



Christchurch Local Plan Review Options Consultation



Consultation: 16th July 2018 - 3rd September 2018

July 2018

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1 Introduction

What is the Local Plan (Review)?

1.0.1 The Christchurch Local Plan (Review) is the document which sets out the planning strategy for Christchurch Borough over the next 15 years to 2033. 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. It also sets out detailed Development Management policies and possible site allocations throughout the plan area.

1.0.2 The Local Plan will, when adopted, replace the following documents which currently comprise the Development Plan for the area:

- The Christchurch and East Dorset Core Strategy, adopted in April 2014
- Saved policies from the Christchurch Borough Local Plan, adopted in 2001

1.0.3 The Local Plan will be supplemented with other documents including:

- The 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 Planning Framework SPD and The Housing and Affordable Housing SPD
- The Community Infrastructure Levy (CIL) Charging Schedules for Christchurch, first adopted in September 2016, and implemented in January 2017
- The Statement of Community Involvement, adopted in July 2016
- The Authority Monitoring Report (now published as a dedicated webpage on www.dorsetforyou.gov.uk.)

1.0.4 The Government has introduced an, optional tier of plans at the neighbourhood level. These plans have to be consistent with the Local Plan for the area, if a group chose to take a Neighbourhood Plan forward. At present no Neighbourhood Plans have progressed in the area, but interest is growing. The Council will work to support local groups in developing such plans and ensuring they are consistent with this Local Plan.

The Format of the Local Plan

1.0.5 The Local Plan is being produced in accordance with the provisions of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.0.6 The second 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 Strategic Policy for the plan area including a vision and objectives

and Key Strategy. Subsequently, the document focuses on Development Management policies applying across the plan area, followed by policies and allocations for specific places.

1.0.7 A Glossary of the terms used in this Local Plan is included at Appendix C.

The Local Plan Process

1.0.8 The preparation of the Local Plan will involve considerable community consultation, the collection of evidence and working with partners, including other Local Planning Authorities, service providers, town and parish councils, community groups, businesses, government organisations and developers/agents. The key stages of plan preparation are as follows:

1.0.9 Regulation 18 Consultation on the scope of the Local Plan Review, including a 'call for sites' took place between September and November 2016. At this stage a joint local plan was being prepared with East Dorset District Council. As a result of Local Government Re-organisation however, a decision was taken in February 2018 to produce separate local plans for Christchurch and for East Dorset.

1.0.10 Evidence gathering – work on baseline data and studies which inform the issues to be addressed in the Local Plan Review is ongoing but major studies were undertaken between January 2017 and January 2018.

1.0.11 Options (this document): is a consultation to set out the major policy issues and a range of possible policy options for addressing them. This also includes options on possible site allocations for housing, employment, open space etc. Consultation and engagement on this document runs from **16th July - 3rd September 2018**.

1.0.12 Pre-Submission: Where consultation will take on a formal draft plan to seek comments prior to submitting the document to the Secretary of State for Examination. This is likely to take place between February and March 2019.

1.0.13 Submission: Following the Pre-Submission consultation Submission of the Local Plan is anticipated to be in June 2019.

1.0.14 Examination: following submission of the Local Plan Review document to the Secretary of State, an Examination will place in front of a Government appointed Inspector to consider whether the Council's policies and proposals for development within the Local Plan (First Review) are 'sound'. We estimate that this could take place in September 2019.

Evidence Base

1.0.15 A substantial amount of evidence has been prepared and considered in order to develop the Local Plan. The key studies that inform this Local Plan include:

- Christchurch Strategic Housing Land Availability Assessment (2017 Update)
- Eastern Dorset Strategic Housing Market Assessment (2018 Update, DRAFT not yet published)

- Christchurch and East Dorset Green Belt Assessment (2017)
- Christchurch and East Dorset Joint Level 1 Strategic Flood Risk Assessment (2017 Update)
- Christchurch Level 2 Strategic Flood Risk Assessment (2017 Update)
- Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study (2017 Update)
- Joint Planning Policy Guidance Note 17 Open Space, Sport and Recreation Study
- Christchurch Urban Extension Master Plan
- South East Dorset Multi Modal Transport Study (2018 Update)
- Bournemouth Airport Ecology and Economic Studies
- Bournemouth, Dorset and Poole Workspace Strategy (2016 Update)

1.0.16 All of these studies are available for viewing at the Council's Offices at Bridge Street or on the Council's website www.dorsetforyou.gov.uk.

1.0.17 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 & Strategic Environmental Assessment

1.0.18 The Local Plan 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 2017. This set out key issues that the plan should take into account and established objectives by which it should be assessed. This is available to view at the Council's Offices and on www.dorsetforyou.gov.uk.

Habitats Regulations Assessment

1.0.19 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

1.0.20 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 has been undertaken for this Options consultation and this will be updated to consider further stages of the Local Plan.

Health Impact Assessment

1.0.21 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 has been undertaken of this Options consultation and will be further updated for the Pre-Submission document.

Delivery of the Local Plan

1.0.22 The success of the Local Plan 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.

1.0.23 As part of the Local Plan Review process the Council will be preparing an updated Infrastructure Delivery Plan (IDP) which will set out the infrastructure required to deliver the plan, timescales for delivery, agencies responsible for bringing infrastructure forward and funding streams. The revised IDP will be published at the Pre Submission stage to coincide with the refinement of policy options and associated infrastructure requirements from this current consultation stage.

1.0.24 The new IDP will identify the infrastructure required to deliver the Local Plan allocations and residential, employment and retail development in line with policies contained in the plan. The majority of the infrastructure schemes in the IDP will relate to development in the plan area, unless specified otherwise.

1.0.25 The timescales for delivery of key infrastructure in the IDP will enable development to come forward commensurate with the Christchurch Housing Trajectory.

1.0.26 The IDP will also identify proposals set out in the programmes of other public bodies related to delivery of growth in the Local Plan (First Review). All of the agencies are committed to identifying funding streams as these become available. The IDP will also include risks to delivery and contingencies, where available for specific items of infrastructure.

1.0.27 The Council 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.

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

1.0.29 The Council is working closely with the South East Dorset authorities and Natural England to secure the delivery of appropriate heathland mitigation measures through the Community Infrastructure Levy, planning obligations and the continuation of the Dorset Heathlands Planning Framework (Supplementary Planning Document).

Saved and 'rolled forward' Policies

1.0.30 At present, the Council has a series of 'saved' policies originally contained in the Christchurch Borough Local Plan adopted in 2001. The Local Plan (Review) will replace all of these policies.

1.0.31 This local plan review includes a review of policies contained in both the Christchurch and East Dorset Core Strategy 2014, although the majority of these policies are recently adopted and based on up to date evidence, so will "roll forward" into the Local Plan Review.

1.0.32 In some cases, allocated sites from the Core Strategy, or the older local plans, have been "rolled forward" into this Local Plan Review as the Council as they have not been completely built out and it is important therefore to retain the allocation policy until such time as they are completed. In many cases, detailed planning applications for these sites have been received and/or approved. It is important to note therefore that these allocations, especially those for housing and employment, are assumed to make up existing unconstrained supply, as opposed to additional housing or employment options which propose potential new supply, and which will need to be refined into formal allocations at Pre-Submission stage.

How to respond to the Local Plan Options Consultation

1.0.33 The consultation period runs from Monday **16th July 2018** until the end of Monday **3rd September 2018**.

1.0.34 Comments are welcome on all elements of this consultation document, including the policy options and sites suggested within the residential 'areas of search' as set out. If you consider there are alternative options, sites or policy approaches we have not included, then please also provide the details of these in your response to us.

1.0.35 There are a number of ways you can view the consultation documents, and make comments on them:

- All documents are available to view on the Councils' website:
 - www.dorsetforyou.gov.uk/planning/christchurch-east-dorset-local-plan-review
- The documents can be viewed at the Christchurch Civic Offices, East Dorset District Council Offices at Allenvue House, Wimborne, Town and Parish Council Offices and at all libraries throughout Christchurch.
- We shall hold public exhibitions at a range of locations in Christchurch.
- You can get up to date information on the consultation through Facebook and Twitter

1.0.36 Comments on the consultation can be made in several ways:

- By completing a response form – available from our offices, or on our website

- By using our online consultation system to directly input your comments to the document online through the website:
 - www.dorsetforyou.gov.uk/planning/christchurch-east-dorset-local-plan-review
- By sending us your comments by e-mail:
 - planningpolicy@christchurchandeastdorset.gov.uk
- Responses made in hard copy should be send to the following address:
 - **Planning Policy, Christchurch and East Dorset Partnership, Civic Offices, Bridge Street, Christchurch, BH23 1AZ.**

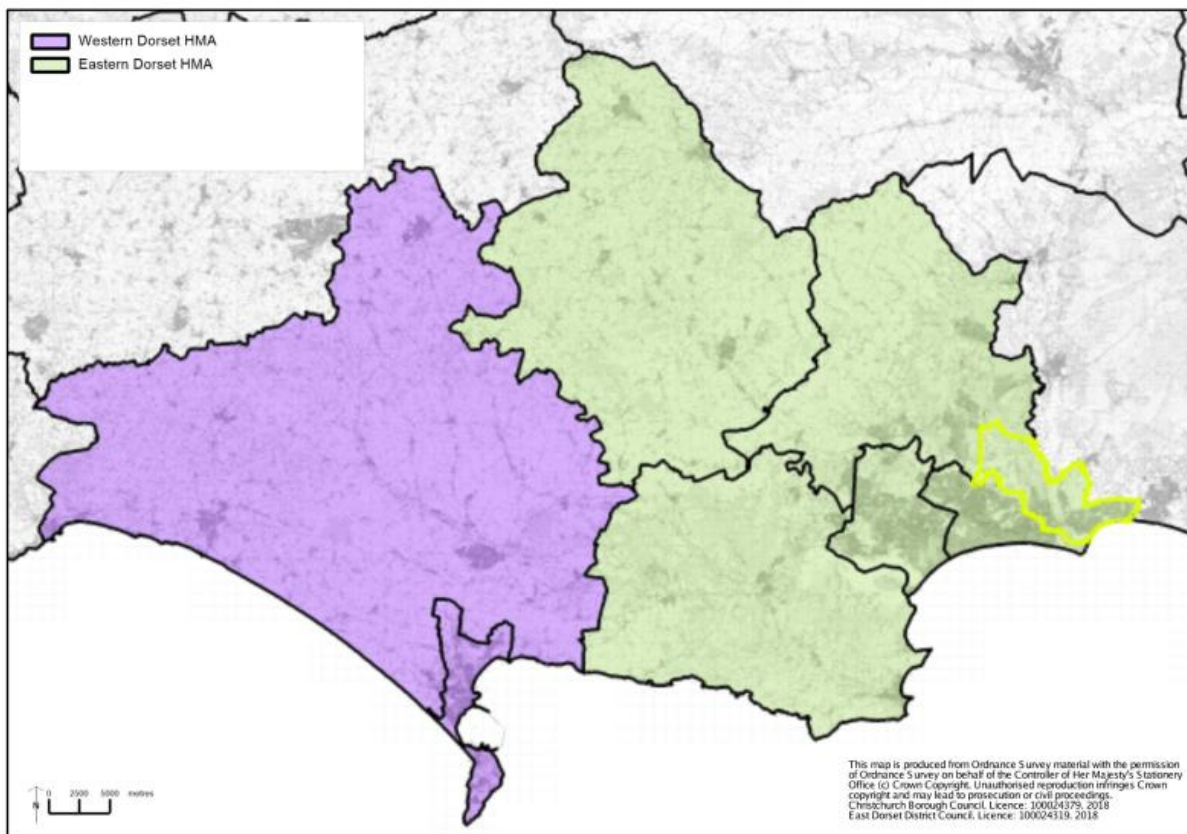
1.0.37 Please note that we will not acknowledge individual comments but will consider all comments received and publish responses to all comments in a response schedule prior to the next consultation stage. We look forward to hearing your views.

2 A Picture of Christchurch

2.0.1 The Local Plan 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 the Annual Monitoring Report which can be viewed on the Council's website www.dorsetforyou.gov.uk.

The Sub Region

2.0.2 The interaction of people and activity across the conurbation (Poole, Bournemouth and Christchurch) means that it is important to consider the wider context of Christchurch and the role that the area plays in the way that the conurbation functions. Christchurch forms part of the Eastern Dorset Housing Market Area which includes Bournemouth, Poole, Purbeck, North Dorset and East Dorset. The Local Plan area has a population of about 49,480 people, representing 12.4% of the conurbation population. The conurbation has a broad-based economy, with significant specialisms in tourism, education, financial services, high tech and marine industries, retailing and entertainment. The area is served by Bournemouth Airport, and the Port of Poole but only has 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 2.0.1 Eastern and Western Housing Market Areas

2.0.3 The New Forest National Park lies on the border of Christchurch and there are road connections via the A35. Christchurch has 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 has an economic role in contributing to the provision of employment premises and land to meet the wider needs of the conurbation, it is also part of the Eastern Dorset Housing Market Area.

The Local Plan Area

2.0.4 Christchurch is a relatively small borough at around 5,169 ha with a population of about 49,480 (2016 mid year estimates ONS) and is set at the eastern edge of the 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.

Our Environment

Natural

2.0.5 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. 24% of the area is covered by one or more nature conservation designations.

Historic

2.0.6 The historic town centre of Christchurch is characterised by narrow streets, attractive older buildings and complemented by the Priory. Within Christchurch there are 12 designated Conservation Areas, around 283 Listed Buildings and 16 Scheduled Ancient Monuments.

Rural and Urban Character

2.0.7 The vast majority of the population live in the urban area, however, around 70% of the Borough remains as open countryside, harbour or coast.

Climate Change

2.0.8 Climate change has the potential to not only affect the environment, but also the social and economic aspects of life in Christchurch. 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 in terms of flood risk. 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.

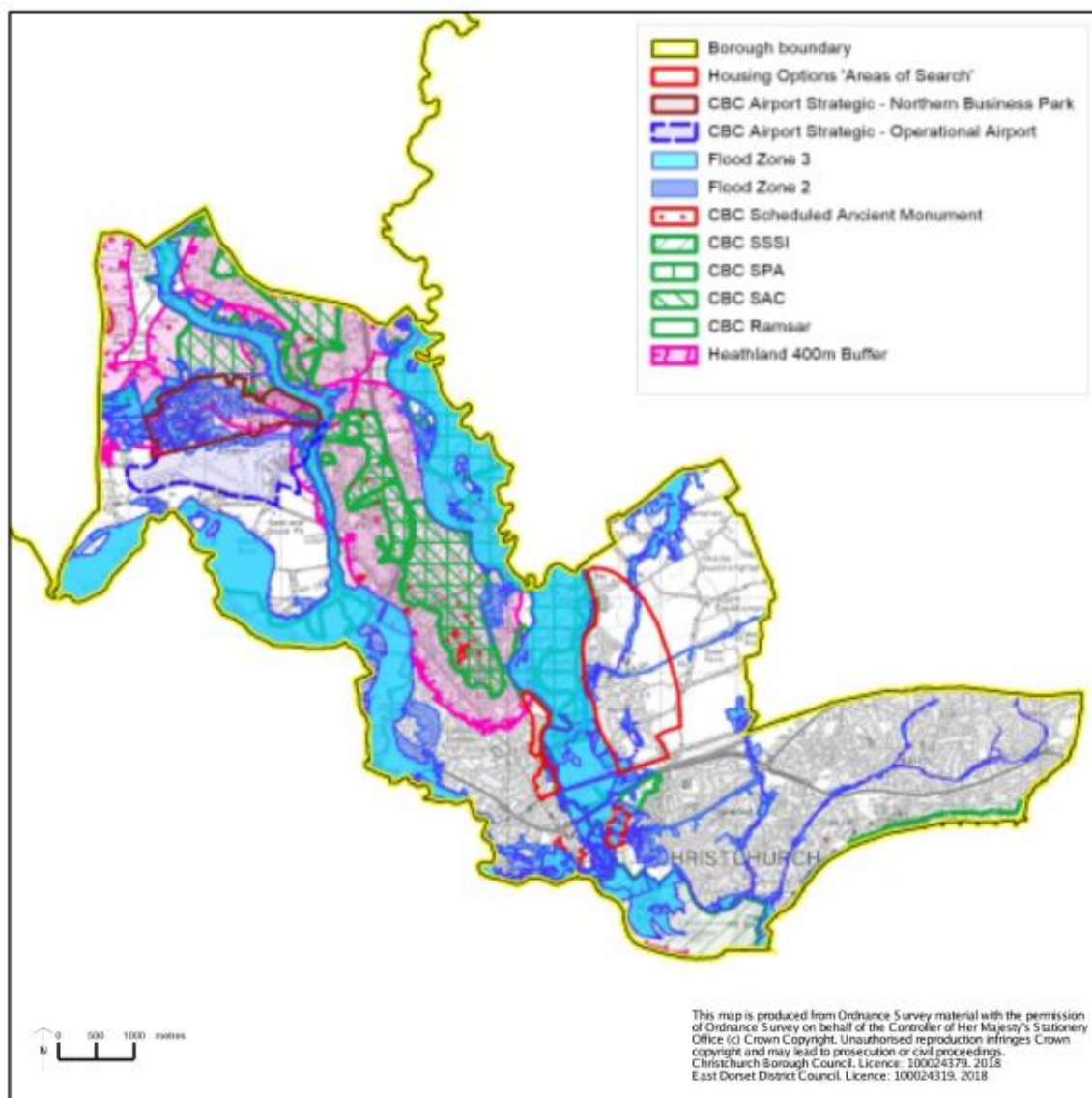
Water

2.0.9 The rivers Stour, Avon 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 which are subject to flood risk, particularly when taking into account the effects of climate change. Areas at significant risk include some of Bournemouth Airport, parts of the town centre, Stanpit and Mudeford.

2.0.10 The area is well catered for in relation to water supply. Bournemouth Lakes ensure that future supply can be provided to accommodate the growing conurbation. A Groundwater Protection Zone associated with the chalk downlands relates to an important aquifer that serves the conurbation.

Minerals & Waste

2.0.11 Planning for minerals and waste is dealt with by Dorset County Council on behalf of Bournemouth, Dorset and Poole therefore separate planning documents are prepared for these matters. Minerals and waste planning proposals need to be taken into account within the Local Plan review. In the minerals plan areas of land are 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.



Map 2.0.2 Absolute Constraints

Communities

People

2.0.12 The population in Christchurch is 49,480 (ONS 2016). The current proportion over retirement age aged 65+ (ONS 2016) is above the County and national average in Christchurch at 31.4% and compared with 28.3% in Dorset as a whole and just 18% 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 total between the years 2006-2016 more residents from Christchurch over the age of 16 moved abroad than moved from other countries into the area (Office for National Statistics, Detailed Components of Change, 2017). 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.

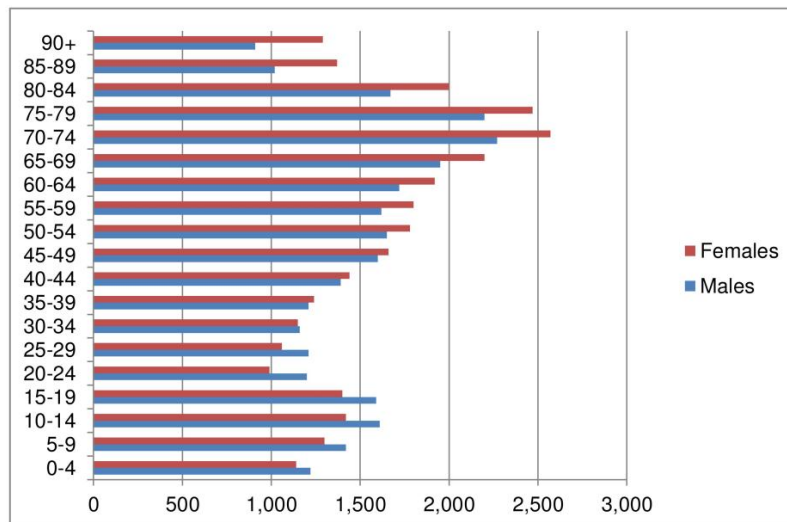


Figure 2.0.1 Christchurch Population Age Projection 2041 Source: 2016-based trend population projections, Dorset County Council

2.0.13 Long term projections suggest that the population may grow to 58,790 by 2041. Older people are expected to account for an increasing proportion of the population in future with the percentage of residents aged 55 and over in 2041 predicted to reach 49.2%. (2016 - based trend population projections Dorset County Council).

2.0.14 The proportion of population of working age in the area is relatively low, at only 53% compared with 55% in Dorset and 63% 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.

2.0.15 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

2.0.16 Ethnic minorities are a small but growing proportion of the total population, particularly in Christchurch. The 2001 Census identified a proportion of 3.2% 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%, compared with 4.5% in Dorset and 19.5% in England.

Housing

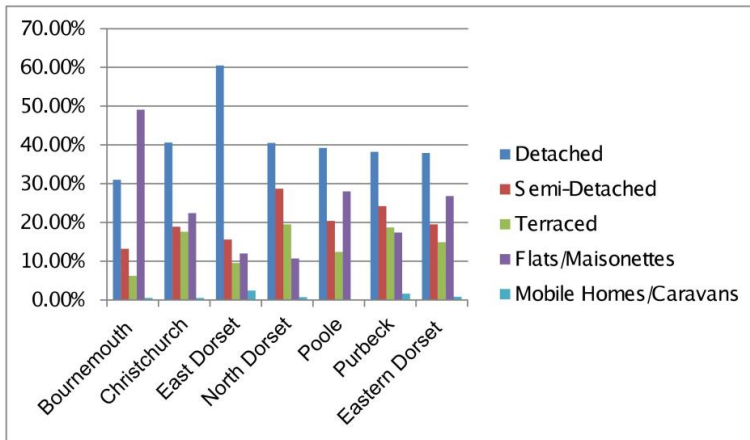
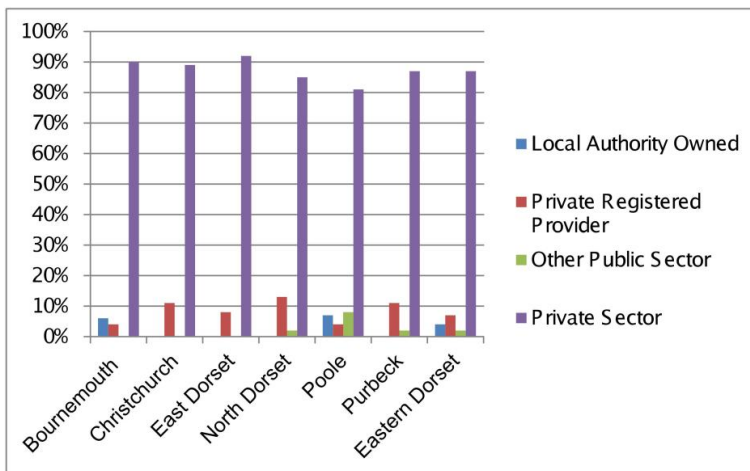


Figure 2.0.2 Types of Housing in the Eastern Dorset HMA (2015 SHMA)



Map 2.0.3 Tenure of Housing in the Eastern Dorset HMA (2015 SHMA)

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 Strategic Housing Land Availability Assessments 2017) 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.

2.0.17 The Eastern Dorset Strategic Housing Market Assessment October 2015 identifies the main characteristics of the housing stock as being a disproportionately high number of detached houses across the HMA. The housing stock is dominated by 2 and 3 bed properties and there are slightly more one bed properties than the national and regional rates. Overall the current profile of housing appears to be reasonably well balanced. Population and demographic trends should be taken into account when assessing what different sizes of homes are required in the future.

2.0.18 The Strategic Housing Market Assessment (2015) assessment estimates a required housing mix for 20% of dwellings to be flats and 80% houses. In the affordable sector the estimated requirements are 45-50% flats and 50-55% houses.

2.0.19 The house price to income ratios for Christchurch (12.4 times) remain significantly high, and are higher than the County (10.1 times) and England (7.7 times) averages in 2016. The median selling house price in Christchurch in 2016 was £315,000, compared to a national figure of £216,750 (UK House Price Index 2016).

2.0.20 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 specific sites. 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.

Health

2.0.21 Life expectancy rates in Christchurch are some of the highest in the Country 81.5 years for males and 85.1 years for females and compare well with national figures of 79.5 years for males and 83.1 years for females (ONS Life Expectancy at Birth 20012-14).

2.0.22 Health profiles (Public Health England 2017) 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.
- Road injuries and deaths are lower than regional and national averages.

2.0.23 The 2015 SHMA revealed that there are 6,499 households in Christchurch 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. 22% of the population of Christchurch have a long term health problem or disability (LTHPD) and 30% of households contain someone with a LTHPD.

Education & Training

The percentage of the working age population without qualifications is 5.7% which is below the national average of 7.6%. 18.2% are qualified to degree level or above which is well below the national average of 31.1%. (Annual Population Survey 2017).

2.0.24 In general, school facility provision currently meets the needs of the area. However, predictions for population increases and future residential development will put pressure on some education facilities. With the increase in school rolls over the next fifteen years some schools may need to be extended. Although some may have the capacity to accommodate the increase in population, others, for example in Highcliffe, Christchurch Infant/Junior and Mudeford may be affected. The council 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.

2.0.25 Attainment 8 measures the average attainment of pupils in up to 8 qualifications including Maths and English. The Average Attainment 8 score per pupil in 2017 was 45.00 in Dorset compared to 45.90 for the South West and 46.02 for statistical neighbours. The average for England was 44.20. (Secondary School Performance Tables 2017)

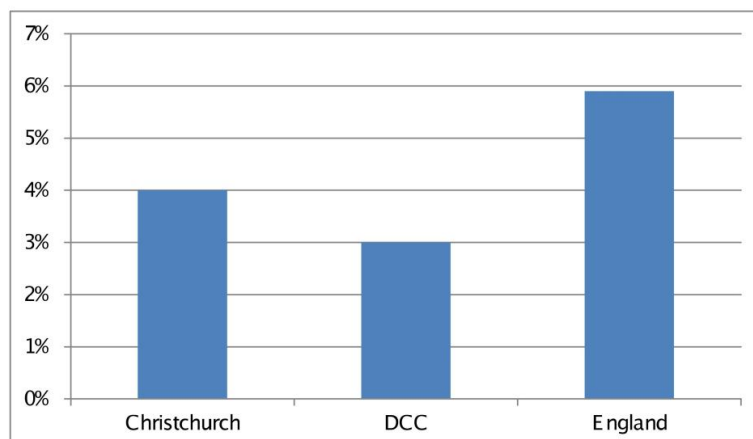


Figure 2.0.3 Proportion of Young People Not in Education, Employment or Training (NEETs) Dorset County Council Monitoring 2017

2.0.26 The proportion of young people not in education, employment and training (NEET) is 4% which is below the national average of 5.9% and the Dorset average of 3% (DCC Monitoring 2016).

Deprivation

2.0.27 Deprivation in Christchurch is low in the national context, however, there are pockets of deprivation in the borough. Information provided at a more local level shows that Somerford East and Somerford West are ranked amongst the 12 most deprived areas in Dorset and are within the top 20% nationally. (Index of Multiple Deprivation 2015)

Economy

2.0.28 The economy of Christchurch comprises of the construction industry sector which accounts for 16%, the professional, scientific and technical sector 16%, retail 9%, information and communication, business admin and support services each accounting for 8% of the distribution of firms by sector. 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.

2.0.29 There are around 2,355 firms and a market segment assessment undertaken as part of the Christchurch Employment Land Review 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.

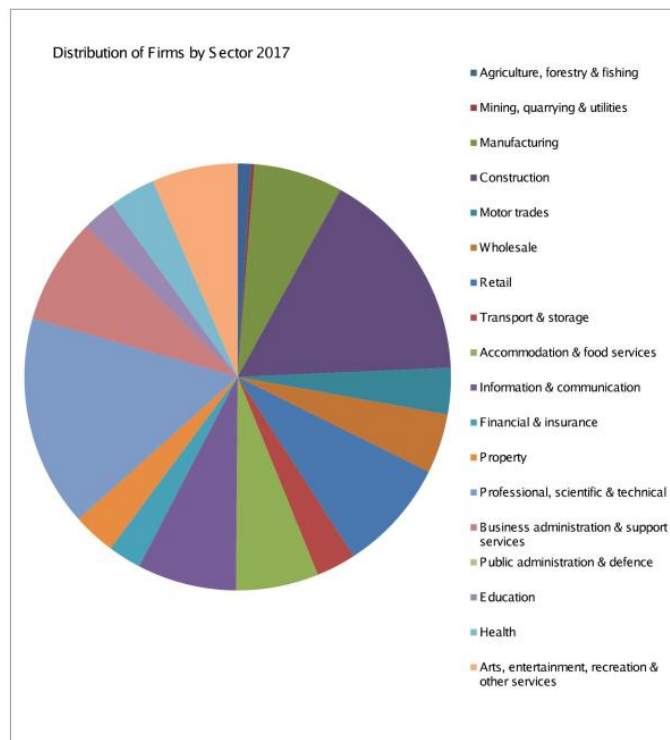


Figure 2.0.4 Distribution of Firms by Sector 2017

Town, District & Local Centres

2.0.30 Christchurch town centre and Highcliffe district centre are the main retail centres in the borough and are complemented by a variety of local and neighbourhood centres. The Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study 2017 has indicated that the area will face demand to accommodate increased levels of retail floorspace in the period up to 2033. Christchurch town centre is relatively healthy but will need to accommodate more retail floorspace to maintain its current position. It will also need to adapt to changes in the retail market.

Tourism

2.0.31 Tourism is important 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
Trips by staying visitors	221,000
Staying visitor nights	921,000
Spend by staying visitors	£47,962,000
Day visits	1,545,000
Spend by day visitors	£54,525,000
Other related tourism spend	£2,347,000
Jobs related to tourism spending	2,511
% of employment supported by tourism	11%
Total visitor related spend	£104,834,000

Table 2.0.1 Trips, nights and spend to the area by visitors (South West Research Company 2016)

Earnings

2.0.32 Workplace pay in Christchurch is below the national average (median weekly full-time pay) (86% of average pay) Levels of earnings vary, with areas of deprivation suffering from low wages. Residents who live in Christchurch earn 4% above the national average wage. The difference between workplace pay and residents' pay implies that more residents in Christchurch commute to higher paid employment. (Annual survey of Hours and Earnings (ASHE) 2017). 4.6% of employees in Christchurch firms are in high pay employment, which is similar to the national average for Great Britain (4.2%) and above the average for Dorset (2.5%). Bournemouth has 8.4% of its employees in high paid employment and Poole 5.5% (Business Register and Employment Survey 2016 and ASHE 2017).

Transport & Accessibility

2.0.33 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. The A31 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.

2.0.34 The A35 running east-west through Christchurch has been identified as a traffic congestion hotspot. The River Stour is crossed only in a few places which restricts movement to the main conurbation, especially if a crossing is blocked.

2.0.35 82.1% of households have access to a car and 5.9% of the workforce get to work by public transport a reflection of the very high levels of car ownership in the district. (2011 Census)

Places

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

3 Strategic Policy

3.1 Challenges, Vision & Strategic Objectives

The Challenges We Need to Deal With

3.1.1 This Local Plan (Review) has reviewed the challenges set out in the 2014 Christchurch and East Dorset Core Strategy, which were themselves the subject of extensive consultation and community involvement. Most of the challenges remain broadly similar to those listed in the Core Strategy, which is not entirely surprising given that this Local Plan (Review) essentially updates and continues the 15 year planning framework for the area, first developed in the Core Strategy.

What We Need to Plan For

3.1.2 The main challenges facing Christchurch over the next 15 years include:

- A significant need for affordable housing, including growing housing waiting lists, and a small but increasing amount of households living in temporary accommodation
- House price to income ratios at levels of 12:1, 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, and nature conservation designations
- An increasingly congested transport network, with not all areas well served by public transport
- 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 to sustain economic growth, including development of major employment sites such as Bournemouth Airport
- Supporting local communities and ensuring that community facilities keep pace with development, and that the specific needs of older residents and young people are met
- Tackling inequalities, such as pockets of deprivation and above average levels of young people not in education, employment or training, which are often hidden in a relatively affluent area
- A significant elderly and retired population who will require appropriate housing, health, care and community facilities

A Vision for Christchurch

3.1.3 The National Planning Policy Framework contains 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 through policies in the Christchurch Local Plan Review.

3.1.4 In the context of Local Plans, the NPPF encourages them to be inspirational, 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.

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

3.1.6 The proposed Local Plan Vision and Objectives aim to set the appropriate balance between aspiration and realism, and therefore set the appropriate context for the Local Plan policies. To deliver the Vision will be a significant challenge and will take time, but nonetheless it is considered to be positive and achievable.

Christchurch Local Plan Vision

The natural environment of Christchurch and its historic and thriving market town 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 its back on sustainable growth.

The intrinsic landscape and biodiversity value of the Dorset Heathlands, Christchurch Harbour, the coast, beaches and rivers, will be protected and their connectivity enhanced.

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

Housing need in the area will be addressed, with housing delivery of a type, size and tenure which meets the aspirations of those wishing to buy or rent. An element of this housing will be delivered in well planned and sustainable new residential areas, including high quality homes, areas of open space, new community facilities and services and transport enhancements.

Housing will also continue to be delivered in the urban area, with developments maximising the use of previously developed land, whilst not compromising quality of design and making appropriate contributions to infrastructure. Wherever possible, new housing development will contribute to the provision of affordable housing, enabling a significant uplift in delivery of affordable dwellings in area.

The Green Belt will be protected, subject to limited alterations required to enable housing to meet the needs of local communities.

Christchurch town centre will be the vibrant centre of commercial and cultural activity, with niche shopping, and varied attractions and facilities for residents and visitors alike. Highcliffe will support shops and services for the local community, with smaller neighborhood centres providing basic services.

The economy of the area will grow, both by sustaining traditional sectors such as tourism, health and education, and also by encouraging growth in knowledge-based sectors including engineering, creative and technical industries and the knowledge economy. Growth will be sustained by the creation of a major high quality employment site at Bournemouth Airport, and by the protection of other well located sites for employment use. Within the rural area, traditional employment will be supported and diversification encouraged to create jobs and prosperity.

The area will be easier to get around, not just for those with a car, but also on public transport and for cyclists and pedestrians. Development will be focused on locations accessible by different modes of transport and along the main transport corridors, bus routes, town centres and near stations. Transport corridors along the A35, A337, and B3073, will be enhanced to promote a wider choice of transport.

Long term solutions to Christchurch's traffic problems will continue to be explored, including the future provision of an outer relief road, subject to any solutions meeting the necessary local and national policy requirements.

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

Perhaps most importantly, 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 and facilities in the Somerford Estate. Community facilities will be safeguarded and support will be given to community groups and organisations to develop volunteering and to deliver services and run premises wherever possible.

Strategic Objectives

3.1.7 The Local Plan Vision is supported by 7 Strategic Objectives. These set the aspirations of the Vision into a series of more practical long-term objectives, which are linked closely to the policies which help achieve them.

Objective 1

To manage and safeguard the natural environment of Christchurch

The **Green Belt** will be retained and protected, except for strategic release of land to provide new housing. 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 will be protected and enhanced.

Objective 2

To maintain and improve the character of the town and villages, and to create vibrant local centres

A clear **hierarchy of centres** will be developed, with a strategy for the major centres. **Town and district centre boundaries** will be created in Christchurch and Highcliffe to act as vibrant locations for shops, services and facilities. Key sites will be identified which can provide **high quality mixed use developments** in the main centres.

Heritage assets, including listed buildings and conservation areas will be protected and enhanced, including through the appropriate use of Article 4 Directions to control inappropriate minor works which would damage the character of these areas.

Open space will be provided alongside new residential development, and larger developments will provide a range of landscape features and open spaces to create a sense of place.

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 encouraged to incorporate **carbon reduction, water, and energy efficiency measures** to reduce impact on climate change and support important ecosystem services.

Development will be located in areas at lowest **risk of flooding** and guidance will be produced on how the sequential and exception tests will apply locally.

Objective 4

To enable the mixed economy of Christchurch to grow, and to develop new employment sectors

Significant **new zones of employment development** will be located at Bournemouth Airport 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 some can be reserved for higher order development in key employment sectors.

Agriculture and horticulture will be supported and **rural farm diversification** encouraged in appropriate locations near key settlements such as Burton, Winkton and Hurn.

The key environmental features which attract **tourism** will be protected, including Christchurch Harbour, the rivers and beaches, and the Dorset Heaths. 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 to address local needs, whilst maintaining the 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.

Wherever possible, residential development will contribute to the **provision of affordable housing**, with an overall target of 35% of all new residential units developed being affordable homes. Development of **100% affordable housing schemes** may be considered exceptionally in locations adjoining rural and urban settlements.

Objective 6

To reduce the need for people to travel and to have more travel choices

Congestion will be managed and where possible reduced in key locations by **reducing the need to travel** and encouraging use of public transport, walking and cycling as alternatives to the car. Development will be located in the **most accessible locations**, focussed 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 on the A35 and A337 in Christchurch, and on the B3073 between Christchurch and East Dorset. **Key transport schemes** proposed to support the Local Plan will include:

- Improvements to the A35 corridor through Christchurch
- Improvements to the A338/B3073 corridor around Bournemouth Airport

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

Objective 7

To help our communities to thrive and help people support each other

The main town centre of Christchurch 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 Bournemouth Airport.

3.2 The Key Strategy

Introduction

3.2.1 The Key Strategy sets out broad locations where residential and commercial development, services and facilities will be located across Christchurch over the plan period to 2033. This strategy is central to shaping the future role and function of the Borough and its settlements.

3.2.2 The high quality natural and built environment of Christchurch 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.

3.2.3 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 mean that significant parts of the existing urban area are affected by high flood risk.

3.2.4 The Strategy is also dependent 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.

3.2.5 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.

Draft Policy 3.1

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, 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

3.2.6 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.

3.2.7 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 previously produced and published by the Council for Christchurch.

