Village Infill Policy Envelopes defined.
GBV2	Within Village Infill Policy Envelopes development must be in character with the settlements.
GBV4	Land between High Street and Stewards Lane, Shapwick, will be developed

East Dorset Local Plan	Saved Policies
	as public open space.

East Dorset Local Plan	Policies Not Saved
HSUP1	Housing requirement.
HSUP2	Phased release of housing sites.
HSUP3	Safeguarded land.
NCON2	Local Nature Reserves.
NCON3	Development that affects a designated area of nature conservation value.
NCON4	Protection of heathland.
NCON5	Protection of wildlife habitats.
CSIDE1	General countryside policy.
CSIDE2	Re-use of buildings in the countryside.
LSCON2	Areas of Great Landscape Value
BUCON5	Protection of Historic Parks and Gardens.
BUCON6	Special Character Areas.
ADSDEV3	Shopfronts in Conservation Areas.
ADSDEV4	Shop security grilles.
HODEV1	Suitable locations for housing development.
HODEV5	Affordable housing requirements.
HODEV6	Rural exception affordable housing.



East Dorset Local Plan	Policies Not Saved
HODEV7	Mannington Park Gypsy site.
HODEV8	General Gypsy site criteria policy.
INDEV1	Suitable locations for employment development.
INDEV2	Relocation of industrial uses.
RCDEV2	Provision of children's play facilities.
RCDEV3	Off-site open space provision.
SHDEV1	Suitable development in the town centres.
SHDEV4	Control over the location of retail warehouses.
SHDEV5	Restaurants and hot food take-away shops.
SHDEV6	Provision of local shopping facilities.
SHDEV8	Protection of rural shops, pubs and community facilities.
DES5	Detailed landscape schemes
DES8	General design policy
DES9	Type of materials policy.
DES10	Designing out crime
TRANS1	Road hierarchy within the District.
TRANS2	Access from non-strategic roads.
TRANS3	Access from District Distributor Roads.
TRANS4	Access from new District Distributor Roads.
TRANS5	Closing access to District Distributor Roads.

East Dorset Local Plan	Policies Not Saved
TRANS7	Protection of cycle and pedestrian access.
TRANS8	Protection of long distance trailways.
TRANS9	Bus provision and estate distributor roads.
TRANS10	Provision of car parking.
TRANS11	Town centre car parks limited to shoppers use only.
TRANS13	On street servicing.
TRANS14	Provision of developer contributions for transport schemes.
RODEV1	Proposed A350 Charlton Marshall to Sturminster Marshall bypass.
RODEV2	Proposed B3072 West Moors bypass.
RODEV3	Improvements to the B7072 associated with the West Moors bypass.
RODEV4	The junction of the C2 and A354 at Thickthorn Cross will be re-aligned.
RODEV6	B3078 Spring Hill Bends
RODEV9	Corfe Mullen to Sturminster Marshall Trailway.
CM1	Access route to Corfe Mullen playing fields.
CM3	Appropriate uses for shopping areas of Corfe Mullen.
CM4	Protection of specific views in Corfe Mullen.
CM6	Improved bridleway and pedestrian access will be made to Roman Road, Corfe Mullen.
CM7	Location of advisory cycle route in Corfe Mullen.
CM8	Rear servicing of shops in Corfe Mullen.
CM9	Proposed lay-by construction, Wareham Road, Corfe Mullen.

East Dorset Local Plan	Policies Not Saved
CM10	Proposed road improvements, Wareham Road, Corfe Mullen.
CM11	Waterloo Road / Wareham Road Junction
CM13	Traffic control in Corfe Mullen.
FWP3	Surface water drainage system for new industrial development east of Cobham Road.
FWP4	Land off A31, Ferndown, will be developed as a service area.
FWP5	Appropriate uses for shopping areas of Ferndown.
FWP6	Control over height of buildings on Ringwood Road and Victoria Road, Ferndown.
FWP7	Protection of residential amenity in Ferndown Town Centre.
FWP8	Protection of residential amenity at Parley Cross Shopping Parade.
FWP12	Creation of trailway between West Moors and Stapehill.
FWP13	Cycle and footpath schemes in Ferndown.
FWP14	Provision of a cycle way between Leeson Drive and Cobham Road, Ferndown.
FWP15	Provision of a cycle way as part of the West Moors by pass.
FWP16	Provision of a route for cyclists and horseriders along Parley Lane to District boundary.
FWP17	Environmental improvement of Ringwood Road shopping areas in Ferndown.
FWP18	Junction improvements of Glenmoor Road with Ringwood Road, Ferndown.
FWP19	Protection of line of A3060 Castle Lane West Relief Road.
FWP20	Land off Princes Road will be maintained as a shoppers car park.
SL2	Woodland adjacent to Folly Farm Lane, St Leonards, will be used as public open space.

<b>East Dorset Local Plan</b>	<b>Policies Not Saved</b>
SL5	Identification of St Leonards Hospital as a Major Developed Site in the Green Belt.
WM1	Appropriate development in the commercial centre of West Moors.
WM5	Creation of a trailway between West Moors and Ferndown.
WM6	Provision of a cycleway/footway along the West Moors bypass.
WM7	Improvements to junction of The Avenue and Station Road, West Moors.
WIMCO3	Land at southern end of Brook Road, Wimborne, will be re-developed for employment uses.
WIMCO5	Appropriate development within Wimborne Town Centre.
WIMCO6	Shopping frontages in Wimborne Town Centre.
WIMCO7	Support for the continued operation of Wimborne Market.
WIMCO8	Tourist facilities in Wimborne Town Centre.
WIMCO10	Area of land to the north of Leigh Road
WIMCO11	Provision of new footpaths in Wimborne.
WIMCO13	Land off Leigh Road will be designated as a Local Nature Reserve.
WIMCO14	Identification of a Special Character Area at St Catherine's in Wimborne.
WIMCO15	Paving schemes proposed in Wimborne town centre.
WIMCO16	Speed control measures will be carried out in Avenue Road and Hayes Lane, Wimborne.
WIMCO17	Pedestrianisation proposed in part of the High Street, Wimborne.
WIMCO18	New footpath proposed, Mill Lane, Wimborne.
WIMCO19	Through traffic in Wimborne Town Centre.

East Dorset Local Plan	Policies Not Saved
WIMCO20	A shared footway/cycleway will be provided along St Margaret's Hill, Wimborne.
WIMCO21	Julian's Bridge traffic signals in Wimborne.
WIMCO22	Developments which will lead to the loss of trees in named roads, Wimborne, will not be permitted.
WIMCO24	Provision of private car parks in Wimborne Town Centre.
V1	Land at Aggis Farm, Verwood, will be developed for housing.
V2	Land at Hainault Farm, Verwood, will be developed for housing
V5	Allocation for industrial development south west of Ebblake, Verwood.
V6	Land south of Station Road, Verwood, will be developed for shops and offices.
V7	Appropriate development within Verwood Town Centre.
V8	Land north of Coopers Lane will be developed by a Middle School.
V9	Land at Bakers Farm, Verwood, will be developed for community uses.
V11	Playing fields allocation, Margards Lane, Verwood.
V12	Potterne playing fields, Verwood.
V14	Land south of Howe Lane will be developed as a sports hall and swimming pool.
V15	Nature conservation improvements in Verwood.
V18	Land adjoining Bugdens Copse and Meadow
V21	Road works associated with the completion of the Verwood Distributor Roads.
V25	Protection of land for possible highway improvements, Manor Road, Verwood.
V26	Road improvements along the B3081, Verwood.

<b>East Dorset Local Plan</b>	<b>Policies Not Saved</b>
<b>V28</b>	B3081 Ringwood Road / Station Road.
<b>V33</b>	Junction improvements on the B3081.
<b>V34</b>	Provision of a footpath and cycleway, Potterne Hill, Verwood.
<b>V36</b>	Land at Potterne, Verwood, will be developed as a pollution control reed bed.
<b>TLC1</b>	Land at Horton Road, Three Legged Cross, will be developed for housing.
<b>TLC3</b>	Land in Three Legged Cross will be developed as a garage and filling station.
<b>TLC4</b>	Road improvements to the B3072 in association with the West Moor bypass.
<b>TLC5</b>	Junction improvements to the B3072 in association with the West Moor bypass.
<b>TLC6</b>	Road improvements to the B3072 in Three Legged Cross.
<b>TLC7</b>	Road improvements to the B3072 in Three Legged Cross.
<b>OBLIG1</b>	Contributions from developments towards the provision of pre-requisites for development in Verwood.
<b>OBLIG2</b>	Contributions from developments towards the provision of pre-requisites for development in Three Legged Cross.
<b>CHASE9</b>	Back Lane, Sixpenny Handley, will be improved to form part of the Sixpenny Handley bypass.
<b>CHASE10</b>	A car park will be provided for the school in Common Lane, Sixpenny Handley.
<b>CHASE12</b>	A footway will be created along Common Lane, Sixpenny Handley.
<b>CHASE13</b>	Frontage development will be developed between the Post Office and Mount Pleasant Cottages, Sixpenny Handley.
<b>SM1</b>	Exclusion of Sturminster Marshall from the Green Belt.
<b>SM2</b>	Development at Bailie Gate, Sturminster Marshall.

