

Re: 3/17/3609/OUT

Location:

Lands East of New Road West Parley Dorset

Proposal:

Outline application (All matters reserved except for access and associated link road); with upto 386 dwellings (Class C3); upto 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (ClassB1) and upto 2200sqm of foodstore (Class A1); together with access, a link road and associated highway works, public open space, allotments, landscaping and associated works.

Response adopted by the council on the 21st February 2018 and following a public meeting open to residents to discuss the application on 20th February 2018.

15 Meeting Local Needs

Introduction

15.1 Our basic needs include health, safety and shelter. We also need social cohesion and education. Without the ability to provide for these needs we fail to live successful and meaningful lives. This chapter sets out policies for well planned housing, site location criteria for Gypsies and Travellers and Travelling Showpeople, affordable housing and facilities and services to meet the needs of the local population.

Housing

15.2 Housing is the largest urban land use in the area, with over 60,000 homes in Christchurch and East Dorset. There is a significant need for new housing and the following policies address how best to deliver what is required in a form that respects the local area. The number of new homes to be built and the principles of where they should be built are dealt with in the Key Strategy chapter and the area based chapters. This section considers the nature and form that new housing should take.

Dwelling Size and Type

15.3 The opportunity to provide new homes is a chance to meet the housing needs of the local community. It is important that the right mix of housing is developed over the plan area over the forthcoming years. The housing must be appropriate to the needs of the community, providing a range of types, sizes and tenures to meet the needs of existing and future households including housing for the elderly and other specialist housing needs. This will include the provision of affordable housing as set out in Policy LN3. The Strategic Housing Market Assessment provides the relevant evidence on household needs.

15.4 Evidence suggests that the health and well being of people is directly related to the space in which they live. Overcrowded conditions can result in poor health, family conflict, poor educational attainment and anti social behaviour. In order to ensure that the new housing built over the lifetime of the plan is fit to last it is important that standards are set. Building to suitable space standards will ensure new homes provide sufficient space for everyday activities. Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence. In the interim period the Councils will apply the Homes and Communities Agency Housing Quality Indicators to applications for residential development in relation to private open space, unit sizes, unit layout and accessibility within the unit (HQI Sections 3.2.1 to 3.2.9 and 5.1 to 5.1.13).

Key Facts
<ul style="list-style-type: none">• The average new home built in the UK is the smallest in Europe averaging 15.8 m² per room compared with 21.4 m² in Germany, 28.2 m² in the Netherlands and 26.9 m² in France• In Europe only the UK, Portugal, Austria and Luxembourg build new homes smaller than existing housing• East Dorset has a very high number of large properties with more than 8 habitable rooms, 17% compared to 10.5% in England and 11% throughout the Housing Market Area• Christchurch has a higher proportion of medium sized homes with 4 or 5 habitable rooms, 54% compared to 47% in England and 45% in the Housing Market Area• East Dorset has a very high proportion of detached dwellings, 60% compared to 45% in the Housing Market Area. Of these 30% are bungalows. In comparison about 40% of Christchurch properties are detached compared to just 24% nationally• In contrast only 9.3% of homes in East Dorset are terraced and only 9.9% are flats. For Christchurch the figures are 19% terraced and 19.6% flats in comparison to 27% terraced and 15% flats nationally

Policy LN1

The Size and Type of New Dwellings

Overall, the size and type of new market and affordable dwellings will reflect current and projected local housing needs identified in the latest Strategic Housing Market Assessment and informed by future Annual Monitoring Reports to ensure that the proposed development contributes towards attaining a sustainable and balanced housing market. Individual sites will be expected to reflect the needs of the Strategic Housing Market Assessment, subject to site specific circumstances and the character of the local area.

All new housing will be required to be built to meet minimum living space standards for both internal and external areas. Further consideration will be given to bespoke standards in a Supplementary Planning Document, if justified by new evidence. In the meantime the Councils will apply the Homes and Communities Agency Housing Quality Indicators in relation to private open space, unit sizes, unit layout and accessibility within the unit. (HQI sections 3.2.1 to 3.2.9 and 5.1 to 5.1.13).