Draft Policy 3.2

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
District Centres	Settlements which will provide for smaller scale community, cultural, leisure, retail, employment and residential development.
	Highcliffe
Villages	Settlements where development will be allowed that supports the role of the settlement as a provider of services to its home community.
	Burton, Hurn
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

3.2.8 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. Green Belt policy is therefore to be kept in place, subject to limited alterations of boundaries to allow for some housing to meet the needs of the local communities.

3.2.9 In 2017 Land Use Consultants were commissioned by Christchurch and East Dorset Councils to undertake an assessment of the South East Dorset Green Belt located within its administrative areas. Stages 1 and 2 of the Study set out a strategic assessment of the Green Belt in the Councils' administrative areas and the definition and assessment of land parcels against the five purposes of the Green Belt set out in the National Planning Policy Framework (NPPF para 80). Stages 1 and 2 of the Green Belt Study are published on the Council's website.

3.2.10 Following this 'Options' consultation, it is anticipated that a further stage to the study will be undertaken which will assess the impact of potentially removing sites from the Green Belt for development purposes. This stage of the Green Belt Study will address the following:

- consider how any proposed sites perform against the Green Belt purposes;
- review potential implications of removing that area/site from the Green Belt on neighbouring land and the integrity of the wider Green Belt;
- identify any boundary issues associated with the removal of the land from the Green Belt;
- consider what mitigation can be applied to minimise effects on Green Belt; and
- identify opportunities to encourage positive use of remaining Green Belt land.

Minor Green Belt Boundary Amendments

3.2.11 An internal assessment has been undertaken by the Council to address minor anomalies of the currently defined Green Belt e.g. where the boundary subdivides properties/gardens, or follows indefensible, illogical or unclear boundaries. As a result of this assessment, some minor amendments to the Green Belt boundary are proposed to address these, as set out in Section 5 and the area based policies.

Draft Policy 3.3

Green Belt

Development in Christchurch Borough will be contained by the South East Dorset Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open: the essential characteristics of Green Belts are their openness and their permanence.

Limited changes to the existing boundaries are proposed to enable some new housing to meet local needs and to correct local anomalies. 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 Policies Maps for each individual development proposal.

In accordance with the guidance contained within the National Planning Policy Framework, development proposals on previously developed land within the Green Belt must demonstrate that they will not have a greater impact on the openness of the Green Belt; and 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

3.2.12 Christchurch currently faces 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 Eastern Dorset Strategic Housing Market Assessment (SHMA) (2015) has considered these factors within the following context:

- Christchurch is one of 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 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.

3.2.13 This plan sets out the strategy for delivering housing in Christchurch for the plan period (2013 - 2033) informed by the Government's new methodology for assessing housing need (2017), the Eastern Dorset SHMA (2015) and updated Christchurch Strategic Housing Land Availability Assessment (SHLAA) 2017. Using the new Government methodology, there is an objectively assessed need of 352 dwellings per annum which equates to an objectively assessed need for housing of 7,040 in Christchurch over the plan period from 2013 - 2033.

3.2.14 In some cases, allocated sites from the Core Strategy, or the older local plans, have been “rolled forward” into this Local Plan Review as the Council as they have not been completely built out and it is important therefore to retain the allocation policy until such time as they are completed. In many cases, detailed planning applications for these sites have been received and/or approved. It is important to note therefore that these allocations, especially those for housing and employment, are assumed to make up existing unconstrained supply, as opposed to additional housing or employment options which propose potential new supply, and which will need to be refined into formal allocations at Pre-Submission stage.

Christchurch OAN Housing Need 2013 - 2033	Completions 2013/14 - 2017/18	Urban Potential (SHLAA, 2017)	Existing New Neighbourhoods	Remaining Housing Need
7,040	665	2,460	1,120	2,795

3.2.15 Once completions, remaining urban potential (identified through the SHLAA) and existing new neighbourhoods have been taken into account the remaining housing need to 2033 totals 2,795 dwellings. The level of housing potential from completions, urban potential and existing new neighbourhoods does not meet the objectively assessed housing need for Christchurch when the Government Methodology is applied so it has been necessary to examine options for further allocations that would involve amending the existing Green Belt boundary. The difficulty in meeting housing needs provides the exceptional circumstances required to amend Green Belt boundaries, where appropriate. Following consultation at Regulation 18 stage the Council has identified potential to deliver a further 1,026 dwellings in the 4 areas as set out in Policy 3.4 and in Chapter 5.

3.2.16 'Areas of search' including areas of brownfield and Green Belt land have been identified in the Borough where new housing development may be appropriate. The identification of these 'areas of search' and potential development sites has been informed by strategic planning work undertaken as part of the preparation of the adopted Core Strategy and also in response to the Local Plan Review Regulation 18 consultation. Consideration has also been given to the appropriateness of new development in relation to the settlement

hierarchy, and proximity to services and employment. An assessment has also been undertaken regarding areas on the edge of settlements that are not affected by absolute constraints to development such as floodrisk and proximity to the heathlands.

3.2.17 Christchurch is a heavily constrained area where there are limited opportunities for new development. Significant areas of the Borough area affected by high floodrisk or proximity to the heathlands which preclude new residential development. There are also limited opportunities to amend the Green Belt in sustainable locations which would also not have a significant adverse impact on the purposes of the Green Belt as defined by the NPPF. Therefore, within Christchurch this plan identifies a housing target of about 5,270 dwellings. As part of the Duty to Co-operate process the Council is engaging with neighbouring authorities regarding options for the delivery of further housing options to address the full objectively assessed housing need for Christchurch based on the Government's latest methodology.

3.2.18 The need to provide affordable housing is also a key objective of this Local Plan and a target has been set within Policy 3.4 that overall 35% of new housing delivered over the plan period will be affordable. The overall target of 35% is based on the fact that not all sites will be able to meet the full policy requirements for affordable housing set out in Policy 4.16 due to reasons of financial viability.

Housing Provision in Christchurch

Draft Policy 3.4

Housing Provision in Christchurch

About **5,270** new homes will be provided in the plan area between the years 2013 and 2033. This will comprise about **2,460** homes within the existing urban areas and **1,120** provided at existing allocated new neighbourhoods at Christchurch and Burton. A range of options have been identified for the provision of a further **1,026** new homes in the following locations:

- **Area 1:** Bransgore and Hoburne: **190 dwellings**
- **Area 2:** Town Centre, Stony Lane and Bridge Street: **213 dwellings**
- **Area 3:** Land South and East of Burton: **568 Dwellings**
- **Area 4:** Former West Hants Water, Knapp Mill and Avon Trading Park: **55 Dwellings**

The detailed locations of the existing strategic housing allocations and proposed options sites are identified in Chapter 5. The existing allocation sites are accompanied by illustrative plans setting out how they can be delivered. For all sites, Development briefs will need to be agreed with the Council in advance of planning approval being granted with the exception of the Christchurch Roeshot Hill urban extension where the Council's Masterplan is to be applied.

The Council aims for a total of 35% of the new homes to be affordable, as defined in Appendix A.

The Council will carefully monitor the delivery of housing. If this falls significantly below the housing target set out in this policy the Council will undertake a partial review of the Local Plan.

Strategic Green Infrastructure and Heathland Mitigation

3.2.19 Identified in the South East Dorset Green Infrastructure Strategy, the Stour Valley Park is an emerging concept to improve recreational opportunities, wildlife and landscape that looks to link existing sites with new opportunities throughout the Stour Valley from the east of Sturminster Marshall in East Dorset, down to its mouth at Christchurch Harbour. The Stour Valley Park is developing with the support of Natural England, and other stakeholders throughout Bournemouth, Christchurch, Poole and East Dorset.

3.2.20 The land is in various ownerships and is currently being brought forward in a piecemeal fashion as SANGs to accompany urban extensions. Part of the proposed strategic SANGs in Christchurch will assist in its delivery.

3.2.21 The Council will continue to work with its partners to identify opportunities to bring forward further land within the Green Belt that can join up and extend the Stour Valley Park and enhance existing rights of way. This could include the use of development contributions.

3.2.22 In order to deliver the housing provision for Christchurch and address the Habitat Regulations and effects new development can have on the Internationally designated Heathland, a strategic approach to its mitigation is set out.

3.2.23 Policy 4.2 'Protection of the Dorset Heathlands' sets out the detail of the mitigation new residential needs to provide and how it will be delivered through contributions, CIL and legal agreements, with the provision of SANGs is a key component of this. This policy sets the framework for the delivery of the strategic element of the SANGs.

3.2.24 The proposed sites are either existing sites that have been upgraded to provide greater capacity for visitors, or are wholly new sites.

Draft Policy 3.5

Strategic Green Infrastructure and Heathland Mitigation

The Council will seek to work with its partners, developers and other relevant organisations to maintain and expand the green infrastructure network throughout Christchurch and beyond in accordance with the Green Infrastructure Strategy, including the emerging Stour Valley Park concept.

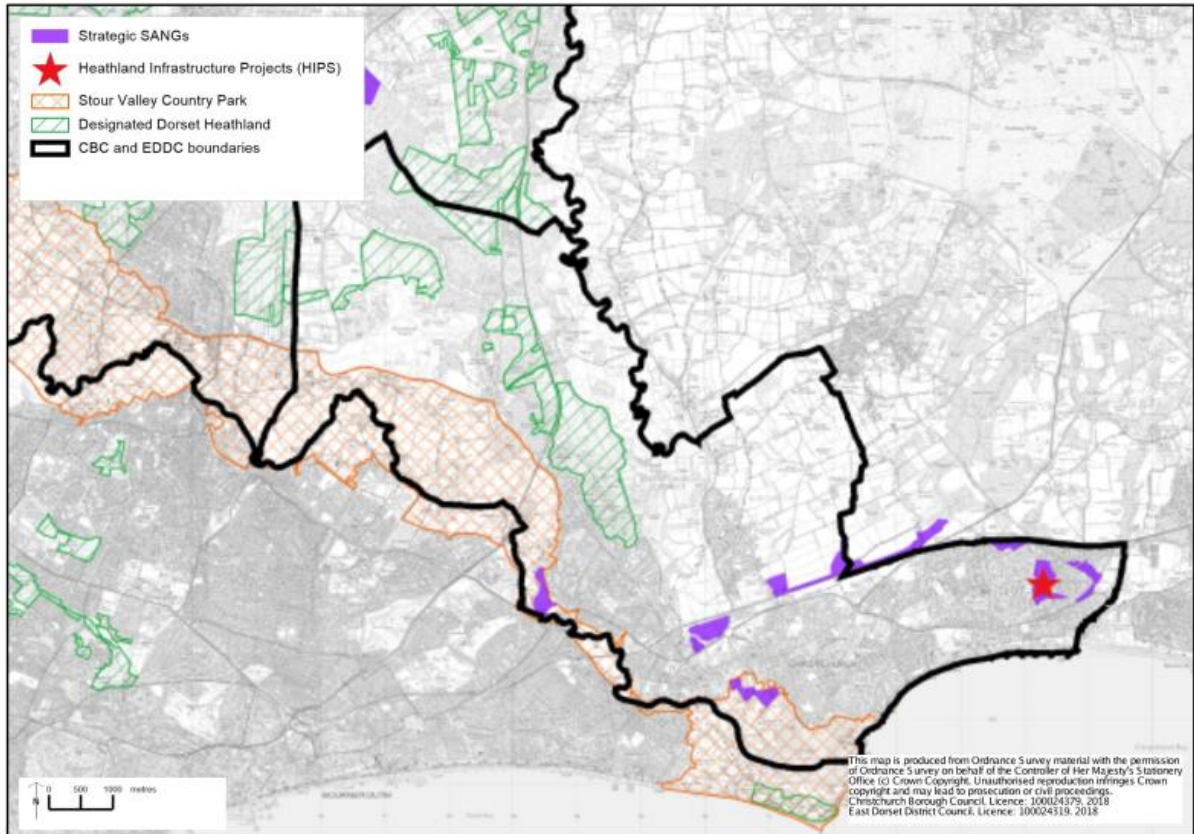
In order to mitigate the visitor pressures from new residential development between 400 metres and 5 km of protected Dorset Heathlands, strategic SANGs together with the detailed Heathland Infrastructure Projects (HIPs) set out in the Dorset Heathlands Supplementary Planning Document, will be provided in the areas set out in the map below. This includes specific sites the following locations:

1. Stour Valley Park, specifically land at Iford Golf Course and the Meridians
2. Chewton Common and Cranemoor Common
3. A35 Water meadows
4. Roeshot Hill, linked to Christchurch Urban Extension
5. Golf Course and Stanpit Recreation Ground
6. Other site specific SANGs as identified with the emerging housing options

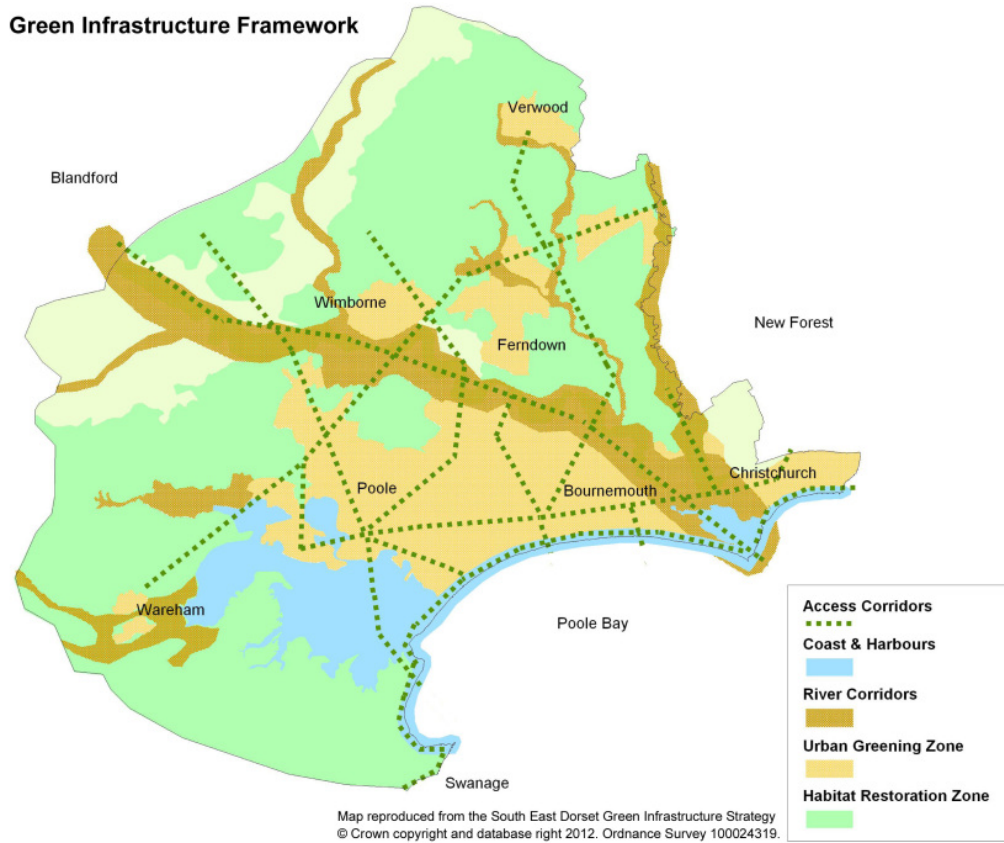
Green Infrastructure and New development

New development should protect and strengthen the green infrastructure network including Dorset's Ecological Networks by:

- enhancing and connecting cycling and walking provision to local open spaces;
- connecting together and enrich biodiversity and wildlife habitats, taking into account Dorset Ecological Network mapping;
- improving connections, green corridors and links between different components of the green infrastructure network;
- and contributing to the delivery of strategic green infrastructure projects.



Map 3.2.1 Strategic Heathland mitigation



Map 3.2.2 South East Dorset Green Infrastructure Framework

The Broad Location and Scale of Employment Development

3.2.25 The Bournemouth, Dorset and Poole Workspace Strategy (2016) provides the evidence base to inform the level of future employment land provision in the Dorset Local Enterprise Partnership Area and the Eastern and Western Dorset Housing Market Areas. The Eastern Dorset Housing Market Area comprises Bournemouth, Poole, Christchurch, East Dorset, North Dorset and Purbeck. The Workspace Strategy identifies a requirement in the Eastern Dorset HMA for 222.7ha of employment land for B1, B2 and B8 use classes between 2013 - 2033. This is balanced against an employment land supply for the Eastern Dorset HMA of approximately 276ha which is capable of coming forward during the plan period to 2033.

3.2.26 The level of employment land provision identified in Policy 3.6 is necessary to address projected requirements across the Eastern Dorset HMA and reflects the availability of employment land across the area and shortages of supply in Bournemouth. Strategic sites of importance to the Eastern Dorset economy are located in Christchurch such as Bournemouth Airport Business Park.

3.2.27 Therefore, it is important for the economies of the Dorset LEP area and Eastern Dorset for sufficient employment land to come forward in Christchurch. On the basis of available supply across the housing market area it is necessary for in the region of 54ha to come forward in Christchurch over the plan period to address future requirements identified in the Workspace Strategy.

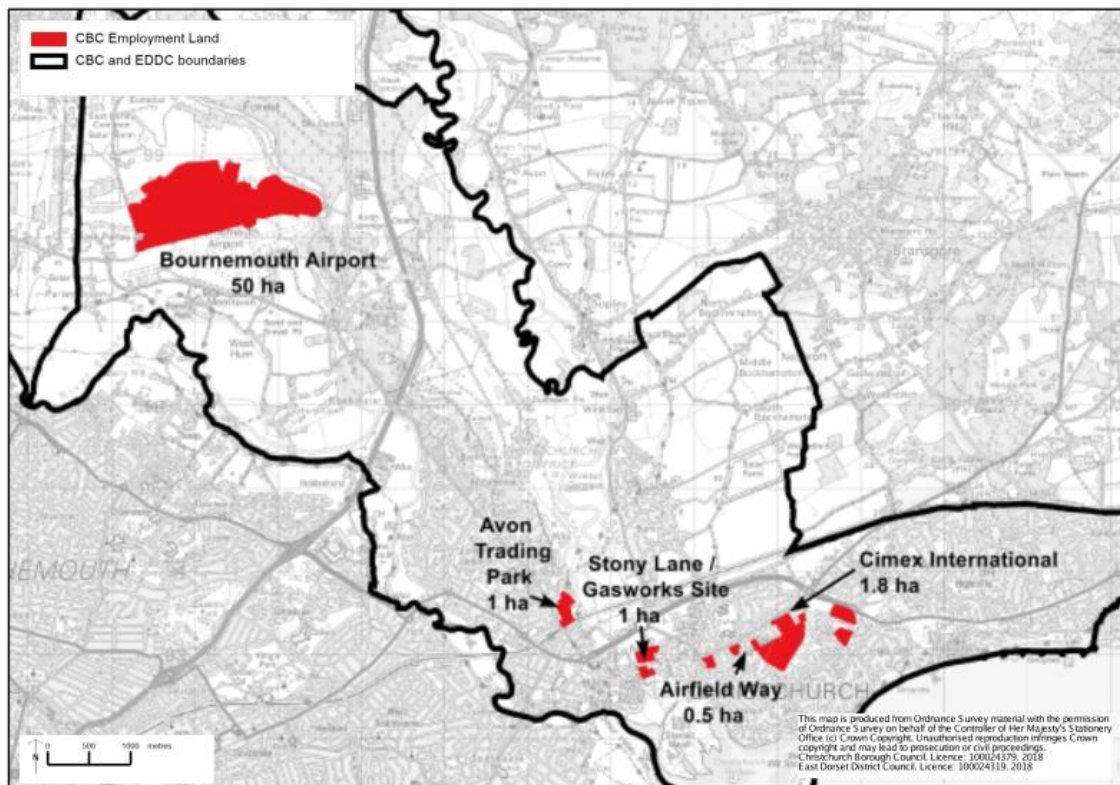
3.2.28 Through this Local Plan review a significantly larger level of development has been identified at the airport to come forward over the plan period. This level of development is being facilitated by transport improvements along the B3073 corridor currently being delivered through the Dorset LEP Bournemouth International Growth Programme. From economic assessments undertaken by Lichfields on behalf of the Council it is also considered there is scope in the market for this level of employment land to come forward.

3.2.29 In order to bring forward significant further employment development at strategic sites, off site transport infrastructure improvements are required. The Local Plan 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 3.11 of this Local Plan.

Draft Policy 3.6

Provision of Employment Land

Employment land supply located in Christchurch will contribute to meeting the wider strategic requirement for the Eastern Dorset Housing Market Area as identified in the Bournemouth, Dorset and Poole Workspace Strategy (2016). 54 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 3.2.3 Strategic Employment Sites

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

3.2.30 Most new retail development will be directed to Christchurch town centre within the Primary Shopping Area and wider town centre boundary in accordance with the NPPF. Christchurch town centre is an accessible location with 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.

3.2.31 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. This Local Plan 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.

3.2.32 The Bournemouth, Christchurch and East Dorset joint Retail and Leisure Study (2017) identifies the future requirements for retail provision in Christchurch. This Study has informed the broad level of retail development that needs to come forward in Christchurch as set out in Policy 3.7.

3.2.33 The scale and focus for retail growth in Christchurch is in accordance with the Town Centre Hierarchy defined in Policy 3.8. The floorspace requirements for the area and individual centres have been informed by the floorspace projections identified in the 2017 Retail Study. 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 3.7 are also based on Christchurch maintaining its market share of retail expenditure in local area in relation to competing retail centres.

3.2.34 The floorspace requirements set out in the policy 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.

Draft Policy 3.7

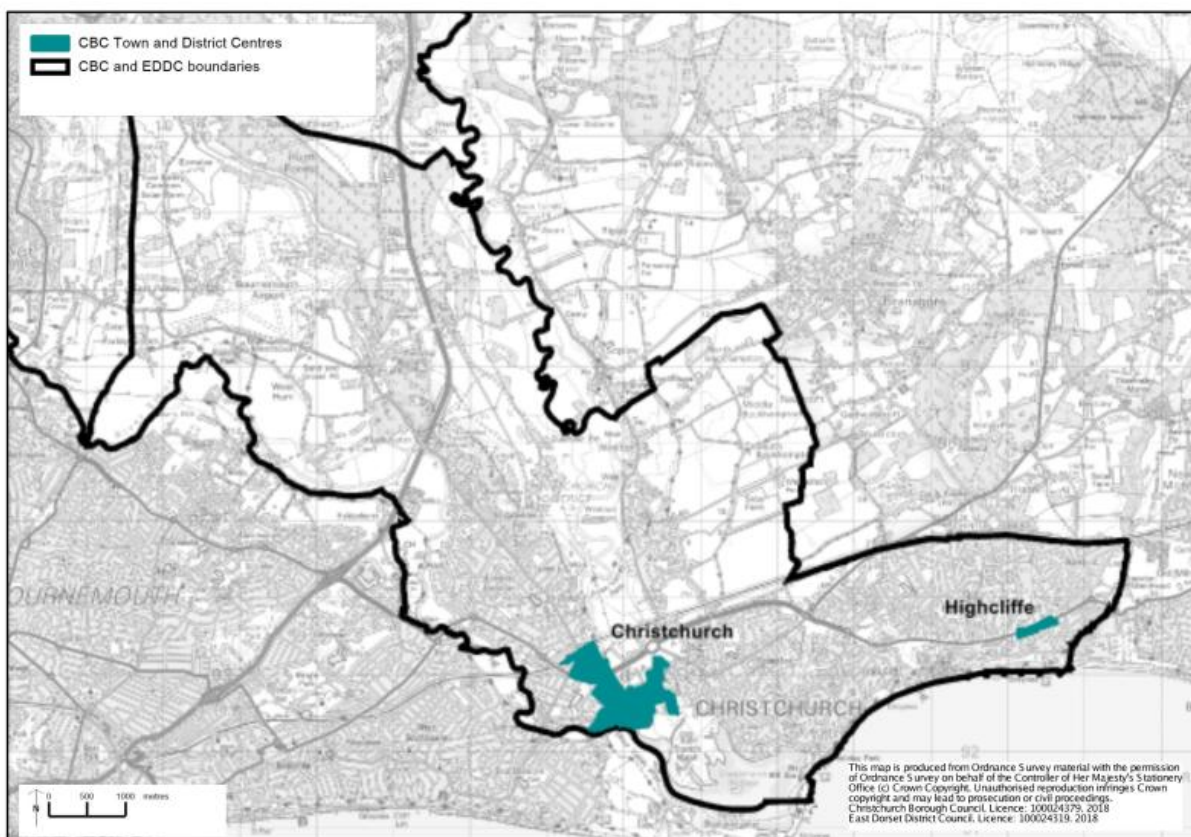
Future Retail Provision

In order for key retail centres in Christchurch to maintain and enhance their vitality and viability, provision will be made for additional retail floorspace to meet the needs of a growing population. 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 Borough, there is a projected need for the following floorspace to 2028:

- Comparison Floorspace: 5,500 sqm gross
- Convenience Floorspace: 250 sqm gross
- Food and Beverage 2,200: sqm gross

The total level of A1 - A5 floorspace to be delivered in Christchurch to 2028 is 7,950 sqm gross. Floorspace projections are based on the Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study (2017). Future updates to the retail study during the plan period will inform on-going strategic requirements for retail provision in Christchurch.

The delivery of this projected floorspace requirement will be achieved through a combination of the re-use of vacant units in existing centres and new developments. Christchurch Town Centre will be the main focus for meeting the borough wide requirements for convenience, comparison and food and beverage floorspace. Land between Bridge Street, Stony Lane South and the Civic Offices will contribute to the delivery of this requirement. Highcliffe District Centre will also provide a small scale contribution towards the overall borough requirement. Chapter 5 of this Local Plan sets out a proposed site allocation strategy for how this floorspace will be delivered.



Map 3.2.4 Future Retail Provision

Town and District Centres

3.2.35 The role and relationship between retail centres in Christchurch is established through the definition of a Town Centre Hierarchy in Policy 3.8 and the broad distribution of retail development in Policy 3.7. The purpose of the hierarchy is to define the level of growth that should be accommodated sustainably within the retail centres in Christchurch 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 Bournemouth, Christchurch and East Dorset joint Retail and Leisure Study (2017).

3.2.36 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 4.35 to serve local needs.

Town Centre Hierarchy

Draft Policy 3.8

Town Centre Hierarchy

The town centre hierarchy should be as follows:

Town Centres: Christchurch

District Centres: Highcliffe

Local Centres: Purewell, Barrack Road

Parades: All other clusters of shops.

Role of Town and District Centres

3.2.37 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.

Draft Policy 3.9

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 section 5 of the Local Plan, 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. 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).

Meeting Strategic Transport and Accessibility Needs

Minimising the Impact of Travel

3.2.38 The Council fully supports the principle of sustainable transport and is keen to promote proposals and strategies which reduce single occupancy car use and provide accessible services across the Borough. 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, 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.

3.2.39 Within the urban area of Christchurch there are different transport challenges. One of the main contributors to congestion and air pollution in the urban area of Christchurch 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.

Transport Strategy

3.2.40 This Local Plan Review is informed by the South East Dorset Transport Strategy and the Bournemouth, Poole and Dorset Local Transport Plan for the period 2011 - 2026. The Local Transport Plan also sets out the local transport investment programme over this period.

3.2.41 The Local Plan Review will also be informed by the refresh of the South East Dorset Multi Modal Study which is anticipated for completion over the next year. The update to this study will assess the cumulative impact of proposed development in Christchurch and across South East Dorset as a whole. The outputs of the study will identify further strategic transport improvements to be delivered over the plan period which will inform the next stage of consultation on this Local Plan. Prior to the completion of this study the policy option below deals with current schemes that remain to be delivered during the plan period.

3.2.42 Proposed new development over the plan period to 2033 will increase journeys in and around Christchurch 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.

3.2.43 The strategic transport improvements identified for the B3073 including Blackwater Junction in Policy 3.11 and the proposals for new walking and cycle routes set out in Policy 3.10 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.

3.2.44 The Council will continue to work closely with the highways authority 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 neighbouring authorities and the relevant highways authority. Other strategic decisions on transport issues are taken by external bodies, including the rail industry and bus operators.

3.2.45 Longer term solutions to traffic congestion in Christchurch remain important, including provision of an outer relief road. In May 2016 a Christchurch Relief Road Options Assessment Report was produced by the Highway Authority which concluded that study could be focussed on one of the routes assessed if a Relief Road scheme were to be progressed further. Local councillors representing Christchurch will continue to press for further development of this proposal including securing necessary funding.

3.2.46 Policy 3.11 sets out key strategic schemes to be delivered during the plan period which will be updated following the completion of the 2018 refresh of the South East Dorset Multi Modal Study.

Draft Policy 3.10

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.

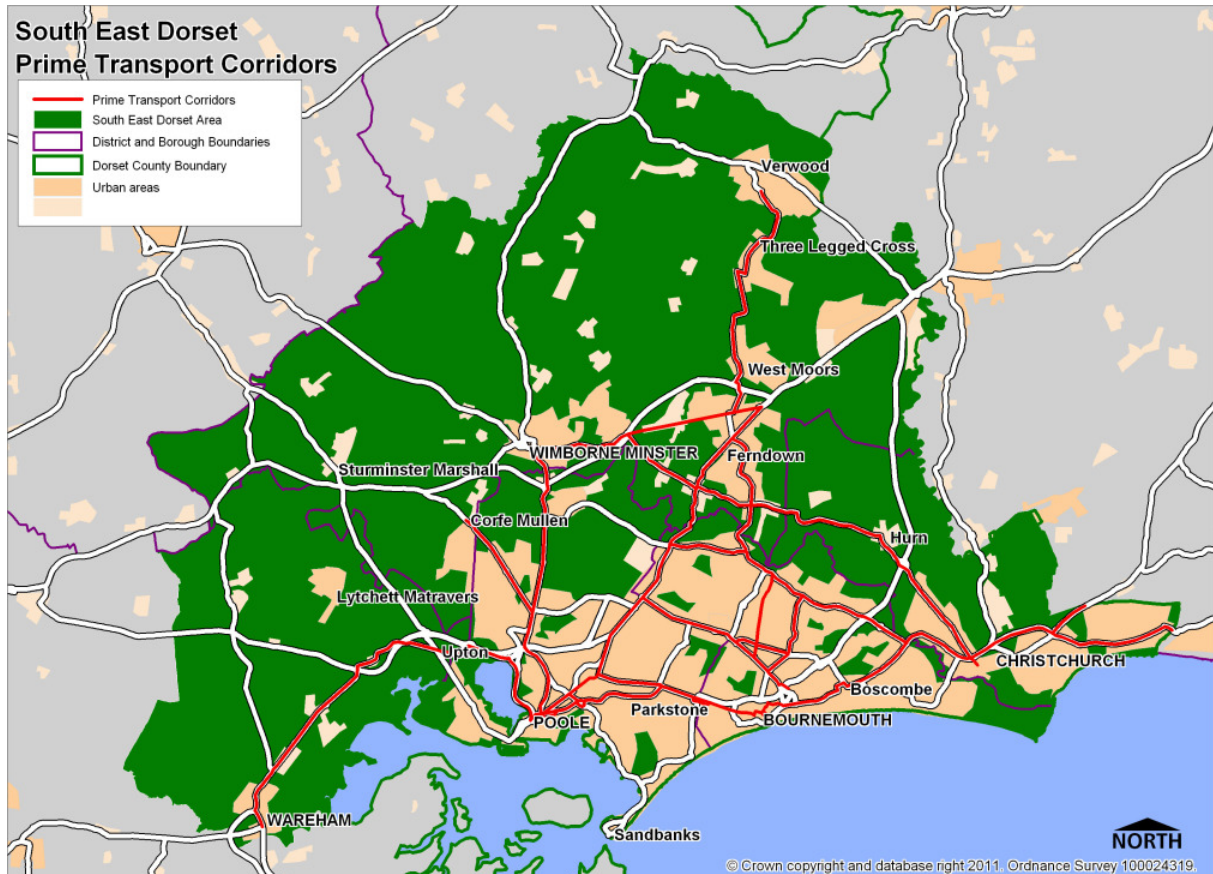
Improvements will be made to Prime Transport Corridors to include junction improvements, traffic management, enhanced public transport services and improvements to walking and cycling. The following corridors are proposed for improvement:

- A35 Iford Bridge - Fountains roundabout - Stony Lane roundabout - Somerford roundabout - Roeshot Hill - Hampshire boundary;
- B3073 Christchurch town centre - Bargates - Fairmile - Blackwater Interchange. (A338 junction);
- A337 Somerford roundabout - Highcliffe - Hampshire boundary.

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

- 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, electric vehicle charging points 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, flexible working 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
- Investigate opportunities for sustainable freight movement where possible to reduce the impact of HGV traffic on communities.



Map 3.2.5 Prime Transport Corridors

Improving Connectivity to Support Development

Draft Policy 3.11

Strategic Transport Improvements

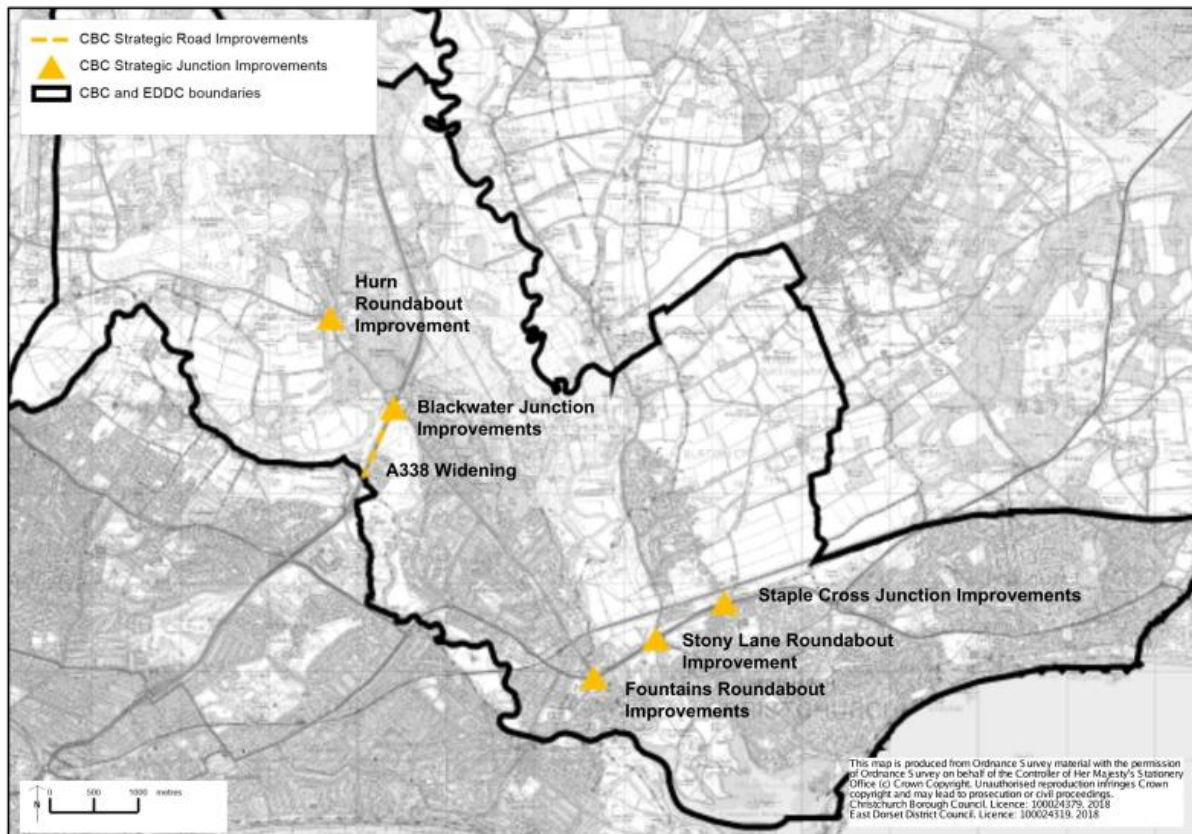
The Local Transport Plan recommends the following strategic transport improvements to support future development, and this will be subject to the outcomes of the updated traffic model for the conurbation and the surrounding area. Development will contribute towards their delivery through Section 106 Planning Obligations and the Community Infrastructure Levy as set out in the Council's CIL Regulation 123 List.

Short Term 2018 - 2022:

- B3073 Hurn roundabout improvement;
- B3073 Blackwater Junction improvements;
- 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);
- A35 Stony Lane roundabout and Staple Cross junction improvements.

Medium Term 2023 - 2027:

- A35 Fountains roundabout improvements.



Map 3.2.6 Strategic Transport Improvements

Supporting Access to Development

3.2.47 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 Council 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 Borough by non-car modes.

3.2.48 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.

3.2.49 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 Council 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 Council, highways authority, 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).

3.2.50 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.

3.2.51 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.

3.2.52 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.

Draft Policy 3.12

Transport and Development

The Council will use its 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 electric vehicle charging points
- iv. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and
- v. 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 in accordance with the Council's CIL 123 list.

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

3.2.53 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. However, it is considered inappropriate to under-provide for parking as insufficient parking associated with new development can lead to inappropriate parking on streets, footways and verges creating highway safety problems and unsightly environments. Additionally, other rural parts of the Borough with more limited public transport services require adequate parking provision. 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 Local Plan 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.

Draft Policy 3.13

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 car and cycle parking in accordance with the parking standards set out in the Bournemouth, Dorset and Poole residential car parking study and non residential parking guidance.

Community Facilities and Services

3.2.54 Access to a wide range of services and facilities is an essential requirement for the well being of the community. Provision through the urban area 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.

3.2.55 The Infrastructure Delivery Plan that was prepared as part of the Core Strategy will be updated to take account of the infrastructure needs of the Borough over the new plan period. The update of the IDP will be undertaken in consultation with local service providers and utility companies.

Draft Policy 3.14

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 and Burton. 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 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 Regulation 123 list.

4 Core Policies & Development Management

4.1 Environment

Introduction

4.1.1 The area is renowned for its special and often rare natural environment with large areas of Christchurch 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.

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

4.1.3 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.

4.1.4 This section of the Local Plan 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
- Addressing surface water, waste and pollution in new development
- Development in the coastal zone

Biodiversity and Geodiversity

4.1.5 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.