## Appendix 4 Christchurch: Status of Saved Local Plan Policies

<b>Core Strategy Policy</b>	<b>Replaces Christchurch Local Plan Policy</b>	
<b>KS1 Presumption in Favour of Sustainable Development</b>		
<b>KS2 Settlement Hierarchy</b>		
<b>KS3 Green Belt</b>		
<b>KS4 Housing Provision in Christchurch and East Dorset</b>	H1	Housing provision 1994-2011
<b>KS5 Provision of Employment Land</b>		
<b>KS6 Town Centre Hierarchy</b>		
<b>KS7 Role of Town and District Centres</b>	ES1	Shopping development outside shopping cores
<b>KS8 Future Retail Provision</b>		
<b>KS9 Transport Strategy and Prime Transport Corridors</b>	T8	Traffic management measures
<b>KS10 Strategic Transport Improvements</b>	T6 T7	Other road improvements A338 Link Road safeguarding
<b>KS11 Transport and Development</b>	T13 T15 T18	Contributions to cycleways and cycling Improvements to pedestrian facilities Highway improvements as part of new development
<b>KS12 Parking Provision</b>		
<b>CH1 Christchurch Town Centre Vision</b>		
<b>CH2 Christchurch Town Centre Boundary</b>		

<b>Core Strategy Policy</b>	<b>Replaces Christchurch Local Plan Policy</b>	
<b>CH3 Christchurch Primary Shopping Area and Retail Frontages</b>	ES2 ES3	Primary shopping cores Secondary shopping cores
<b>CH4 Highcliffe District Centre Vision</b>		
<b>CH5 Highcliffe Shopping Frontages</b>	ES2 ES3	Primary shopping cores Secondary shopping cores
<b>CH6 Development in the Primary Shopping Frontages</b>	ES2	Primary shopping cores
<b>CH7 Development in the Secondary Shopping Frontages</b>	ES3	Secondary shopping cores
<b>CN1 Christchurch Urban Extension</b>		
<b>CN2 Land South of Burton Village</b>		
<b>BA1 Vision for Bournemouth Airport</b>	EI5 EI6	Major development at Bournemouth Airport Limited development at Bournemouth Airport
<b>BA2 Bournemouth Airport and Business Park Strategic Allocation</b>	EI5 EI6	Major Development at Bournemouth Airport Limited development at Bournemouth Airport
<b>BA3 Green Belt at Bournemouth Airport</b>		
<b>ME1 Safeguarding Biodiversity and Geodiversity</b>	ENV11 ENV14	Development affecting SSSIs Development affecting SNCIs
<b>ME2 Protection of Dorset Heathlands</b>		
<b>ME3 Sustainable Development Standards for New Development</b>		
<b>ME4 Renewable Energy Provision for Residential</b>		



<b>Core Strategy Policy</b>	<b>Replaces Christchurch Local Plan Policy</b>	
<b>and Non-residential Developments</b>		
<b>ME5 Sources of Renewable Energy</b>		
<b>ME6 Flood Management, Mitigation and Defence</b>	ENV7 ENV8	Development in the flood plain Development and flood risk
<b>ME7 Protection of Groundwater</b>		
<b>HE1 Valuing and Conserving our Historic Environment</b>	BE19 BE20	Buildings of local architectural and historic interest Scheduled Ancient Monuments and archaeological sites
<b>HE2 Design of New Development</b>		
<b>HE3 Landscape Quality</b>		
<b>HE4 Open Space Provision</b>	L1 L2 L20 CF6	Open space protection and provision Loss of playing fields Open space in new development Loss of allotment sites
<b>LN1 The Size and Type of New Dwellings</b>		
<b>LN2 Design, Layout and Density of New Housing Development</b>		
<b>LN3 Provision of Affordable Housing</b>	H8	Affordable housing policy
<b>LN4 Affordable Housing Exception Sites</b>		
<b>LN5 Criteria for the Consideration of Gypsy, Traveller and Travelling Showpeople Planning Applications</b>	H17	Proposals for gypsy and traveller sites

<b>Core Strategy Policy</b>	<b>Replaces Christchurch Local Plan Policy</b>	
<b>LN6 Housing and Accommodation for Vulnerable People</b>		
<b>LN7 Community Facilities and Services</b>	L19	Protection of indoor and outdoor leisure facilities
<b>PC1 Christchurch and East Dorset Employment Land Hierarchy</b>	EI1	Protection of employment sites
<b>PC2 Alternative uses for Employment Land Where Justified by Market Evidence</b>	EI1	Protection of employment sites
<b>PC3 Electronic Communications Networks</b>		
<b>PC4 The Rural Economy</b>		
<b>PC5 Shops and Community Facilities in Local Centres and Villages</b>	ES4	Local shopping areas
<b>PC6 Tourism</b>	L19	Development of indoor/outdoor recreation facilities

<b>Christchurch Borough Local Plan - SAVED POLICY REF:</b>	<b>SAVED POLICY DESCRIPTION</b>
ENV 1	Waste facilities in new development
ENV 2	Protection of development from nearby polluting operations
ENV 3	Pollution and existing development
ENV 4	Protection of water supply and quality
ENV 5	Drainage and new development
ENV 6	Connection of development to mains system
ENV 9	Development in the coastal zone
ENV 15	Protection of green corridors
ENV 18	Re-use of buildings in the Green Belt
ENV 21	Landscaping in new development

Christchurch Borough Local Plan - SAVED POLICY REF:	SAVED POLICY DESCRIPTION
BE 2	Demolition of unlisted buildings in conservation areas
BE 3	Demolition of unlisted buildings in conservation areas
BE 4	New development in conservation areas
BE 5	Setting of conservation areas
BE 11	Mudford/Harbour edge & 71 Mudford/Avonmouth Hotel
BE 14	Alterations to listed buildings
BE 15	Setting of listed buildings
BE 16	Views and vistas
BE 18	Highcliffe Castle
H2	11 Seaton Road
H6	R/o 108-116 Stour Road
H7	The Grove/Barrack Road
H9	Chewton Farm Estate
H11	Loss of residential accommodation in town centre
H12	Residential infill
H13	Replacement dwellings in Green Belt
H14	Extensions to dwellings in Green Belt
H16	Crime prevention and design
H18	Residential caravans and mobile homes
EI 7	Airport safety zone
EI 9	Loss of boatyards and marine facilities
EO 3	Bridge Street/Stony Lane mixed development
EO 5	Office development criteria
ES 5	Land west of High Street
ES 8	Land adj Royalty Inn, Bargates
ES 10	Loss of Public Houses
ET 1	Redevelopment/change of use of tourist facilities
T1	Access to district distributor roads
T3	New local distributor roads

Christchurch Borough Local Plan - SAVED POLICY REF:	SAVED POLICY DESCRIPTION
T4	Castle Lane Relief Road corridor
T5	Barrack Road junction improvements
T11	Rear servicing 1-13 High Street
T12	Rear servicing 37-47 Bargates
T14	Cycle routes
T16	Access for those with impaired mobility
P1	R/o 13 Wick Lane parking
P2	Magistrates Court site car parking
P3	Highcliffe public parking
P5	Replacement for loss of car parking
L3	BAE Sports ground
L4	Druitt Gardens
L5	Highcliffe Castle grounds
L8	Highcliffe golf course
L9	Land at Hoburne open space
L11	East of Salisbury Road open space
L12	Other proposed open spaces
L13	Fisherman's Bank policy
L14	Land east side of River Avon as open space
L15	Boat park at Civic Offices as open space
L16	Jumpers Common open space
L17	Protection of undeveloped riversides and harbour banks
L18	Boating facilities policy
L21	Dudmoor Country Park proposal
CF 3	Land adj Stanpit recreation facilities
CF 4	Highcliffe community facility
CF 5	Public art
CF 7	Proposed cemetery sites

Christchurch Borough Local Plan - Deleted Policies following adoption of Core Strategy LOCAL PLAN CHAPTER	DELETED POLICIES
Conservation of the Natural Environment	ENV 7, ENV 8, ENV 10, ENV 11, ENV 12, ENV 13, ENV 14, ENV 16, ENV 17, ENV 19, ENV 20, ENV 22
Conservation of the Built Environment	BE 1, BE 6, BE 7, BE 8, BE 9, BE 10, BE 12, BE 13, BE 17, BE19, BE 20, BE 21
Housing	H 1, H 3, H 4, H 5, H 8, H 10, H15, H 17
The Economy	EI 1, EI 2, EI 3, EI 4, EI 5, EI 6, EI 8, EI10, EO 1, EO 2, EO 4, ES 1, ES 2, ES 3, ES 4, ES 6, ES 7, ES 9, ET 2, ET 3, ET 4, ET 5
Transport	T 2, T 6, T 7, T 8, T 9, T 10, T 13, T 15, T 17, T18, P 4, P6
Leisure and Community Needs	L 1, L 2, L 6, L 7, L 10, L 19, L 20, CF 1, CF 2, CF 6



## Appendix 5 Guidelines for the establishment of Suitable Alternative Greenspace

### Guidelines for the establishment of Suitable Alternative Natural Greenspace (SANGs)

#### Introduction

**5.1** 'Suitable Alternative Natural Greenspace' (SANGs) is the name given to green space that is of a quality and type suitable to be used as mitigation for applications likely to affect the Dorset Heathlands European and internationally protected sites. The provision of SANGs is one of a range of mitigation measures, a number of which are detailed in the Dorset Heathlands Planning Framework Supplementary Planning Document, which the south east Dorset Planning Authorities and Natural England consider offer an effective means of avoiding or mitigating harm from a number of urban effects.