Density of Development

15.5 It is important to ensure that new housing respects the character of an area, whilst ensuring that the best use is made of land to deliver the quantity of homes required. There is a wide variation in the built character of the area which means it would be inappropriate to impose standard density requirements. The defining features of character areas are described in separate statements and local design studies will continue to inform decisions regarding protection of local character and appropriate design control. Elsewhere there are locations where high densities would be appropriate, reflecting existing character and also placing people in locations with easy access to services, facilities and work.

Policy LN2

Design, Layout and Density of New Housing Development

On all sites, the design and layout of new housing development should maximise the density of development to a level which is acceptable for the locality. A minimum density of net 30dph will be encouraged, unless this would conflict with the local character and distinctiveness of an area where a lower density is more appropriate. Proposed housing densities will be informed by the Strategic Housing Land Availability Assessment, housing need as set out in the Strategic Housing Market Assessment, the master plan reports for new neighbourhoods and future Annual Monitoring Reports.

Proposals for high density developments will be acceptable in the following types of location where this form of development will not have an adverse impact on the character of the area and where residents have the best access to facilities, services and jobs:

- New greenfield housing sites (density range to be determined by outputs of master planning process).
- Town centres.
- Along the Prime Transport Corridors.
- Areas outside town centres with good access to public transport and essential facilities and services.
- In areas where there is a high level of need for affordable housing or on land already owned by housing associations, or where a housing association is the applicant.

The Councils will carefully consider the design and density of new development in terms of their responsibilities for community safety under Section 17 of the Crime & Disorder Act, and will involve the Police Architectural Liaison Officer in appropriate cases.

Meeting Affordable Housing Needs

15.6 The provision of more affordable housing forms part of the Core Strategy Vision and is expressed in Objective 5. Affordable housing definitions are set out in Appendix 2. Not enough affordable housing has been delivered over the past 20 years and this, along with steep house and rental prices has made suitable accommodation inaccessible to many people.

15.7 A key aim of the Councils' affordable housing strategy is to meet local needs. As a result the Councils will require the allocation of new affordable housing in line with local connection criteria, ensuring that such homes are always prioritised, and in certain cases restricted, to occupation by those in housing need and with connections to the local area.

Key Facts

- **East Dorset Statistics**
 - 38,000 dwellings
 - About 9% are provided by registered social landlords
 - About 8% are privately rented
 - 2.3% of dwellings are vacant
 - Average house price in spring 2011 was £250,000 (Land Registry)
 - Market entry prices in 2011 were approximately £110,000
 - Housing Register – 2,863 (January 2012)
 - 85 Black & Minority Ethnic applicants

Key Facts

- 1502 applicants require 1 bedroom accommodation 175 single applicants aged under 25
- Strategic Housing Market Assessment (2011) – Net annual need 430 dwellings
- Backlog: 395 dwellings – 79 per annum
- Taking income and savings into account 17% of all households in East Dorset cannot afford housing at current market prices / rents without the need for some form of subsidy (SHMA, 2011)
- **Christchurch Statistics**
 - 21,920 dwellings
 - About 11% are provided by registered social landlords
 - About 8.6% are privately rented
 - About 3% are empty
 - Average house price in spring 2011 was £238,000 (Land Registry)
 - Market entry prices in 2011 were approximately £110,000
 - Housing register 2,025 January (2012)
 - Strategic Housing Market Assessment (2011) – Net annual need 330 dwellings
 - Backlog: 310 dwellings – 62 per annum
 - Taking income and savings into account 19.5% of all households in Christchurch cannot afford housing at current market prices / rents without the need for some form of subsidy (SHMA, 2011)

15.8 The Bournemouth and Poole Strategic Housing Market Assessment Update 2012 provides the latest information on the level of affordable housing need in the area and justifies policies that seek the highest possible provision, subject to financial viability. The following policy sets out the circumstances in which affordable housing is required.

15.9 Details on how the policy is to be implemented will be published within the Affordable Housing Supplementary Document.

Policy LN3

Provision of Affordable Housing

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

Policy Percentage Requirements

All greenfield residential development which results in a net increase of housing is to provide up to 50% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements unless otherwise stated in strategic allocation policies. All other residential development which results in a net increase of housing is to provide up to 40% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements.