4.1.6 The key role for the Local Plan 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.

4.1.7 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 areas of Suitable Alternative Natural Greenspace (SANG) in larger developments as appropriate.

4.1.8 The Government published 'A Green Future: Our 25 Year Plan to Improve the Environment' in January 2018, to deliver the ambition to be 'the first generation to leave the environment in a better state than we found it'. Its focus is on enhancing natural capital and for new homes to build with a reduction in demand for water, energy and material. The 25 year plan informs the natural environment updates to the National Planning Policy Framework.

4.1.9 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.

4.1.10 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.

4.1.11 To mitigate harm caused by human impacts on the protected Dorset Heaths, the Dorset Heathlands Planning Framework Supplementary Planning Document (SPD), 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. This is achieved through the Community Infrastructure Levy (CIL) and a bespoke payment for Access Management and Monitoring (SAMM).

4.1.12 Research conducted to inform the SPD 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.

4.1.13 The New Forest National Park Management Plan seeks to maintain and enhance the tranquility 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.

4.1.14 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.

4.1.15 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 Local Plan does not repeat this guidance, but sets out locally specific policies relating to biodiversity in Christchurch.

4.1.16 Protection of habitats and species will be undertaken through the Council's own work programmes, working with partners and the local community, and through implementing the initiatives and proposals within the Dorset Biodiversity Strategy, South East Dorset Green Infrastructure Strategy and the 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 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.

4.1.17 Ecological Network mapping has been prepared for Dorset. Ecological Networks can encompass existing legislation and policies that protect designated sites for natural conservation, wildlife corridors and stepping stones in a more holistic way. They should not be viewed as an absolute barrier to development, but instead assist in guiding its location as well as the location, design and proposals for habitat protection, restoration and creation.

4.1.18 The earlier the data set for both existing and potential networks can be used in the process of developing a proposal, the greater the chance of that proposal contributing in a positive and cost effective manner to the Ecological Network.

4.1.19 New development is encouraged to incorporate ecologically sensitive design features for biodiversity, as demonstrated through the biodiversity appraisal process.

Draft Policy 4.1

Safeguarding Biodiversity and Geodiversity

The Local Plan 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 (pSPA, SPA, pSAC, SAC, Ramsar)
- Sites of Special Scientific Interest (SSSI)
- Sites of Nature Conservation Interest (SNCI)
- Local Nature Reserves
- Irreplaceable habitats such as ancient woodlands and veteran trees
- Priority species and habitats
- Important geological and geomorphological sites
- Riverine and coastal habitats
- Suitable Alternative Natural Greenspace (SANG)

Within Strategic Nature Areas and the Nature Improvement Area identified on Map 4.1.3, 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.

The Dorset Ecological Mapping shown on Map 4.1.4 will assist in the location and design of new development and any accompanying habitat protection, restoration and creation. Areas identified on the Potential Dorset Ecological Network mapping will also help target where the best of most effective enhancements to the ecological network could be made.

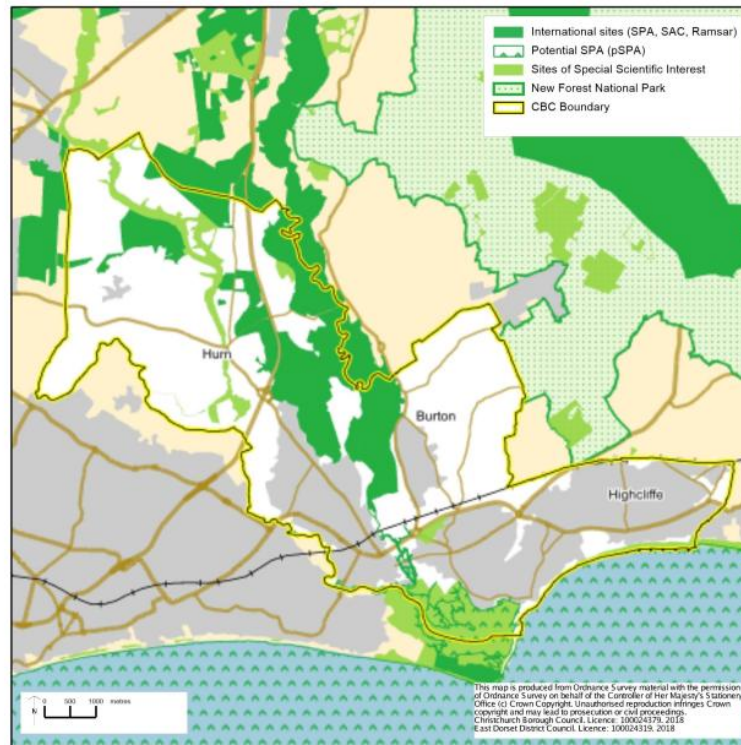
Where development is considered likely to impact upon particular sites, habitats or species as set out within the Dorset Biodiversity Appraisal, it will need to be demonstrated that the development will not result in adverse impacts. To determine the likelihood of harm occurring, there should be an assessment 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.

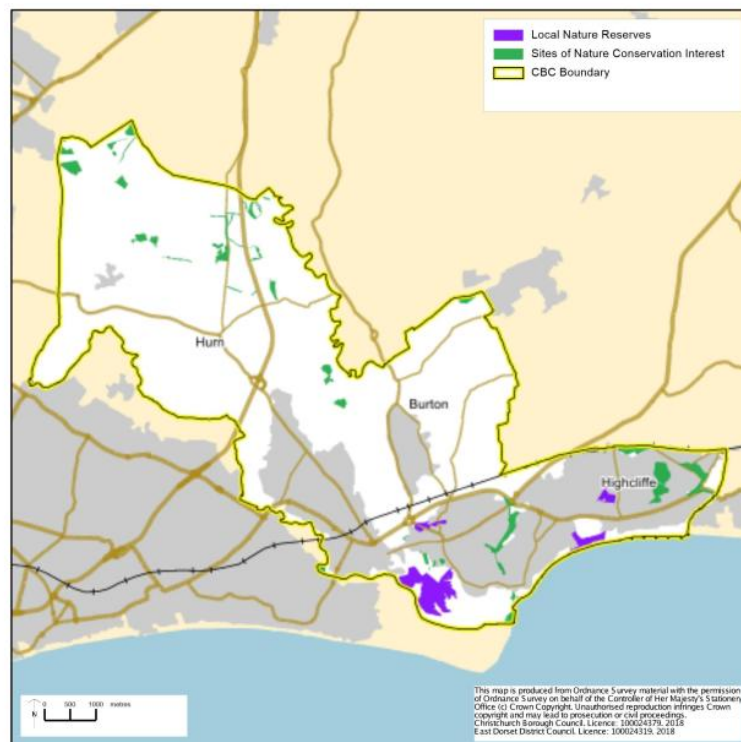
The following criteria should be addressed when development is proposed:

- 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, the Dorset Biodiversity Strategy, Dorset Ecological Network mapping 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.

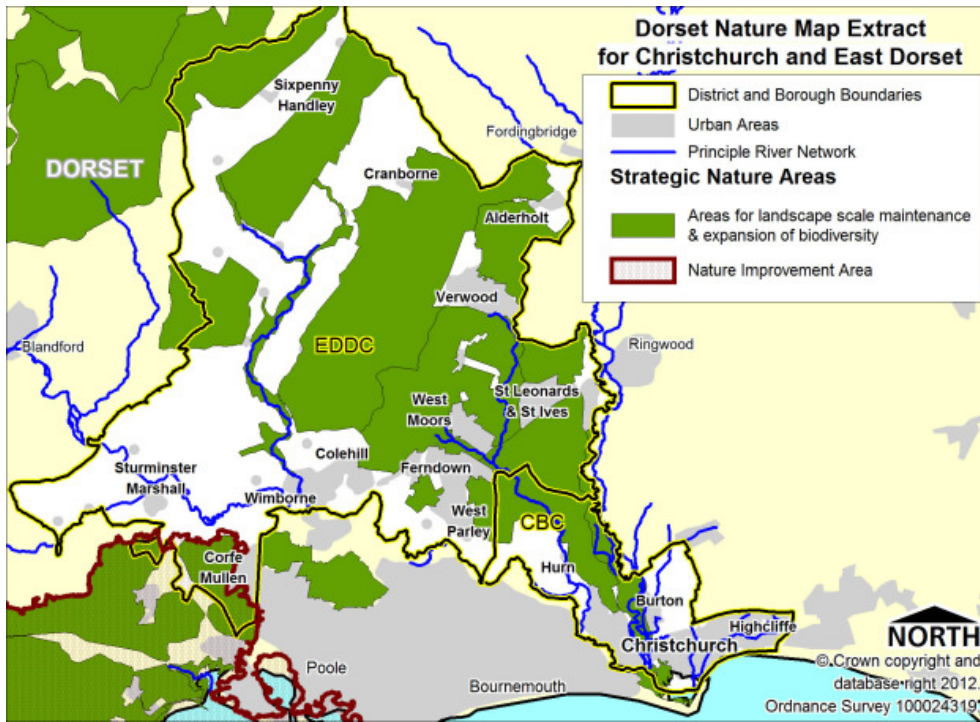
In addition, and in recognition of the function of the New Forest National Park, the Local Plan will carefully consider any adverse impacts on the New Forest as a result of development.



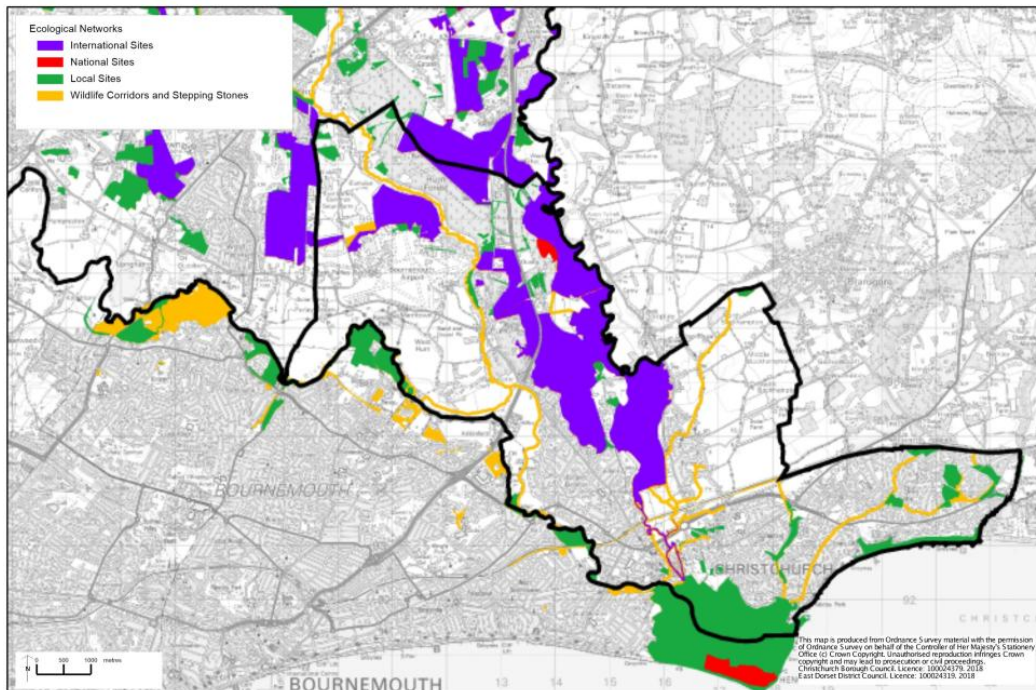
Map 4.1.1 International and National Nature Conservation sites



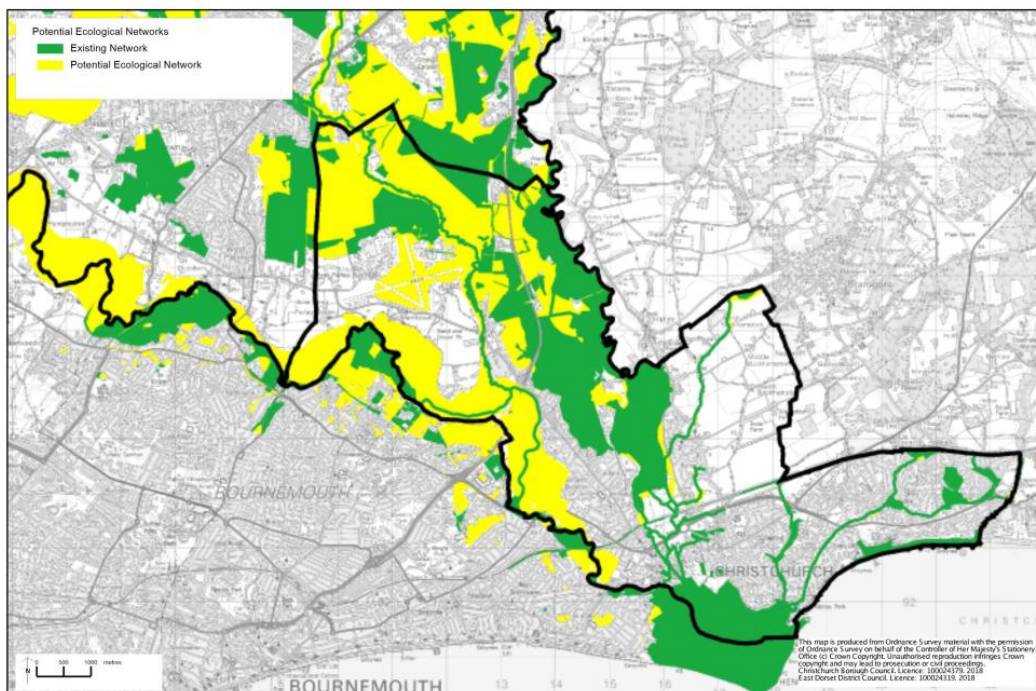
Map 4.1.2 Local Nature Conservation Sites



Map 4.1.3 Dorset Nature Map extract for Christchurch and East Dorset



Map 4.1.4 Ecological Networks



Map 4.1.5 Potential Ecological Networks

The Dorset Heathlands

4.1.20 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.

4.1.21 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.

4.1.22 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 (SPD). The SPD sets out a programme of both short and long term measures to ensure that appropriate avoidance and mitigation measures are being implemented. This sits alongside the Council's strategic approach to heathland mitigation set out in Key Strategy Policy 3.5.

Suitable Alternative Natural Greenspace (SANGs)

4.1.23 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 40 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.

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

4.1.25 In addition to the key features set out in Appendix B, 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.

Draft Policy 4.2

Protection of the Dorset Heathlands

In accordance with the advice from Natural England, the evidence available to the authorities and Local Plan Habitats Regulations Assessment (HRA), no residential development will be permitted within 400 metres of protected European and internationally protected heathlands. This includes dwelling houses (use class C3), certain holiday accommodation (i.e. holiday cottages and static caravans), permanent and transit Gypsy & Traveller sites and other certain residential development and institutions covered by use classes C2 and C4. As an exception, certain C2 developments may be acceptable where the occupier of the development would not have an adverse effect on the Dorset's Heathland integrity. The Dorset Heathlands Planning Framework Supplementary Planning Document sets out these types of development circumstances in greater detail.

Any residential development between 400 metres and 5km of the heathlands will provide mitigation through a range of measures as set in this Plan and the Dorset Heathlands Planning Framework Supplementary Planning Document. All residential development is required to provide a Strategic Access Maintenance and Monitoring (SAMM) contribution for wardening, education and monitoring.

In addition to this, the following will also be required:

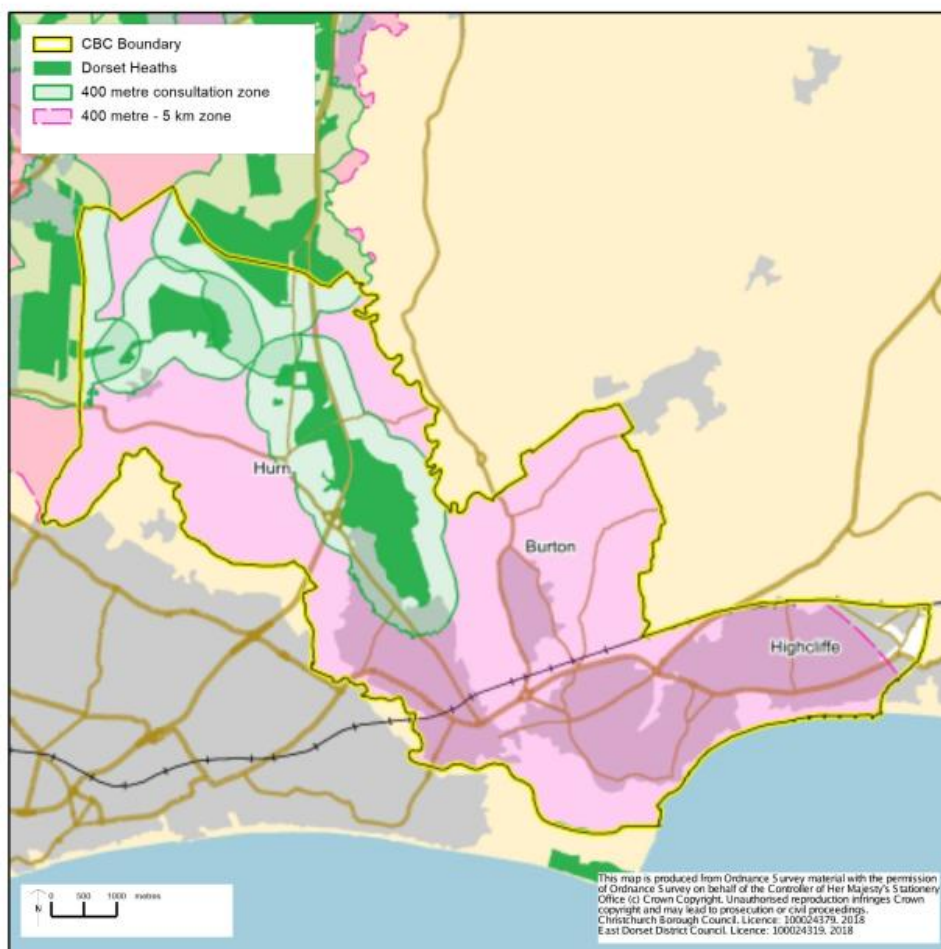
- Provision of on-site and/or off-site suitable alternative natural greenspace (provided in accordance with guidelines set out Appendix B).
- Provision of other appropriate avoidance/mitigation measures, including HIPS projects where relevant.

The type of this provision will depend on the size of the proposed development:

1. **Less than 40 units (net):** provide a contribution through CIL towards a strategic SANGs set out in Policy 3.5 and/or other relevant HIPS projects set out in the Dorset Heathlands Planning Framework SPD. For sites close to the threshold and in order address Policy 4.16 (Design, layout and density of new housing development), justification may be required to be submitted with the planning application as to whether the density proposed represents the most efficient use of land.
2. **40 or more units (net):** provide an on-site SANG as part of the new development. If it is not physically possible to provide one, subject to the submission of appropriate evidence and agreement with the Local Planning Authority and Natural England, a s106 or CIL payment towards a strategic SANG or HIPS project may be acceptable.

The avoidance or mitigation measures are to be delivered in advance of the developments being occupied and must provide for mitigation in perpetuity. A phasing plan for the delivery of the mitigation may also be required for larger developments, which will require agreement with the Local Planning Authority. Suitable Alternative Natural Greenspaces (SANGs) will be secured by way of a legal agreement between the developer and the 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 sets out the type of development circumstances where mitigation is required, and a list of mitigation projects. Key strategy Policy 3.5 sits 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 400 metres 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 4.1.6 Dorset Heathland 400 metre and 5 km zones

Sustainable Standards for New Development

4.1.26 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.

4.1.27 This section of the Local Plan 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.
- Addressing surface water, waste and pollution in new development

4.1.28 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.

Relevant Evidence

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

4.1.30 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.

4.1.31 The Bournemouth, Dorset & Poole Energy Efficiency Strategy proposes a 20% CO2 reduction by 2020, based on 1990 levels. It also aims to reduce fuel poverty, and sets energy efficiency targets for new and existing dwellings.

4.1.32 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.

4.1.33 The Master planning study for the Christchurch Urban Extension has examined the potential for renewable energy in this development.

4.1.34 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 Local Plan Review may make this difficult to achieve.

4.1.35 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. Following the consultation on the Government's Clean Growth Strategy, further clarification is expected later in 2018 regarding national technical standards and energy performance standards in building regulations.

4.1.36 Where appropriate, at the earliest opportunity in the design process, Renewable energy proposals must be integrated as part of the proposed scheme submitted as part of a planning application.

Draft Policy 4.3

Sustainable Development and New Development

Residential and non-residential development including new homes, and the extension of existing homes will be expected to meet current or subsequently agreed national sustainable development standards. The Council wishes 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 will differ between residential and non-residential development but should all look to address:

- Energy efficiency through the design, construction methods and materials used (such as enhanced insulation and glazing, high efficiency heating, hot water heat recovery and use of renewable and low impact materials)
- Orientation and solar gain (natural lighting, heating and cooling)
- Water efficiency
- Minimising waste, pollution and water run-off, incorporating Sustainable Drainage where possible.
- Minimising soil disturbance to reduce soil carbon issues.

All new development will ensure CO₂ emissions are minimised to practical and viable levels by following the hierarchy for regulated energy ⁽¹⁾ below:

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.

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.

Draft Policy 4.4

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 1,000m² 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.

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 4.3, 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, particularly on larger developments, or will be secured in accordance with the Council's current Regulation 123 List.

1 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.

Draft Policy 4.5

Sources of Renewable Energy

The Council encourages 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.
- landscape sensitivity within a given landscape character area is best able to accommodate the technology and the scale of development, assessed in accordance with the Council's Landscape Sensitivity Assessment
- It is in accordance with Policy 4.1 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 substantial harm to the significance and settings of heritage assets.

Development within Areas at Risk of Flooding

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

4.1.38 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.

4.1.39 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.

4.1.40 The Council will provide additional information through the SFRA to inform applications with regard to floodrisk. In their determination of planning applications, the Council 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 and Lead Local Flood Authority (LLFA) as appropriate.

Relevant Evidence

4.1.41 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 (SUDS) to manage surface water runoff.

4.1.42 The Council has recently completed an updated Level 2 Strategic Flood Risk Assessment (2018). 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.

Draft Policy 4.6

Flood Management, Mitigation, and Defence

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

For the exceptions where development can be permitted within areas at risk of flooding (for all developments, including redevelopments and extensions which require planning permission), 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 sustainable drainage systems must meet national standards. Plans for new drainage systems will need to be approved by the Lead Local Flood Authority (Dorset County Council) before construction can start.

Strategic flood defences are identified in the Local Plan 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.

Waste Recycling

4.1.43 There are national requirements to increase the amount of recycling domestic as well as encouraging waste minimisation. However, when considering application for new development, it will be expected to include adequate onsite facilities for the storage and collection of waste.

Draft Policy 4.7

Waste Facilities in new development

All new development proposals, particularly of a commercial nature, will need to provide facilities for the collection and for the transfer of waste for the purpose of treatment and disposal.

Potentially Polluting Development

4.1.44 New developments may have a significant impact upon their surroundings through noise, smell, disturbance, lighting or other pollutants. Whether these impacts are acceptable will depend on the nature of the surroundings. For example, development which generates noise may be acceptable in some types of open country, but may not be so where it is close to housing, or where it is in an area of landscape value whose character depends partly upon quiet and a sense of remoteness.

4.1.45 In turn, it will be important to avoid siting sensitive development close to other uses which might have similar impacts upon it, or which might lead to restrictions on those uses or costly changes to reduce their effects.

4.1.46 Paragraphs 120 and 122 of the NPPF set out that to prevent unacceptable risks from pollution, planning policies should ensure new development is appropriate for its location. The following policy is included to protect of those working, using or living on the land nearby, as well as to protect the existing potentially polluting premises.

Draft Policy 4.8

Pollution and existing development

Development for or associated with activities which impose or suffer unacceptable impacts in terms of noise, smell, lighting, disturbance, traffic, discharges or emissions to the environment by land, air or water will not be permitted if the health, safety or amenities of the users or occupants of nearby land will be materially harmed or put at risk, or the operation of existing business or activity is prejudiced, unless any potential pollution problems can be overcome by mitigating measures.

The Water Environment

4.1.47 National policy requires Local Plans to take account of all sources flooding. In addressing the risk of flooding, together with dealing with surface water, priority should be given to the use of sustainable drainage systems in new development.

Draft Policy 4.9

Drainage and new development

Sustainable drainage systems should be incorporated in to new development unless there is clear evidence that this would be inappropriate, and be separate from all foul drainage systems. Plans for new drainage systems on major planning applications will need to both take account of advice and be approved by the Lead Local Flood Authority (Dorset County Council) before construction can start.

Coastal Planning and Management

4.1.48 The coastline is a distinctive feature of the Borough and is of particular value in terms of landscape, nature conservation, leisure and recreation and for the local economy.

4.1.49 The coastal zone of Christchurch is an attractive area in which to live or visit and this has resulted in increased development pressure. The Council needs to balance the pressure for new development with the need to protect the coastal environment and in particular the three Sites of Special Scientific Interest (SSSI) in the area. The built environment within the coastal area is also of a high quality and includes designated conservation areas.

4.1.50 Christchurch Beaches and Hinterland Management Plan 2008-2018 has been developed in consultation with the local community, local recreation groups and local businesses. This includes specific plans for Christchurch Harbour, Mudeford Sandbank and Mudeford Quay where the Council has set out detailed plans for the management of these areas and the beaches. Work is currently ongoing to update these strategies.

4.1.51 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.

Draft Policy 4.10

Development in the Coastal Zone

Within the coastal area identified on the policies map, where possible development should look to enhance this zone and in doing so will be expected to meet the following criteria:

1. Proposals do not prejudice existing or proposed public access to the water or beach.
2. Proposals are designed to respect the scale and character of neighbouring buildings and landscape features and to ensure that the existing skyline is not broken.
3. Proposals do not detract from the visual dominance of the cliffs, being subservient to them.
4. Existing trees are lost only in the interests of good arboricultural practice. Where a tree belt is affected to such a degree as to prejudice its overall effect when viewed from the sea, and other parts of the coast, then new trees will need to be planted to compensate for the losses.
5. Geological features are respected.
6. Proposals do not prejudice coast protection works.

4.2 Green Belt

Introduction

4.2.1 Proposals for development in the Green Belt will be considered against Green Belt policies set out in the National Planning Policy Framework (NPPF) para 79-92; key Strategy Policy 3.3, and the following development management policies.

4.2.2 The NPPF sets out the five purposes of the Green Belt and states that new building is inappropriate in the Green Belt with some specified exceptions. The fundamental purpose is to prevent urban sprawl by keeping land permanently open.

Replacement Buildings in the Green Belt

4.2.3 The NPPF allows replacement of buildings in the Green Belt provided the new building is in the same use, and not materially larger than the one it replaces. Policy 4.11 sets out criteria that will be applied to proposals for replacement buildings in the Green Belt.

Draft Policy 4.11

Replacement Buildings in the Green Belt

Replacement of existing permanent buildings in the Green Belt will only be permitted where all the following criteria are met:-

- i. the replacement building is not materially larger than the one it replaces;
- ii. the replacement building is in the same use as the one it replaces;
- iii. the proposed building does not materially impact on the openness of the Green Belt, especially through its height or bulk;
- iv. the proposed development will not generate the need for additional ancillary development including storage, parking and hard surfacing; and
- v. the proposed dwelling does not replace a temporary structure or one where the residential use has been abandoned.

Extensions to Existing Buildings in the Green Belt

4.2.4 Extensions to existing buildings can individually and cumulatively reduce the openness of the Green Belt. Planning applications for extensions will be considered on their merits on a case by case basis in terms of the impact on the openness of the Green Belt.

Draft Policy 4.12

Extensions to Existing Buildings in the Green Belt

Within the Green Belt, extensions to existing permanent buildings will only be granted planning permission where:

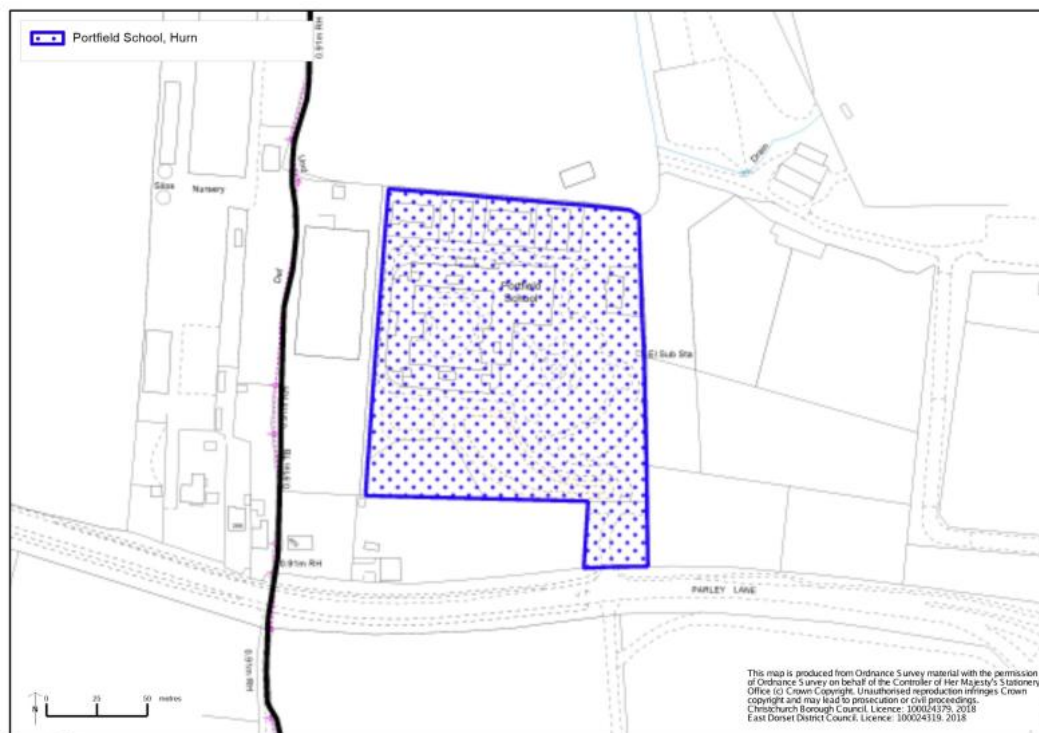
- i. the proposed extension does not materially impact on the openness of the Green Belt, especially through its height or bulk; and
- ii. the size and scale of the proposed extension is not disproportionate to the existing building; and
- iii. the proposed development will not generate the need for additional ancillary development including storage, parking and hard surfacing.

The size and scale of any garage or outbuilding within the curtilage of a dwelling in the Green Belt must be proportionate to the dwelling.

Portfield School

4.2.5 Portfield School, Parley Lane, Hurn provides a particularly important and valuable contribution to the area by educating the most severely impaired young people. In 1998 the Secretary of State considered Portfield School to demonstrate very special circumstances to warrant approval in the Green Belt.

4.2.6 Further development to improve facilities would in the terms of national policy be 'inappropriate development'. The NPPF (para 88) states that inappropriate development should not be approved except in 'very special circumstances' i.e. where harm to the Green Belt is clearly outweighed by other considerations. Policy 4.13 acknowledges that the work of the school is of national importance and indicates the circumstances where proposals to support its work could be considered to be 'very special circumstances' and could therefore supported.



Map 4.2.1 Portfield School, Hurn

Draft Policy 4.13

Portfield School, Hurn

Proposals for development on this site must accord with national policy to protect the Green Belt from inappropriate development, so could only be supported if 'very special circumstances exist'. Proposals on this site will be considered as 'very special circumstances' where it is demonstrated that all the following criteria are met:

1. the development is necessary to provide or support nationally important facilities on the site;
2. alternative suitable premises do not exist;
3. that the proposals are not excessive in terms of scale required for their intended use;
4. priority is given where possible to conversion or replacement of existing buildings over development of greenfield land;
5. opportunities are maximised to retain the open character of the site in so far as possible; and
6. they are supported by a current Statement of Development Intent.

4.3 Housing

Introduction

4.3.1 This section of the Christchurch Local Plan Review sets out general policies relating to housing in Christchurch, which will be used in the determination of residential development proposals and planning applications.

Dwelling Size and Type

4.3.2 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 4.16. The Strategic Housing Market Assessment provides the relevant evidence on household needs.

4.3.3 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. The local planning authority therefore proposes to require new dwellings to be designed to meet the national space standards, as first established in March 2015, and in accordance with the standards, this requirement is set out in policy. The national space standard can be accessed at the following link:

- www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard

Draft Policy 4.14

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 Authority 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.

In particular the local planning authority will monitor provision of retirement and older persons housing to ensure that provision of such developments is aimed at meeting identified need whilst avoiding proliferation of such developments in the area.

All new housing will be required to be built to at least the minimum size and specification set out in the Nationally Described Space Standard, first published in March 2015.

Density of Development

4.3.4 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 density requirements. Nonetheless, the National Planning Policy Framework places increasing emphasis on increasing density on brownfield sites in urban areas to make efficient use of urban land and reduce the need for additional greenfield development.

4.3.5 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.

Draft Policy 4.15

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.

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
- 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 following minimum densities will be encouraged, unless this would conflict with the local character and distinctiveness of an area where a lower density is more appropriate.

- Rural and suburban areas with limited access to services and transport (20-40) dwellings per hectare
- Urban sites within easy walk (normally 10 minutes) of shops and services, and regular public transport (40-80) dwellings per hectare
- Sites in or on the edge of town centres, or near public transport hubs, with excellent access to a wide range of shops, services and facilities (90-140) dwellings per hectare.

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 Authority Monitoring Reports.

The Council 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

4.3.6 The provision of more affordable housing forms part of the Local Plan Review Vision and is expressed in Objective 5. Affordable housing definitions are set out in Appendix A. 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.

4.3.7 A key aim of the Council's affordable housing strategy is to meet local needs. As a result the Council 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.

4.3.8 The Bournemouth and Poole Strategic Housing Market Assessment Update 2015 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.

4.3.9 Details on how the policy is to be implemented are published within the Housing and Affordable Housing Supplementary Document.

Draft Policy 4.16

Provision of affordable housing

To maximise affordable housing provision, whilst ensuring flexibility and sufficient margins to facilitate housing delivery, the Council will require all residential developments to meet the following affordable housing requirements:-

Policy Percentage Requirements

All greenfield residential development on sites of over 10 units or more than 1,000sqm floorspace is to provide up to 50% of the residential units as affordable housing unless otherwise stated in strategic allocation policies. All other residential development on sites of over 10 units or more than 1,000sqm floorspace is to provide up to 40% of the residential units as affordable housing.

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 4.15). Tenure split should normally allow for 70% of units to be for affordable rent, with the remaining 30% being other forms of affordable housing including starter homes and low entry market housing.

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 11 to 14 dwellings or more than 1,000sqm floorspace, the Council 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 Council's discretion, a financial contribution in lieu of on-site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology as set out in the Housing and Affordable Housing SPD.

On sites resulting in a net increase of 15 or more dwellings, provision should be on site but where it is not possible to provide affordable housing units on the site, off-site provision on an alternative site may be acceptable. 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.

Affordable Housing Exception Sites

4.3.10 The following policy seeks to enable the provision of affordable housing in areas where no significant development is proposed. Further details on how the policy is to be implemented are published within the Housing and Affordable Housing Supplementary Document.

Draft Policy 4.17

Exception sites for the provision of affordable housing

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 may apply to any settlement or location in Christchurch, but, where specific housing sites are allocated in or adjoining a settlement which will provide affordable housing, the expectation will be that these sites are developed before any exception site is permitted.

Loss of residential accommodation in the Town Centre

4.3.11 The main commercial areas of Christchurch town centre comprise Bargates, High Street, Church Street and Castle Street. Despite the predominance of commercial uses the maintenance of a resident population is considered to be important to the physical and social fabric of this part of the town.

4.3.12 The need to prevent loss of the resident population is particularly great in the main shopping centre itself i.e. that part of the commercial area south of the by-pass. Retaining residential accommodation in the town centre conforms to the guiding principle of sustainable development in that it helps to protect greenfield sites from development and provides homes close to places of employment, public transport, shops and other services. The effects of a reduction in the town centre living accommodation include:

- The socially undesirable effect of a decanting of population at night thereby creating a 'ghost town'.
- The possible deterioration of properties no longer maintained to such a high standard because of the absence of resident owners/occupiers.
- The loss of variety in the street scene.
- The loss of opportunity for the old and less mobile to live in the shopping and social centre of the town.

4.3.13 In the light of the above the following policy is proposed:

Draft Policy 4.18

Loss of residential accommodation in Christchurch town centre

Development proposals which would result in a loss of residential accommodation in the defined town centre boundary will be resisted except where such proposals are necessary to achieve other policy objectives of the local plan.

Residential infill development

4.3.14 Infill development is an important tool in the overall goal of achieving sustainable development. The use of appropriate sites within the built up area for housing provides homes close to places of employment, shops, public transport, schools and other services thereby reducing the need to travel. It is important to ensure that all new development is appropriate in scale, form, detail and materials and fits in well with the established residential area. Any new development must have regard to the existing townscape, character, distinctive features of the area, and also the amenities of adjoining properties.

4.3.15 The following policy sets out criteria that general residential development must meet. It is aimed at covering the whole range of residential development and redevelopment, private or institutional, so will include houses, flats, sheltered accommodation and nursing homes. It also deals with extensions to existing residential premises.

Draft Policy 4.19

Residential infill development criteria

Proposals for private or institutional residential development, including extensions to existing residential premises, will be permitted provided that:

- They are appropriate in character, scale, design and materials to the immediate locality
- The residential amenities of existing or future occupiers of dwellings are not adversely affected by noise or disturbance, or by the loss of light or privacy
- They do not result in the loss of an important landscape or other environmental feature, such as open space or trees, which is part of the character of the area
- They include where appropriate an adequate provision of open space

Gypsies, Travellers and Travelling Showpeople

4.3.16 The Council has a statutory responsibility to provide for the needs of Gypsies, Travellers and Travelling Showpeople. The Council is 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 also provide a general approach to the criteria to be used to determine any planning application for Traveller sites which will replace individual policies in various local plans across Dorset.