**5.2** Its role is to provide alternative green space to divert visitors away from the Dorset Heathlands Special Protection Area (SPA), the two Dorset Heaths Special Areas of Conservation (SACs) and the Dorset Heathlands Ramsar (collectively called the 'Dorset Heathlands' in these guidelines). SANGs are intended to provide mitigation for the likely impact of residential-type developments on the Dorset Heathlands by preventing an increase in visitor pressure. The effectiveness of a SANG as mitigation will depend upon its location and design. These must be such that the SANG is more attractive to visitors than the Dorset Heathlands.

**5.3** This appendix describes the features that have been found to draw visitors to the Dorset Heathlands, which should be replicated in SANGs. It provides guidelines on:

- the type of site which should be identified as a SANG;
- measures that can be taken to enhance sites so that they may be used as a SANG.

**5.4** These guidelines relate specifically to the means to provide mitigation for development of a residential nature within or close to 5km of the Dorset Heathlands. They do not address nor preclude the other functions of green space (e.g. provision of disabled access). Other functions may be provided within SANGs, as long as they do not conflict with the specific function of mitigating visitor impacts on the Dorset Heathlands.

**5.5** SANGs may be created from:

- existing open space of SANG quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public;
- existing open space that is already accessible but could be changed in character so that it is more attractive to the specific group of visitors who might otherwise visit the Dorset Heathlands;
- land in other uses that could be converted into SANGs.

**5.6** The identification of SANGs should seek to avoid sites of high nature conservation value, which are likely to be damaged by increased visitor numbers. Such damage may arise, for example, from increased disturbance, erosion, input of nutrients from dog faeces, and increased incidence of fires. Where sites of high nature conservation value are considered as SANGs, the impact on their nature conservation value should be assessed and considered alongside relevant policy in the local plan.

#### The character of the Dorset Heathlands and its visitors

**5.7** The Dorset Heathlands are made up of 42 Sites of Special Scientific Interest, and consist of a mixture of open heathland and mire with some woodland habitats. The topography is varied with some prominent viewpoints. Many sites contain streams, ponds and small lakes. Some have open landscapes with few trees and others have scattered trees and areas of woodland. Most sites are freely accessible to the public, although in some areas access is restricted by army, or other operations.

**5.8** Surveys have shown that about half of visitors to the Dorset Heathlands arrive by car and about half on foot. Where sites are close to urban development around Poole and Bournemouth, foot access tends to be most common. On rural sites in Purbeck and East Dorset, more visitors come by car. Some 75% of those who visited by car had come from 5.3km of the access point onto the heathlands. A very large proportion of the Dorset Heathland visitors are dog walkers, many of whom visit the particular site regularly (i.e. multiple visits per week) and spend less than an hour there, walking on average about 2.2km.

### **Guidelines for the quality of SANGs**

**5.9** The quality guidelines have been subdivided into different aspects of site fabric and structure. They have been compiled from a variety of sources but principally from visitor surveys carried out at heathland sites within the Dorset Heathlands and the Thames Basin Heaths.

**5.10** The guidelines concentrate on the type of SANG designed principally to cater for heathland dog walkers. Other important heathland mitigation measures, for example facilities designed to attract motor cycle scramblers or BMX users away from heathlands, or facilities for adventurous play for children, are not covered specifically and will need to be considered case by case.

**5.11** The principle criteria contained in the guidelines have also been put into a checklist format at the end of this appendix.

**5.12** It is important to note that these guidelines only cover the quality of SANGs provision. There are a number of other matters that will need to be agreed with Natural England and the Council including: provision of in perpetuity management of the SANG; SANG capacity; other avoidance and mitigation measures as necessary.

### **Accessibility - reaching the SANG**

**5.13** Most visitors reach the Dorset Heathlands either by foot or by car and the same will apply for SANGs. Thus SANGs may be intended principally for the use of a local population living within a 400 metre catchment around the site; or they may be designed primarily to attract visitors who arrive by car (they may also have both functions).

**5.14** SANG design needs to take into account the anticipated target group of visitors. For example, where large populations are close to the Dorset Heathlands the provision of SANGs may need to be attractive to visitors on foot.

**5.15** If intended to attract visitors arriving by car, the availability of adequate car parking is essential. Car parks may be provided specifically for a SANG or a SANG may make use of existing car parks, but some existing car parks may have features incompatible with SANG use, such as car park charging. The amount and nature of parking provision should reflect the anticipated numbers and mode of arrival by visitors to the site and the catchment size of the SANG. It is important that there is easy access between the car park and the SANG, i.e. this is not impeded by, for example, a road crossing. Thus such SANGs should have a car park with direct access straight on to the SANG with the ability to take dogs safely from the car park to the SANG off the lead. Similarly, the nature of foot access between urban development and a SANG is important and green corridors reaching into the urban area can be an important part of facilitating access to the SANG.

**5.16** Guidelines:

1. *Sites must have adequate parking for visitors, unless the site is intended for local pedestrian use only, i.e. within easy walking distance (400m) of the developments linked to it. The amount of car parking space should be determined by the anticipated numbers using the site and arriving by car.*



2. *Car parks must be easily and safely accessible, be of an open nature and should be clearly sign posted.*
3. *There should be easy access between the car park or housing and the SANG with the facility to take dogs safely from the car park to the SANG off the lead.*
4. *Access points should have signs outlining the layout of the SANG and the routes available to visitors.*

### **Paths, tracks and other SANGs infrastructure**

**5.17** SANGs should aim to supply a choice of circular walking routes that provide an attractive alternative to those routes on heathlands in the vicinity (i.e. those heaths that the SANG is designed to attract visitors away from).

**5.18** Given the average length of walks on heathland, a circular walk of 2.3-2.5km in length is necessary unless there are particular reasons why a shorter walk is considered still appropriate. Where possible, a range of different length walks should be provided; a proportion of visitors walk up to 5km and beyond so walking routes longer than 2.5 km are valuable, either on-site or through the connection of sites along green corridors.

**5.19** Paths do not have to be of any particular width, and both vehicular-sized tracks and narrow paths are acceptable to visitors, although narrow corridors where visitors/dogs may feel constrained should be avoided. The majority of visitors come alone and safety is one of their primary concerns. Paths should be routed so that they are perceived as safe by the visitors, with some routes being through relatively open (visible) terrain (with no trees or scrub, or well spaced mature trees, or wide rides with vegetation back from the path), especially those routes that are 1-3 km long.

**5.20** A substantial number of visitors like to have surfaced but not tarmac paths, particularly where these blend in well with the landscape. This is not necessary for all paths but there should be some visitor-friendly, all weather routes built into the structure of a SANG, particularly those routes that are 1-3 km long. Boardwalks may help with access across wet areas but excessive use of boardwalks, as may be necessary on sites that are mostly wet or waterlogged such as flood plain and grazing marsh, is likely to detract from the site's natural feel.

**5.21** Other infrastructure specifically designed to make the SANGs attractive to dog walkers may also be desirable but must not detract from a site's relatively wild and natural feel. Measures could include accessible water bodies for dogs to swim/drink; dog bins; fencing near roads/car-parks, etc. to ensure dog safety; clear messages regarding the need to 'pick-up'; and large areas for dogs to be off lead safely.

**5.22** Guidelines:

5. *Paths must be easily used and well maintained but most should remain unsurfaced to avoid the site becoming too urban in feel. A majority of paths should be suitable for use in all weathers and all year around. Boardwalks may be required in wet sections.*
6. *All SANGs with car parks must have a circular walk that starts and finishes at the car park.*
7. *It should be possible to complete a circular walk of 2.3-2.5km around the SANGs, and for larger SANGs there should be a variety of circular walks.*
8. *SANGs must be designed so that visitors are not deterred by safety concerns.*

## Advertising - making people aware of the SANGs

**5.23** The need for some advertising is self evident. Any advertising should make clear that the site is designed to cater specifically for dog walkers.

**5.24** Guidelines:

9. *SANGs should be clearly sign-posted and advertised.*
10. *SANGs should have leaflets and/or websites advertising their location to potential visitors. It would be desirable for leaflets to be distributed to new homes in the area and be made available at entrance points and car parks.*

## Landscape and Vegetation

**5.25** The open or semi-wooded and undulating nature of most of the Dorset Heathland sites gives them an air of relative wildness, even when there are significant numbers of visitors on site. SANGs must aim to reproduce this quality but do not have to contain heathland or heathy vegetation. Surveys in the Thames Basin heath area show that woodland or a semi-wooded landscape is a key feature that people who use the SPA there appreciate. Deciduous woodland is preferred to coniferous woodland. In these circumstances, a natural looking landscape with plenty of variation including both open and wooded areas is ideal for SANGs. There is clearly a balance to be struck between what is regarded as an exciting landscape and a safe one and so some element of choice between the two is desirable.