Any Planning Application which on financial viability grounds proposes a lower level of affordable housing than is required by the Policy Percentage Requirements must be accompanied by clear and robust evidence that will be subject to verification.

Affordable Housing Requirements

The mix of affordable housing units will be subject to negotiation and agreement with the Council but in any event must reflect local housing needs identified in the latest Strategic Housing Market Assessment (see Policy LN1). Tenure split should normally allow for 30% intermediate housing, with the remainder being affordable rented or social rented.

Conditions or legal obligations will be used to ensure that affordable housing is secured for those in housing need and prioritised for those with a Local Connection.

Policy Delivery Requirements

On sites resulting in a net increase of 1 to 4 dwellings, the Councils will accept on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements or a financial contribution in lieu of on site affordable housing, calculated in accordance with the Commuted Sum Methodology.

On sites resulting in a net increase of 5 to 14 dwellings, the Councils will require on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements, however, where this is not possible or at the Councils' discretion, a financial contribution in lieu of on site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology.

On sites resulting in a net increase of 15 or more dwellings, provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements should be on site but where it is not possible to provide affordable housing units on the site, off-site provision on an alternative site may be acceptable. If an alternative site is not available, a financial contribution in lieu of on site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology.

Financial contributions should be of equivalent value to on-site provision calculated in accordance with the Commuted Sum Methodology.

Where developments are required to provide 10 or more affordable homes, 10% of the affordable housing element should be planned for households requiring specially adapted or supported housing. However, if a requirement for specialised affordable housing (or a viable delivery mechanism) cannot be demonstrated by the Council at the point of submitting a planning application, the quota shall revert to 100% general need affordable housing.

Under no circumstances will the financial consequences of including 10% adapted or supported housing result in a greater cost to the development than would arise through an acceptable, viable and proportionate mix of general need affordable housing.

West Parley

The Village Centre

10.29 West Parley Village Centre is presently compromised by a poor urban environment, dominated by roads and hardstanding. Many of the shop units are occupied by specialist home improvement retailers that do not provide exclusively for the needs of the local area. Parley Crossroads suffers from severe congestion and over time the Highways Authority has implemented a range of measures to alleviate this, but at the expense of local environmental amenity. Roads have been widened and it is now the case that well over 1 hectare of tarmac covers the area around the Crossroads and shopping service roads. The area to the south of Christchurch Road, New Road and the associated service road and car parking are about 35 metres wide which is the equivalent of eight lanes of a normal highway with standard footpaths on either side. Such engineering solutions have maximised the effectiveness of the Crossroads in terms of traffic movement, but this is clearly not enough as severe congestion is common during ever lengthening peak times in the morning and afternoon. Consequently, the centre of the village is very unattractive, particularly for pedestrians and cyclists.



Map 10.6 Parley Cross

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



Map 10.7 Previously suggested transport solution

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

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

Policy FWP5

West Parley Village Centre Enhancement Scheme

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



Map 10.8 Potential West Parley Village Centre Enhancement Scheme

New Neighbourhoods

Land to the East of New Road, West Parley

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

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

Policy FWP6

East of New Road New Neighbourhood, West Parley

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

Layout and design

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

Green Infrastructure

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

Transport and access

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.
- Vehicular access to the village centre extension is to come from the link road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.
- Improvements to public transport services.

Phasing

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



Map 10.9 East of New Road New Neighbourhood, West Parley

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

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

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

Policy FWP7

West of New Road New Neighbourhood, West Parley

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

Layout and design

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

Green Infrastructure

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

Transport and access

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

Phasing

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

4.37 Transport Strategy

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

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

4.40 The strategic transport improvements identified for the B3073 including Blackwater Junction in Policy KS10 and the proposals for new walking and cycle routes set out in Policy KS9 will not involve any loss of European designated habitats. Improvements to the Blackwater Junction should be designed to avoid encroaching onto Town Common SSSI and new walking and cycle paths should be routed to avoid any fragments of the heathland sites and the River Avon sites.