Housing and Accommodation Proposals for Vulnerable People

4.3.17 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.

4.3.18 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.

4.3.19 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.

Draft Policy 4.20

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 4.16 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 policies 4.14 and 4.16 above.

Subject to viability, open market development proposals to provide housing for older or vulnerable people will be required to meet Policy 4.16 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 4.16 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.

Elderly person's accommodation.

4.3.20 In addition to conventional housing, other forms of housing development may take place within existing urban areas. Among the most common in Christchurch, with its high population of retired people, is specialist accommodation for the elderly. This type of development is valuable in meeting a growing need among the local population, and provides an important supply of new, specialised accommodation within the existing urban areas.

4.3.21 As well as new, purpose built accommodation, the development often takes the form of the conversion and extension of existing buildings. Problems commonly arise where the scale of the proposed development is too great for the existing building or site to accommodate comfortably. These problems may stem from the scale of the extensions needed in the case of a conversion or from the bulk of a new building, which may in either case damage the character of the local housing area; or the building may overlook or overshadow neighbouring properties; or the coverage of buildings and parking on the plot may preclude adequate sitting out space or landscaping; or parking and servicing areas themselves may cause disturbance through their proximity to adjoining dwellings. The policies provide that such factors are specifically taken into account in considering applications.

Draft Policy 4.21

Criteria for elderly persons accommodation

Infilling within urban areas by development or redevelopment of sites, including the conversion or extension of existing buildings, for elderly persons' accommodation, rest homes, nursing homes and other similar communal establishments, will be permitted where:

- it is not of such a scale as to create a building whose bulk or site coverage is damaging to the amenity of neighbouring residents or the character of the local area; and
- it will not adversely affect the amenity of neighbouring residents through loss of light, privacy, or overlooking; and
- it will provide adequate external amenity space for its residents, away from vehicle parking or manoeuvring areas and main road frontages; and
- vehicle parking or manoeuvring areas do not cause unacceptable noise or disturbance to neighbouring residents or loss of amenity by their proximity to ground floor windows either of the development or of adjoining properties.

Granny Annexes

4.3.22 A further type of housing for which permission is commonly sought is known as the 'granny annexe', although these may be for a wide range of relatives. They are usually designed to be partly self-contained and in many cases are in places where a wholly separate dwelling would not be permitted. Therefore, in order that these developments can be allowed, it is necessary to ensure by design and, where necessary by planning condition, that when the original need ceases they will become part of the original house, rather than becoming a separate dwelling. As they are a type of extension, it is also necessary to ensure that a permanent extension of that scale is acceptable, judged against the other policies of the Plan.

Draft Policy 4.22

Criteria for development of 'granny annexes' on residential dwellings

Extensions to existing dwellings to provide semi-self contained accommodation (granny annexes) will be permitted where a separate dwelling would not be acceptable and where:

- an extension of that scale would be acceptable under other planning policies; and
- its dependence on the existing dwelling is established by physical arrangements and, where necessary, planning condition; and
- its incorporation as part of the existing dwelling when no longer needed for its original purpose is secured.

Agricultural Dwellings

4.3.23 The NPPF requires local planning authorities to avoid new isolated homes in the countryside unless there are specified special circumstances (para 55). The latter includes the essential need for a rural worker to live permanently at or near their place of work in the countryside.

4.3.24 The pressure for development in the countryside (and especially within the Green Belt) is intense. Therefore the Local Planning Authority must be satisfied that an agricultural worker's dwelling is essential, and that the dwelling is a relatively modest one suitable for its long term retention for the needs of agriculture locally.

4.3.25 In granting permissions the size of the dwelling should reflect the agricultural need and not the individual aspirations or circumstances of applicants. This is to avoid large dwellings being built in the countryside which are disproportionate to the needs of the holding which they serve. These may then become subject to pressure for release from agricultural occupancy because of the difference between their open market value and the price which a wholly agricultural worker can afford.

Draft Policy 4.23

Agricultural Dwellings

Agricultural dwellings which are of an excessive size or which are disproportionate to the income generated by the holding for the worker in question will not be permitted.

4.4 Heritage & Conservation

Introduction

4.4.1 The historic environment plays an important role in the economic well-being 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. The Council will apply the detailed policies set out in the NPPF with regard to conserving and enhancing the historic environment. The policies in this chapter should be considered alongside the NPPF policies; and seek to enable future development whilst conserving and enhancing our historic assets. Further advice and guidance on planning and heritage assets is published by Historic England, including: Historic Environment Good Practice Advice in Planning Note 3 (2017) - The setting of Heritage Assets; and Historic Environment Good Practice Advice in Planning Note 1 - The Historic Environment in Local Plans (2015).

Valuing and Conserving our Historic Environment

4.4.2 As part of the heritage strategy, a publicly accessible Dorset Historic Environment Record (HER) is held and maintained by Dorset County Council's Historic Environment Team. The HER is a record of all aspects of the historic environment in the county and informs the planning and management of the historic environment.

4.4.3 The Council will seek to promote and support initiatives to reduce the number of heritage assets at risk including the sensitive re-use and adaptation of historic buildings. Working with the Highways Authority, and Town and Parish Councils, highway infrastructure and public realm works will be designed to protect and enhance the historic environment.

4.4.4 The historic town of Christchurch is 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.

4.4.5 Alongside the draft policy below, a new SPD is proposed to be drafted and adopted relating to double glazing and windows in the historic environment.

Draft Policy 4.24

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.

For planning applications potentially affecting a heritage asset or its setting, the applicant should assess the significance of the heritage asset and its setting, and the impact of the proposal on that significance, taking account of the following local information and guidance where applicable:

- the Dorset Historic Environment Record (HER)
- relevant Conservation Area Appraisals
- the Christchurch Borough Wide Character Assessment (This is currently adopted as Supplementary Planning Guidance and will require updating and adopting as a formal Supplementary Planning Document (SPD) to accord with the NPPF (para 153))

Conservation Areas

4.4.6 There are 12 Conservation Areas in Christchurch Borough. Conservation Area Appraisals identify the important elements that contribute to the character of the Conservation Area and propose measures to maintain and improve their character and local distinctiveness. Not all the Conservation Areas in the Borough have up-to-date appraisals. The Council will seek to prepare and update these as appropriate. 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.

Draft Policy 4.25

Demolition of unlisted buildings in Conservation Areas

Permission will only be granted for demolition within a Conservation Area if it will, in itself or through subsequent redevelopment of the site, sustain or enhance the significance of the Conservation Area or its setting.

Where gaps, harmful to the significance of the Conservation Area, would be created as a result of demolition far in advance of redevelopment; demolition for redevelopment will not be permitted unless detailed proposals for the replacement development have been approved by the Local Planning Authority and agreements made to ensure that the replacement works will be carried out within a specified time scale.

Draft Policy 4.26

New Development in or close to Conservation Areas

Within Conservation Areas proposals for new development, alterations or extensions to buildings and for change of use of land or buildings will be expected to sustain and where appropriate enhance the significance of the conservation area, and will be required to meet all of the following criteria.

1. the siting, design, scale, form and materials respect and complement those of existing buildings and spaces;
2. historically significant boundaries such as important trees, hedgerows or other features contributing to the character of conservation area are retained;
3. open spaces important to the character or historic value of the area are protected;
4. important views within and out of the area are maintained; and
5. the level of activity, traffic, parking, services or noise generated by the proposal do not detract from the character or appearance of the area.

Proposals for a new development, or alteration to a building or demolition of a building that is outside but close to the boundaries of a conservation area will be permitted provided it sustains or enhances the significance or appearance of the adjacent conservation area.

4.5 Landscape, Design & Open Spaces

Introduction

4.5.1 This sections of the Local Plan Review covers:

- i. Design of New Development: setting out issues that must be addressed to retain and enhance local character and distinctiveness, and to reduce light pollution ;

- ii. Landscape Quality and Character; and
- iii. Open Space, Leisure and Green Infrastructure , including policy to protect existing open space, and a developer contributions calculator for provision of open space.

Design

4.5.2 The aim of the emerging policies is to preserve valued features in the urban area, 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.

4.5.3 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.

Draft Policy 4.27

Design of New Development

The design of development must be of a high quality, reflecting and enhancing areas of recognised local distinctiveness and informed by the Christchurch Borough Wide Character Assessment. (This is currently adopted as Supplementary planning guidance and will require updating and adopting as a formal Supplementary Planning Document to accord with the NPPF (para 153)). To achieve this, development will be permitted if it is compatible with or improves its surroundings in terms of:

- Layout
- Site coverage
- Architectural style
- Scale
- Bulk
- Height
- Materials
- Landscaping
- Visual impact
- Relationship to nearby properties including minimising general disturbance to amenity
- Relationship to important trees.

Landscape Quality and Character

4.5.4 Alongside National policies, the Local Plan aims 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.

Draft Policy 4.28

Landscape Quality and Character

Development will need to protect and seek to enhance the landscape character of the area. Proposals that could have a significant impact on the landscape, planning applications must be supported by a landscape appraisal identifying the potential impacts of the proposal on landscape character, and its visual impacts.

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. the physical quality and natural history of rivers, tributaries and waterfronts;
5. protection of important views and vistas, and visual amenity; and
6. tranquility and the need to protect against intrusion from light pollution, noise and motion;

Development will be permitted where its siting, design, materials, scale and landscaping are sympathetic with the particular landscape quality and character.

Open Space, Leisure and Green Infrastructure

4.5.5 The provision of attractive, accessible and functional open space is important for the well being and health of residents and the support of valuable wildlife. The Council seeks to ensure that local residents have access to open space to meet their needs.

4.5.6 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.

4.5.7 The Christchurch and East Dorset Open Space, Sport and Recreation Study (2007) sets 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 for each type of open space. The policy below therefore particularly seeks to ensure that provision of these types of facilities is not reduced through redevelopment or changes of use.

4.5.8 The SE Dorset Green Infrastructure Strategy (2011), endorsed by the Council and the partner organisations identifies large scale, cross boundary needs.

4.5.9 The open space policy below aims 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.

4.5.10 Strategic housing developments including sites allocated in the Local Plan, and any proposal of 40 or more dwellings will be required to make provision onsite for recreation and open space or through financial contributions towards offsite provision. The need for on-site provision will be determined by allocation policies and on a case by case basis for other sites, in relation to needs identified by the 2007 Open Space, Sport and Recreation Study, and more recent provision of open space and housing. In some cases, this may require smaller sites of less than 40 dwellings to make such provision.

4.5.11 If on-site provision is made, the applicant will not be required to make any further financial contribution for open space. Where appropriate provision is not made on site, proposals over 10 dwellings, or over 1000m² (gross internal floorspace) will be required to pay a developer contribution that will be used for the improvement and enhancement of existing facilities. The Council will need to amend the CIL 123 list in view of this policy, as contributions cannot be taken through S106 agreements, if it is listed as CIL funded on the 123 list. This contributions policy will only be included in the local plan if the government takes forwards its draft proposals to lift pooling restrictions for section 106 funding. The latter would enable us to combine payments received from any number of proposals to fund projects. Under the existing pooling restrictions, contributions are limited to a maximum of 5 contributions, which if the schemes are small, may not generate sufficient funding to provide effective open space delivery.

4.5.12 The contribution payable is calculated using the following formula:-

Number of people the proposed development will accommodate (calculated on basis of 2.42 per house and 1.65 per flat)	X	0.00375 (standard per person, i.e. 3.75 divided by 1000)	X	£2876 (the cost of improving 1 ha of open space)	X	25 years	=	Developer Contribution Payable
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Draft Policy 4.29

Open Space, Leisure and Green Infrastructure

Required Standards for Open Space

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 and residential developments and new areas allocated for housing in the Local Plan):

Open Space Standards: Open Space and Recreation Study 2007				
Open space Uses	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	

Loss of Existing Open Space

Existing open spaces and leisure facilities identified on the Proposals Map (which includes public and private spaces), will be protected for open space uses (as listed in the table above). Informed by the 2007 study, the loss of such sites for open space will not be permitted unless the following criteria are met:

- a. replacement provision is provided in a suitable location to meet the needs of the catchment population; or
- b. it can be demonstrated that it is no longer practical or viable to retain the facility in its current use and the development provides alternative community benefit which outweighs the loss of the facility; or

- c. it can be demonstrated that the facility is no longer needed to serve the needs of the community.

The 2007 study identified cases where for certain types of open space in particular local needs areas, there is a deficit in provision against target standards. Proposals that involve a loss of specific use types where there is a deficit in provision, will only be permitted if the above criteria can be met.

New Open and Green Infrastructure Space Provision:

i. Developer Requirements for Housing Proposals:

Strategic sites will be required to provide open space of a suitable quality and quantity on-site. This would generally include sites allocated for housing in the local plan, and developments of 40 or more dwellings; although the need for on-site provision will be assessed on a case by case basis, in view of the 2007 Open Space, Sport and Recreation Study, and more recent provision of open space and housing in the catchment area of the development. Where a proposal makes appropriate on-site provision, no further contributions will be sought for open space.

All proposals for more than 10 dwellings or with a combined floor-space greater than 1000m² of gross internal floor-space, will be required to pay a financial contribution towards the improvement in quality and accessibility of existing open space, unless they make on-site provision for open space. The contribution will be calculated using the methodology set out in the explanatory text accompanying this policy.

Where appropriate, elements of green infrastructure should 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. When considering sites for new green infrastructure, provision, priority will be given to sites which can be integrated into a network of green infrastructure.

4.6 Economic Growth

Introduction

4.6.1 Christchurch faces significant challenges in stimulating local employment 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.

4.6.2 This section addresses the following issues associated with establishing a sustainable and prosperous economy:

- Employment land hierarchy - the location of employment uses across sites in Christchurch.

- 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 and related infrastructure.

Local Plan policies relating to the broad provision of employment land, the town centre hierarchy and the distribution of employment land in Christchurch are set out in 'Section Strategic Policy'. The detailed policy approach for the main retail centres in Christchurch is set out in Section 5. The strategic allocation for Bournemouth Airport Business Park is also set out in Section 5.

The Natural Environment and Climate Change

4.6.3 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

4.6.4 Within the wider sub-region Christchurch is 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.

Christchurch Employment Land Hierarchy

4.6.5 Policy 4.30 provides the opportunity to maximise the market potential of employment sites in Christchurch 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 borough 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.

4.6.6 The approach to provision of employment land is set out in Policy 3.6 of the Key Strategy. The employment land hierarchy set out in Policy 4.30 identifies the 'Strategic' and 'Other Higher Quality' sites that will be key in delivering sufficient employment land to meet projected requirements to 2033.

4.6.7 On strategic sites such as Bournemouth Airport Northern Business Parks 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, 2013) and through the Christchurch employment land review process.

4.6.8 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.

Draft Policy 4.30

Christchurch Employment Land Hierarchy

The following site hierarchy is proposed to influence the location of employment uses across sites in Christchurch. '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 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 3.6 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

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 3.6 Employment uses within B1, B2 and B8 use classes will be protected in accordance with Policy 4.31. 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
- 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 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 3.11.

Existing Employment Land

4.6.9 There is a shortage of employment land that is available in the short term in South East Dorset and key strategic sites such as Bournemouth Airport Business Park face infrastructure constraints which limit the level of development that can come forward. Therefore, 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 (HMA) to be met. In adopting a flexible approach to changes in economic circumstances the loss of employment land will be considered where there is robust evidence to demonstrate that a site is not required by the market to meet projected land requirements over the plan period to 2033. 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.

Draft Policy 4.31

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 – 2033) 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.

Electronic Communications Networks

4.6.10 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.

4.6.11 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 Council 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.

Draft Policy 4.32

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, where possible, 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

4.6.12 The rural economy should not be overlooked in the sustainable economic growth of Christchurch. The Local Plan will strictly control economic development in open countryside away from existing settlements and strategic housing and employment allocations identified in this plan. 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. Such proposals should be small scale to reflect the rural character.

4.6.13 Additionally, the Local Plan 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.

Draft Policy 4.33

Conversion and Re-use of Existing Buildings for Economic Development

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:

1. The proposal supports the vitality and viability of villages with existing facilities.
2. 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.
3. Proposals do not have a materially greater impact on the openness of the Green Belt and the purpose of including land within it.
4. The benefits outweigh the harm in terms of:
 - i. The potential impact on countryside, landscapes and wildlife.
 - ii. Local economic and social needs and opportunities not met elsewhere.
 - iii. Settlement patterns and the level of accessibility to service centres, markets and housing.
 - iv. 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.
 - v. The preservation of buildings of historic or architectural importance/interest, or which otherwise contributes to local character.

Draft Policy 4.34

New Economic Development and Rural Diversification

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:

1. Are consistent in scale and environmental impact with their rural location avoiding adverse impacts on sensitive habitats, landscapes identified through landscape character assessments and the openness of the Green Belt;
2. Do not harm amenity and enjoyment of the countryside through the impact of noise and traffic generation;
3. That minimise additional trips on the highway network and are accessible by sustainable modes other than the car;
4. They would have no adverse impact on existing local shops.

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

4.6.14 Christchurch has a range of commercial facilities that provide for the basic needs of the community, including shops, supermarkets, pubs and post offices. Maintaining these facilities within local retail centres and shopping parades is important for maintaining their vitality and viability and in providing a sufficient range of facilities to meet the needs of local people.

Draft Policy 4.35

Safeguarding Local Shops, Services and Facilities

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

Draft Policy 4.36

Tourism

The unique features of Christchurch which attract visitors to the area will be protected and enhanced. Holiday accommodation and tourist facilities that are required to meet the needs of the local economy will also be maintained. These objectives will be achieved through the following measures:

1. Protection of the beaches, river front and Christchurch Harbour and supporting appropriate sustainable tourist related development.
2. Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Policies 3.5 and 4.2 of this plan sets out the approach to heathland mitigation and how proposals for the development of holiday accommodation will be treated.
3. New visitor attractions and accommodation should be located in sustainable locations which can be accessed by sustainable modes of transport. In addition, sustainable modes of transport will be encouraged for existing tourist attractions.
4. The loss of existing holiday accommodation or tourist facilities will be resisted unless it is demonstrated that the existing use is no longer economically viable and the proposed change of use would not adversely affect the range of tourist accommodation and facilities required to meet the needs of the local economy.

5 Site Allocations and Area Based Policies

5.1 Housing

Introduction

5.1.1 This section of the Christchurch Local Plan Review sets out specific policies relating to housing in Christchurch, including a number of proposed housing options to meet local need.

New Housing Allocations

5.1.2 As set out in the Key Strategy, due to the significant constraints which exist in Christchurch, this plan cannot fully meet the objectively assessed housing need as calculated by the Government's national methodology for assessing housing need. Instead, the plan proposes to provide for a lower housing requirement of about 5,270 dwellings 2013-2033, made up as follows:

Completions 2013/14 - 2017/18	665
Urban potential (including Core Strategy allocations)	3,580
Proposed housing options	1,026

5.1.3 This section of the plan proposes the following options for housing, which include some further Green Belt release.

Roeshot Hill, Christchurch

5.1.4 This site allocation is rolled forward from the Christchurch and East Dorset Core Strategy, and a planning application has already been approved on the majority of the site.

5.1.5 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 was 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

5.1.6 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.

5.1.7 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.

5.1.8 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 was undertaken as part of Stage 2 on what is now Policy 5.1 and this report has also examined the implications for retaining the Roeshot Hill Allotments in their current position. The Stage 2 master planning 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.

5.1.9 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 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 5.1 of 950.

Affordable housing

5.1.10 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.

Flood risk

5.1.11 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.

Nature conservation

5.1.12 A SANGs strategy has been prepared for the Urban Extension by the landowner in consultation with Natural England and this has been used to support a planning application for a SANG which was approved in 2017. The SANG strategy is acceptable in view of the guidelines set out in Appendix B 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 B may be acceptable.

5.1.13 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.

Archaeology and Cultural Heritage

5.1.14 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.

5.1.15 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.

Overhead Power Cables

5.1.16 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 under grounding 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.

Allotment Provision

5.1.17 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.

Transport Infrastructure

5.1.18 The South East Dorset Multi Modal Transport Study (SEDMMTS, 2011) 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). This study is currently being updated and draft findings are expected in the summer of 2018.

5.1.19 The A35 Route Management Study (2011) 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.

5.1.20 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.

5.1.21 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.

5.1.22 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 Stony Lane, Staple Cross Junction and Somerford Roundabout.

5.1.23 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.

Minerals Working

5.1.24 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 being progressed. 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 Local Plan Policy 4.2 and the SANGs criteria set out in Appendix B.

Draft Policy 5.1

Christchurch Urban Extension, Roeshot Hill

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 4.16.

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 4.2 and Appendix B of the Local Plan. 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 Section 4 (Environment).

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:

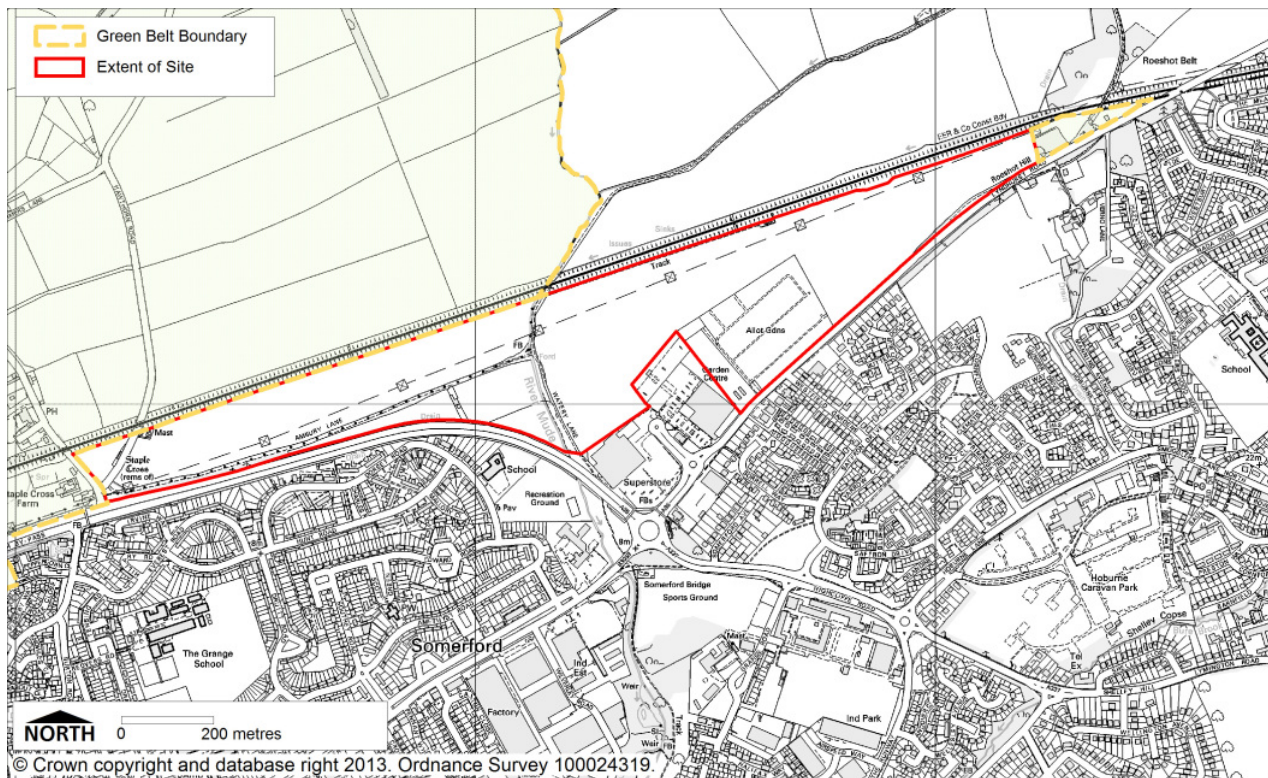
- A pedestrian / cycle link through the urban extension site from the bridleway at Roeshot Hill (north section of Verno Lane) to Hawthorn Road and from Ambury Lane to Old Lyndhurst Road.

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

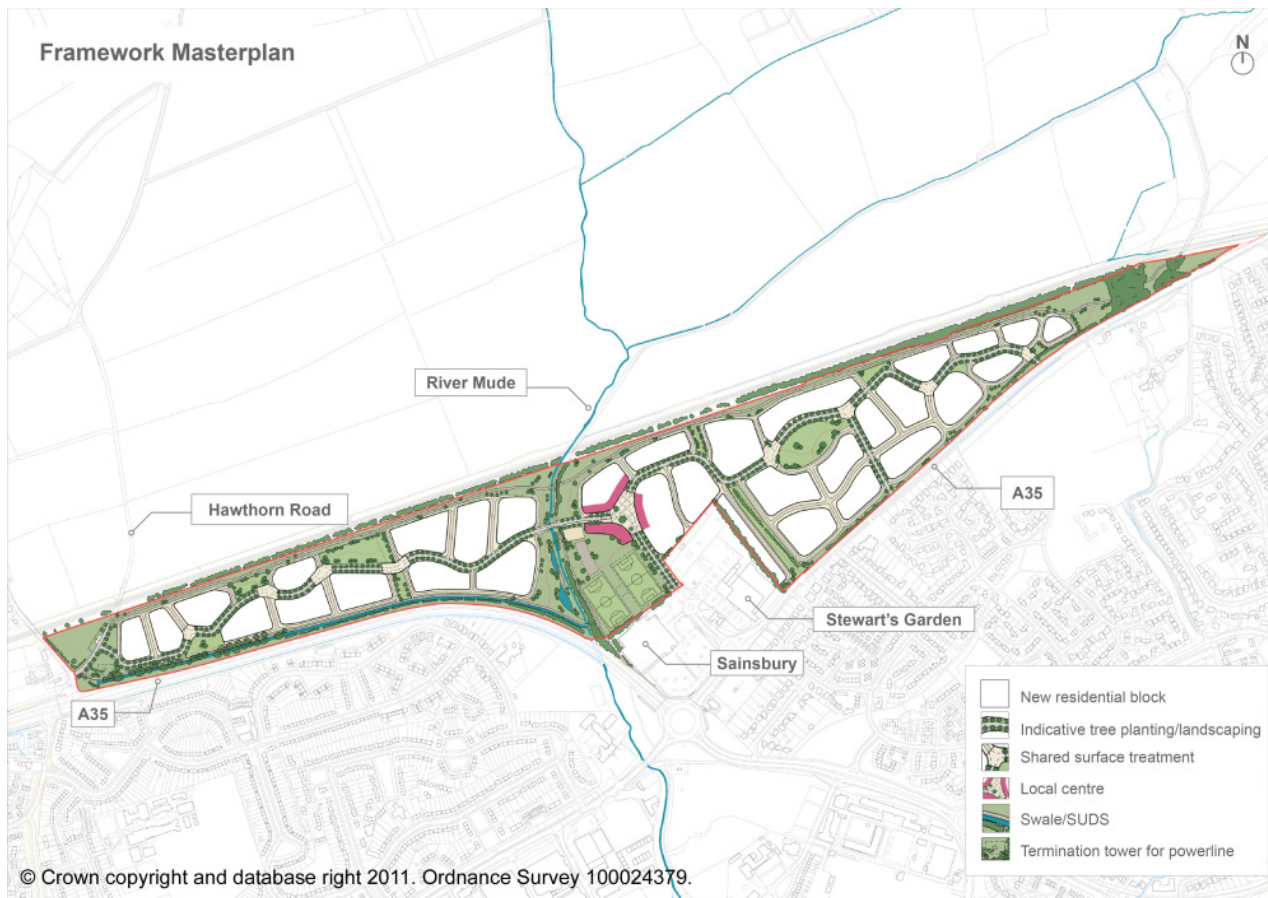
- A35 Lyndhurst Road
- A35 Staple Cross Junction

Contributions towards the following junctions may also be required including:

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



Map 5.1.1 Christchurch Urban Extension, Roeshot Hill



Map 5.1.2 Christchurch Urban Extension, Roeshot Hill Masterplan

Stony Lane/Bridge Street Christchurch

5.1.25 This new housing option seeks to provide mixed use development, including a minimum of 213 dwellings, on land around Stony Lane and Bridge Street, to the east of Christchurch Town Centre. This area was included in the defined town centre boundary of Christchurch in the adopted Christchurch and East Dorset Core Strategy 2014.

5.1.26 The area comprises a range of uses including retail, commercial and residential uses, the Beagle aircraft factory, the Civic Offices and the former gas holders site on Bridge Street. The site is very well served by public transport services and is approximately a 10 minute walk from the main shopping centre of Christchurch. The area contains some fairly low quality development and as a whole offers considerable potential for urban regeneration and enhancement of the town centre, as well as providing much needed housing.

5.1.27 The primary constraint within this area is flood risk. The Local Planning Authority has however completed part 1 of a flood risk mitigation study for the area (Jeremy Benn Associates 2016) which indicated that a number of options might be possible which would allow development to be brought forward in this area subject to an adequate flood mitigation strategy being in place. The Local Planning Authority is about to commission a second part of this study to develop a flood mitigation strategy, but at this stage is seeking views on the possible allocation of this area for housing and mixed use development.

5.1.28 A number of individual sites have been suggested for development to the Council within this area, and these are identified within the overall option area.

Draft Policy 5.2

Housing Option - Stony Lane/Bridge Street, Christchurch

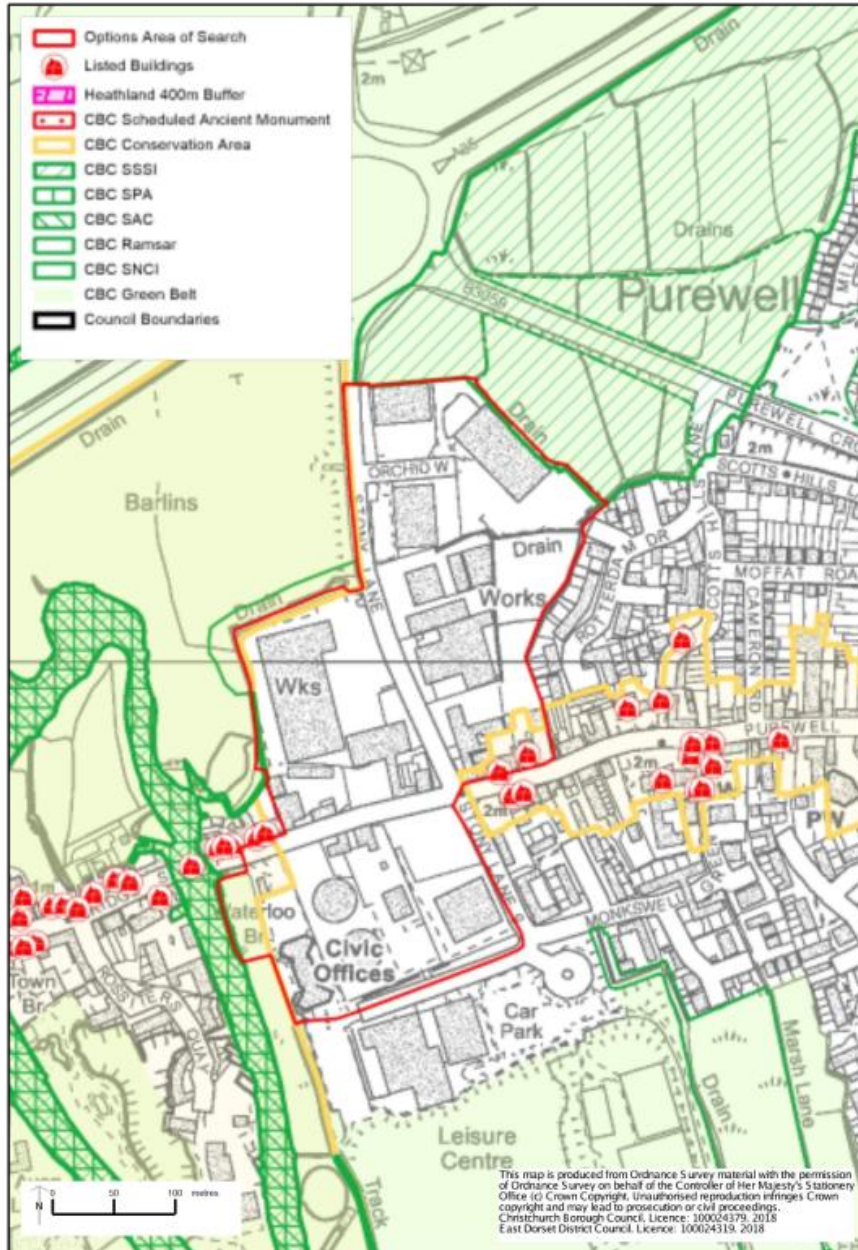
Land at Stony Lane and Bridge Street in Christchurch is considered suitable for housing development to provide a minimum of 213 dwellings, as well as retail, leisure and commercial uses.

Redevelopment of land in this area will include, but is not limited to, the following sites:

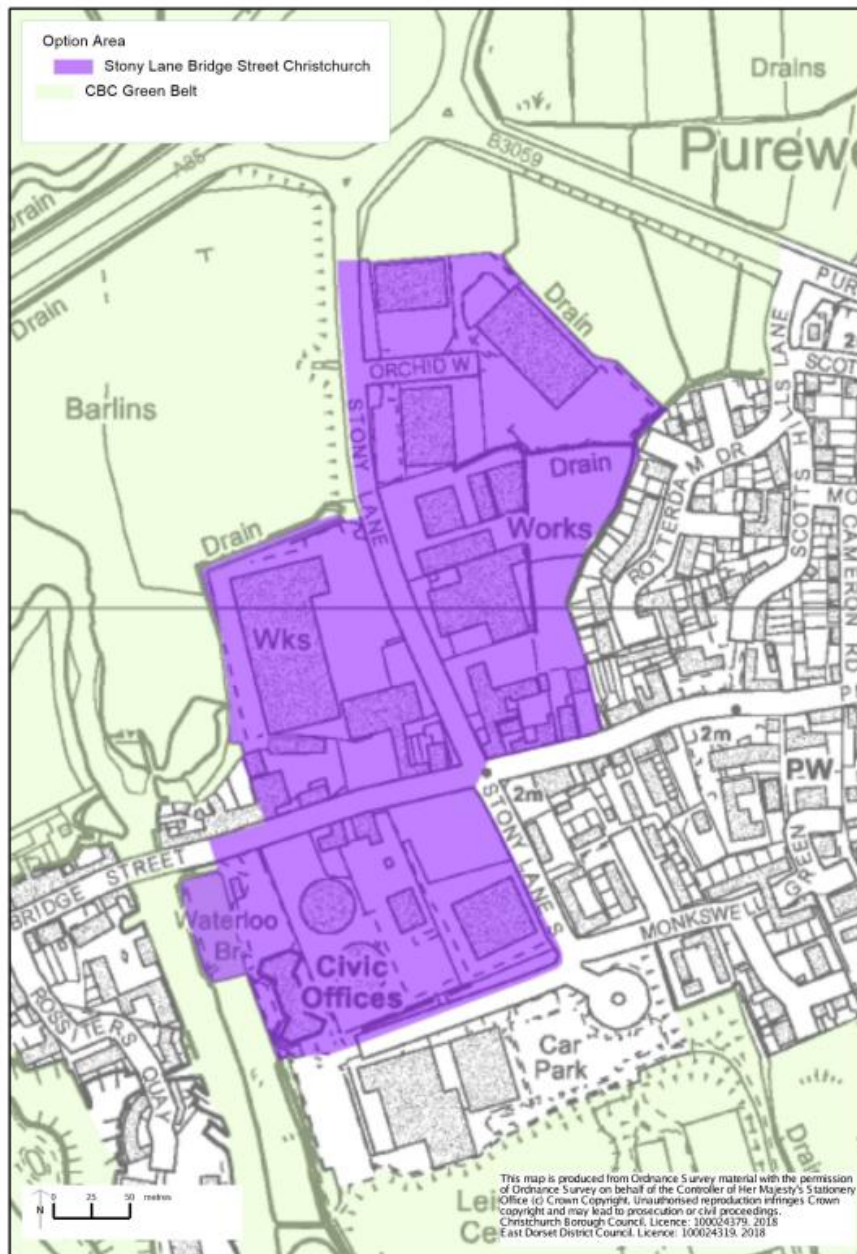
- The Beagle Aircraft Factory
- Stony Lane Retail Park
- The former Boyland Joinery site
- The former Mostyns factory site
- The former gasholders site
- The Civic Offices

Development of the site is likely to be subject to the following criteria:

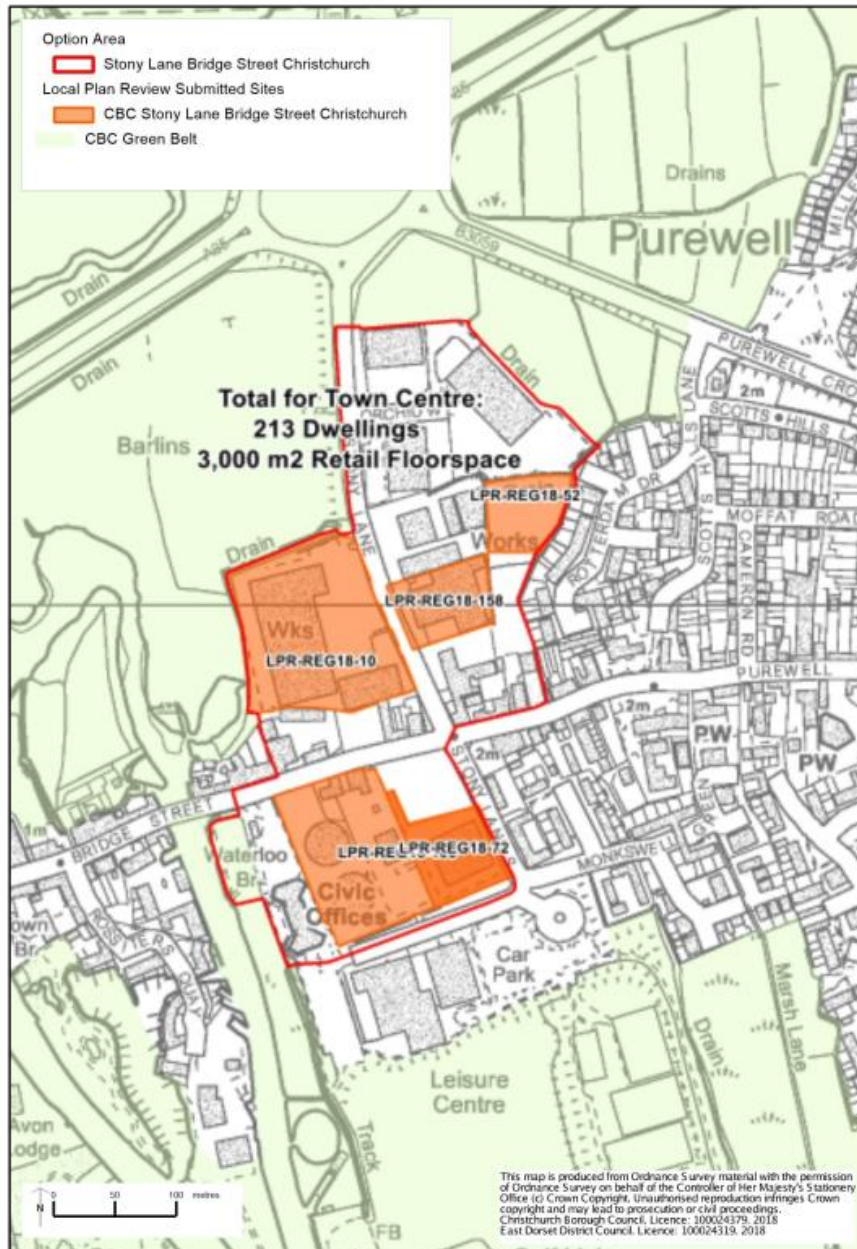
- Creation of high quality mixed use development, including higher density housing appropriate to a town centre location;
- Up to 50% affordable housing in line with Policy 4.16;
- Contributions toward a flood mitigation strategy for the area, including physical design and flood alleviation measures for specific sites as appropriate;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and Appendix B;
- Provision of approximately 3,000 square metres of retail floorspace;
- Contributions toward transport infrastructure in line with Policy 3.12.
- Creation of high quality road frontages along Bridge Street and Stony Lane to reflect the area's location between the Christchurch Town Centre and Purewell conservation areas;



Map 5.1.3 Stony Lane/Bridge Street, Christchurch Constraints



Map 5.1.4 Stony Lane/Bridge Street, Christchurch Option Area



Map 5.1.5 Stony Lane/Bridge Street, Christchurch Housing Options

Knapp Mill and Avon Trading Park, Christchurch

5.1.29 This housing option area lies to the west of Christchurch town centre and comprises some vacant land adjoining the existing Avon Trading Park on Fairmile, and land in the ownership of Bournemouth and West Hants Water Company which is now surplus to requirements, and which lies in the Green Belt.

