

The New Plan for North Dorset

The Draft Core Strategy and Development Management Policies Development Plan Document

March 2010



**North Dorset District Council
Local Development Framework**

Draft Core Strategy

And

Draft Development Management Policies

Consultation Document

March 2010

If you require further information you can contact the Planning Policy team

By email: planningpolicy@north-dorset.gov.uk

By post: Policy Manager (Planning)
North Dorset District Council
Nordon
Salisbury Road
Blandford Forum
Dorset
DT11 7LL

By phone: 01258 484201

Fax: 01258 484230

Web: www.north-dorset.gov.uk

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Nordon, Salisbury Road, Blandford Forum,
Dorset DT11 7LL

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Contents

1. Background	
1.1 Introduction	1
1.2 Spatial Portrait	9
1.3 Key Issues and Challenges.....	24
2. Core Strategy	
2.1 Vision	36
2.2 Objectives.....	41
2.3 Sustainable Development Strategy	
<i>Core Policy 1</i> – Tackling Climate Change	49
<i>Core Policy 2</i> – Delivering Sustainable Forms of Development	53
<i>Core Policy 3</i> – Core Spatial Strategy for North Dorset	60
2.4 Managing Growth	
<i>Core Policy 4</i> – Housing (including Affordable Housing) Distribution	66
<i>Core Policy 5</i> – Managing Housing Land Supply	71
<i>Core Policy 6</i> – Economy	75
<i>Core Policy 7</i> – Retail and Other Town Centres Uses.....	83
2.5 Housing Needs	
<i>Core Policy 8</i> – Housing Mix, Type and Density.....	91
<i>Core Policy 9</i> – Affordable Housing.....	97
<i>Core Policy 10</i> – Affordable Housing: Rural Exception Schemes.....	103
Sites for Gypsies, Travellers and Travelling Showpeople.....	107
2.6 Infrastructure	
<i>Core Policy 11</i> – Grey Infrastructure	108
<i>Core Policy 12</i> – Social Infrastructure	116
<i>Core Policy 13</i> – Green Infrastructure	122
2.7 Environment	
<i>Core Policy 14</i> – Protecting and Enhancing the Environment	129
2.8 Market Towns and the Rural Areas	
<i>Core Policy 15</i> – Blandford	136
<i>Core Policy 16</i> – Gillingham	145
<i>Core Policy 17</i> – Shaftesbury	156
<i>Core Policy 18</i> – Sturminster Newton.....	164
<i>Core Policy 19</i> – Stalbridge and the Larger Villages	173
<i>Core Policy 20</i> – The Countryside (Including Smaller Villages)	179

3.	Development Management Policies	
3.1	Introduction to the Development Management Policies.....	183
3.2	Development Management Policies to Support the Sustainable Development Strategy	
	<i>DM Policy 1</i> – Renewable Energy	184
	<i>DM Policy 2</i> – Transport Assessments, Travel Plans & Parking.....	189
	<i>DM Policy 3</i> – Design	192
	<i>DM Policy 4</i> – Amenity.....	196
3.3	Development Management Policies Relating to Growth, Housing, Infrastructure and Environment	
	<i>DM Policy 5</i> – Tourist Accommodation	200
	<i>DM Policy 6</i> – Sites for Gypsies, Travellers and Travelling Showpeople.....	202
	<i>DM Policy 7</i> – Retention of Community Facilities	205
	<i>DM Policy 8</i> – Open Space	207
	<i>DM Policy 9</i> – Trees, Hedgerows and Landscape Design.....	211
3.4	Development Management Policies for the Countryside	
	Agricultural, forestry and other occupational dwellings in the countryside.....	214
	<i>DM Policy 10</i> – Existing Dwellings in the Countryside	215
	<i>DM Policy 11</i> – The Re-use of Existing Buildings in the Countryside	219
	<i>DM Policy 12</i> – Existing Employment Sites in the Countryside	225
	<i>DM Policy 13</i> – Equine-related Developments in the Countryside.....	228
4.	Delivery and Monitoring	
4.1	Introduction	235
4.2	Delivering Objectives through Core Policies	325
4.3	Development Management Policies and Delivery	242
4.4	Securing Infrastructure	244
4.5	Implementation and Monitoring Framework.....	247
	Appendices	
	Appendix A – Saved and Replaced Local Plan Policies.....	265
	Appendix B – Glossary of Terms.....	276
	Appendix C – List of Main Evidence Base Studies.....	296
	Appendix D – Residential Car Parking Standards.....	302
	Appendix E – Building for Life / DPD Policy Matrix.....	313
	Appendix F – Open Space Standards	315