**5.26** Hills do not put people off visiting a site, particularly where these are associated with good views, but steep hills are not appreciated. An undulating landscape is preferred to a flat one. Water features, particularly ponds and lakes, act as a focus for visitors for their visit, but are not essential. The long term management of the SANG habitats should be considered at an early stage. Grazing management is likely to be necessary, particularly for larger SANGs and those with grasslands.

**5.27** A number of factors can detract from the essential natural looking landscape and SANGs that have an urban feel, for example where they are thin and narrow with long boundaries with urban development or roads, are unlikely to be effective.

**5.28** Guidelines:

11. *SANGs must be perceived as natural spaces without intrusive artificial structures, except in the immediate vicinity of car parks. Visually-sensitive way-markers and some benches are acceptable.*
12. *SANGs must aim to provide a variety of habitats for visitors to experience (e.g. some of: woodland, scrub, grassland, heathland, wetland, open water).*
13. *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.*
14. *SANGs must be free from unpleasant visual, auditory or olfactory intrusions (e.g. derelict buildings, intrusive adjoining buildings, dumped materials, loud intermittent or continuous noise from traffic, industry, sports grounds, sewage treatment works, waste disposal facilities).*

## Appendix 6 Monitoring Framework

### The Localism Act

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

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

### Sustainability Appraisal

**6.3** The SA report accompanies the core strategy and assesses the predicted effects of implementing the Core Strategy. Each policy is assessed against 12 SA objectives and can be found at [www.dorsetforyou.com](http://www.dorsetforyou.com).

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

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

### Habitats Regulation Assessment

**6.6** In line with the legal requirements a Habitats Regulation Assessment was prepared by Land Use Consultants in February 2012 to accompany the Pre-submission Core Strategy document and can be found at [www.dorsetforyou.com](http://www.dorsetforyou.com).

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

### Infrastructure Delivery Plan

**6.8** The delivery of infrastructure is an issue of great relevance to policy delivery. An Infrastructure Delivery Plan has been produced which outlines the types of infrastructure that should be planned for through the Core Strategy with an indication of those groups who will be responsible for the provision, this can be found at [www.dorsetforyou.com](http://www.dorsetforyou.com).

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

### Purpose of Monitoring Framework

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

**6.11** The Monitoring Reports will:-

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

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

### Types of Indicator

**6.13** The Monitoring Framework contains three types of indicator:-

- Contextual indicator – measuring social, economic and environmental contextual information.
- Output indicator - measures of impact on targets – eg numbers of completions. Delivery indicators which assess the effectiveness of individual policies.
- Significant Effects – aim to show the impact of policies in regard to the Councils' objectives for sustainable development. They measure progress against the strategic objectives and some are shared with the SA report.

**6.14** Regular reporting against the monitoring framework will highlight areas where aims and objectives are not being met as anticipated or where unintended consequences are occurring. In some cases, this information will trigger additional action under a certain policy or will direct the implementation of contingency measures to ensure successful delivery. It may also assist the Councils in determining whether a partial or full review of any Local Development Document is required.

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

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

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

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
<b>Housing delivery and supply</b>				
Policy KS4 Broad location and scale of housing (linked to Policy KS2 Settlement Hierarchy)	5	<ul style="list-style-type: none"> <li>Number of residential completions (by district)</li> <li>Number of residential completions in the urban area.</li> <li>Number of residential completions within the new neighbourhoods</li> </ul>	<p>About 8,490 dwellings in Christchurch and East Dorset between 2013 – 2028.</p> <p>566 a year.</p> <p>5,000 within existing urban area and 3,465 in new neighbourhoods.</p>	<p>Annual residential completions survey.</p> <p>SHLAA database.</p>
		<ul style="list-style-type: none"> <li>Housing Supply – identification of five-year supply of deliverable sites</li> <li>Housing Trajectory –measuring predicted</li> </ul>	<p>NPPF requires identification of sufficient deliverable sites to provide 5 years worth of housing against housing</p>	<p>SHLAA.</p> <p>Masterplan reports for phasing of new neighbourhoods.</p>

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
		housing delivery against proposed housing target	requirements with an additional 5% buffer to be moved forward from later in the plan period.	Liaison with development services and building control officers.
<b>Urban extension and new neighbourhoods: housing delivery</b>				
Policies CN1, CN2 WMC5, WMC6, WCM7, WMC8, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW4, VTSW5	1,2,5,7	<ul style="list-style-type: none"> <li>Number of residential units completed in each new neighbourhood.</li> </ul>	Targets for delivery of dwellings in new neighbourhood set in each policy.	Annual residential completions survey.
		<ul style="list-style-type: none"> <li>Numbers of affordable dwellings completed within each new neighbourhood and proportion of total dwellings completed.</li> </ul>	Targets for proportion of affordable housing set in Policies CN1 CN2 and Policy LN3	Annual residential completions survey
<b>Design of new housing</b>				
Urban extension and new neighbourhoods policies,	2	<ul style="list-style-type: none"> <li>Assessment of completed housing against Building for Life 12 Criteria</li> </ul>		Qualifying schemes to be monitored annually.

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
Policy HE2 Design of New Development				
Policy LN2 Design, Layout and Density of New Development	2	<ul style="list-style-type: none"> <li>Density of completed housing development: percentage completed at less than 30dph, 30-49dph and 50+dph</li> </ul>	Encourages a minimum density of net 30dph	Annual residential completions survey.
<b>Size and type of new housing</b>				
Policy LN1 Size and Type of New Dwellings	2, 5	<ul style="list-style-type: none"> <li>Completions of new housing by size and type.</li> <li>Total number of completions of new housing which meet HCA HQI in relation to unit size and unit layout and proportion of total completions.</li> </ul>	Mix of size and type to reflect latest SHMA.  All new housing to be built to meet HCA HQA in relation to unit size and unit layout.	Annual residential completions survey.  For all residential completions, information from planning applications database on assessment of this indicator.
<b>Affordable housing</b>				
Policy LN3 Provision of Affordable Housing	5	<ul style="list-style-type: none"> <li>Numbers of affordable housing units completed in greenfield locations and proportion of total completions.</li> </ul>	On greenfield development: up to 50% of the residential units as affordable housing	Annual residential completions survey

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
		<ul style="list-style-type: none"> <li>Numbers of affordable housing units completed in existing urban area and proportion of total completions</li> </ul>	On all other residential development: up to 40% of residential units as affordable housing	Annual residential completions survey
		<ul style="list-style-type: none"> <li>Completions of affordable housing by size and type</li> </ul>	To reflect housing needs in SHMA	Annual residential completions survey Updates of SHMA
		<ul style="list-style-type: none"> <li>Completions of affordable housing by tenure of housing.</li> </ul>	Tenure split normally 30% intermediate and 70% affordable rented or social rented	Annual residential completions survey. Planning permissions database.
		<ul style="list-style-type: none"> <li>Proportion of specialised affordable housing completions on schemes of 10 or more affordable dwellings.</li> </ul>	10% of the affordable housing element should be planned for households requiring specially adapted or supported housing.	Annual residential completions survey. Planning permissions granted for affordable housing.
Policy LN4 Affordable Housing Exception Sites	5	<ul style="list-style-type: none"> <li>Numbers of affordable housing units completed on exception sites and proportion of total housing completions on site.</li> </ul>		Annual residential completions survey.



CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
<b>Housing and accommodation for vulnerable people</b>				
Policy LN6 Housing and Accommodation Proposals for Vulnerable People	5	<ul style="list-style-type: none"> <li>Number of completions of category C2 health and care related residential units.</li> </ul>		Annual residential completions survey.
<b>Gypsy and traveller sites</b>				
Policy LN5 Location of Sites for Gypsy and Traveller Sites and Travelling Show People's Sites	5	<ul style="list-style-type: none"> <li>Number of completed pitches: residential and transit.</li> </ul>	Target number of pitches per district to be set by Dorset-wide Gypsy, Traveller and Travelling Showpeople DPD	Annual survey of completed gypsy and traveller pitches
		<ul style="list-style-type: none"> <li>Number of unauthorised encampments</li> </ul>		Information held at County level - report annually.
		<ul style="list-style-type: none"> <li>Number of completed travelling showpeople sites</li> </ul>	County target to be set by Dorset-wide Gypsy, Traveller and Travelling Showpeople DPD	Annual survey of completed travelling showpeople sites
<b>Employment</b>				