5.1.30 Both sites lie in sustainable locations, close to shops and facilities and near or on transport routes, and both are well related to the existing urban area of Christchurch. In the case of Knapp Mill, the shortage of available housing land in the existing urban area, together with the pressing need for housing, and the sustainability of the site's location, mean that it is considered appropriate to put this land forward as an option to meet the Borough's housing needs.

5.1.31 Avon Trading Park itself contains a mix of industrial, commercial and retail uses, but the site which forms part of this option is currently vacant and adjoins existing residential properties fronting Fairmile. The location of the trading park, close to shops and services, the station and bus routes, and within easy walk of Christchurch Town Centre, could be a location where further residential redevelopment could be considered should commercial uses on parts of the trading park cease. At this stage however the options put forward do not assume this.

5.1.32 The most northerly part of the area is currently being developed as a new school site. An element of this area also lies within 400m of a designated heathland site at St Catherine's Hill. Residential development will therefore be to the south of the school site. Although in close proximity to the River Stour, this area lies outside high risk flood zones.

Draft Policy 5.3

Housing Option - Knapp Mill and Avon Trading Park, Christchurch

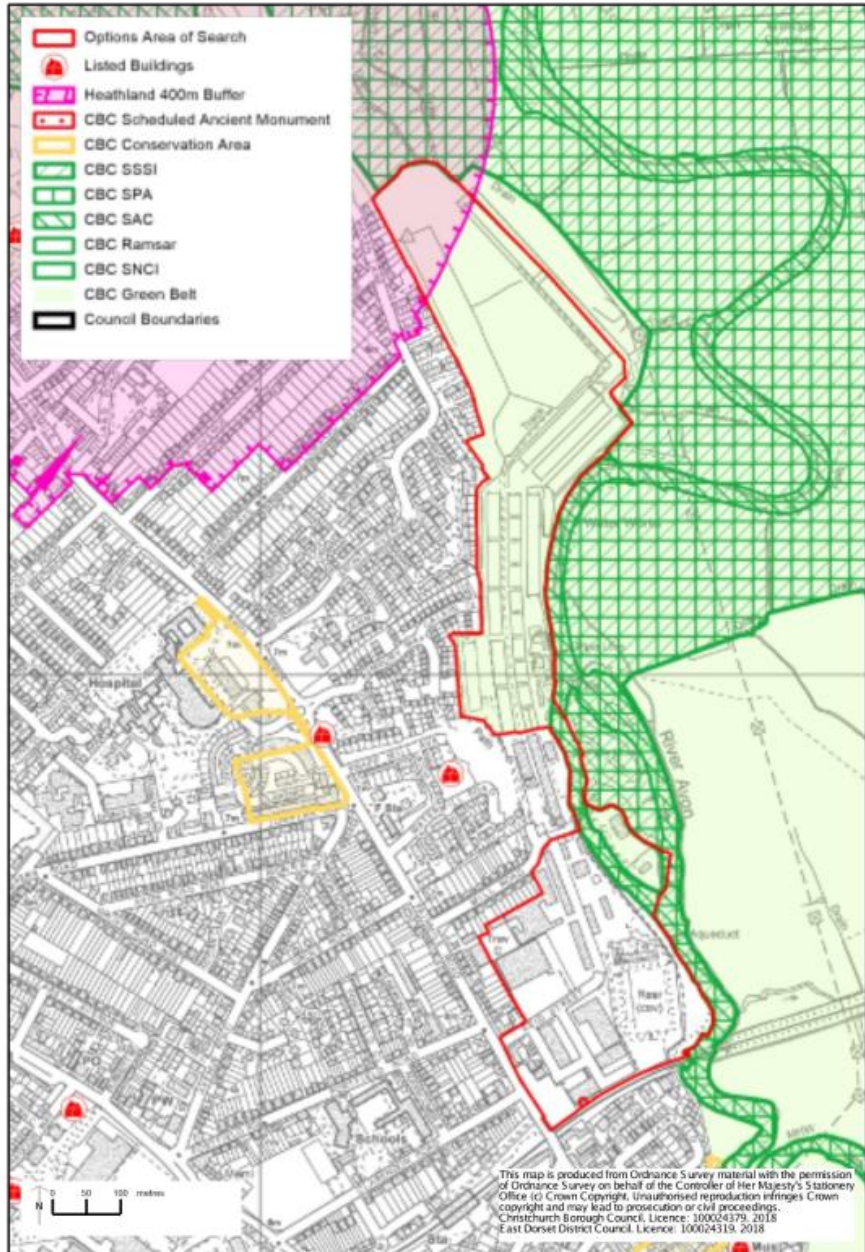
Land at Knapp Mill and Avon Trading Park in Christchurch is considered suitable for housing development to provide a minimum of 55 dwellings.

Redevelopment of land in this area will include, but is not limited to, the following sites:

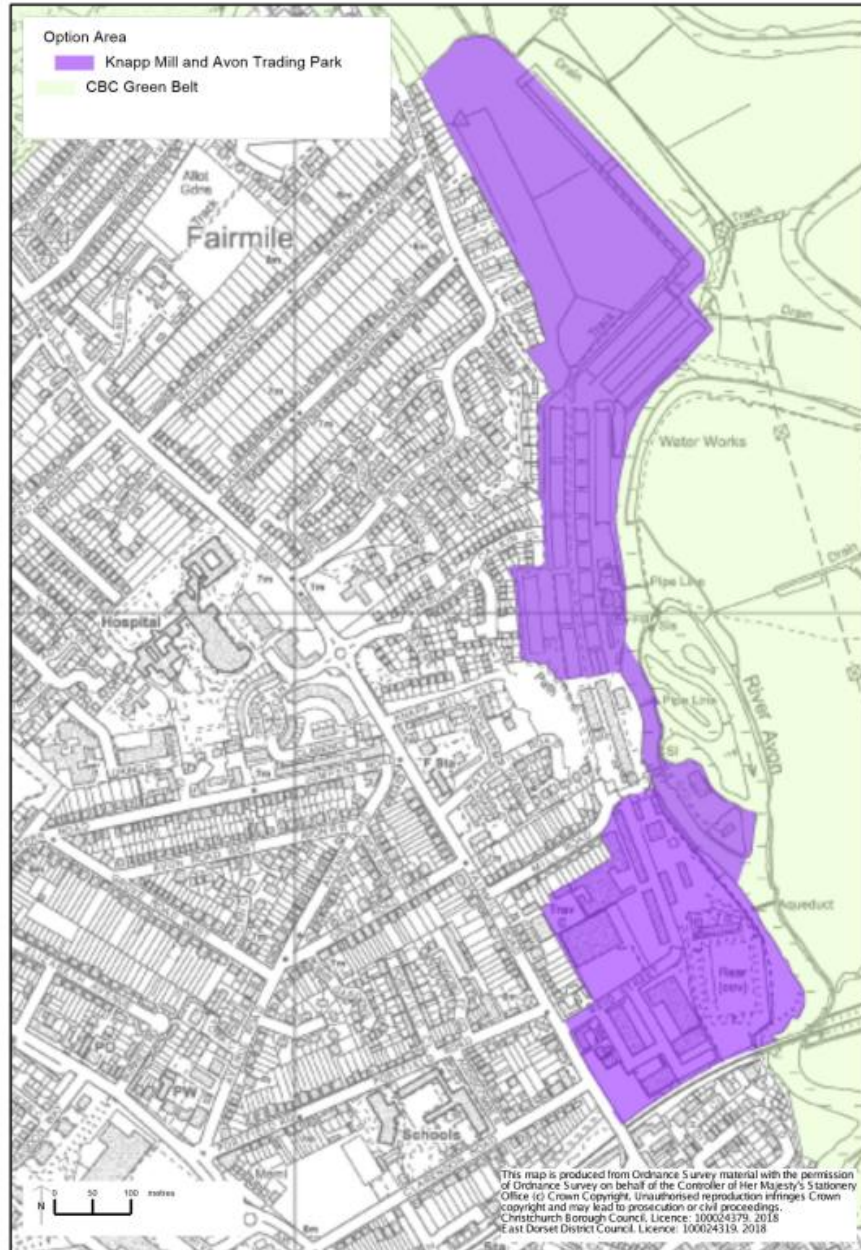
- The former Bournemouth and West Hampshire Water Company site at Knapp Mill
- Vacant land at Avon Trading Park, Fairmile

Development of the site is likely to be subject to the following criteria:

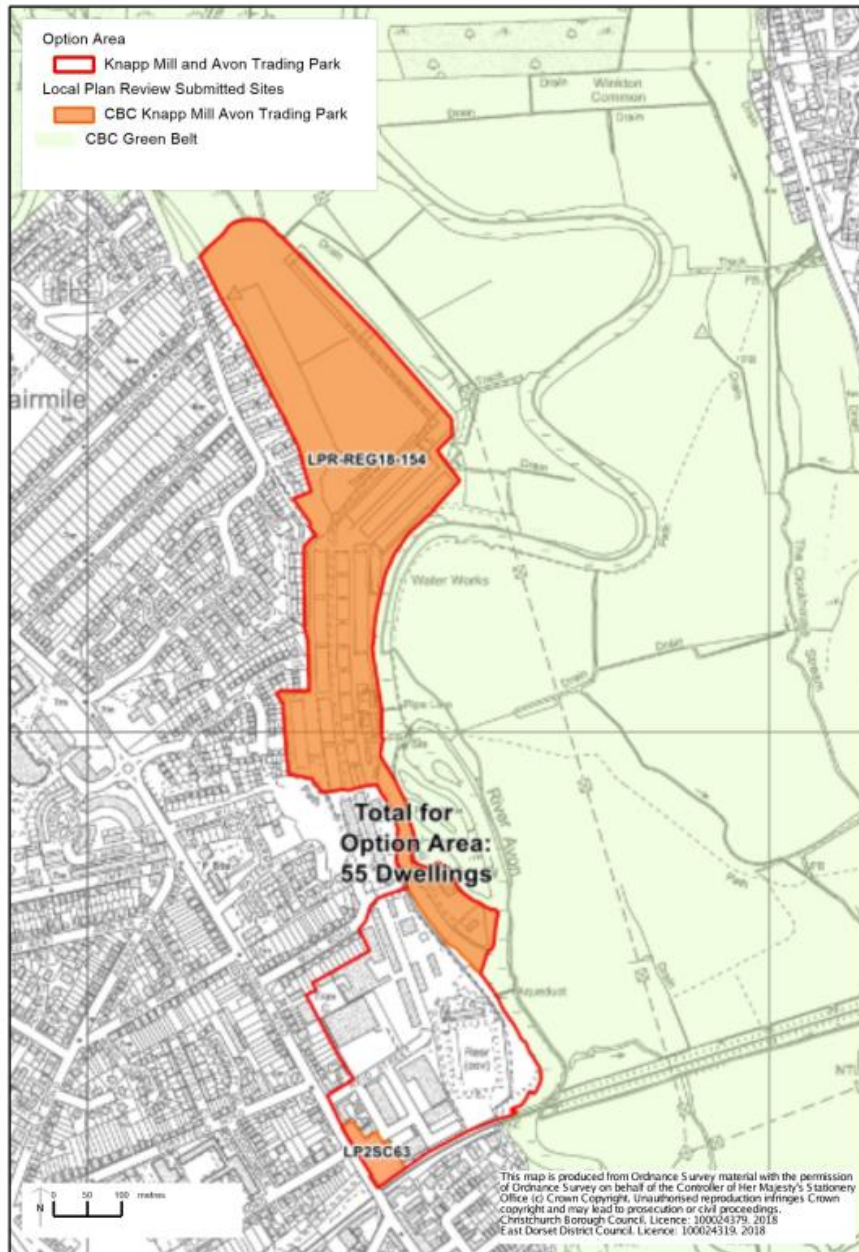
- Creation of high quality residential development, including higher density housing appropriate to a town centre location;
- Up to 50% affordable housing in line with Policy 4.16;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and Appendix B;
- Contributions toward transport infrastructure in line with Policy 3.12.
- Flood mitigation and alleviation measures as appropriate.



Map 5.1.6 Knapp Mill and Avon Trading Park, Christchurch Constraints



Map 5.1.7 Knapp Mill and Avon Trading Park, Christchurch Option Area



Map 5.1.8 Knapp Mill and Avon Trading Park, Christchurch Housing Options

Burton and Winton

5.1.33 As explained at paragraph 1.0.32 this allocation is “rolled forward” from the adopted Christchurch and East Dorset Core Strategy as development has not yet been completed. This site therefore forms part of the existing unconstrained housing/employment supply set out in Policy 3.4. The adopted Christchurch and East Dorset Core Strategy contained a small housing allocation on land south of Burton village for 45 dwellings to meet local housing need.

5.1.34 In contributing towards local housing need identified in the Strategic Housing Market Assessment (2011) a further site was identified for limited residential development. This site was identified through a strategic review of housing land informed by the Council's Strategic Housing Land Availability Assessment (2012).

5.1.35 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.

5.1.36 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.

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

Draft Policy 5.4

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 has been amended to exclude land identified for new housing.

Housing Strategy

- The strategic amendment to the Green Belt will allow residential development, 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 4.16.

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 4.29 of the Local Plan. 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 4.2 and Appendix B of the Local Plan.
- 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 4.3 and 4.4 of the Local Plan in relation to sustainable standards of construction and provision of renewable energy.

Community Facilities

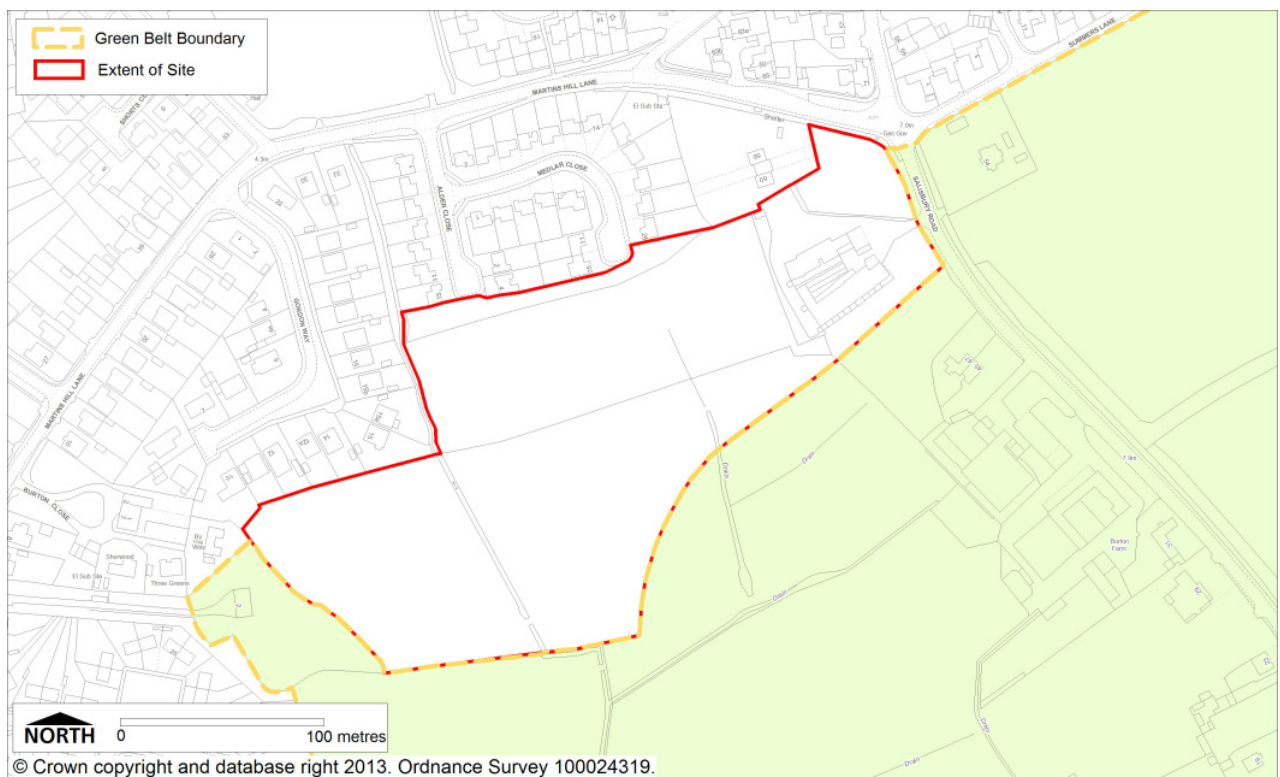
- There is an opportunity for new development to provide funding toward the improvement of community facilities within the village. The Council will seek to negotiate a contribution toward such facilities from this development.

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 5.1.9 Land South of Burton village

5.1.38 The pressing need for housing in Christchurch has led the Local Planning Authority to consider further housing options in Burton and Winkton. The lack of land available in the existing urban area, coupled with this need for housing, means it is again appropriate to consider selective release of land from the Green Belt to provide for further housing. The option below is therefore proposed to potentially deliver a minimum of 568 dwellings.

5.1.39 The area comprises mainly flat agricultural land to the east and south of Burton, and between Burton and Winkton, as well as some smaller areas within Winkton village. The area is relatively unconstrained, although small areas of land are affected by flood risk, and the relationship of any new development with the conservation areas at Burton and Winkton will be important. Development will also need to preserve the separate character of the two villages.

Draft Policy 5.5

Housing options - Burton and Winkton

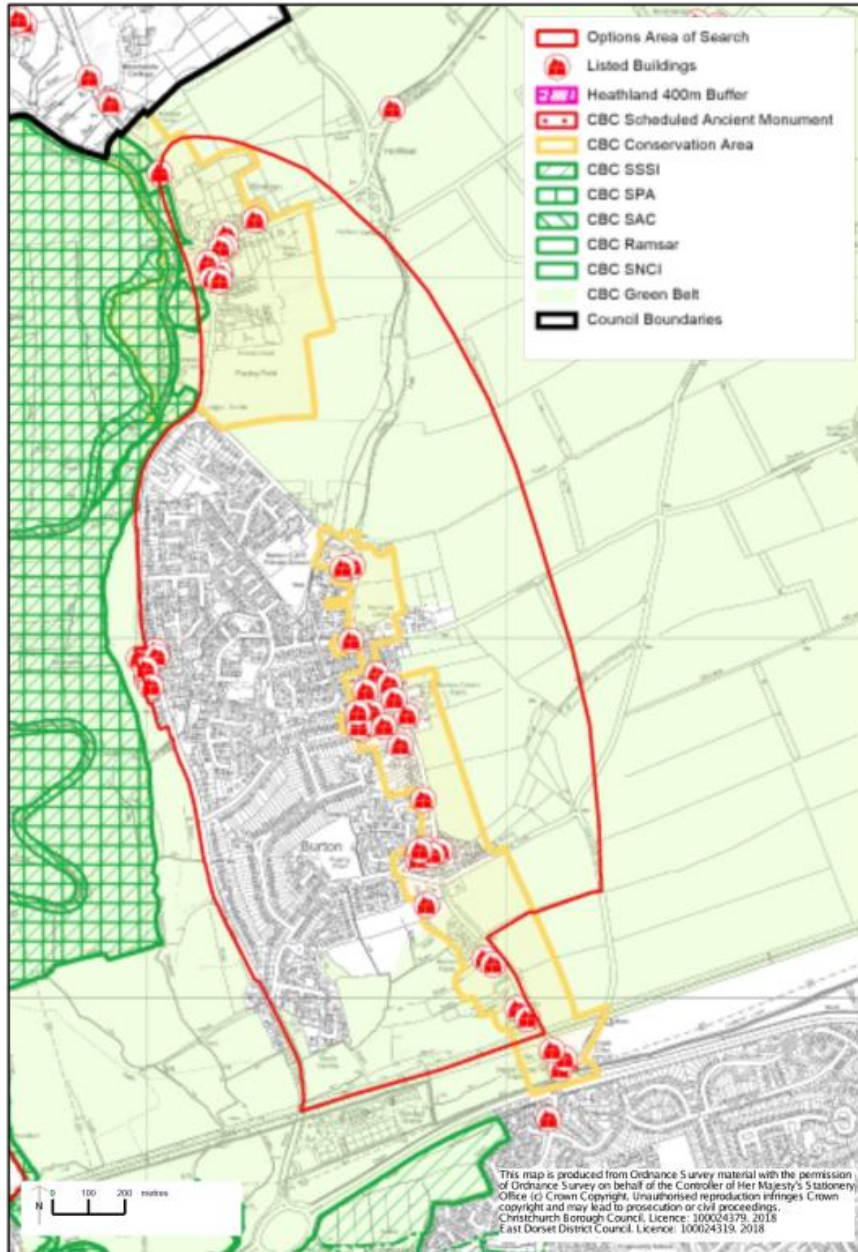
Land at Burton and Winkton villages is considered suitable for housing development to provide a minimum of 568 dwellings.

Development of land in this area will include, but is not limited to, the following sites:

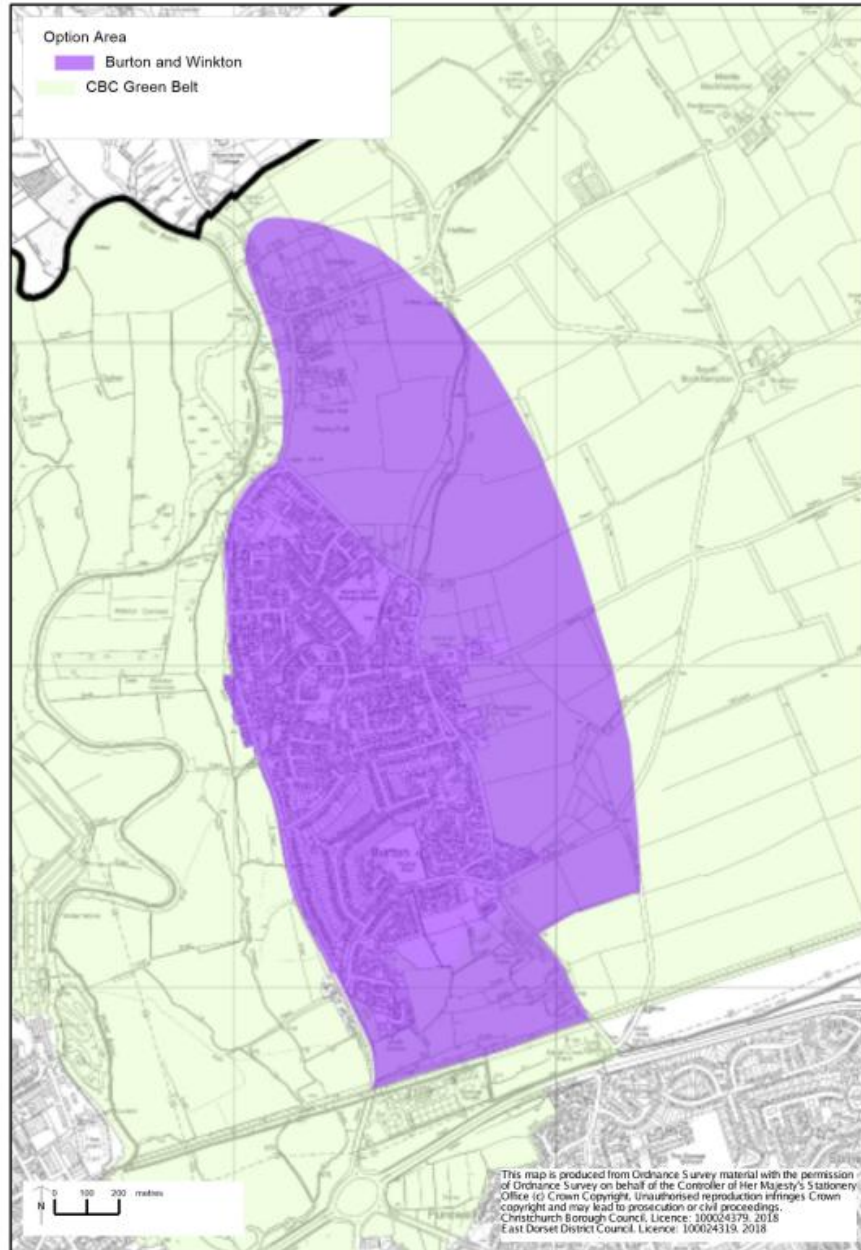
- Land to the south of the existing Core Strategy allocation, south of Burton village
- Land to the east of Burton village
- Land at Winkton village

Development of the site is likely to be subject to the following criteria:

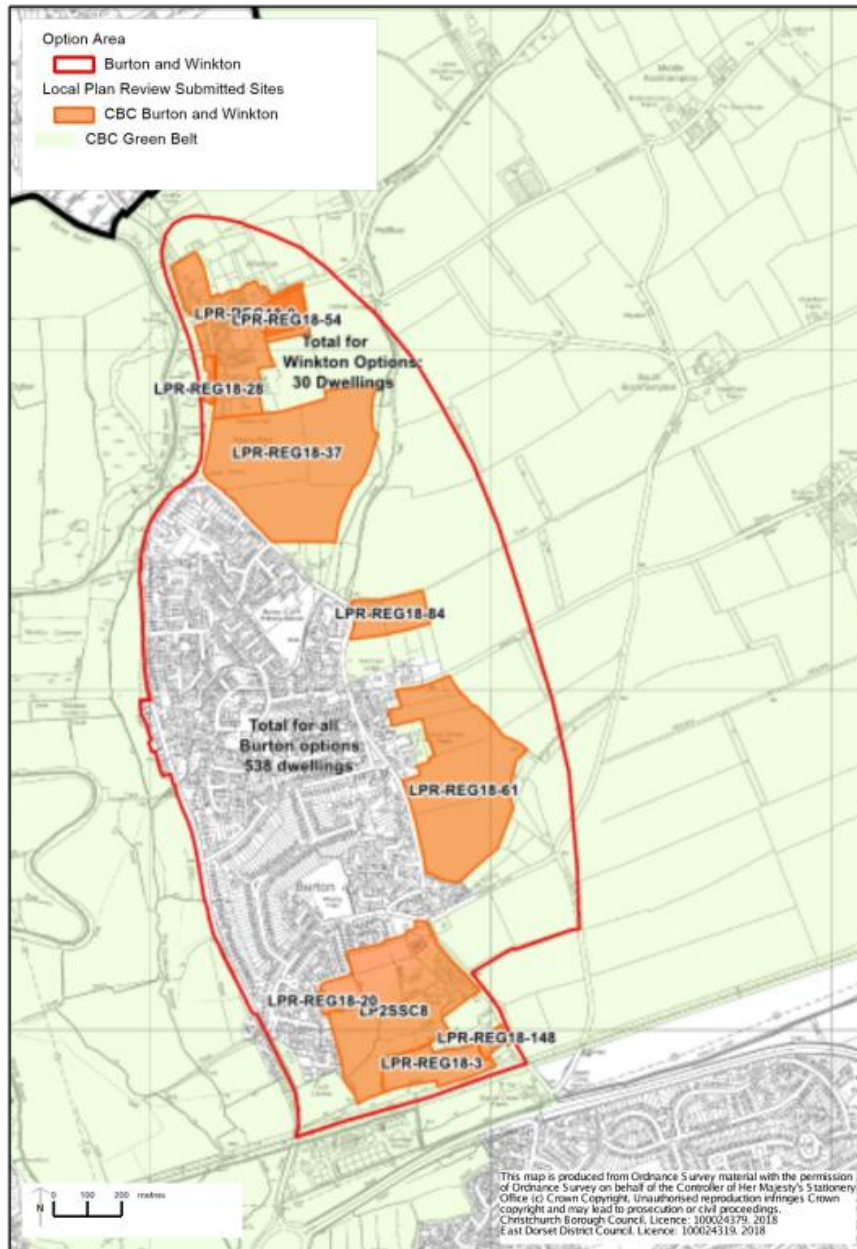
- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Up to 50% affordable housing in line with Policy 4.16;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and Appendix B;
- Development of a flood mitigation strategy as appropriate;
- Provision of open space for Burton in accordance with Policy 5.7;
- Contributions toward transport infrastructure in line with Policy 3.12;
- Contributions to, or provision of a community facility for Burton village;
- Contributions to, or provision of land for a cemetery in line with Policy 5.17;
- Approval of a design brief reflecting the site's proximity to open countryside and to the conservation areas of Burton Green and Winkton.



Map 5.1.10 Burton and Winton Constraints



Map 5.1.11 Burton and Winkton Option Area



Map 5.1.12 Burton and Winkton Housing Options

East and north of Christchurch

5.1.40 This housing option comprises two locations on the edge of the Borough, one within the existing urban area on a former open space allocation at Hoburne, and the other on land in the Green Belt adjoining the village of Bransgore.

5.1.41 The Hoburne area has seen significant new housing developed over the last 20 years. One area of land which was previously identified as formal open space to create playing pitches to serve this development, has now been identified as being surplus to requirements. Accordingly it is considered appropriate to put this land forward as a potential option to deliver housing in the Borough.

5.1.42 Bransgore village lies within New Forest District, which itself has significant housing need and considerable constraints which restrict potential housing supply. Land within Christchurch Borough, but well related to Bransgore village, was put forward by the landowner at Regulation 18 stage. This land is within the Green Belt, and parts of it are within higher risk flood zones. Nonetheless, the need for housing in both authority areas, together with the good relationship between this land and the village of Bransgore, means it is appropriate to consider it as a potential housing option to meet the needs in Christchurch whilst also assisting New Forest District in meeting its need for housing.

Draft Policy 5.6

Housing options - East and North of Christchurch

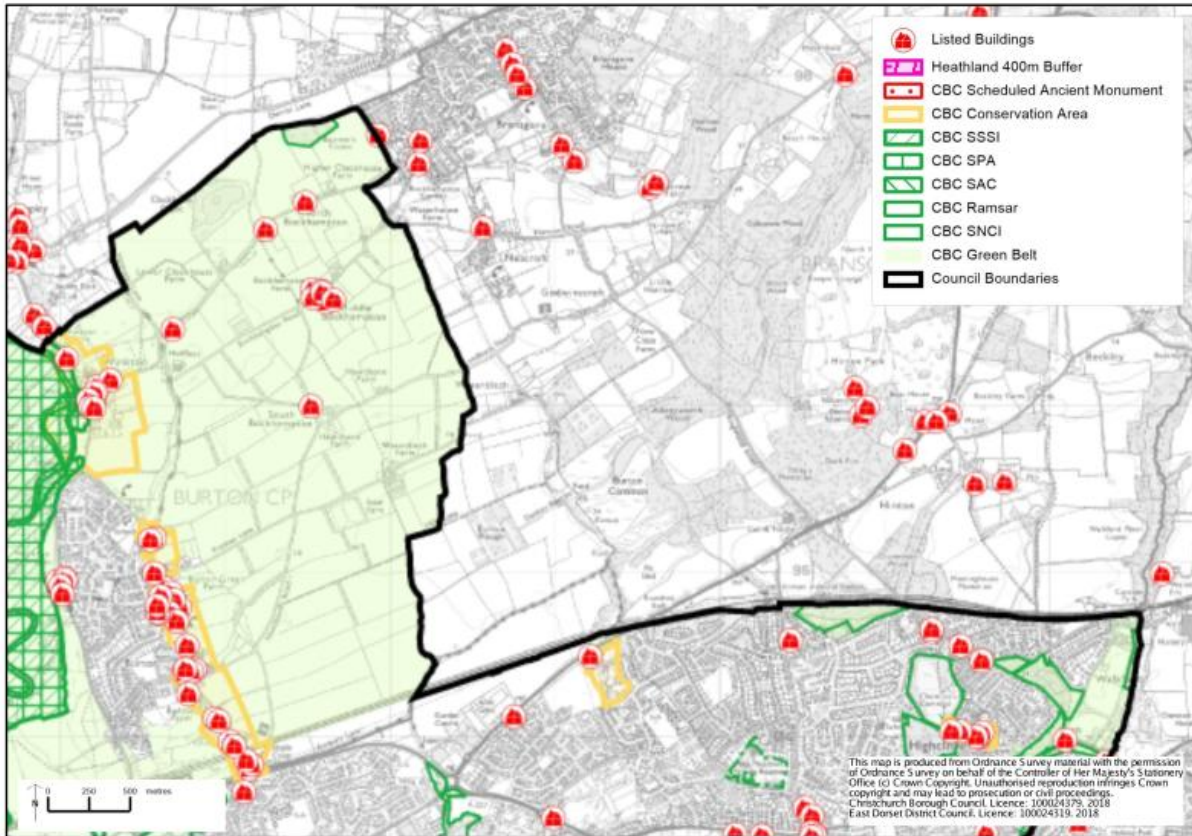
Land at Hoburne and adjoining Bransgore village will be allocated for housing development to provide a minimum of 190 dwellings.

Development of land in this area will include the sites:

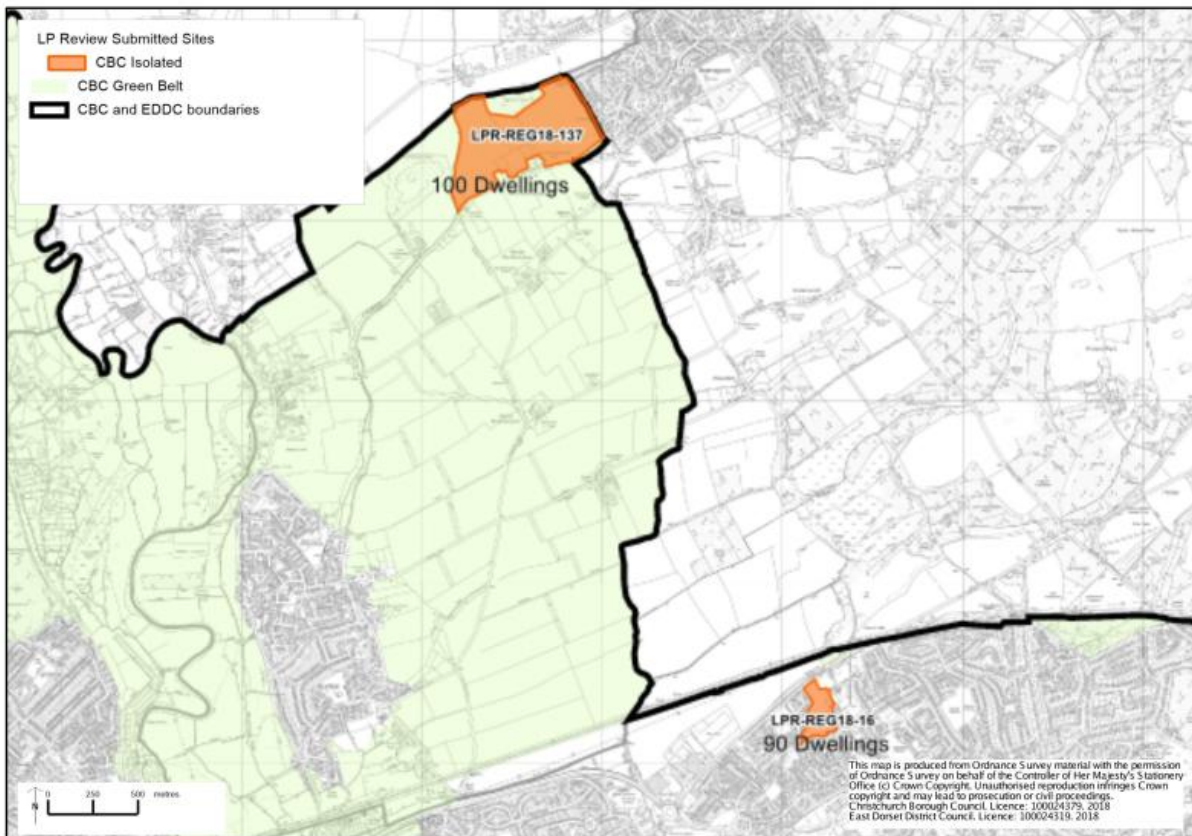
- Land south of Lyndhurst Road, Hinton
- Land north of Burley Road, to the west of Bransgore village

Development of the site is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Up to 50% affordable housing in line with Policy 4.16;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and Appendix B;
- Development of a flood mitigation strategy as appropriate;
- Contributions towards site drainage and a new pumping station for the Bransgore area;
- Contributions toward transport infrastructure in line with Policy 3.12;
- Approval of a design brief for the Bransgore site, reflecting its proximity to open countryside and to the New Forest National Park.