4.41 As the County Council is the authority responsible for the provision of transport in Christchurch and East Dorset, the Councils will continue to work closely together to deliver the required sustainable development alongside the transport improvements. In some cases transport improvements will need to be provided outside of the plan area, which will require joint working with Borough of Poole, Bournemouth Borough Council, Hampshire County Council and the Highways Agency as the relevant Transport Authorities. Other strategic decisions on transport issues are taken by external bodies, including the rail industry and bus operators.

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

Policy KS9

Transport Strategy and Prime Transport Corridors

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

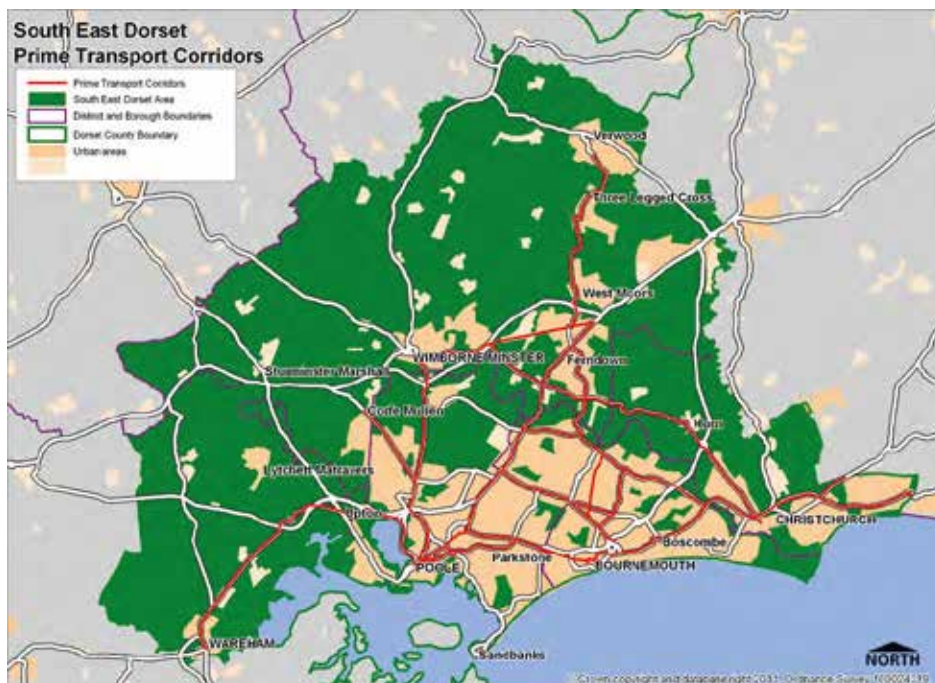
Improvements will be made to Prime Transport Corridors to include junction improvements, traffic management, enhanced public transport services and improvements to walking and cycling. The following corridors are proposed for improvement:

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

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

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

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



Map 4.6 Prime Transport Corridors

Improving Connectivity to Support Development

Policy KS10

Strategic Transport Improvements

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

Short Term 2013 – 2017

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

Medium Term 2018 - 2022

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

Long Term 2023 - 2028

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

13 Managing the Natural Environment

Introduction

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

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

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

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

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

Biodiversity and Geodiversity

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

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

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

Key Facts
<ul style="list-style-type: none">• In Christchurch 18.6%, and in East Dorset 9.7% of the land is protected by some form of nature conservation designation• The proportion of SSSIs in favourable condition in both areas is fairly low (33% in Christchurch, 15% in East Dorset)• There are 1,674 hectares of internationally designated Heathland in East Dorset and 397 hectares in Christchurch• Much of this Heathland lies within close proximity to urban development, there is even Heathland within the boundary of Bournemouth Airport