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
KS5 Provision of employment land	4	<ul style="list-style-type: none"> <li>Total amount of employment completions: ha and sq m by type.</li> <li>Employment land available by type</li> </ul>	80 hectares of land from 2013 - 2028	<p>Annual employment completion survey.</p> <p>Employment Land Review and Workspace study.</p> <p>Annual employment land availability survey</p>
Employment Allocations – Policies FWP8, VTSW6, RA1	1, 4	<ul style="list-style-type: none"> <li>Completions of employment land by hectares and category in each allocation</li> <li>Completions of employment floorspace in sq m by category in each allocation.</li> </ul>	Targets for delivery of employment land set within each employment allocation	Annual employment completion survey
Policy BA1 Vision for Bournemouth Airport	3,4,6	<ul style="list-style-type: none"> <li>Facilitation of sustainable access to airport and business park</li> </ul>	Implementation of airport area wide travel plan	LTP.
Policy BA2 Strategy for Operational Airport	4	<ul style="list-style-type: none"> <li>Airport passenger numbers per annum</li> </ul>	Projected growth to 3 million passengers per annum by 2028	Bournemouth Airport's Annual Monitoring Report

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
	7	<ul style="list-style-type: none"> <li>Progress on development of infrastructure to support operational airport</li> </ul>	Categories listed in policy	Monitoring of completed development of categories listed in policy.
Policy BA2 Strategy for the Airport Northern Business Parks	3, 4, 6	<ul style="list-style-type: none"> <li>Amount of completed employment development land at Airport in hectares and category of use/</li> <li>Amount of employment development at Airport by floorspace (sq m) and category.</li> </ul>	About 30 ha of new employment development to come forward to 2028	Annual survey of employment completions.
Policy PC1 Christchurch and East Dorset Employment Hierarchy	4	<ul style="list-style-type: none"> <li>Progress of upgrading employment sites identified in Policy PC1</li> </ul>	Bournemouth Airport Northern Business Park, and sites located directly off Airfield Way, Airfield Road and Wilverley Road listed in policy are identified for upgrading.	Annual survey of employment development. Update on progress of environmental improvements to business parks.
Policy PC 2 Alternative uses for employment land where justified by market evidence	4, 5	<ul style="list-style-type: none"> <li>Amount of sqm of floor space of employment uses lost to other uses – completions.</li> </ul>		Annual monitoring of loss of employment uses (employment change of use completions). Employment Land Review and Workspace Study

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
<b>The Rural Economy</b>				
Policy PC4 The Rural Economy	1, 4	<ul style="list-style-type: none"> <li>• Completions of new economic development in the rural areas.</li> <li>• Permissions for new economic development in rural areas.</li> </ul>		<p>Annual survey of employment completions.</p> <p>Planning permissions information from planning applications database.</p>
<b>Site specific policies – various mixes of uses</b>				
Policies WMC4 – Allendale Area, RA 2 - Furzehill Village Envelope	1, 4, 5	<ul style="list-style-type: none"> <li>• Progress of delivery of site specific proposals</li> </ul>		Annual residential and employment completions survey
Policy WMC9 Leigh Park Area of Potential Change, Wimborne	2	<ul style="list-style-type: none"> <li>• Progress of delivery of open space and leisure facilities.</li> </ul>	Retention of 1.5 ha of land to be used as open space which includes multi use games area.	Annual survey of open space and recreation completions.
Policy WMC7 Cranborne Road New Neighbourhood, Wimborne	7	<ul style="list-style-type: none"> <li>• Progress of delivery of site for 1st school</li> </ul>	Sets criteria for implementation	Annual survey of completions of education facilities.

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
Policy FWP5 West Parley Village Centre Enhancement Scheme	2	<ul style="list-style-type: none"> <li>Progress of delivery of enhancement scheme</li> </ul>		Progress of enhancement scheme reported on in AMR.
Policy VTSW2 South of Howe Lane Education Allocation, Verwood	7	<ul style="list-style-type: none"> <li>Progress of delivery of site for upper school.</li> </ul>	Sets criteria for implementation	Annual survey of completions of education facilities.
<b>Town centres</b>				
KS7 Role of Town and District Centres	2, 7	<ul style="list-style-type: none"> <li>Assessment of vitality and viability of town and district centres.</li> <li>Proportion of vacant shops in all centres</li> <li>Amount of out of centre retail development permitted</li> <li>Amount of out of centre retail development completed</li> </ul>		<p>Future retail assessment updates.</p> <p>Town centre health checks.</p> <p>Annual shopping survey</p> <p>Survey of planning permissions for retail development.</p> <p>Annual monitoring of new town centre uses completions.</p>

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
Policy KS7 and Policy CH6 Development in Primary Shopping Frontages	2,7	<ul style="list-style-type: none"> <li>Proportion of non-retail uses of all ground floor units within Primary Shopping Frontages.</li> </ul>	No more than 30% non-retail uses of all ground floor units within Primary Shopping Frontages	Annual shopping centre surveys. AMR monitoring of percentage of non-retail uses in primary shopping frontages.
Policy KS7 and Policy CH7 Development in Secondary Shopping Frontages	2,7	<ul style="list-style-type: none"> <li>Types of uses of ground floor units in secondary shopping frontages: proportion within each category of use class</li> </ul>		Annual shopping centre surveys.
KS8 Future Retail Provision	2, 7	<ul style="list-style-type: none"> <li>Delivery of sufficient new retail floorspace to meet projected requirements.</li> </ul>	Up to 2031 Christchurch: 8,100sqm net additional convenience and 2,300 sqm convenience floorspace. East Dorset: 5,200 sqm comparison and 4,000 convenience floorspace	Annual monitoring of new retail uses completions. Annual shopping centre surveys.
Town centre visions Policies CH1, CH4, WMC1, CM1, FWP1, VTSW1, VTSW9,	2, 7	<ul style="list-style-type: none"> <li>Amount of new retail floorspace completed in each town centre.</li> </ul>	Targets for new retail floorspace (comparison and convenience) set in various town centre visions where relevant.	Annual monitoring of completion of new retail development.

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
	2,7	<ul style="list-style-type: none"> <li>Progress of development of key strategic sites</li> </ul>	<p>Policy CH 1 identifies strategic sites at:-</p> <ul style="list-style-type: none"> <li>Magistrates Court Site</li> <li>Saxon Square</li> <li>The Lanes</li> <li>Land between Bridge Street, Stony Lane South and the Civic Offices</li> <li>Stony Lane</li> </ul>	To be taken forward through Site Specific Allocations DPD, progress of which reported in AMR.
	2, 7	<ul style="list-style-type: none"> <li>Increase of evening economy uses in various town centres – new completions or changes of use.</li> <li>Increase in vibrancy of town centres in afternoon and evening hours</li> </ul>	<p>Expansion of evening economy to make town centre a more vibrant place in the afternoon and evening hours</p>	<p>Annual shopping surveys.</p> <p>Town centre evening economy assessment (if commissioned)</p>
<b>Listed buildings and conservation areas</b>				
Policy HE1 Valuing and Conserving our Historic Environment	2	<ul style="list-style-type: none"> <li>Grade 1 and 2* listed buildings at risk</li> <li>Conservation Areas &amp; Scheduled Monuments</li> </ul>		English Heritage: Heritage at Risk Register – annual report

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
		<ul style="list-style-type: none"> <li>Number of conservation areas and percentage with published management proposals</li> </ul>		Annual update of conservation area appraisal progress.
<b>Open space and recreation</b>				
Policy HE4 Open Space Provision	2	<ul style="list-style-type: none"> <li>Location and amount of open space provided as part of new development.</li> </ul>	Standards set out in policy.	<p>A 2 yearly measurement of the change in provision as a result of the development management process.</p> <p>A review of the Open Space Sport and Recreation Study</p>
<b>Tourism</b>				
Policy PC6 Tourism	2, 4	<ul style="list-style-type: none"> <li>Loss of visitor attraction sites.</li> <li>Increase in visitor attraction sites.</li> <li>Loss of tourism accommodation.</li> <li>Increase in tourism accommodation.</li> </ul>	Protect visitor attraction sites unless it can be proved the use is no longer viable.	Annual survey of completions of changes of use and new visitor attraction sites and tourism accommodation
<b>Community facilities and services</b>				



CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
Policy LN7 and Urban extension / new neighbourhood policies	7	<ul style="list-style-type: none"> <li>• Completions of new community facilities and services</li> </ul>	Targets set where applicable within new neighbourhood policies.	Annual survey of completions of new community facilities. Survey of key facilities and services undertaken every 2 years.
	7	<ul style="list-style-type: none"> <li>• Loss of community facilities and services</li> </ul>	Loss of existing facilities resisted subject to criteria in policy	Annual survey of loss of community facilities to other uses. Completions information. Survey of key facilities and services undertaken every 2 years.
Policy PC5 Shops and Community Facilities in Local Centres and Villages	7	<ul style="list-style-type: none"> <li>• Loss of retail and community facilities in local centres and villages</li> </ul>	Loss of existing facilities resisted subject to criteria in policy.	Annual survey of local shopping areas and villages,
<b>Managing the natural environment</b>				
Policy ME1 Safeguarding Biodiversity and Geodiversity	1	<ul style="list-style-type: none"> <li>• Changes in areas of biodiversity importance (loss and addition of sites)</li> </ul>		Dorset Environmental Records Centre (DERC) report

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
Policy ME2 Protection of the Dorset Heathlands Urban extension and relevant new neighbourhood policies.	1	<ul style="list-style-type: none"> <li>Progress of provision of SANG</li> </ul>	Relevant sites identified in urban extension / new neighbourhood policies. In accordance with criteria in Policy ME2 and Appendix 5. Will need to be in place prior to development coming forward within individual sites.	Ongoing monitoring of Dorset Heathland projects is already carried out by specialist consultants.
Policy ME3 Sustainable Development Standards for New Development	1	<ul style="list-style-type: none"> <li>Percentage of new residential and non-residential developments meeting relevant code for sustainable homes national standard</li> </ul>	Policy sets out relevant design categories of Code for Sustainable Homes.	Annual residential completions survey. Planning permissions database.
Policy ME4 Renewable Energy Provision for Developments	4	<ul style="list-style-type: none"> <li>Renewable energy capacity installation by type</li> </ul>	Encourage 10% of total energy in schemes of 10 or more dwellings or 1,000sq m of non-residential floorspace to be from renewable energy sources.	Regen SW Annual Survey of renewable electricity and heat projects in SW England. Monitoring of targets within the Bournemouth, Dorset and Poole Energy Efficiency Strategy.