Map 5.1.13 East and North of Christchurch Constraints



Map 5.1.14 East and North of Christchurch Housing Options

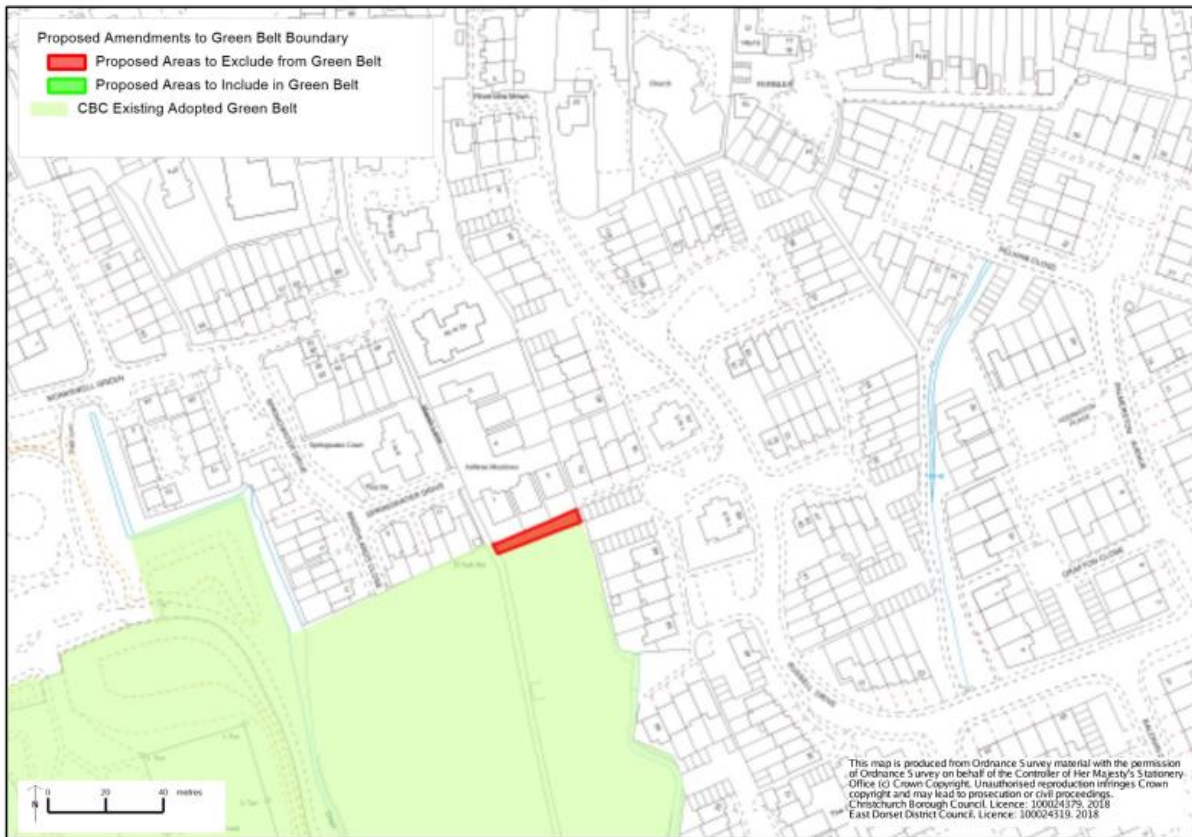
Green Belt Anomalies

5.1.43 As set out in paragraph 3.2.11, a detailed review of the Green Belt boundary has been undertaken to deal with anomalies in the Green Belt boundary which have been identified. The review has identified parcels of land which should be excluded from the Green Belt, and also parcels which should be included. The aim of this review is not to release land from the Green Belt to meet development needs, but rather to create boundaries which are:

- Identifiable - the boundary follows an identified line on a map;
- Logical - the boundary makes sense, for example it avoids crossing through buildings or curtilages, or randomly including one property while excluding a similar one next door;
- Defensible - the boundary can be identified on the ground, and clearly separates more developed land from more open land;
- Reasonable - the boundary does not unreasonable impinge on property owners or businesses, for example by dividing curtilages and therefore making it difficult for even minor development to be approved.

5.1.44 The series of maps below show a number of minor Green Belt amendments proposed around the Christchurch and Burton urban areas, which have been identified through the Green Belt anomalies review. Where land has been proposed to be excluded from the Green Belt as an anomaly this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.

5.1.45 Exclusion of land within the curtilages of properties 1-3 Ashtree Meadows where the boundary cuts across these residential curtilages.



Map 5.1.15 Ashtree Meadows Green Belt Boundary

5.1.46 Exclusion of area of land south of Bailey Bridge retail park which is currently concrete hardstanding, areas of land within residential curtilages south of Beaulieu Road, and mobile home park at Beaulieu Avenue where the boundary crosses through the middle of the curtilage, and where the mobile home park reflects the built character of adjoining properties outside the Green Belt.



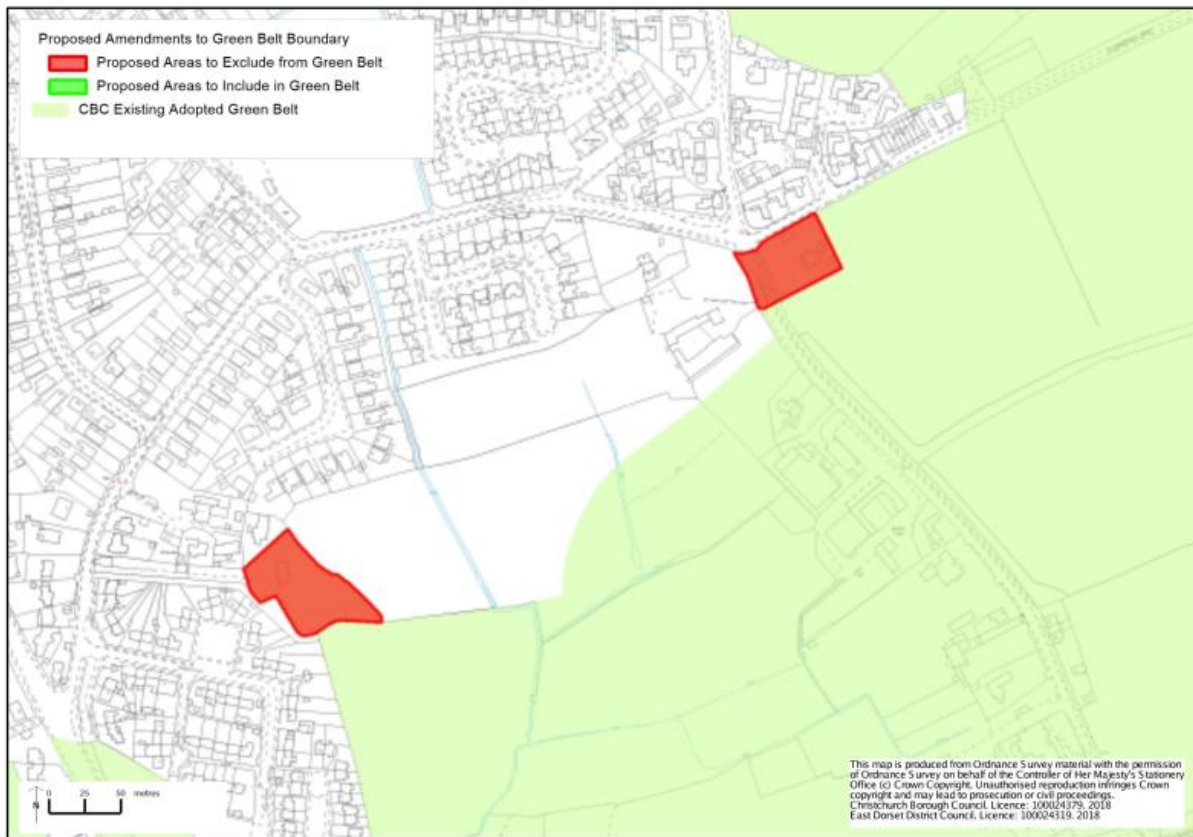
Map 5.1.16 Barrack Road Green Belt Boundary

5.1.47 Exclusion of areas of residential and commercial curtilages to properties north of Bridge Street where boundary crosses the curtilage.



Map 5.1.17 Bridge Street Green Belt Boundary

5.1.48 Exclusion of properties at 2 Martin's Hill Lane and 54 Salisbury Road as they are adjacent to a larger area of land already removed from Green Belt to form housing land in Burton as part of the adopted Core Strategy.



Map 5.1.18 South of Burton Green Belt Boundary

5.1.49 Exclusion of an area around the Crow's Nest cafe at Highcliffe where the existing boundary runs through the cafe building and does not follow a defensible boundary.



Map 5.1.19 Highcliffe Green Belt Boundary

5.1.50 Inclusion of the tennis pavillion at Christchurch tennis club to be consistent with the inclusion of the rest of the tennis club in the Green Belt.



Map 5.1.20 Iford Green Belt Boundary

5.1.51 Boundary amendments on properties south of Willow Drive to correct Green Belt boundary along the river, and to exclude part of the curtilage of 13 Willow Way where the boundary crosses the curtilage of the property.



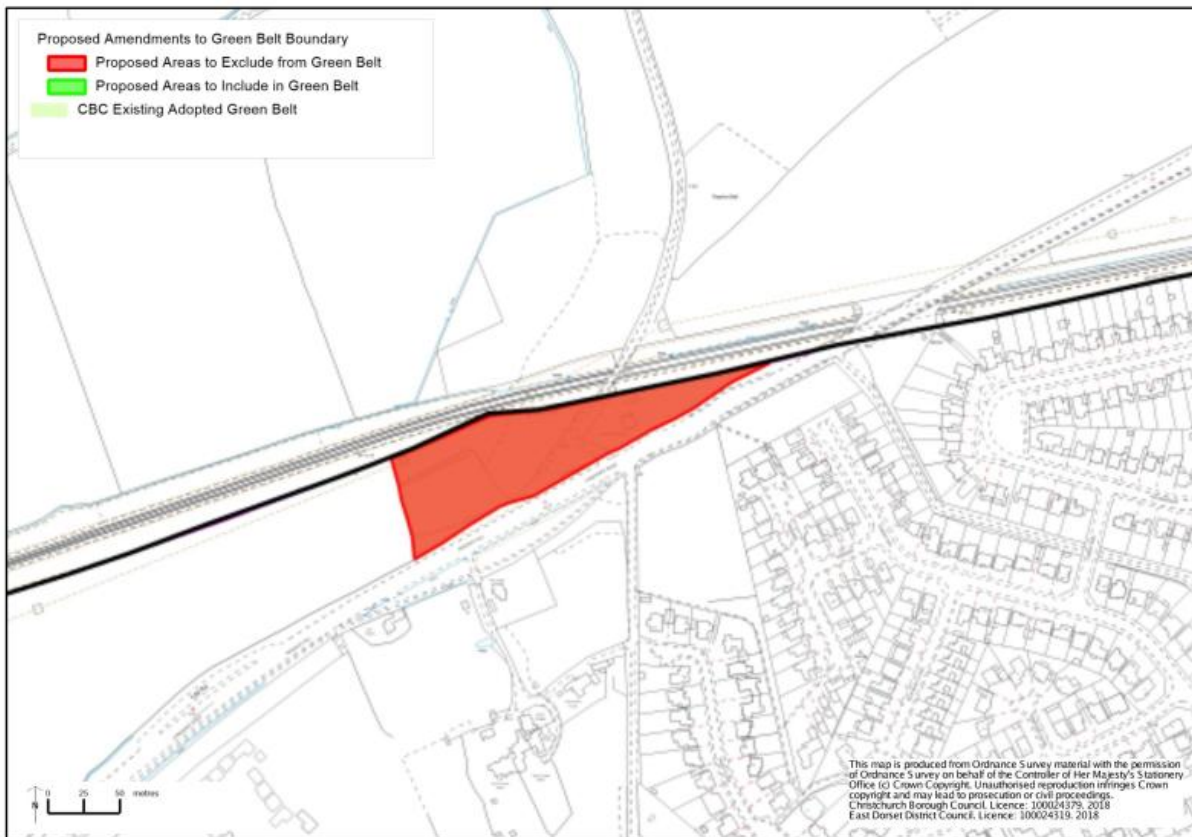
Map 5.1.21 Willow Drive Green Belt Boundary

5.1.52 Exclusion of land at The Boathouse restaurant, and the Rowing Club and adjacent car park, at The Quomps, this land is generally developed and does not fulfil Green Belt purposes, and should be excluded to reflect adjoining excluded land and properties.



Map 5.1.22 The Quomps Green Belt Boundary

5.1.53 Exclusion of land at Roeshot Farmhouse, Roeshot Hill, the remaining land in this area having been previously removed from the Green Belt to form the Christchurch Urban extension.



Map 5.1.23 Roeshot Green Belt Boundary

5.1.54 Exclusion of area of rear garden of 247 Fairmile Road, as the Green Belt boundary currently cuts across the residential curtilage.



Map 5.1.24 St Catherines Green Belt Boundary

5.2 Open Space

Introduction

Open Space

5.2.1 Existing open spaces and leisure facilities that are currently protected by Core Strategy policy HE4 and are identified on the adopted local plan policies maps, will continue to be protected (see new draft Policy 4.29). These sites make an important contribution to either formal recreation, visual amenity and informal activities and reflect the Council's ongoing commitment to the retention and provision of open space.

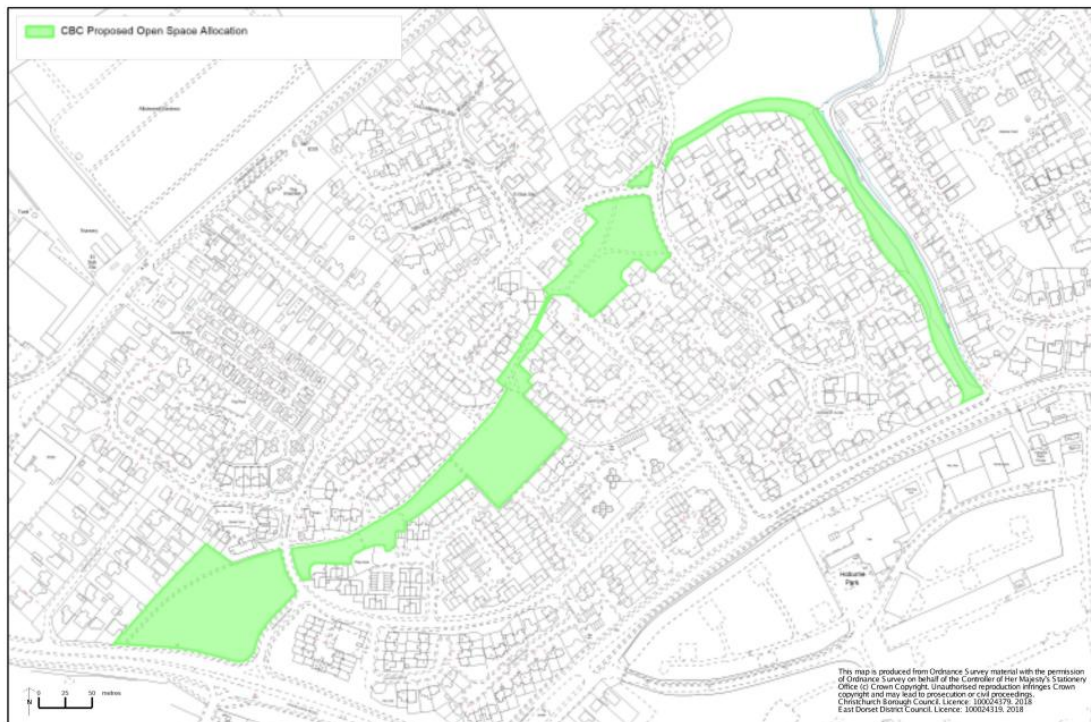
5.2.2 The following sites that are allocated in the saved policies of the Christchurch Local Plan 2001, have either been implemented or are currently already existing as open spaces, so will be added to the policies maps as existing open space sites to be protected under the blanket protection provided by new draft Policy 4.29 which seeks to protect existing public and private open spaces for open space related uses: The plan will not include site specific policies for these sites.

- sports ground bounded by Grange Road and Highcliffe Road (former policy L3)
- the grounds of Highcliffe Castle (former policy L5)

- Highcliffe Golf Course (former policy L8)
- Land south of Monkswell Green (former policy L12 (i))
- Land south of Ashtree Court ,Marsh Lane, Purewell (former Ashtree Riding Stables) (former policy L12 (ii))
- Land st Stanpit, rear of former Council depot (former policy L12 (iii))
- Woodland to west of peregrine Road, Mudeford (former policy L12 (iv))
- land at Tuttons Well (former policy L12 (v))
- land at Burton School (former policy L12 (vii))
- Land on the eastern side of the River Avon, adjoining the car park to the rear of the civic offices (former policy L14)
- Land on the eastern side of the River Avon, adjoining the civic offices, the front car park and fronting Bridge Street(former policy L15)
- Land at Jumpers Common as identified on the proposals map shall be allocated for public open space (former policy L16).

Land at Hoburne

It is proposed to amend this site delineation to show an open space corridor linking existing open spaces through the existing and proposed residential development (See plan below).



Map 5.2.1 Hoburne Open Space Corridor

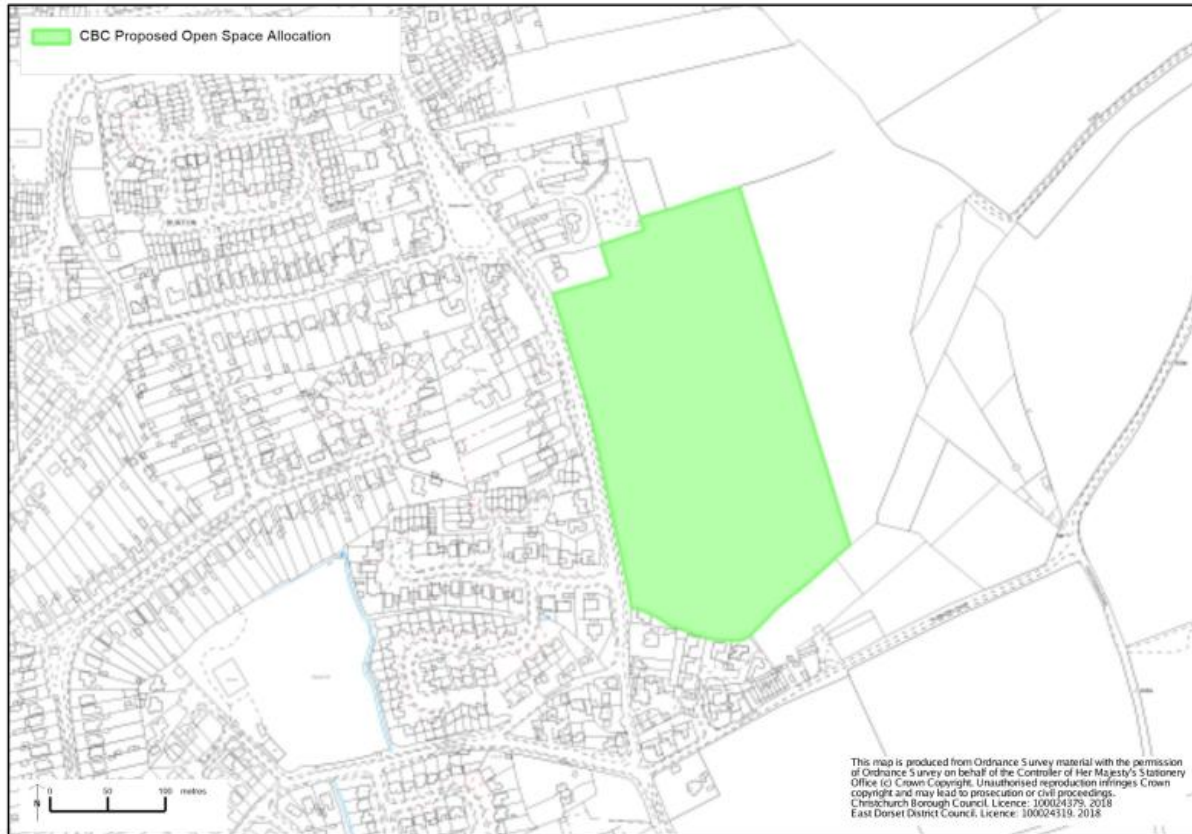
East of Salisbury Road open space

5.2.3 Burton / Winkton area is an area identified as having a particular shortfall of recreational open space. Open Space Study, it is considered necessary to identify additional land to meet this. Accordingly a site has been identified east of Salisbury Road on open land which is presently used for agricultural purposes. It is considered to be in an ideal location as it is close to the centre of the village and would have direct access to the main Salisbury Road. It is large enough to provide playing pitch facilities for a variety of sports with appropriate landscaping to respect the amenities locally. The access to the adjoining extended cemetery provision identified under Policy 5.17 could be considered as part of the proposals for the site. The following Policy allocates the land for formal recreational use and safeguards it for that use.

Draft Policy 5.7

Land East of Salisbury Road: Open Space

Land at Burton to the east of Salisbury Road, is allocated for public open space for recreation use. Planning permission will not be granted for built development or use on this area for any other purpose other than that associated with open space and formal recreation use.



Map 5.2.2 Land East of Salisbury Road Open Space

5.3 Sustainable Transport

Cycle Routes

5.3.1 In accordance with the Plans objectives to increase travel by non car modes, cycle routes are proposed as set out in Policy 5.8. These include routes carried forward from the 2001 Christchurch Borough Plan and additional proposals for Burton, and for Castle Street to Purewell.

5.3.2 The purpose of the Burton scheme is to expand the cycleway network throughout Burton by linking both the existing cycleways and the school. The aim is to increase sustainable travel and improve the cycle link to Burton Primary School located towards the northern region of the village. Two off road shared use cycleways were constructed in 2014. The first links Burton Green and Christchurch along the east verge of Salisbury Road and the second links Stony Cross Roundabout and the junction of Stony Lane and Martins Hill Lane.

5.3.3 Castle Street to Purewell Cycle Route: This route comprises of Castle Street, Bridge Street and Purewell (see attached map). The overall objective is to provide a direct and safe cycling route between Christchurch High Street/Castle Street junction and Purewell Roundabout. The route is located within the Christchurch Central Conservation Area and contains many listed buildings and structures meaning that there are many challenges due to the historic nature of the townscape.

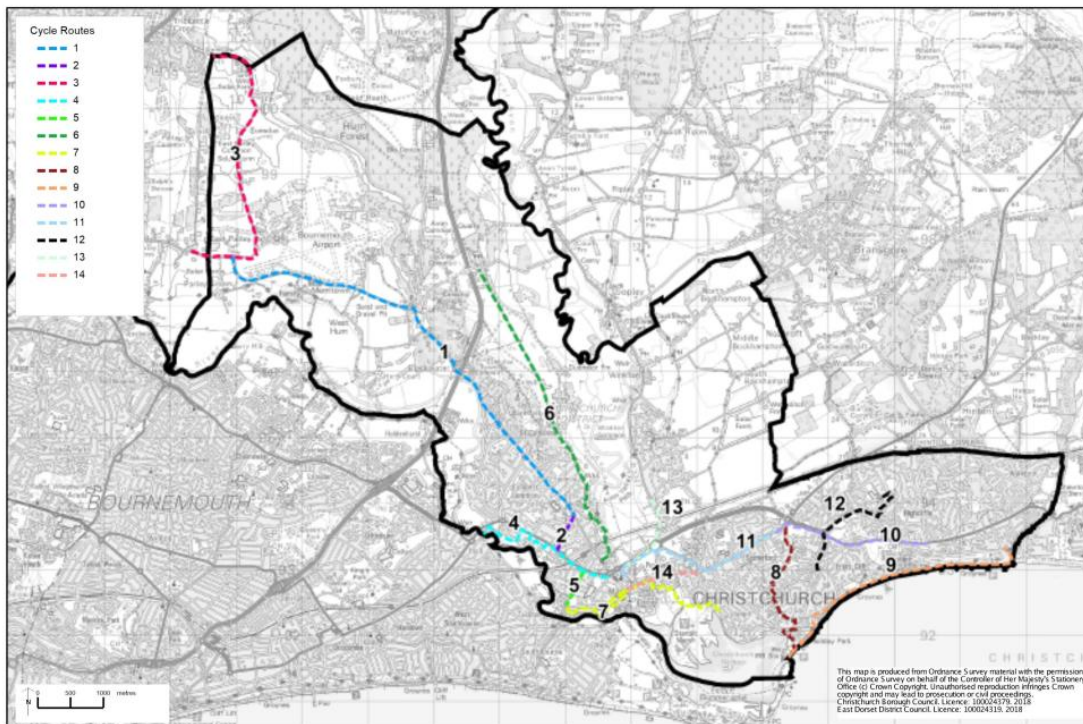
Draft Policy 5.8

Cycle Routes

The following cycle routes are proposed for delivery/improvement:

1. Chapel Gate to Christchurch Hospital
2. Avenue Road
3. Tricketts Cross Bridlepath
4. Iford to Town Centre
5. Stour Road
6. Avon Buildings to Avon Causeway
7. Stanpit to Tuckton
8. Mudeford Woods to Mudeford Quay
9. Coastal Cycle Path
10. Castle Avenue to Somerford
11. Somerford to Town Centre
12. The Runway to Highcliffe School
13. Stony Lane
14. Castle Street to Purewell
15. Burton Cycle Routes- linking existing cycle ways and Burton Primary School (*no route yet agreed*)

Planning permission will not be granted for any proposal that will prejudice the implementation of the above routes.



Map 5.3.1 Cycle Routes in Christchurch

5.4 Town, District & Local Centres

Introduction

5.4.1 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 also 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.

5.4.2 This section of the Local Plan establishes an approach toward achieving the long term vitality and viability of Christchurch town centre, Highcliffe district centre and other local centres in the Borough 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
-
- Identification of retail allocations to meet future requirements to 2028 as set out in Key Strategy Policy 3.7.
 - The definition of Christchurch Town Centre boundary and primary shopping area boundary defining the focus for town centre related development.
 - Definition of primary and secondary shopping frontages for the town, district and local centres.

Christchurch Town Centre

5.4.3 Christchurch is designated as a town centre, at the top of the retail hierarchy. It provides a number of important functions such as shopping, leisure, entertainment, recreation and employment. The town has links via the A35 to Southampton, Poole and Bournemouth with the latter being closest.

5.4.4 Christchurch has a reasonable selection of retail and service uses for a centre of its size, and its key roles include:

- **Convenience shopping:** the main food store is Waitrose, Bargates (2,571 sq.m net), an M&S Simply Food on the High Street (965 sq.m net), together with a number of other smaller convenience shops. The main food stores in Christchurch are out of centre and include a large format Sainsbury's (5,643 sq.m net), Aldi (982 sq.m) and Lidl (940 sq.m net).
- **Comparison shopping:** there is a reasonable range of comparison shops, comprising of a mix of national multiples and independent retailers.
- **Services:** there are a variety of service uses, including, banks, estate agents, hairdressers, accountants and solicitors.
- **Entertainment:** town centre entertainment includes the Regent Centre cinema on the High Street, together with a number of cafes, restaurants and public houses.

Mix of Uses and Retailer Representation

5.4.5 Christchurch town centre has 214 Class A retail/service uses. The mix of uses within Christchurch town centre is broadly similar to the national average. The most noticeable differences are the high proportion of Class A2 services and relatively low proportion of Class A5 takeaways and Class A4 pubs/bars. The proportion of Class A1 comparison units within the town centre is slightly above the national average, whilst the proportion of Class A1 convenience units is below the national average. Town centres of Christchurch's size (medium sized) would normally have a higher proportion of comparison good shops.

5.4.6 In overall terms the proportion of Class A1 uses (56%) is similar to the national average (56.8%), although the proportion of non-A1 units in the primary retail frontages now exceeds the 30% local plan policy threshold. Strengthening the comparison good offer within the primary shopping frontages will help to maintain the vitality and viability of the centre.

5.4.7 There were 19 vacant units within Christchurch (August 2017), a vacancy rate of 8.9%, which is below the national average of 11.2%. This suggests there is a reasonable balance between the supply and demand for premises. The vacant units are dispersed throughout the centre, but there are concentrations of vacant units in Saxon Square Shopping Centre and along Bargates.

5.4.8 Christchurch town centre has a good range of non-retail service uses, however a number of the Class A3 uses are coffee shops, rather than restaurants that remain open later into the evening. There is a small number of chain restaurants/café's within the town centre, i.e. Café Nero, Costa, Prezzo and Pizza Express, supported by a range of independent café's and a limited range of independent restaurants, which together provide a reasonable choice. The main leisure/ entertainment facility within the town centre is the Regent Centre cinema on the High Street.

Streetscape / Environment

5.4.9 In general the quality of the streetscape/environment in Christchurch town centre is considered good to very good, with the exception of Saxon Square and the Saxon Centre on Bargates. There are a number of attractive historic buildings which are well maintained. The commercial shopfronts/fascia along the High Street are also of good quality. There is scope for improvement at the Saxon Centre, along Bargates and in the Saxon Square Shopping Centre, where there are some lower quality commercial units/facades, which do not contribute to the overall historic environment of the town centre. Footfall and the quality of the streetscape are relatively poor in Saxon Square Shopping Centre.

Accessibility and Movement

5.4.10 Movement in and around Christchurch town centre is reasonable, however the link between Bargates and the High Street could be improved as it is dissected by the Fountain roundabout. This roundabout hinders pedestrian movement between the two areas, although there is a subway link. There is a choice of car parks available within close proximity to the centre.

Sports, Leisure and Recreation Facilities

5.4.11 The 2007 Open Spaces Audit identified sufficient provision of open space in the centre but enhancements were required to Druitt Gardens.

Employment

5.4.12 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 may be future requirements for additional provision.

Housing

5.4.13 There is opportunity for higher density residential development in the town centre as it is located near to local shops, facilities and public transport.

Town Centre Audit

5.4.14 As part of the 2017 Retail Study Lichfields have produced a recent audit of the Town Centre which has informed the future strategy for the centre to enhance its vitality and viability over the plan period to 2033.

Strengths

5.4.15 Christchurch town centre has a good range of shops for a centre of its size. The proportion of vacant units in the centre is below the national average which suggests a relatively good demand for units. The town centre benefits from convenient public car parks which are located in close proximity to the centre.

Weaknesses

5.4.16 There is a concentration of vacant units in the Saxon Square Shopping Centre and Saxon Centre and the shopping environment in these areas could be improved.

5.4.17 There is pedestrian/vehicular conflict, particularly around the Fountain Roundabout, which reduces the quality of the shopping environment. There is also a fragmented centre with poor linkages between the High Street and Bargates separated by Fountains Roundabout.

5.4.18 The centre has a relatively limited higher order comparison offer, attracting a low market share of comparison goods spending within the study area. In the town centre there is also limited convenience shopping with only a Waitrose and M&S Simply Food.

Opportunities

5.4.19 There is potential to improve the pedestrian linkages between Bargates and the High Street. Improvements to the leisure offer in the town centre may increase visitors, particularly in the evenings.

5.4.20 The Magistrates Court site presents a development opportunity that could include additional retail/leisure floorspace. There are also further development opportunities including the potential optimisation/redevelopment of the Saxon Square Shopping Centre/Saxon Centre to improve the retail environment and shopping offer. There is also the potential to redevelop the 'lanes' area within the town centre. Further opportunities for development also exist within the wider town centre boundary on Stony Lane and Bridge Street.

5.4.21 The 2017 Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study (2017) identifies a projected requirement of 7,950 sqm of additional retail floorspace to come forward in the Borough to 2028. In accordance with the NPPF and the availability of development opportunities, Christchurch town centre will be the focus for accommodating the majority of this future requirement.

Christchurch Town Vision

Draft Policy 5.9

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 3.8), 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.

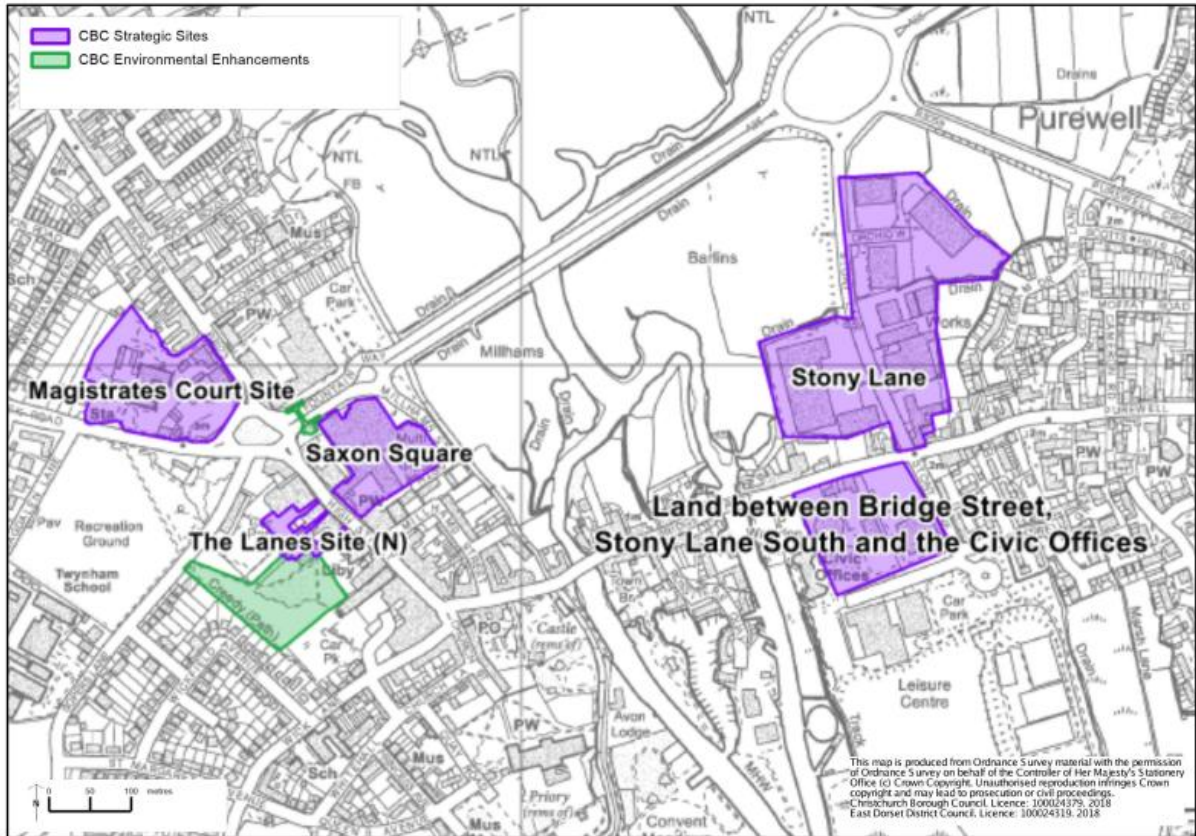
To achieve this vision:

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 5,700 sqm of A1-A5 development by 2028. Remaining requirements of approximately 2,200 sqm will need to be met through town centre boundary locations including Stony Lane and Bridge Street and out of centre locations such as Meteor Retail Park.
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. Developer contributions will be obtained for the purpose of enhancing community facilities in the town centre.
3. Expansion of evening economy uses such as restaurants/cafés/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.
5. The strategic sites set out above will be brought forward in accordance with site specific allocations set out in Policy 5.12 of this plan. These policies will also deal with how flood risk issues will be overcome in flood risk affected areas.
 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 town centre 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.