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

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

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

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

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

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

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

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

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

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

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

Policy ME1

Safeguarding Biodiversity and Geodiversity

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

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

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

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

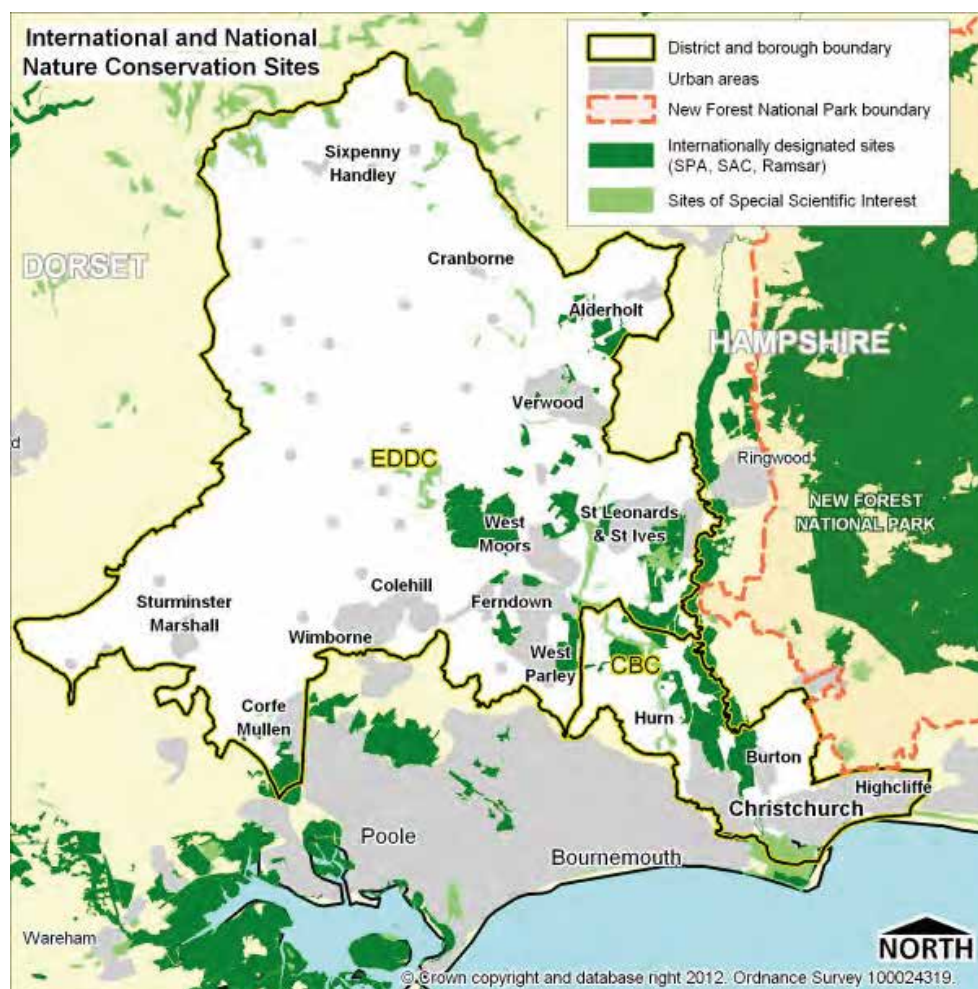
In considering the acceptability of proposals, the Council will assess their direct, indirect and cumulative impacts relative to the significance of the features' nature conservation value. National policy will be applied to ensure the level of protection afforded international, national and locally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

The following criteria should be addressed when development is proposed:

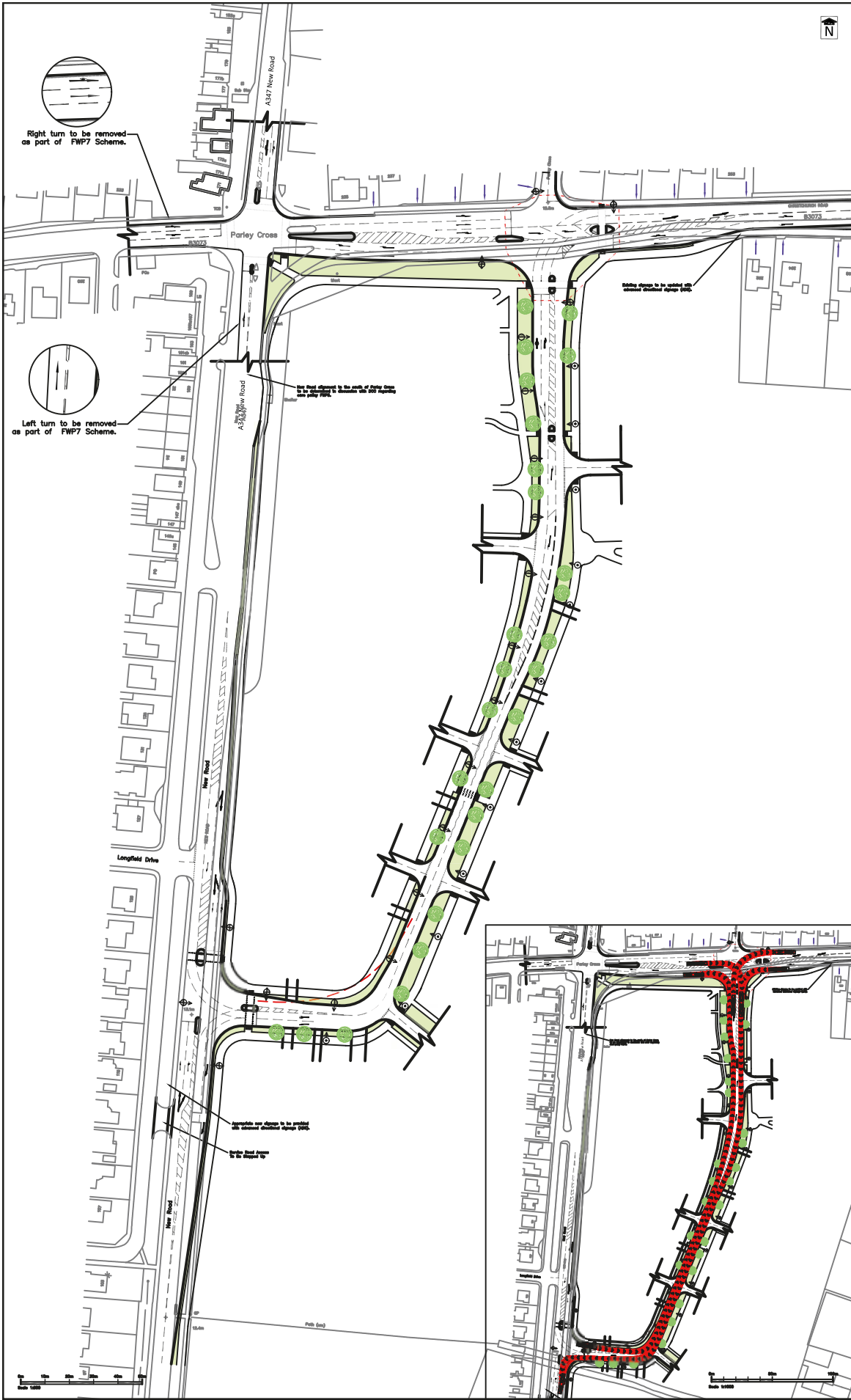
- Avoidance of harm to existing priority habitats and species through careful site selection, artificial lighting design, development design and phasing of construction and the use of good practice construction techniques.
- Retention of existing habitats and features of interest, and provision of buffer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

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

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



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



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- NOTES**
1. The works to be carried out on the proposed link road are shown in red. The works to be carried out on the existing roads are shown in black.
2. All existing buildings to be demolished are shown in black. All new buildings to be constructed are shown in green.
3. The proposed link road is shown in red. The proposed link road is shown in red.
4. The proposed link road is shown in red. The proposed link road is shown in red.
5. The proposed link road is shown in red. The proposed link road is shown in red.
6. The proposed link road is shown in red. The proposed link road is shown in red.
7. The proposed link road is shown in red. The proposed link road is shown in red.
8. The proposed link road is shown in red. The proposed link road is shown in red.
9. The proposed link road is shown in red. The proposed link road is shown in red.
10. The proposed link road is shown in red. The proposed link road is shown in red.

FOR INFORMATION	
Client	Lewis Wyatt (Construction) Ltd
Project	Land East of New Road, West Parley, Dorset
Drawing Title	Proposed Link Road between Christchurch Rd and New Road
Drawing No.	W524/02
Date	October 2017
Scale	1:500 (A3)
Drawn By	W524/02
Checked By	W524/02
File Path	W524/02\Drawings\W524/02.dwg