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
Policy ME6 Flood Management, Mitigation and Defence	4	<ul style="list-style-type: none"> <li>Number of planning permissions granted contrary to EA Agency Advice on flooding and water quality grounds.</li> <li>Number of residential planning permissions granted in flood risk zones 3a and 2</li> <li>Delivery of improvements to flood defences</li> </ul>	Improvements to flood defences identified in IDP	EA Report Planning Applications Database. Annual survey of improvements to flood defences.
<b>Transport</b>				
KS9 Transport Strategy and Prime Transport Corridors	6	<ul style="list-style-type: none"> <li>Delivery of Strategic transport improvements at various prime transport corridors</li> <li>LTP 3 proposals to improve opportunities for sustainable transport</li> </ul>	Delivery of site specific transport improvements. As set out in second part of Policy KS9.	Local Transport Plan Through monitoring undertaken for the LTP
KS10 Strategic Transport improvements	6	<ul style="list-style-type: none"> <li>Delivery of strategic transport improvements at various prime transport corridors</li> </ul>	Short term – 2013 – 2017 Medium Term 2018 – 2022 Long Term 2023 – 2028	Local Transport Plan
<b>Infrastructure Delivery</b>				

CS Policy Context and Ref	Strategic Objective No.	Monitoring Indicator (what we will measure)	Target in policy (where relevant)	Monitoring Source – how it will be monitored
Various policies – Infrastructure requirements of delivering the Core Strategy	1,2,3,4,5,6,7	<ul style="list-style-type: none"> <li>Amount of CIL and Section 106 / 278 agreement contributions received and spent.</li> </ul>	Monitoring against financial levels set out in the Infrastructure Delivery Plan.	Section 106 / 278 agreements and CIL receipts.

## Appendix 7 Glossary

### Glossary of terms used in the document

#### A

##### 7.1 Adoption

7.2 The final confirmation of a development plan or Local Development Document status by a local planning authority (LPA).

##### 7.3 Affordable Housing (or sub-market housing)

7.4 Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

##### 7.5 Ancient Woodlands

7.6 Woodlands where there is believed to have been continuous woodland cover since at least 1600AD. Ancient woodland is likely to be home to more threatened species than any other habitat in the UK.

##### 7.7 Ancillary Use / Operations

7.8 A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

##### 7.9 Annual Monitoring Report (AMR)

7.10 A report produced by local planning authorities assessing progress with and the effectiveness of a Local Plan.

##### 7.11 Archaeological Assessment / Evaluation

7.12 An assessment of the potential archaeological interest of a site or building. This can be either a desk-based assessment or a field assessment, involving ground survey and small-scale pits or trial trenching carried out by professionally qualified archaeologist(s) looking for historical remains.

#### B

##### 7.13 Biodiversity

7.14 The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

##### 7.15 Biodiversity Action Plan (BAP)

7.16 A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

##### 7.17 BREEAM

7.18 BREEAM (BRE Environmental Assessment Method) is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the measure used to describe a building's environmental performance.

##### 7.19 Brief / Planning Brief

**7.20** A document containing guidance and specification about the way a site or group of sites should be developed. The term can refer to site-specific development briefs, design briefs, development frameworks and master plans that seek to positively shape future development.

**7.21 Brownfield Land and Sites**

**7.22** See 'Previously-Developed Land'.

**7.23 Building for Life**

**7.24** A framework developed by Centre for Architecture and Built Environment (CABE) which is used as an indication of the design quality of new housing developments. The assessment comprises a set of 20 questions, which are used to evaluate the quality of new housing developments.

**7.25 Built Environment**

**7.26** Refers to the man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter to neighbourhoods to the large-scale civic surroundings.

## C

**7.27 Catchment (in retailing terms)**

**7.28** The geographical area from which a retail destination draws its trade. Sometimes measured in terms of 'Drive Time'.

**7.29 Change of Use**

**7.30** A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another.

**7.31 Character**

**7.32** A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.

**7.33 Circular**

**7.34** A government publication setting out policy guidance and procedural matters.

**7.35 Climate Change**

**7.36** Changes to weather patterns caused by increased emissions of 'greenhouse' gases including CO<sub>2</sub>. The changes are thought likely to bring wetter winters and hotter drier summers.

**7.37 Code for Sustainable Homes**

**7.38** An environmental impact rating system for housing in England & Wales, setting new standards for energy efficiency (above those in current building regulations) and sustainability which are not mandatory under current building regulations but represent important developments towards limiting the environmental impact of housing.

**7.39 Community Infrastructure Levy (CIL)**

**7.40** This is a local levy which local authorities can choose to apply to most new developments in their area in order to secure contributions towards funding for essential local or sub-regional infrastructure. It is aimed at providing top-up funding for the infrastructure necessary to mitigate the effects of housing and economic growth, for example roads, public transport, schools, health facilities, flood defences or sports facilities.

#### **7.41 Community Services or Facilities**

**7.42** These include facilities such as local shops or post office, schools, medical or dental practice, village hall, play area or bus service.

#### **7.43 Comparison Retail / Floorspace**

**7.44** Comparison goods (sometimes called 'Durables') are those other than convenience goods notably clothing, footwear, DIY and hardware, furniture, carpets, major appliances and electrical and gardening items.

#### **7.45 Conditions (or 'planning conditions')**

**7.46** Requirements attached to a planning permission to limit, control or direct the manner in which a development is carried out.

#### **7.47 Conservation Area**

**7.48** Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

#### **7.49 Contaminated Land**

**7.50** Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

#### **7.51 Convenience Retail**

**7.52** Convenience goods can be defined as food, drink, tobacco and other goods such as newspapers and magazines.

#### **7.53 Core Strategy**

**7.54** Sets out the long-term spatial vision for the local planning authority area and the strategic policies and proposals to deliver that vision. It will contain a set of primary policies for delivering the core strategy. Broad locations for development may be set out in a key diagram.

## **D**

#### **7.55 Dorset Wildlife Trust**

**7.56** Aims to raise awareness of potential threats to wildlife in Dorset and encourage individuals and organisations to take responsibility for caring for their local environment.

#### **7.57 Design guide**

**7.58** A document providing guidance on how development can be carried out in accordance with good design practice often produced by a local authority with a view to retaining local distinctiveness.

#### **7.59 Designing Out Crime**

**7.60** The planning and design of street layouts, open space, and buildings so as to reduce the actual likelihood or fear of crime, for example by creating natural surveillance.

### **7.61 Development Plan Documents (DPDs)**

**7.62** Development Plan Documents are prepared by local planning authorities and outline the key development goals of the Local Plan. Development Plan Documents include the core strategy and site-specific allocations of land. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and be adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Plan.

### **7.63 District Centre**

**7.64** A group of shops, community uses and service outlets serving part of an urban area and providing a geographic focus for it, separate from the town centre, but with more variety than local centres.

## **E**

### **7.65 Ecosystem Services**

**7.66** The benefits people obtain from ecosystems. These include provisioning services such as food and water; regulating services such as flood and disease control; cultural services such as spiritual, recreational, and cultural benefits; and supporting services such as nutrient cycling that maintain the conditions for life on Earth.

### **7.67 Edge-of-Centre**

**7.68** A location that is within easy walking distance (often considered 200-300 metres) of the primary shopping area.

### **7.69 Employment Land Availability**

**7.70** The total amount of land reserved for industrial and business use awaiting development.

### **7.71 Environmental Impact Assessment (EIA), and Environmental Statement (EA)**

**7.72** Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

### **7.73 Exceptions Test**

**7.74** The Exception Test is a series of three criteria as shown below, all of which must be satisfied for development in a flood risk area to be considered acceptable. For the Exception Test to be passed: a) It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA; b) The development should be on developable previously developed land or, if not, it must be demonstrated there is no such alternative land available; and c) A FRA must demonstrate that the development will be safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. All three parts of this test must be satisfied in order for the development to be considered appropriate in terms of flood risk. There must be robust evidence in support of every part of the test.

## **F**

### **7.75 Flood Plain**



**7.76** Generally low-lying areas adjacent to a watercourse, tidal lengths of a river or the sea, where water flows in times of flood, or would flow but for the presence of flood defences.