Map 5.4.1 Town Centre Strategic Sites

Town Centre Boundary

5.4.22 A town centre boundary is defined in order to determine 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).

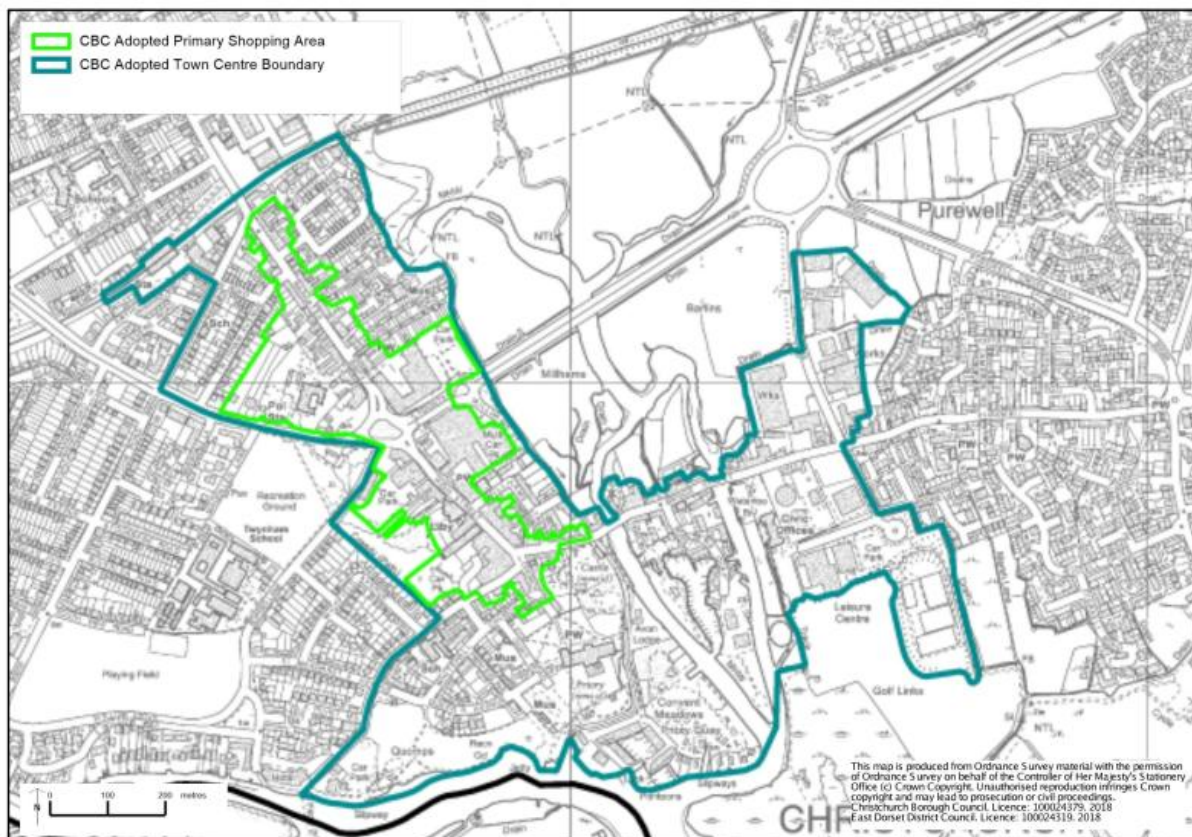
5.4.23 In accordance with the sequential approach, the Primary Shopping Area (PSA) will be the focus for 'Main Town Centre' uses as defined in the NPPF. As part of the sequential approach for retail, following the consideration of sites within the PSA and edge of centre, sites outside the PSA (but still within the town centre boundary) will be given preference for the location of main town centre uses prior to the consideration of other 'out of centre' sites.

5.4.24 The town centre boundary includes key areas for development such as the 'Primary Shopping Area' and the strategic sites of the Magistrates Court Site, the lanes, Stony Lane and land between Bridge Street, Stony Lane South and the Civic Offices.

Draft Policy 5.10

Christchurch Town Centre Boundary

This policy defines the Town Centre boundary for Christchurch. In accordance with the sequential approach, the Primary Shopping Area (PSA) will be the focus for 'Main Town Centre' uses as defined in the NPPF. Sites within the town centre boundary (but outside the PSA) will be given preference for the location of main town centre uses prior to the consideration of other out of centre sites subject to compliance with local policy and the NPPF.



Map 5.4.2 Christchurch Town Centre Boundary

Primary Shopping Area and Shopping Frontage Policy

5.4.25 The Primary Shopping Area defined in Policy 5.11 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.

5.4.26 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.

5.4.27 The 2017 Retail Study prepared on behalf of the Council by Lichfields has reviewed the Christchurch town centre primary shopping area and shopping frontages which has informed changes proposed through the Local Plan review. The town centre primary shopping area designation is still considered appropriate but changes are proposed to the shopping frontages.

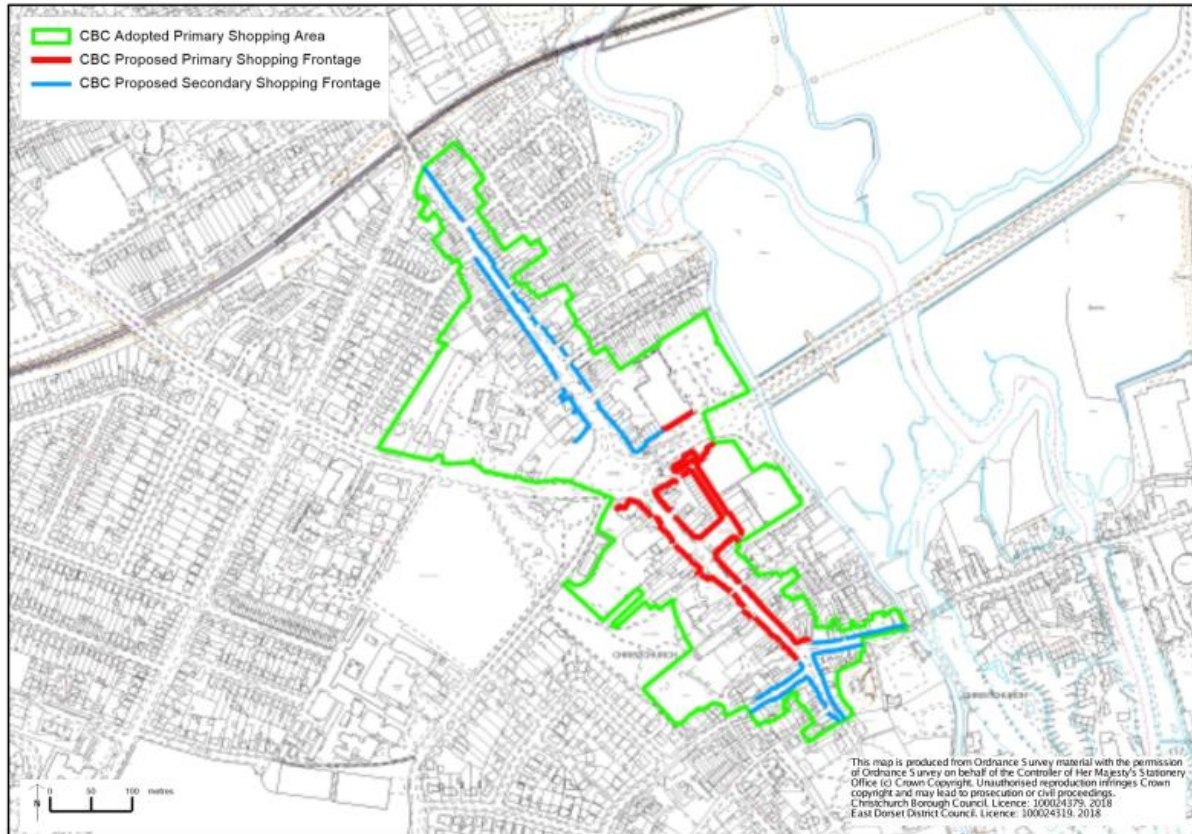
5.4.28 In Bargates the majority of units are relatively small and below 150sqm and the percentage of non retail units is over 40%. The smaller retail units in this location also cannot be protected against certain permitted changes of use established in national policy. Therefore, it is considered appropriate to change the designation of the primary shopping frontages in Bargates to secondary frontages as defined in Policy 5.11.

5.4.29 Changes are also proposed to the extent of the Bargates secondary frontage at the northern end because some of this frontage is predominantly residential, particularly between Twynham Avenue and Stour Road (west side). In this location it is proposed to remove the secondary frontage designation as defined in Policy 5.11.

Draft Policy 5.11

Christchurch Primary Shopping Area and Shopping Frontages

Retail development will be concentrated within the Christchurch Town Centre Primary Shopping Area comprising the primary and secondary shopping frontages.



Map 5.4.3 Town Centre Shopping Frontages

Town Centre Allocations

5.4.30 Christchurch town centre is the focus for future retail development in the Borough over the plan period. Future development is proposed to be located within the Primary Shopping Area and within the wider town centre boundary along Bridge Street and Stony Lane. The 2017 Bournemouth, Christchurch and East Dorset Retail and Leisure Study has identified overall requirements for Retail floorspace in Christchurch (including comparison, Convenience and food and beverage floorspace) which is set out in Key Strategy Policy 3.7.

5.4.31 In order to effectively address local needs for new retail floorspace in Christchurch and enhance the vitality and viability of the town centre, retail allocation options have been identified within the primary shopping area and within the wider town centre boundary.

Draft Policy 5.12

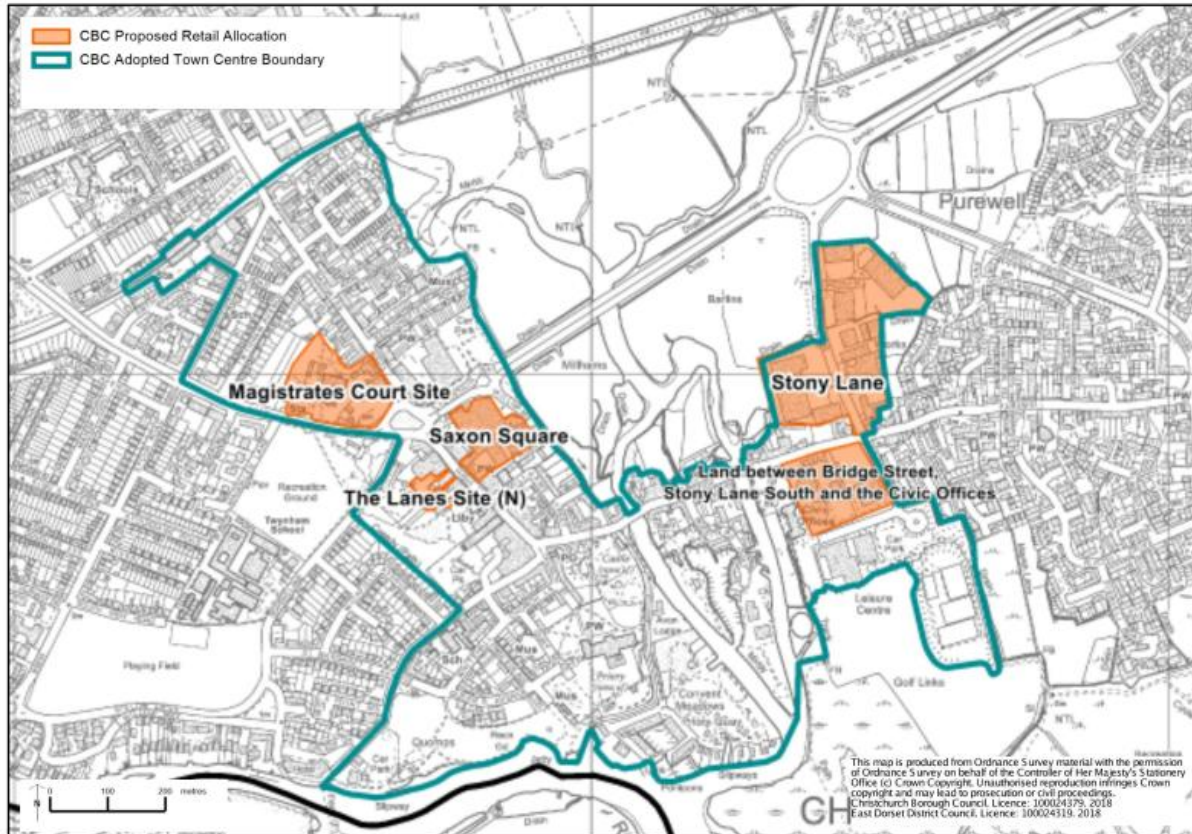
Christchurch Town Centre Retail Allocations

Land within the Christchurch Town Centre Primary Shopping Area and wider Town Centre Boundary is proposed to be allocated for retail purposes within A1, A2, A3, A4 and A5 use classes. Retail allocations in the town centre will include but not limited to the following sites:

1. The Magistrates Court Site (Minimum of 1,250 sqm floorspace)
2. Saxon Square (Minimum of 500 sqm and up to 2,000 sqm through more comprehensive redevelopment)
3. The Lanes (Minimum of 1,000 sqm floorspace)
4. Stony Lane & Land between Bridge Street, Stony Lane South and the Civic Offices (Up to 3,000sqm floorspace)

Development of these sites will be subject to the following criteria:

- Creation of high quality road frontages along the High Street, Bargates, Bridge Street and Stony Lane in view of the locations within Christchurch Town Centre Conservation Area and the area between between the Town Centre and Purewell conservation areas;
- Creation of high quality mixed use development, including higher density housing appropriate to a town centre location, when considered as part of a mixed use development in areas 1 and 3;
- Contributions toward a flood mitigation strategy for the area, including physical design and flood alleviation measures for specific sites as appropriate;
- Contributions toward transport infrastructure in line with Policy 3.12.



Map 5.4.4

Highcliffe District Centre Vision

5.4.32 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.

5.4.33 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.

5.4.34 Highcliffe is designated as a District Centre, a second tier centre below the Town Centres. Highcliffe has a limited selection of retail and service uses, but the provision is consistent with its role as a District Centre. Its key roles include:

- **Convenience shopping:** there is a Coop (673 sq.m net) and a Tesco Express (232 sq.m net) which are suitable for top-up rather than bulk food shopping. These stores are supported by a number of smaller convenience stores including a newsagent, butchers and delicatessen.

- **Comparison shopping:** there is a limited range comparison shops, comprising primarily of small independent specialist traders and charity shops.
- **Services:** there is a range of service uses, including, estate agents, travel agents, hairdressers, funeral directors and solicitors.

Mix of Uses and Retailer Representation

5.4.35 Highcliffe has 105 Class A retail/service uses. The mix of uses is broadly similar to the national average and there are no obvious areas of deficiency, perhaps with the exception of Class A4 pubs/bars. The proportion of Class A1 comparison units within Highcliffe is comparable with the national average, whilst the proportion of Class A1 convenience units is lower than the average.

5.4.36 Small town centres such as Highcliffe normally have a lower proportion of comparison good shops and a higher proportion of convenience shops, reflecting their day to day shopping role. The comparison goods retailers primarily comprise of charity shops and small independent specialist traders. The only national comparison goods multiple present is Lloyds Pharmacy. The proportion of Class A1 service uses is significantly above the national average. This is consistent with Highcliffe's role as a local service centre. The provision of Class A3/A5 units in Highcliffe is slightly below the national average.

5.4.37 From recent surveys there are 9 vacant units, and the vacancy rate is just below the national average. The vacant units are spread throughout the centre, and are predominantly small units ranging from 40 sq.m to 180 sq.m.

Streetscape / Environment

5.4.38 Overall the quality of the streetscape/environment in Highcliffe is considered to be reasonably low, with limited public realm, open space or street furniture. There are planting/benches outside Tesco Express. The commercial shopfronts/fascia are generally of reasonable quality, but most of the buildings have little architectural merit. The cleanliness of Highcliffe is considered very good/excellent overall, with limited evidence of litter, vandalism, graffiti or fly posting.

Accessibility and Movement

5.4.39 Movement in and around Highcliffe was considered to be reasonable, but Lymington Road is a busy main road which creates conflict between pedestrian and vehicular movement. As the centre is linear in nature, the main road creates a barrier for pedestrians. There are a number of pedestrian crossings which assist movement. There is a good range of car parks available in, or within close proximity to the centre.

Sports, Leisure and Recreation Facilities

5.4.40 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).

5.4.41 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.

Housing

5.4.42 There is potential for further residential development within Highcliffe and North Highcliffe/Walkford as identified in the Christchurch Strategic Housing Land Availability Assessment 2017.

District Centre Audit

5.4.43 As part of the 2017 Retail Study Lichfields have produced an recent audit of the District Centre which has informed the future strategy for the centre to enhance its vitality and viability over the plan period to 2033.

Strengths

5.4.44 Highcliffe district centre meets local retail and service needs and provides a range of specialist independent shops. The centre is well served by car parks which are located in close proximity. The centre is also clean, with little evidence of litter, vandalism, graffiti or fly posting.

Weaknesses

5.4.45 In Highcliffe, food and grocery shopping is limited to top-up shopping rather than main and bulk food shopping and the centre has a limited higher order comparison offer, attracting a low market share of comparison goods spending. The centre also has a low proportion of national multiple retailers and there are a limited number of evening uses within the centre.

5.4.46 There is currently a lack of opportunities to provide new retail floorspace in the district centre.

Opportunities

5.4.47 Improvements to the public realm and pedestrian environment may increase visitors to the area.

Draft Policy 5.13

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 600sqm (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 Christchurch 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. 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 District Centre & Shopping Frontages

5.4.48 Policy 5.14 defines the Highcliffe District Centre and secondary shopping frontages. Changes are proposed to the existing Core Strategy shopping frontage designations which has been informed by the 2017 Bournemouth, Christchurch and East Dorset Retail and Leisure Study.

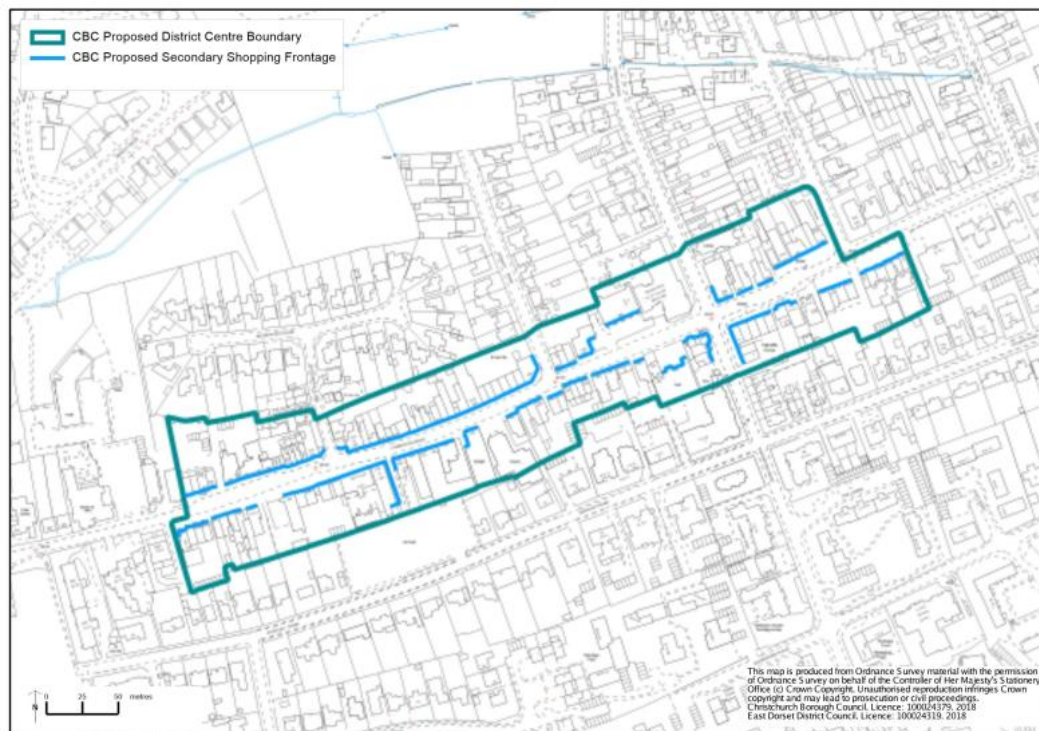
5.4.49 Recent surveys have confirmed that in Highcliffe the percentage of non retail units has approached 47%. Nearly all of the units in Highcliffe are small (under 150sqm) and cannot be protected against certain changes of use which are permitted by national policy. It is considered that it is still important to identify shopping frontages in Highcliffe because they indicate where main town centre uses will be encouraged. However, it is proposed that all the currently designated primary frontage (as designated in the adopted Core Strategy) is re-designated as secondary frontage because the non-retail threshold has been breached and the small shop units are no longer protected against changes of use due to changes to the GPDO.

5.4.50 The change in designation of secondary shopping frontage in the district centre enables a greater diversity of uses in accordance with Key Strategy Policy 3.9.

Draft Policy 5.14

Highcliffe District Centre & Shopping Frontages

This policy defines the Highcliffe District Centre and secondary shopping frontages.



Map 5.4.5 Highcliffe District Centre

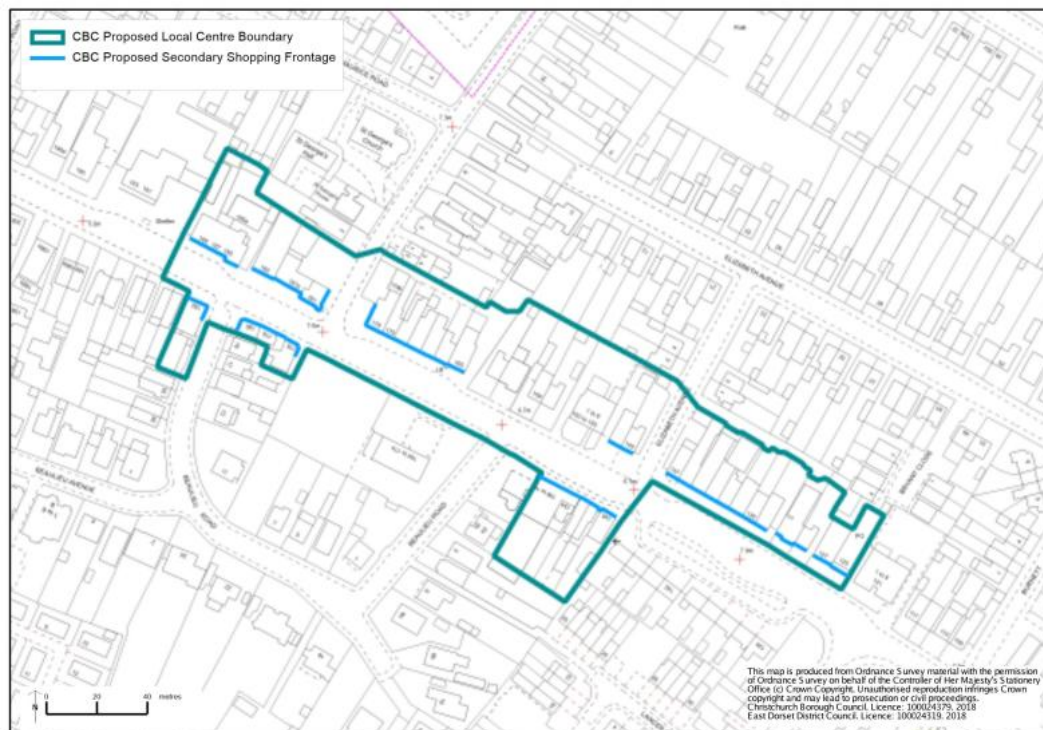
Barrack Road Local Centre & Shopping Frontages

5.4.51 Barrack Road is designated as a local centre with Secondary Shopping Frontage, which is tightly drawn around shops and services, as defined in Policy 5.15. There have been limited changes since the Core Strategy was adopted in 2014 and the Barrack Road local centre boundary and secondary shopping frontages remain appropriate.

Draft Policy 5.15

Barrack Road Local Centre & Shopping Frontages

This policy defines the Barrack Road Local Centre and secondary shopping frontages.



Map 5.4.6 Barrack Road Local Centre

Purewell Local Centre & Shopping Frontages

5.4.52 Purewell is designated as a local centre with secondary shopping frontage as shown in Policy 5.16.

Draft Policy 5.16

Purewell Local Centre & Shopping Frontages

This policy defines the local centre and secondary shopping frontages for Purewell.



Map 5.4.7 Purewell Local Centre

5.5 Cemetery Provision

Cemetery provision in Christchurch

5.5.1 The existing cemetery at Jumpers will be full in a number of years. As the Council has decided to remain a burial authority, there is a need to identify other suitable sites within the Borough. The following site is identified for cemetery provision:

Draft Policy 5.17

Cemetery provision

Land to the east of Burton village will be identified on the policies map for provision of a future cemetery to serve the needs of Christchurch. Provision of the cemetery will be facilitated by any future residential development in the area.



Map 5.5.1 Cemetery Provision, Burton

5.6 Bournemouth Airport & Business Park

Introduction

5.6.1 Bournemouth Airport is a key asset for the region with existing capacity to accommodate 3 million passengers per annum. The Airport incorporates a major employment site of strategic significance for the Dorset Local Enterprise Partnership Area and comprises approximately 50ha of remaining developable employment land.

5.6.2 The business park has potential to deliver in the region of 50ha of new employment development over the plan period to 2033 subject to transport infrastructure improvements along the B3073 and A338. The airport and business park is attracting major new investment and new employment opportunities which has the potential to influence a step change in the South East Dorset economy.

5.6.3 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.

5.6.4 The strategic status of the Airport and business park is recognised by the Dorset Local Enterprise Partnership, at Local Plan level and by strategic evidence studies for the Dorset LEP area including the the Bournemouth, Dorset and Poole Workspace Strategy (2016).

5.6.5 This section of the Local Plan addresses the following issues regarding the future development of the operational airport and associated business park:

- An overall vision and strategy for development of the airport and its northern business parks.
- A zoning approach guiding future development within the operational airport.
- Policy approaches for the Bournemouth Airport Public Safety Zones, Aerodrome Safeguarding and Development & Aircraft noise.

Bournemouth Operational Airport

5.6.6 The main operational airport includes the passenger terminal, car parks and administrative offices. Annual passenger numbers in 2016 were 667,981 and have remained consistently at this level over the past 5 years.

5.6.7 Planning consent was given in 2007 for new terminal buildings and for increased capacity of the Airport to 3 million passengers per annum. The departures building was completed in the summer of 2010 and a new arrivals building was also completed in 2011 incorporating a high standard of sustainable construction and utilises renewable energy technologies. A wide-ranging Section 106 Agreement 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.

5.6.8 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.

5.6.9 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

5.6.10 Employment land located within the Airport site is comprised of the North West and North East business parks where there is approximately 50ha of employment land remaining for development. This supply is critical for meeting projected employment land requirements for the Eastern Dorset Housing Market Area (HMA) as identified in the Bournemouth, Dorset and Poole Workspace Strategy (2016). Bournemouth Airport Business Park is a key strategic site within the Dorset LEP area and the Eastern Dorset HMA and is required to contribute towards future employment land requirements for these functional economic areas.

5.6.11 Master planning work has been undertaken for the western business park as part of the 2011 outline application for 42,000sqm and the 2014 outline application for 31,200sqm of B1, B2 and B8 floorspace. In addition to this indicative master planning work has been undertaken as part of marketing material prepared in association with the Dorset Local Enterprise Partnership.

Biodiversity and Geological Conservation

5.6.12 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.

5.6.13 Fulfilling the potential of the airport and business park will depend on the implementation of mitigation measures informed by 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

5.6.14 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.

5.6.15 An Economic Study of Development Land at Bournemouth Airport was undertaken by Nathaniel Lichfield and Partners in March 2008 and a partial update of this study was undertaken in 2013.

5.6.16 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. The outline planning applications for the business park (2011, and 2014) are broadly in line with this mix of uses and it is considered that this mix of uses is appropriate moving forward.

5.6.17 The study concluded that the business park was attractive to employment sectors including general manufacturing, advanced engineering, Business Aviation, Aircraft Maintenance and Repair. With planned transport / accessibility improvements along the network there is greater potential for financial / business services and distribution / logistics businesses.

5.6.18 The study also identified demand for commercial premises including Aviation Hangars, small and large industrial business units, small purpose-built office units, warehousing, start up incubator premises and recycling/environmental industries.

5.6.19 There is a need for other ancillary 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

5.6.20 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.

5.6.21 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.

5.6.22 Further transport modelling work was 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 could come forward at the business park with improvements to the B3073 and the A338. This work also informed a major scheme business case prepared by Dorset County Council to secure funding for transport infrastructure improvements through the Government's Growth Deal.

5.6.23 The Dorset Local Enterprise Partnership has been successful in securing £45,200,000 from the Government's Growth Deal to fund a series of transport and infrastructure investments along the A338 and B3073 corridors aimed at facilitating better access into and around Bournemouth Airport as well as unlocking employment land at Aviation Business Park and at Wessex Fields and strategic housing sites at West Parley allocated in the Local Plan. In addition to funding secured through the growth deal additional funding will be required through further development of the airport and northern business parks and potentially through the Community Infrastructure Levy. This is necessary to ensure that transport infrastructure improvements come forward to unlock the remaining development potential at the airport business park and development in the wider area.

Airport Growth and Local Settlements

5.6.24 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

5.6.25 The outputs of the level 2 Strategic Flood Risk Assessment (2017) 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 2093. A sequential approach has been undertaken by the Council in allocating the business park as a strategic site in the Local Plan, 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. The airport is building upon this work in the preparation of a site wide flood management strategy which has been prepared to inform master planning work for the airport business park.

5.6.26 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).

5.6.27 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

5.6.28 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

5.6.29 The vision has been established in planning for the sustainable future of the airport and business parks to 2033 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.

Draft Policy 5.18

Vision for Bournemouth Airport

Bournemouth Airport will continue to develop as a flagship regional airport. With its enhanced passenger facilities the airport will continue to provide 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 further aviation related and aerospace businesses and other key 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 aviation related business sectors. The redevelopment of the business parks will also clear outworn infrastructure and buildings to create development opportunities to support the wider economy of South East Dorset.

Development of the airport and business park will incorporate low carbon and energy efficiency measures in accordance with national policy and Policy 4.3 of the Local Plan. New development will also utilise energy from decentralised, renewable and low carbon sources in accordance with Policy 4.4.

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 (2017): 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 and 2014 business park outline consent. In accordance with the S106 agreement, the airport is required to monitor air quality and report on an annual basis.

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 4.1 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 3.10 and Policy 3.11 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 in addition to Government funding secured through the Growth Deal. 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

Draft Policy 5.19

Strategy for the Operational Airport

New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 with the capacity to accommodate up to 3 million passengers per annum. Associated infrastructure will be developed to support the operational airport informed by the Bournemouth Airport Sustainable Development Plan (2017) to include:

- Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.
- Airside (and limited non airside) airport related retail and catering facilities.
- Public and staff car parking.
- Public transport facilities and enhanced services consistent with the airport travel plan.
- Other facilities for general aviation.
- Cargo facilities, including bonded warehousing and associated infrastructure.
- Training centres for airlines and related services
- Aviation Maintenance Facilities

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

- Development of hotel accommodation.
- Petrol filling stations.

Policy 5.20 of the Local Plan sets out a zoning approach in order to facilitate these airport operational improvements.

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 50ha 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
- Business Support Facilities
- Education and Training Facilities

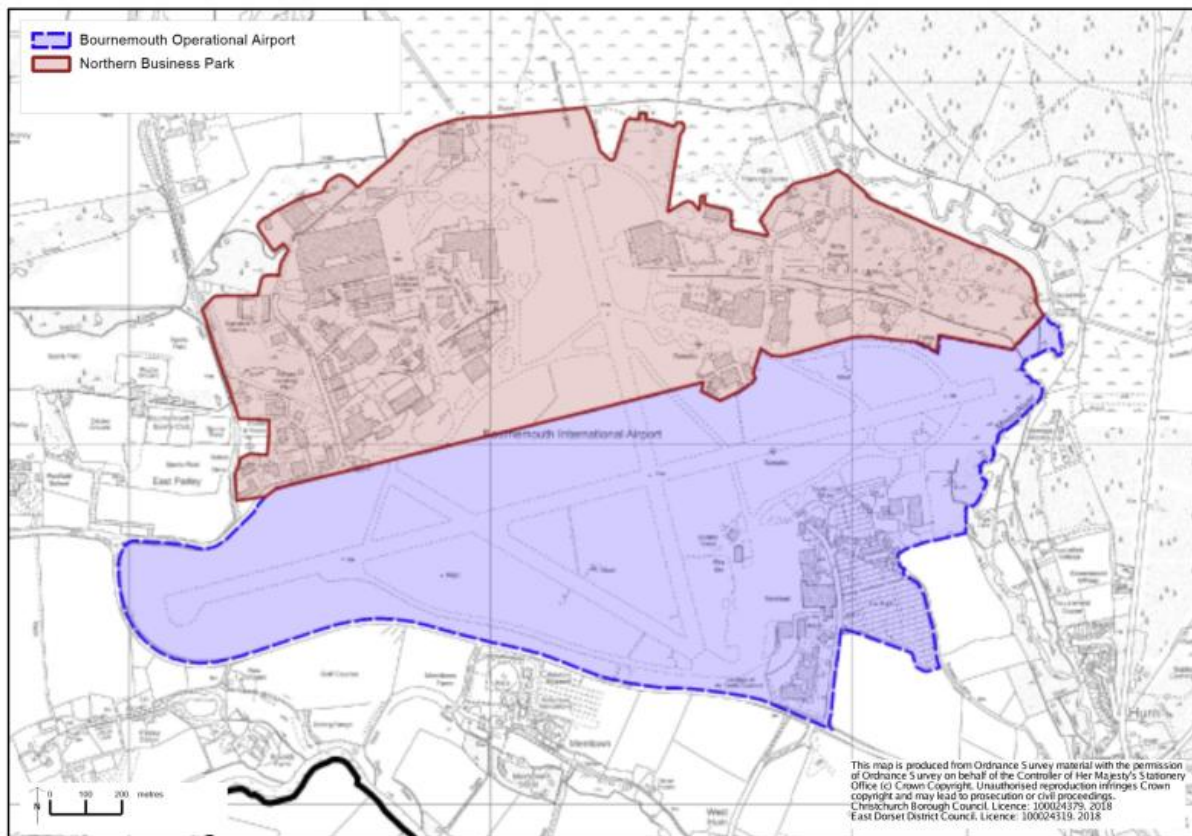
The phasing of future employment development in the airport northern business parks will be in line with the necessary improvements required to the highway network to facilitate development. Over the plan period to 2033 it is envisaged that approximately 50ha of new employment development may come forward 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
- Aviation and Aerospace
- Advanced engineering
- ICT

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

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



Map 5.6.1 Bournemouth Airport and Northern Business Park

Bournemouth Operational Airport Development Zoning

5.6.30 A zoning approach has been applied to land within the operational airport boundary to limit the extent of built development 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.

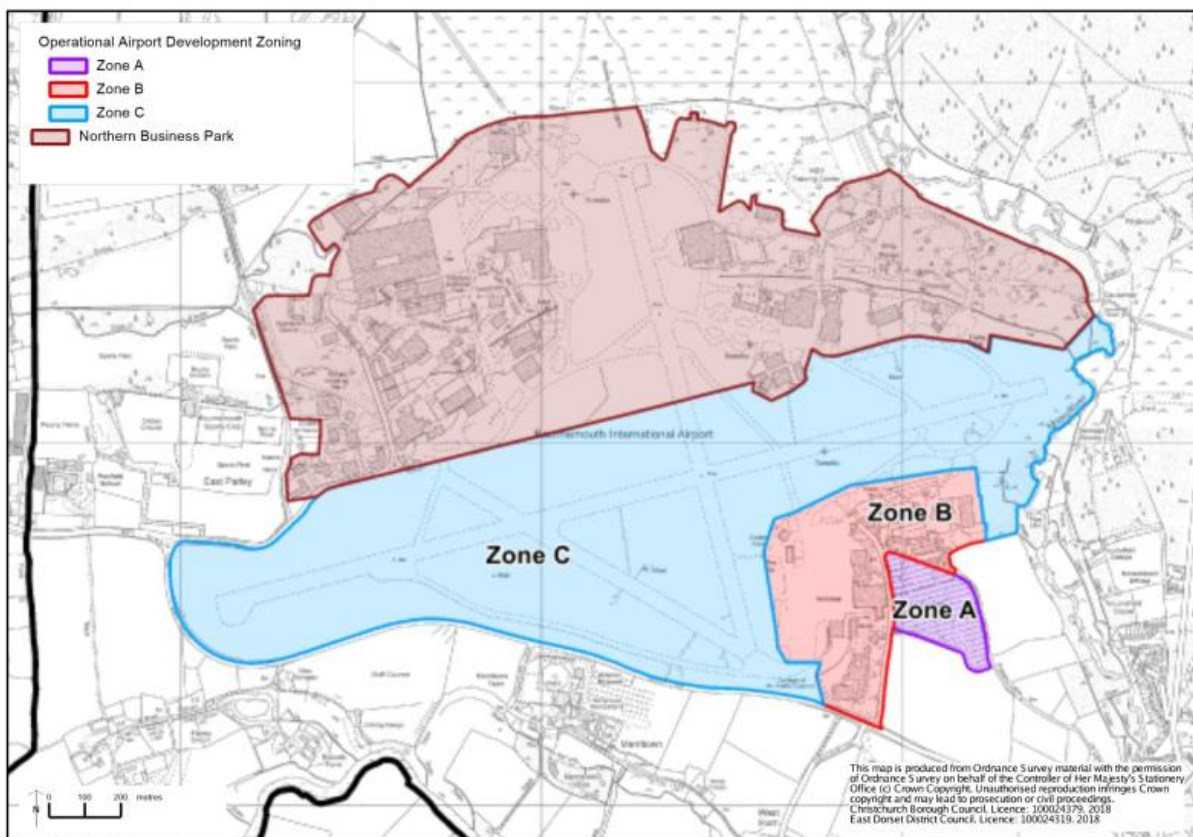
Draft Policy 5.20

Bournemouth Operational Airport Development Zoning

Within the defined area 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 5.19 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 and amenity of the airport.