### **7.77 Flood Risk Assessment**

**7.78** An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

### **7.79 Flood Zones**

**7.80** National planning guidance sets out three levels of flood risk which can be mapped in zones. Zone 1 covers areas of little or no risk of flooding (less than 1 in 100). Zone 2 covers areas with low to medium risk (between 1 in 20 and 1 in 10). Zone 3 covers areas of high risk (greater than 1 in 10). The Environment Agency produces maps of these zones and updates them every 3 months.

### **7.81 Functional Floodplain**

**7.82** This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their SFRAs areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. The identification of functional floodplain should take account of local circumstances and not be defined solely on rigid probability parameters. But land which would flood with an annual probability of 1 in 20 (5% or greater in any year, or is designed to flood in an extreme (0.1%) flood, should provide a starting point for consideration and discussions to identify the functional floodplain.

## **G**

**7.83 Green Belt** (not to be confused with the term 'greenfield')

**7.84** A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt are to:

- check the unrestricted sprawl of large built-up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land.

**7.85** Green belts are defined in a local planning authority's development plan.

### **7.86 Green corridor / wildlife corridor**

**7.87** Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as valuable habitats and linkages for wildlife movement between wetlands and the countryside.

### **7.88 Green Infrastructure (GI)**

**7.89** This is a strategic network of multi-functional green space, both rural and urban, which supports natural and ecological processes, has the potential to provide sustainable transport routes and is integral to the health and quality of life in sustainable communities.

### **7.90 Greenways**

**7.91** Are generally car-free off-road routes for shared use by people of all abilities on foot, bike or horseback.

**7.92 Green Wedges**

**7.93** Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities.

**7.94 Greenfield Land or Site**

**7.95** Land (or a defined site) usually farmland, that has not previously been developed.

**7.96 Greenhouse Gases**

**7.97** Naturally occurring examples include water vapour, carbon dioxide, methane, nitrous oxide and ozone. Some human activities increase these gases, including fossil fuel combustion within motor vehicles and some power stations.

## H

**7.98 Heritage Assessment**

**7.99** A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment, and include designated heritage assets (Scheduled Monuments, Listed Buildings, Registered Parks and Gardens or Conservation Areas) and assets identified by the local planning authority during the process of decision making or through the plan making process. (e.g. local listings)

**7.100 Historic Environment**

**7.101** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

**7.102 Historic Environment Record**

**7.103** A resource that contains information on the historic environment within a defined geographic area.

**7.104 Housing Land Availability**

**7.105** The total amount of land reserved for residential use awaiting development.

**7.106 Housing Market Area**

**7.107** Sub-regional housing market areas are geographical areas defined by household demand and preferences for housing. They reflect the key functional linkages between places where people live and work. Housing market areas may be comprised of smaller, more local sub-markets and neighbourhoods which can be aggregated together to identify sub-regional housing market areas.

**7.108 Housing Trajectory**

**7.109** Means of showing of past and future housing performance by identifying the predicted provision of housing over a period of time.

**I****7.110 Infill Development**

**7.111** The development of a relatively small gap between existing buildings.

**7.112 Inset Map**

**7.113** A development plan map showing a particular area of interest on the wider proposals map at a larger, more readable scale.

**K****7.114 Key Diagram**

**7.115** An illustration of the main policies and proposals in the Core Strategy on a non-Ordnance Survey map base.

**7.116 Knowledge-based Industry**

**7.117** High technology industries (such as computers and office equipment, and pharmaceuticals) and knowledge-based services (for example, telecommunications, information technology, finance, insurance and business services), which are important to economic development.

**L****7.118 Landscape Character**

**7.119** The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape and give it recognisable identity. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

**7.120 Lifetime Homes Standards**

**7.121** Relates to the interior and exterior features of the home, which must be addressed to ensure that a house can be adapted to meet the changing needs of individuals during their lives. There are 16 Design Criteria which dwellings must incorporate to achieve the Lifetime Homes Standard.

**7.122 Listed Building**

**7.123** Designated heritage assets of national importance, and are included on the statutory list of buildings of special architectural or historic interest.

**7.124 Listed Building Consent**

**7.125** Consent required for the demolition, in whole or in part of a listed building, or for any works of alteration or extension that would affect the character of the building.

**7.126 Local Centre**

**7.127** A small group of shops and perhaps limited service outlets of a local nature (for example in a suburban housing estate) serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

**7.128 Local Enterprise Partnership (LEP)**

**7.129** These have replaced the eight regional development agencies outside Greater London in England under the current coalition government. These measures have been enacted as part of the Public Bodies (Reform) Bill and have been implemented from April 2012. Local enterprise partnerships

are locally-owned partnerships between local authorities and businesses. Local enterprise partnerships will play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery. As local enterprise partnerships are based on more meaningful economic areas, they will be better placed to determine the needs of the local economy along with a greater ability to identify barriers to local economic growth. Christchurch and East Dorset are covered by the South East Dorset LEP.

#### **7.130 Local Service Centre**

**7.131** Three well developed local centres with good retail, service and community facilities with good public transport links.

#### **7.132 Local Development Document (LDD)**

**7.133** A document contained in a Local Plan.

#### **7.134 Local Development Scheme (LDS)**

**7.135** The local planning authority's time-scaled programme for the preparation of Local Development Documents that is reviewed every year.

#### **7.136 Local Distinctiveness**

**7.137** The positive features of a place and its communities which contribute to its special character and sense of place.

#### **7.138 Local Nature Reserve**

**7.139** An area designated by a local authority for the management of a habitat of local significance where protection and public understanding of nature conservation is

**7.140** encouraged. (See also Site of Nature Conservation Importance)

#### **7.141 Locally Important Building**

**7.142** Buildings and structures identified as having a degree of significance in terms of historic, architectural, archaeological or artistic interest. Like all heritage assets, local listings are valued components of the historic environment.

#### **7.143 Local Plan**

**7.144** An old-style development plan prepared by district and other local planning authorities. Some of these plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

#### **7.145 New-style Local Plan**

**7.146** The National Planning Policy Framework (2012) defines current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, to form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

#### **7.147 Local Strategic Partnership (LSP)**

**7.148** A partnership that brings together organisations from the public, private, community and voluntary sectors within one or more local authority areas, with the objective of improving people's quality of life and aspirations. (See also Sustainable Community Strategy)

**7.149 Local Transport Plan**

**7.150** A five-year integrated transport strategy, prepared by local transport authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

**M****7.151 Major/Minor Development**

**7.152** For dwellings, a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application, a site area of 0.5 hectares or more should be used as the definition of a major development. For all other uses, a major development is one where the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more. A Minor development is one that does not meet these conditions.

**7.153 Market Towns**

**7.154** Small to medium-sized country towns that are rural service, social and economic centres. Most also hold or used to hold a regular market.

**7.155 Master Plan**

**7.156** A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a development on a site or group of sites. To provide detailed guidance for subsequent planning applications.

**7.157 Mixed use**

**7.158** Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

**N****7.159 National Planning Policy Framework**

**7.160** Sets out the Government's planning policies for England and how these are expected to be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development.

**7.161 National Park**

**7.162** The statutory purposes of national parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. National parks are designated by the Countryside Agency, subject to confirmation by the Secretary of State under the National Parks and Access to the Countryside Act 1949.

**7.163 Nature Conservation**

**7.164** The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

**O****7.165 Office for National Statistics**

**7.166** The Office for National Statistics (ONS) is the executive office of the UK Statistics Authority, a non-ministerial department which reports directly to Parliament. ONS is the UK Government's single largest statistical producer.

**7.167 Outline application**

**7.168** A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

**7.169 Out-of-Centre**

**7.170** In retailing terms, a location that is clearly separate from the primary shopping area of a town centre but not necessarily outside the urban area.

**7.171 Over-development**

**7.172** An amount of development (for example, the quantity of buildings or intensity of use) that is excessive in terms of demands on infrastructure and services, or impact on local amenity and character.

**P**

**7.173 Passive Solar Design**

**7.174** All the methods of architectural design and construction intended to capture and store the sun's heat. Very simple examples include a garden greenhouse, or a south-facing window in a dwelling.

**7.175 Permitted Development (or Permitted Development Rights)**

**7.176** Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

**7.177 Phasing or Phased Development**

**7.178** The programming of development into manageable parts. For example, an annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.

**7.179 Planning & Compulsory Purchase Act 2004**

**7.180** The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:

- a statutory system for regional planning
- a new system for local planning
- reforms to the development control and compulsory purchase and compensation systems
- removal of crown immunity from planning controls

**7.181 Planning Condition**

**7.182** Condition attached to a planning permission.

**7.183 Planning Gain**

**7.184** The benefits or safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense. For example, affordable housing, community facilities or measures mitigating adverse environmental impacts.

#### **7.185 Planning Obligations and Agreements**

**7.186** Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements. (See also CIL)

#### **7.187 Planning Permission**

**7.188** Formal approval sought from a local planning authority (such as Christchurch Borough Council or East Dorset District Council) to allow a proposed development to proceed. Often granted with conditions. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

#### **7.189 Previously Developed Land (PDL) or 'Brownfield' land**

**7.190** Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development.

#### **7.191 Primary Frontages**

**7.192** The most important shopping frontages of the town centre. Most will have a high proportion of shops.

#### **7.193 Priority habitats and species**

**7.194** Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

#### **7.195 Protected Species**

**7.196** Plants and animal species afforded protection under certain Acts of Parliament and Regulations.

#### **7.197 Public Open Space**

**7.198** Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

#### **7.199 Public Realm**

**7.200** The publicly accessible external space including pavements, streets, squares, parks.

## **R**

#### **7.201 Ramsar sites**

**7.202** Wetlands of international importance, designated under the 1971 Ramsar Convention.

#### **7.203 Recycling**

**7.204** The reprocessing of waste for further productive use either in its current form or in a different one.

**7.205 Regeneration**

**7.206** The economic, social and environmental renewal and improvement of rural and urban areas.

**7.207 Regional and Sub-Regional Shopping Centres**

**7.208** Out-of-town or out-of-centre shopping centres generally over 50,000 square metres net retail area, typically enclosing a wide range of comparison goods.

**7.209 Registered Parks and Gardens**

**7.210** These are designated heritage assets of national importance and are registered for their special historic interest.

**7.211 Registered Social Landlord**

**7.212** Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.

**7.213 Renewable and Low Carbon Energy**

**7.214** is energy that can help reduce emissions of CO<sub>2</sub> and other 'greenhouse' gases (compared to the conventional use of fossil fuels). Renewable and low carbon energy supplies include, but not exclusively, biomass and energy crops; combined heat and power; heat pumps, such as ground-source and air-source heat pumps; energy from waste including from solid recovered fuel; hydro; solar thermal and photovoltaic generation and wind generation.

**7.215 Retail Floorspace**

**7.216** Total floor area of a property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas).

**7.217 Retail Offer**

**7.218** The range and mixture of different quality, sizes and types of shop within or outside town, district or local centres.

**7.219 Retail Study**

**7.220** This study has been undertaken jointly for Christchurch and East Dorset Councils and will provide key evidence for possible future retail and leisure development in the borough and district. Nathaniel Lichfield & Partners (NLP) were commissioned by the councils to prepare a joint retail capacity study including an assessment of the main town centres within the authorities, namely Wimborne, Christchurch, Ferndown, Verwood, Corfe Mullen and Highcliffe.

**7.221 Retail Warehouses**

**7.222** Large, usually out-of-town or out-of-centre units selling bulky non-food items such as DIY, furniture, leisure and household goods.



**S****7.223 Saved Policies / Saved Plan**

**7.224** Policies within unitary development plans, local plans and structure plans that are saved for a time, pending their replacement through production of Local Development Documents.

**7.225 Secondary frontages**

**7.226** Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages.

**7.227 Section 106 Agreement**

**7.228** A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain necessary extra works related to a development are undertaken.

**7.229 Sequential approach / sequential test**

**7.230** A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

**7.231 Setting (of a Heritage Asset)**

**7.232** Is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.

**7.233 Shoreline Management Plan**

**7.234** A plan providing a large-scale assessment of the risk to people and the developed, historic and natural environment associated with coastal process.

**7.235 Strategic Flood Risk Assessment (SFRA)**

**7.236** The aim of the SFRA is to map all forms of flood risk and use this as an evidence base to locate new development primarily in low flood risk areas (Zone 1). Areas of 'low' (zone 1), 'medium' (zone 2) and 'high' (zone 3) risk are mapped using data collected from many sources, including the Environment Agency, Highways, as well as the borough and district councils.

**7.237 Significance of a Heritage Asset**

**7.238** The value of a heritage asset to this and future generations because of its archaeological, architectural artistic or historic interest.

**7.239 Site of Nature Conservation Importance (SNCI)**

**7.240** Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

**7.241 Site of Special Scientific Interest**

**7.242** Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**7.243 Social Infrastructure**

**7.244** Facilities enabling social interaction and well being including community, leisure cultural education and health buildings and other facilities such as allotments, pubs and post offices.

**7.245 Social Inclusion**

**7.246** Positive action taken to include all sectors of society in planning and other decision making.

**7.247 Spatial Vision**

**7.248** A brief description of how an area will change. The Core Strategy must contain a spatial vision of what the borough should be like by 2026 if it succeeds in addressing all the challenges it sets out.

**7.249 Special Area of Conservation (SAC)**

**7.250** Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

**7.251 Special Protection Areas (SPA)**

**7.252** Areas which have been identified as being of international importance for the breeding, feeding and wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

**7.253 Special Needs Housing**

**7.254** Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes.

**7.255 Strategic Gap**

**7.256** Land with predominantly open or rural appearance maintained to prevent neighbouring areas from merging into one another.

**7.257 Sui-Generis**

**7.258** A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order 2005, for example amusement arcades, launderettes, car showrooms and petrol filling stations.

**7.259 Suitable Alternative Natural Greenspace (SANG)**

**7.260** Substantial areas of open space in the vicinity of major residential development to act as sites to attract users who would otherwise recreate on nearby internationally designated heathlands, to mitigate the harm caused by human occupation within 5km of internationally protected heathland.

**7.261 Superstore**

**7.262** A self-service store selling mainly food, or food and non-food goods, usually of more than 2,500 square metres of trading floor space, with a large car park.

**7.263 Supplementary Planning Document (SPD)**

**7.264** A Local Development Document that may cover a range of issues, thematic or site specific, and which provides further detail of policies and proposals in a 'parent' Development Plan Document. Under the new planning system, this class of document is intended to take the place of Supplementary Planning Guidance (SPG).

**7.265 Supplementary Planning Guidance (SPG)**

**7.266** Document produced under the old development plan system which could cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan. Intended to be replaced by Supplementary Planning Documents under the post-2004 planning system.

**7.267 Sustainability Appraisal (including Strategic Environmental Assessment)**

**7.268** An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with the principles of sustainable development.

**7.269 Sustainable Development**

**7.270** A widely used definition drawn up by the World Commission on Environment and Development (the Brundtland Commission) in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK. The four aims, to be achieved simultaneously, are:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment.

**7.271 Sustainable Drainage Systems (SUDs)**

**7.272** Drainage techniques used with developments to help return excess surface run-off to natural watercourses (rivers, streams, lakes and so on) without negatively affecting people and the environment. These might include ponds or reed beds to hold water before it runs into a watercourse.

**7.273 Sustainable travel / sustainable transport**

**7.274** Often meaning walking, cycling and public use of transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and likely to contribute less to traffic congestion and pollution than one person car journeys.

**T****7.275 Town Centres**

**7.276** Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a local authority's area.

**7.277 Town Centre Uses**

**7.278** These are uses other than shopping that are commonly found in town centres including residential, food and drink, offices and leisure.

**7.279 Townscape**

**7.280** Character and appearance of spaces and buildings in an identified area of a town.

**7.281 Transitional Arrangements**

**7.282** Generally used to describe arrangements that are put in place to manage the change from one system of regulations or procedures to another. More recently used to describe government regulations outlining the process of preparing development plans begun before, and to be completed after, the Planning and Compulsory Purchase Act 2004. It includes existing "saved" unitary, structure and local plans until new Local Development Documents are adopted.

**7.283 Transport Assessment**

**7.284** An assessment of the traffic impact of a proposed development including measures to ensure highway safety and encourage the use of sustainable transport.

**7.285 Travel Demand Management**

**7.286** Planning the travel impacts of existing and new developments to minimise travel needs and provide travel choices, for example by efficient car usage (including car sharing), bicycles, and walking and public transport.

**7.287 Tree Preservation Order (TPO)**

**7.288** A mechanism for securing the preservation of single trees or groups of trees of acknowledged public amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

**U****7.289 Unauthorised Development**

**7.290** Development that has taken, or is taking place, without the benefit of planning permission. It may be the subject of enforcement action if to allow the development could conflict with the policies of the Local Development Framework or other material considerations.

**7.291 Urban Capacity Study**

**7.292** A study undertaken to establish how much additional housing can be accommodated within a particular urban area.

**7.293 Urban Design**

**7.294** The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, to create successful development.

**7.295 Urban Fringe**

**7.296** The urban fringe is the transitional area at the point where urban areas meet the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to make such provision.

**7.297 Urban Regeneration**

**7.298** Making an urban area develop or grow strong again through means such as job creation and environmental renewal.

**7.299 Use**

**7.300** In the context of this development plan document, the way in which land or buildings are used. See also Change of Use and Use Classes Order.

**7.301 Use Classes Order**

**7.302** The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

**V****7.303 Viability**

**7.304** In terms of retailing, a centre that is capable of commercial success. In terms of community facilities such as village shops and pubs, operations which are capable of being sustained on the evidence of projected resources and usage.

**7.305 Vitality**

**7.306** In terms of retailing, the vigour of a centre or individual shop's day to day trading, or the capacity of a centre to grow or develop its level of activity.

**W****7.307 Wildlife Corridor**

**7.308** Strip of land (for example, along a hedgerow) conserved and managed for wildlife, usually linking more extensive wildlife habitats.

**7.309 Windfall Site**

**7.310** A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes.