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 5.6.2 Operational Airport Zoning

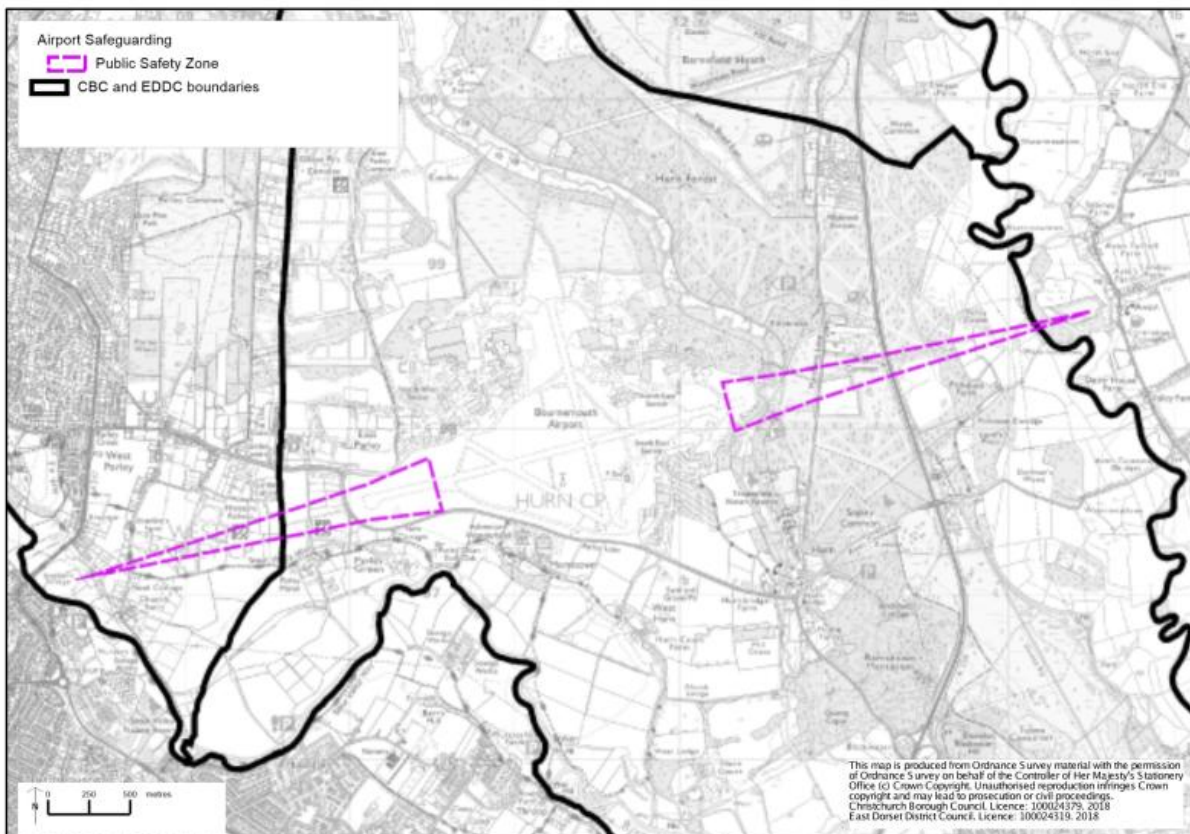
Bournemouth Airport Public Safety Zones

5.6.31 Public safety zones are defined by Government in DFT Circular 01/2010. They are based on a 1 in 100,000 risk contour and extend in an triangular shape from the end of the runways. The basic objective of these zones is to prevent the further increase in the number of people living, working or congregating in these areas, so a general presumption against new or replacement development or changes of use of existing buildings.

Draft Policy 5.21

Bournemouth Airport Public Safety Zones

Within the Public Safety Zones as defined by the Civil Aviation Authority, development or changes of use will not be permitted, except where that development conforms to that set out in Paragraphs 11 & 12 of Dft Circular 01/2010 or any replacement guidance.



Map 5.6.3 Public Safety Zones

Bournemouth Airport Aerodrome Safeguarding

5.6.32 The Safeguarding Zones around Bournemouth Airport are defined on a safeguarding map issued by the Civil Aviation Authority. They define certain types of development which by reason of their height, attraction to birds or inclusion of or effect upon aviation activity

require prior consultation with the Airport Operator, who is identified as the Aerodrome Safeguarding Authority under the terms of the ODPM Circular 01/2003. This Circular also sets out detailed guidance on how safe and efficient operations can be secured.

5.6.33 The Safeguarding Zone for Bournemouth Airport covers a considerable proportion of the South East Dorset conurbation. The main implications for the types of development that will require consultation are:

- Any proposal likely to attract birds, such as proposals involving mineral extraction or quarrying, waste disposal sites and management facilities, significant areas of landscaping, reservoirs or other significant areas of water, land restoration schemes, sewage works, nature reserves or bird sanctuaries;
- Applications connected with an aviation use; all wind turbine applications;
- Development over a certain height in different areas as specified on the safeguarding map.

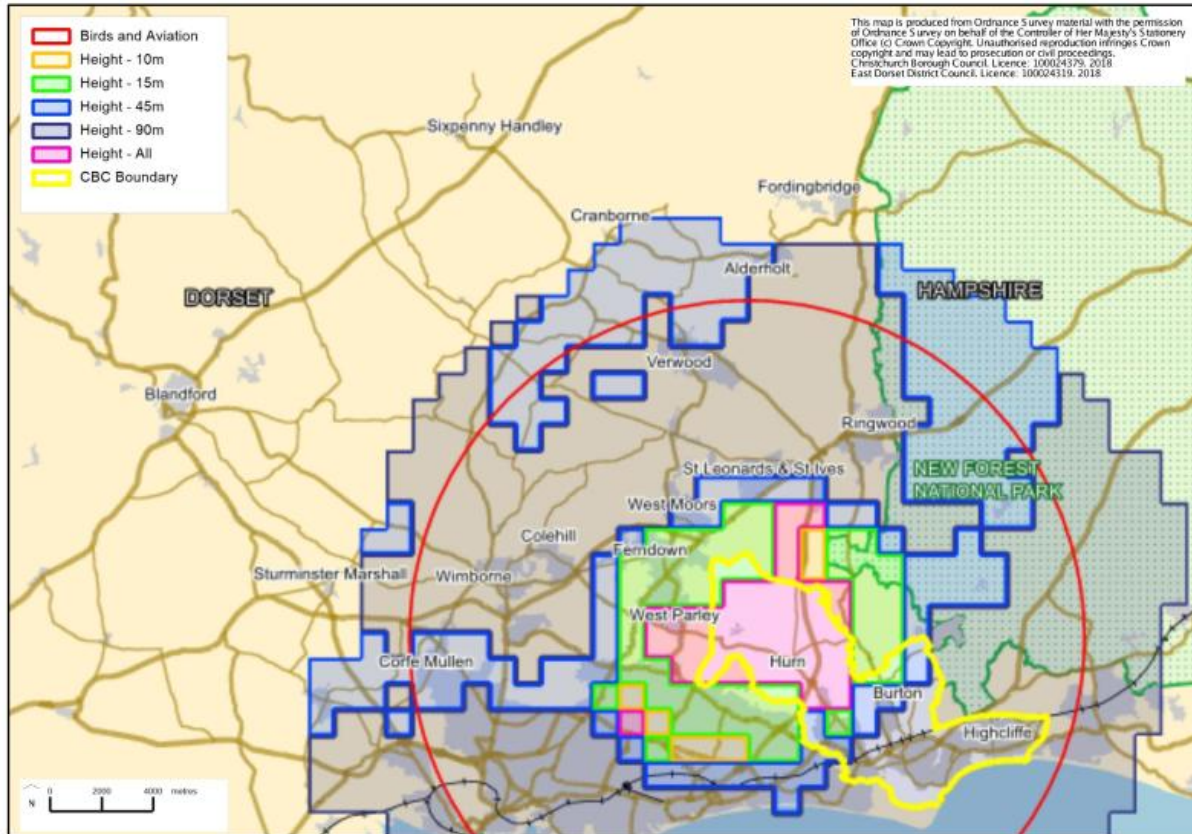
5.6.34 The Safeguarding Zones relating to building height are divided into areas where development is required to be assessed by the Airport Operator: all development; development over 15 metres in height (over ordnance datum); development over 45 metres AOD. These zones extend over all of the South East Dorset conurbation and a considerable distance beyond.

5.6.35 On a precautionary basis, consultations should be made in relation to telecommunications development within 3km of the airport perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.

Draft Policy 5.22

Bournemouth Airport Aerodrome Safeguarding

Development that would affect the operational integrity or safety of Bournemouth Airport or Radar will not be permitted.



Map 5.6.4 Aerodrome Safeguarding OVERVIEW

Development and Aircraft Noise

5.6.36 It is important to ensure that land use planning prevents the encroachment of noise sensitive development, in particular residential dwellings around airports. As a national trend there have been significant reductions in populations in the areas around airports affected by aircraft noise and it is important to maintain that trend in the future.

5.6.37 Since the publication of the NPPF, national planning guidance on Planning and Noise (PPG24) has been lost. In the absence of guidance in the NPPF, PPG or a national statement on aviation policy, it is necessary to address this issue through the Local Plan.

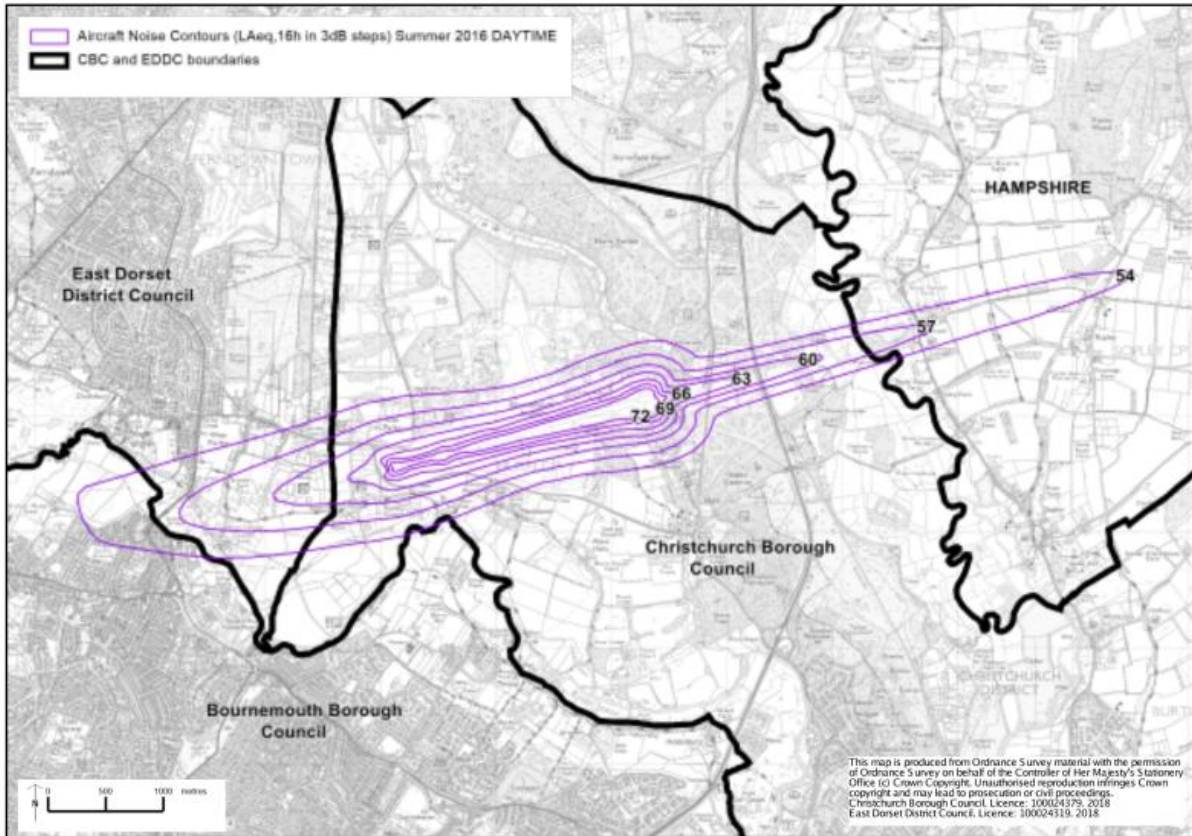
5.6.38 The following policy approach has been developed with the Airport in order to ensure, where possible that development in noise sensitive areas, and population encroachment into previously noisy areas are prevented. This approach is consistent with the Airport's master plan and the impact of forecast noise contours. This policy approach works alongside the use of planning conditions and Section 106 agreements associated with the grant of planning permission which place airport operating restrictions to limit the impact of aircraft noise.

Draft Policy 5.23

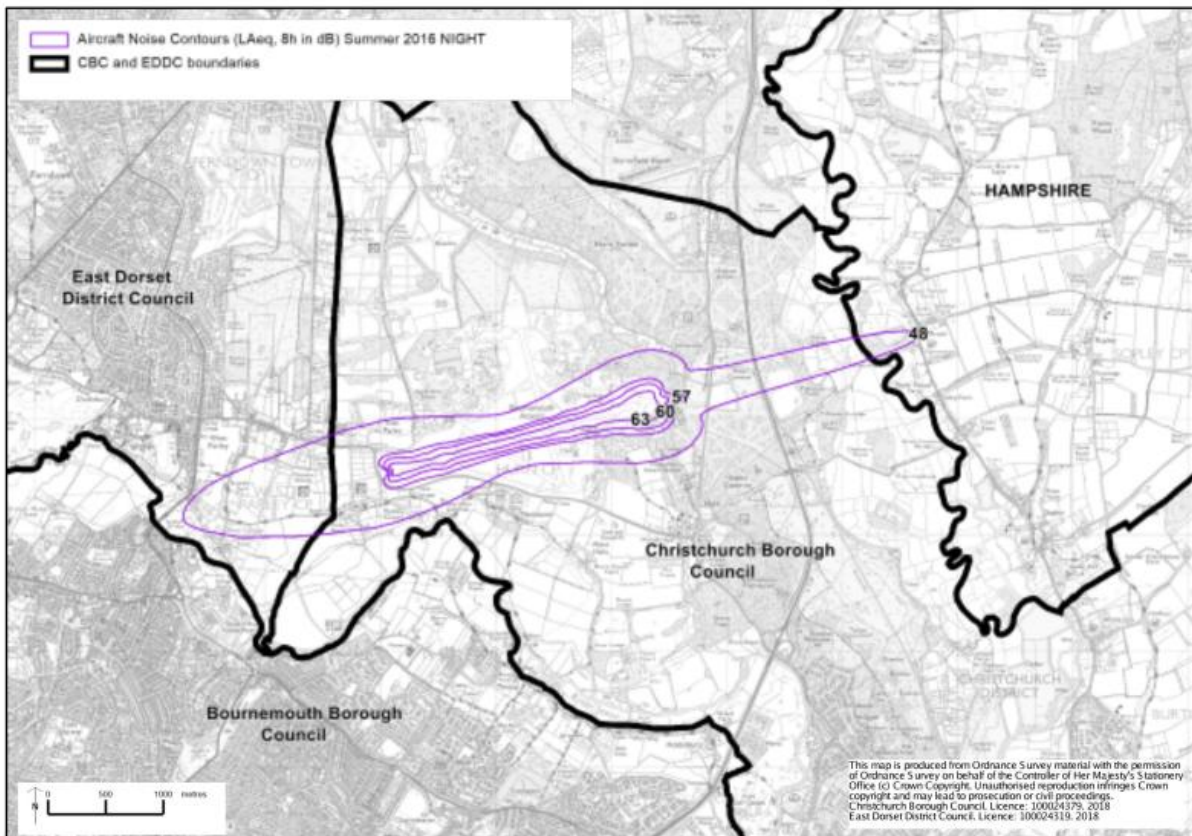
Development and Aircraft Noise

Applications for noise sensitive development or redevelopment on sites likely to be affected by aircraft noise will be determined in relation to the latest accepted prediction of existing and foreseeable ground measurement of aircraft noise. Applications for noise sensitive development will be determined in accordance with the following noise exposure categories (NEC):

- NEC A <57 LAeq - Aircraft noise will not be a determining factor.
- NEC B 57-66 LAeq - Aircraft noise will be taken into account in determining applications for planning permission and where appropriate conditions will be imposed to ensure an adequate level of protection against noise.
- NEC C 66-77 LAeq - Planning Permission will not be granted except where the site lies within the confines of an existing substantially built up area. Where residential development is exceptionally granted, conditions will be imposed to ensure an adequate level of protection against noise.
- NEC D >77 LAeq - Residential or other noise sensitive development will not be permitted.



Map 5.6.5 Aircraft Noise, Day time



Map 5.6.6 Aircraft Noise, Night time

Appendix A Affordable Housing Definitions

Introduction

This Local Plan Review uses definitions for affordable housing based on the National Planning Policy Framework (NPPF 2012). However it should be noted that the draft revised NPPF was published for consultation in March 2018 which amends these definitions. Whilst it is premature to apply the revised NPPF definitions at this stage, once the final revised NPPF is published, the Local Plan Review will reflect the revised NPPF.

Current Affordable Housing Definitions

For the purposes of the Local Plan Review the affordable housing definitions applied are as follows:

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.

Social rented housing :

- 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.

Affordable rented housing :

- 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).

Intermediate affordable housing :

- 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.

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.

Local connection definition

"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.*

The Draft Revised NPPF

The draft revised NPPF revises the definition of affordable housing and broadens the definitions to include starter homes. The draft revised NPPF has been the subject of public consultation and could be subject to further changes. Once the revised NPPF is published, the Local Plan Review will reflect the affordable housing definitions set out in the revised NPPF. The draft NPPF definitions are as follows:

"Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute at the time of plan preparation or decision-making. Income restrictions should be used to limit a household's eligibility to purchase a starter home to those who have maximum household incomes of £80,000 a year or less (or £90,000 a year or less in Greater London)

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement."

Appendix B Guidelines for the Establishment of Suitable Alternative Natural Greenspace (SANGs)

Guidelines for the establishment of Suitable Accessible Natural Greenspace (SANG) Quality Standards for the Dorset Heaths

INTRODUCTION

‘Suitable Accessible Natural Greenspace’ (SANG) 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 SPD, 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.

Its role is to provide alternative green space to divert visitors away from the Dorset Heathlands Special Protection Area (SPA), the two Dorset Heaths SACs and the Dorset Heathlands Ramsar (collectively called the ‘Dorset Heathlands’ in these guidelines). SANGs are intended to provide mitigation for the likely impact of residential type developments on the Dorset Heathlands by preventing an increase in visitor pressure. The effectiveness of SANGs as mitigation will depend upon its location and design. These must be such that the SANGs is more attractive than the Dorset Heathlands to visitors of the kind that currently visit them.

These guidelines describe the features which have been found to draw visitors to the Dorset Heathlands, which should be replicated in SANGs:

- the type of site which should be identified as SANGs
- measures which can be taken to enhance sites so that they may be used as SANGs

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 this does not conflict with the specific function of mitigating visitor impacts on the Dorset Heathlands.

SANGs may be created from:

- existing open space of SANGs quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public
- existing open space which is already accessible but which 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 which could be converted into SANGs

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 core strategy/local plan.

THE CHARACTER OF THE DORSET HEATHLANDS AND ITS VISITORS

The Dorset Heathlands are made up of 42 Sites of Special Scientific Interest, and consists 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 and though some have open landscapes with few trees others have scattered trees and areas of woodland. Most sites are freely accessible to the public though in some areas access is restricted by army, or other operations.

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 on a regular (i.e. multiple visits per week) basis and spend less than an hour there, walking on average about 2.2km. Further detailed information on visitors can be found in the reports referenced at the end of this document.

GUIDELINES FOR THE QUALITY OF SANG

The quality guidelines have been sub-divided 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. These are listed as references at the end of this appendix.

The guidelines concentrate on the type of SANGs designed principally to cater for heathland dog walkers. Other important heathland mitigation measures, for example, facilities designed to attract motor cycle scramblers or BMX users away from heathlands or facilities for adventurous play for children are not covered specifically and will need to be considered on a case by case basis.

The principle criteria contained in the Guidelines have also been put into a checklist format which can be found in a table at the end of this appendix.

It is important to note that these Guidelines only cover the Quality of SANG provision. There are a number of other matters that will need to be agreed with Natural England and the Local Planning Authority including; Provision of In-Perpetuity Management of the SANG; SANG Capacity; and other Avoidance and Mitigation Measures as necessary.

ACCESSIBILITY - REACHING THE SANG

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 meter catchment around the site; or they may be designed primarily to attract visitors who arrive by car (they may also have both functions).

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.

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 SANGs. 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. Key points:

- 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 by car, be of an open nature and should be clearly signposted.*
- 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 signage outlining the layout of the SANGs and the routes available to visitors.*

Paths, Tracks and other SANG Infrastructure

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). 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.

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 which are 1-3 km long.

A substantial number of visitors like to have surfaced but not tarmac paths, particularly where these blend in well with the landscape. This is not necessary for all paths but there should be some visitor-friendly, all weather routes built into the structure of a SANGs, particularly those routes which are 1-3 km long. Boardwalks may help with access across

wet areas but excessive use of boardwalks, as may be necessary on sites which are mostly wet or waterlogged such as flood plain and grazing marsh, is likely to detract from the site's natural feel.

Other infrastructure specifically designed to make the SANG 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', large areas for dogs to be off lead safely:

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 which 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 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 SANG

The need for some advertising is self-evident. Any advertising should make clear that the site is designed to cater specifically for dog walkers:

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

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 a SANG. 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.

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.

Particularly for larger SANGs, and those with grasslands, grazing management is likely to be necessary.

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:

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 SANGs 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).*

References

LILEY, D., SHARP, J. & CLARKE, R. T. (2008). Access Patterns in South-east Dorset. Dorset Household Survey and Predictions of Visitor Use of Potential Greenspace Sites. Dorset Heathlands Development Plan Document. Unpublished report, Footprint Ecology.

CLARKE, R.T., LILEY, D., UNDERHILL-DAY, J.C., & ROSE, R.J. (2005). Visitor access patterns on the Dorset Heaths. *English Nature Research Report*.

LILEY, D., JACKSON, D., & UNDERHILL-DAY, J. C. (2006) Visitor access patterns on the Thames Basin Heaths. *English Nature Research Report*.

LILEY, D., MALLORD, J., & LOBLEY, M. (2006) The “Quality” of Green Space: features that attract people to open spaces in the Thames Basin Heaths area. *English Nature Research Report*.

Site Quality Checklist

	Criteria	Current	Future
1	Parking on all sites unless the site is intended for use within 400m only		
2	Car parks easily and safely accessible by car, open in nature and sign posted		
3	Easy access between development or car park and SANG; able to safely let dog out of car into SANG		
4	Access points with signage outlining the layout of the SANGS and routes available to visitors		
5	Paths easily used and well maintained but mostly unsurfaced		
6	Circular walk start and end at car park		
7	Circular walk of between 2.3 - 2.5 km		
8	SANG design so that they feel safe for visitors		
9	Clearly sign posted or advertised in some way		
10	Leaflets or website advertising their location to potential users		
11	Perceived as semi natural space, without too much urban intrusion		
12	Contains a variety of different habitats		
13	Access unrestricted – plenty of space for dogs to exercise freely and safely off the lead		
14	Site is free from unpleasant intrusions		
15	Links to existing or proposed SANG		
16	Links to public Rights of Way network		

Appendix C Glossary

Glossary Of Terms

A

Adoption

The final confirmation of a Local Plan or Supplementary Planning Document status by a local planning authority (LPA).

Affordable Housing

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. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. (see Appendix A for detailed definitions).

Ancient Woodlands

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.

Ancillary Use / Operations

A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

Archaeological Assessment / Evaluation

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.

Authority's Monitoring Report (AMR)

A report required to be published by each local planning authority providing information that shows progress with Local Plan preparation, reports any activity relating to the duty to cooperate and shows how the implementation of policies in the Local Plan is progressing. [Town and Country Planning (Local Planning) (England) Regulations 2012(Regulation 34)]

B

Biodiversity

The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Biodiversity Action Plan (BAP)

A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

BREEAM

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.

Brief / Planning Brief

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.

Brownfield Land and Sites

See 'Previously-Developed Land'.

C**Catchment (in retailing terms)**

The geographical area from which a retail destination draws its trade. Sometimes measured in terms of 'Drive Time'.

Change of Use

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.

Character

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.

Circular

A government publication setting out policy guidance and procedural matters.

Climate Change

Changes to weather patterns caused by increased emissions of 'greenhouse' gases including CO₂. The changes are thought likely to bring wetter winters and hotter drier summers.

Community Infrastructure Levy (CIL)

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.

Community Infrastructure Levy (CIL) Charging Schedule

This schedule forms part of the CIL (above) and sets out the CIL charges that will be made, per square metre of development, for different types of use.

Community Services or Facilities

These include facilities such as local shops or post office, schools, medical or dental practice, village hall, play area or bus service.

Comparison Shopping

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.

Conditions (or 'planning conditions')

Requirements attached to a planning permission to limit, control or direct the manner in which a development is carried out.

Conservation Area

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Contaminated Land

Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

Convenience Shopping

Convenience goods can be defined as food, drink, tobacco and other goods such as newspapers and magazines.

Core Strategy

Local plans prepared after the Planning and Compulsory Purchase Act 2004, and prior to the NPPF 2012 and the Town and Country Planning (Local Planning) (England) Regulations 2012, were called Local Development Frameworks and constituted a suite of Development Plan Documents (DPDs) including: a Core Strategy setting out the strategic policies and strategic site allocations, separate DPDs for Development Management policies, and Area Action Plans for specific areas within the Local Plan area.

The Core Strategy sets out the long-term spatial vision for the local planning authority area and the strategic policies and proposals to deliver that vision. Broad locations for development may be set out in a key diagram. The Christchurch and East Dorset Core Strategy was adopted in 2014.

The NPPF 2012 now requires preparation of single Local plans instead of LDFs so in due course the Christchurch and East Dorset Core Strategy will be superseded by revised comprehensive Local Plans.

D

Dorset Wildlife Trust

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.

Design Guide

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.

Designing Out Crime

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.

Development Plan Documents (DPDs)

Development Plan Documents include Local Plans (including minerals and waste local plans) and Neighbourhood Plans and are defined in the section 38 of the Planning and Compulsory Purchase Act 2004. Current Development Plan Documents for Christchurch comprise:

1. The Christchurch and East Dorset Local Plan Part 1 (Core Strategy), adopted in April 2014.
2. Remaining saved policies from The Borough of Christchurch Local Plan, adopted in 2001.
3. Bournemouth, Dorset and Poole Minerals Strategy, adopted in 2014
4. Bournemouth, Dorset and Poole Waste Local Plan, adopted in 2006
5. Remaining saved policies from the Dorset Minerals and Waste Local Plan, adopted in 1999

All DPDs are subject to rigorous procedures of community involvement, consultation and independent examination, and are 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.

Development Plan

This constitutes, as a whole, all the Development Plan Documents (DPDs - see above) that have been adopted or approved for an area (in this case Christchurch).

District Centre

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.

Duty to Co-operate

A provision of the Localism Act 2011 that places a duty on local authorities and bodies prescribed by the Act to cooperate with each other on strategic matters of cross boundary significance, when preparing their local plans.

Duty to Co-operate Bodies

These are the organisations identified or “prescribed” by the Localism Act 2011 and set out in the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended by the National Treatment Agency (Abolition) and the Health and Social Care Act 2012 (Consequential, Transitional and Saving Provisions) Order 2013.

E**Ecosystem Services**

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.

Edge-of-Centre

A location that is within easy walking distance (often considered 200-300 metres) of the Primary Shopping Area.

Enforcement

This is discretionary action taken by the local planning authority where there has been a breach of planning control resulting in demonstrable harm.

Environmental Impact Assessment (EIA), and Environmental Statement (EA)

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.

Equality Impact Assessment

A responsibility introduced by the 2010 Equalities Act; this is an appraisal of a service or a policy to identify whether the service/policy discriminates against 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.

Exceptions Test

The Exception Test is set out in Para 102 of the NPPF (2012) and can be applied if appropriate following the application of the sequential test. It provides two tests that must both be met for development in a flood risk area to be considered acceptable. For the Exception Test to be passed it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA; and a site specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

F

Flood Plain

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.

Flood Risk Assessment

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Flood Zones

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.

Functional Floodplain

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their SFRA's 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

Green Belt

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.

Green Belts are defined in a local planning authority's development plan.

Green Corridor / Wildlife Corridor

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.

Green Infrastructure (GI)

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.

Greenways

Are generally car-free off-road routes for shared use by people of all abilities on foot, bike or horseback.

Green Wedges

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.

Greenfield Land or Site

Land (or a defined site) usually farmland, that has not previously been developed.

Greenhouse Gases

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

Habitats Regulation Assessment

This is an assessment required under the Habitats Regulations to assess the potential impacts of the policies on the conservation objectives of designated sites of European Importance.

Health Impact Assessment

A tool used to assess how policies or programs impact on health.

Heritage Asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority

Historic Environment

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.

Historic Environment Record

A resource that contains information on the historic environment within a defined geographic area.

Housing Market Area

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.

Housing Trajectory

Means of showing of past and future housing performance by identifying the predicted provision of housing over a period of time.

Infill Development

The development of a relatively small gap between existing buildings.

Inset Map

A development plan map showing a particular area of interest on the wider proposals map at a larger, more readable scale.

K

Key Diagram

An illustration of the main policies and proposals in the Local Plan (or other Development Plan Documents) on a non-Ordnance Survey map base.

Knowledge-based Industry

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

Landscape Character

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.

Listed Building

Designated heritage assets of national importance, and are included on the statutory list of buildings of special architectural or historic interest.

Listed Building Consent

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.

Local Centre

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.

Local Enterprise Partnership (LEP)

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 is covered by the Dorset LEP.

Local Service Centre

Three well developed local centres with good retail, service and community facilities with good public transport links.

Local Development Document (LDD)

These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area

Local Development Scheme (LDS)

The local planning authority's time-scaled programme for the preparation of Local Development Documents that is reviewed every year.

Local Distinctiveness

The positive features of a place and its communities which contribute to its special character and sense of place.

Local Enterprise Partnership (LEP)

Local Enterprise Partnerships replaced the eight Regional Development Agencies outside Greater London in England and were implemented from April 2012. Partnerships between local authorities and businesses, they were established with the purpose to create or improve the conditions for economic growth. Christchurch and East Dorset are covered by the Dorset LEP.

Local Nature Reserve

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 encouraged. (See also Site of Nature Conservation Importance)

Local Plan

A statutory development plan prepared by local planning authorities setting out planning policies for the use and development of land. The term "local plan" applies to both the "old style" plans prepared prior to the 2004 Planning and Compulsory Purchase Act; and more recently, to plans commenced following the publication of the NPPF (2012) (and the 2012 Local Planning Regulations). The older pre -2004 local plans have largely been superseded although some "saved policies" are still in use under transitional arrangements.

Prior to the publication of the 2012 NPPF , the 2004 Act required development plans to be called Local Development Frameworks (LDFs) and to comprise a suite of documents e.g. core strategy, site allocations, area action plans and separate development management policies, as opposed to a single "local plan".

The Christchurch Local Plan currently constitutes:

- the Christchurch and East Dorset Core Strategy (adopted 2014); and
- saved policies from the Christchurch Borough Plan adopted 2001.

A joint Dorset-wide (including Bournemouth and Poole) Gypsy and Traveller Development Plan Document (DPD) is also to be prepared, which will in due course form part of the Christchurch Dorset Local Plan.

Local Planning Authority

The public authority whose duty it is to carry out specific planning functions for a particular area.

Local Transport Plan

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

Major/Minor Development

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.

Market Towns

Small to medium-sized country towns that are rural service, social and economic centres. Most also hold or used to hold a regular market.

Master Plan

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.

Mixed use

Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

N

National Planning Policy Framework (NPPF)

Published in 2012, the NPPF sets out the Government's planning policies for England and how these are expected to be applied. It is accompanied by the National Planning Practice Guidance (NPPG) which provides further guidance on implementing the NPPF. A draft revised NPPF was published for consultation in March 2018. A final publication is anticipated later this year, which will replace the 2012 NPPF.

National Park

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.

Nature Conservation

The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

Neighbourhood Plan

A plan prepared by a Parish/Town Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004). There are currently no Neighbourhood plans in Christchurch

Noise Exposure Categories

When assessing a proposal for residential development near to a source of noise, planning authorities use noise exposure categories to help consider the effects.

O

Office for National Statistics

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.

Outline application

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.

Out-of-Centre

In retailing terms, a location that is clearly outside and separate from the Primary Shopping Area but not necessarily outside the defined town centre.

Over-development

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

Passive Solar Design

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.

Permitted Development (or Permitted Development Rights)

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.

Phasing or Phased Development

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.

Planning Condition

Condition attached to a planning permission.

Planning Gain

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.

Planning Obligations and Agreements

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, e.g section 106 agreements and section 278 agreements for highways works (see also CIL)

Planning Permission

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.

Previously Developed Land (PDL) or 'Brownfield' land

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.

Primary Frontages

The most important shopping frontages of the town centre. Most will have a high proportion of shops.

Primary Shopping Area

The Primary Shopping Area is the defined shopping area where retail development is concentrated. For the purposes of the sequential test (NPPF 2012, para 24), development within the Primary Shopping Area will be considered as "in centre". Development outside the Primary Shopping Area will be considered as "edge of centre" or "out of centre".

Priority Habitats and Species

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.

Protected Species

Plants and animal species afforded protection under certain Acts of Parliament and Regulations.

Public Examination

Led by a Secretary of State appointed inspector, this is a hearing aimed at obtaining clarification on remaining issues that are fundamental to the soundness and/or legal compliance of a Local Plan submitted to the Secretary of State for adoption. Anyone who makes representations seeking to change a published Local Plan must, if they request, be given the opportunity of attending a hearing (section 20(6) of the Planning and Compulsory Purchase Act 2004). The examination is based on the Inspector's definition of matters and issues. The Inspector will inquire into and lead a discussion with the LPA and the invited participants on the issues identified in advance. A local plan examination may extend for several days, and may be spread over several weeks.

Public Open Space

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).

Public Realm

The publicly accessible external space including pavements, streets, squares, parks.

R

Ramsar sites

Wetlands of international importance, designated under the 1971 Ramsar Convention.

Recycling

The reprocessing of waste for further productive use either in its current form or in a different one.

Regeneration

The economic, social and environmental renewal and improvement of rural and urban areas.

Regional and Sub-Regional Shopping Centres

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.

Registered Parks and Gardens

These are designated heritage assets of national importance and are registered for their special historic interest.

Registered Social Landlord

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.

Renewable and Low Carbon Energy

This is energy that can help reduce emissions of CO₂ 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.

Retail Floorspace

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).

Retail Offer

The range and mixture of different quality, sizes and types of shop within or outside town, district or local centres.

Retail Study

The Bournemouth, Christchurch and East Dorset Joint Retail Study 2017 has been prepared by Lichfields on behalf of Christchurch and East Dorset Councils and Bournemouth Borough Council and forms the evidence base for retail policies in the Local Plan. The study has been prepared in line with the National Planning Policy Framework (NPPF) and in accordance with the Planning Practice Guidance (PPG). This study completely supersedes the 2008 Joint Retail Study and the 2012 Christchurch and East Dorset Joint Retail Study Update.

Retail Warehouses

Large, usually out-of-town or out-of-centre units selling bulky non-food items such as DIY, furniture, leisure and household goods.

S

Saved Policies / Saved Plan

Policies within unitary development plans, "old style" local plans and structure plans that are saved for a time, pending their replacement through production of new Development Plan Documents prepared under the revised regulations.

Secondary Frontages

Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages.

Section 106 Agreement

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.

Sequential approach / sequential test

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others; e.g. brownfield housing sites before greenfield sites; town centre retail sites before out-of-centre sites; and with regard to floodrisk, the sequential test seeks to locate development in areas of lowest if flood risk (NPPF 2012, para 101).

Setting (of a Heritage Asset)

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.

Shoreline Management Plan

A plan providing a large-scale assessment of the risk to people and the developed, historic and natural environment associated with coastal process.

Strategic Environmental Assessment (SEA)

A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Flood Risk Assessment (SFRA)

Every local planning authority in England is required to conduct a Strategic Flood Risk Assessment (SFRA) to assess flood risk now and in the future, taking into account the effects of climate change. The Government requires that local planning policies use the results of the SFRA to direct development away from areas at greatest risk of flooding.

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.

Significance of a Heritage Asset

The value of a heritage asset to this and future generations because of its archaeological, architectural artistic or historic interest.

Site of Nature Conservation Importance (SNCI)

Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

Site of Special Scientific Interest

Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Social Infrastructure

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.

Social Inclusion

Positive action taken to include all sectors of society in planning and other decision making.

Special Area of Conservation (SAC)

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.

Special Protection Areas (SPA)

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.

Special Needs Housing

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.

Statement of Community Involvement (SCI)

Local planning authorities are required by the Planning and Compulsory Purchase Act 2004 (section 18) to produce an SCI; a statement which explains how the local planning authority will engage local communities and other interested parties in producing their local plan and determining planning applications.

Strategic Housing Land Availability (SHLAA)

A Strategic Housing Land Availability Assessment (SHLAA) is a technical study which assesses the theoretical potential of sites in the borough to accommodate future housing development. All local planning authorities are required to conduct a SHLAA under national policy.

Strategic Housing Market Assessment (SHMA)

A Strategic Housing Market Assessment (SHMA) is a study of the way the housing market works in any particular area. It looks into the type of people living in the area, where they work and what sort of houses they need.

Sui-Generis

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.

Suitable Alternative Natural Greenspace (SANG)

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.

Superstore

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.

Supplementary Planning Document (SPD)

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", SPDs are intended to take the place of Supplementary Planning Guidance (SPG).

Supplementary Planning Guidance (SPG)

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.

Sustainability Appraisal (including Strategic Environmental Assessment)

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.

Sustainable Development

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.

Sustainable Drainage Systems (SUDs)

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.

Sustainable Travel / Sustainable Transport

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

Town Centres

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. The "defined town centre " in most cases differs from the defined Primary Shopping Area (see Primary Shopping Area above). It is the Primary Shopping Area that will be used when applying the sequential test (NPPF 2012 para 24) as opposed to the town centre boundary.

Town Centre Uses

These are uses other than shopping that are commonly found in town centres including residential, food and drink, offices and leisure.

Townscape

Character and appearance of spaces and buildings in an identified area of a town.

Transitional Arrangements

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.

Transport Assessment

An assessment of the traffic impact of a proposed development including measures to ensure highway safety and encourage the use of sustainable transport.

Travel Demand Management

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.

Tree Preservation Order (TPO)

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**Unauthorised Development**

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.

Urban Design

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.

Urban Fringe

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.

Urban Regeneration

Making an urban area develop or grow strong again through means such as job creation and environmental renewal.

Use

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.

Use Classes Order

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

Viability

The NPPF requires that a Viability Assessment of the Local Plan is undertaken and evidenced. Viability assessment should not compromise the quality of development but should ensure that the Local Plan vision and policies are realistic and provide high level assurance that plan policies are viable. This involves assessment of development costs including planning publications for infrastructure requirements and affordable housing to ensure that the developer/landowner can secure a competitive return to ensure the development is deliverable.

Vitality

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

Wildlife Corridor

Strip of land (for example, along a hedgerow) conserved and managed for wildlife, usually linking more extensive wildlife habitats.

Windfall Site

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.