1. Background

1.1 Introduction

About This Document

- 1.1.1 The District Council is required to prepare a Local Development Framework (LDF) for North Dorset. The LDF is a series of documents that together will provide the District's spatial planning strategy¹. This document is the draft Core Strategy and Development Management Policies document, which has been published for consultation. It is a draft Development Plan Document (DPD), which once finally adopted, will form part of the LDF. The policies in this DPD will replace many of the 'saved' policies in the Local Plan², as set out in Appendix A.
- 1.1.2 The Core Strategy is "*the principal DPD*"³ which "*should make clear spatial choices about where development should go*"⁴ in the District. It establishes the scale and broad location of future development and provides a strategic framework for development management decisions. Specific sites for development will be allocated in a subsequent Site Allocations DPD. The Development Management Policies provide more detailed policies for determining individual planning applications and making other planning decisions in North Dorset.
- 1.1.3 The Core Strategy and Development Management Policies DPD covers the whole of the administrative area of North Dorset. It covers the period up to 2026, but all or part of the document can be reviewed before then if necessary.
- 1.1.4 The draft DPD is available electronically at: www.north-dorset.gov.uk by following the links under the 'Living' banner on the homepage to: Planning Policy → Local Development Framework.

Associated Documents

- 1.1.5 A number of associated documents have been prepared to support the DPD including: an Initial Sustainability Appraisal (SA) Report; draft Equality Impact Assessments (EqIAs); a draft Health Impact Assessment (HIA); a draft Habitats Regulations Assessment (HRA); a summary of previous consultation; a series of topic papers; and various 'evidence base' studies. These are available on the Council's website.

¹ 'Spatial planning' is explained in Section 2 of PPS12: Local Spatial Planning (June 2008)

² The North Dorset District-Wide Local Plan, North Dorset District Council (January 2003)

³ Paragraph 3.1 - PPS12: Local Spatial Planning (June 2008)

⁴ Paragraph 5.2(4) - PPS12: Local Spatial Planning (June 2008)

- 1.1.6 **Initial Sustainability Appraisal Report** – Sustainability appraisal (SA) is an iterative process carried out during the preparation of a plan to assess the economic, social and environmental impact of plan implementations. All DPDs must be subject to SA and an Initial SA Report has been published with this document. The different policy options considered in the SA Report are briefly described in the text of this draft DPD. The SA process will be repeated when the draft DPD is revised and a final SA report will be produced when the DPD is published prior to submission.
- 1.1.7 **Draft Equality Impact Assessments (EqIAs) and Health Impact Assessment (HIA)** – An Equality Impact Assessment (EqIA) is a systematic way of examining whether a new or existing function, policy or process differentially affects any person or group of persons. Draft EqIAs have been produced examining both the core policies in this DPD and the consultation process associated with its production. A draft Health Impact Assessment (HIA) has also been produced, which examines how the core policies will help to resolve health issues in the District.
- 1.1.8 **Draft Habitats Regulations Assessment (HRA) Report** – A Habitats Regulation Assessment is required to ensure that the plan will not have any adverse effect upon any internationally important wildlife sites, including Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). A draft HRA report has been published with this document, which identifies key mitigation measures that need to be implemented, as required by draft Core Policy 14. The HRA process will be repeated when the draft DPD is revised and a final HRA report will be produced when the DPD is published prior to submission.
- 1.1.9 **Summary of Previous Consultation Report** – Prior to deciding to merge the Core Strategy and Development Management Policies into a single DPD, the Council undertook two rounds of ‘issues’ consultation on a draft Core Strategy in 2005 and 2007. The Council also consulted on the scope of this DPD and has maintained a dialogue with the community during its preparation. The Summary of Consultation Report gives an overview of these consultation exercises and the issues raised.
- 1.1.10 When the revised DPD is published prior to submission, the Council will be required to produce a ‘Statement of Consultation’. This will be an updated version of the Summary of Consultation Report, which will include a discussion of the issues raised during consultation on the draft DPD.
- 1.1.11 **Topic Papers** – A number of topic papers were prepared as the basis for an ongoing dialogue with the community as the draft DPD was prepared. The topics covered are:
- Spatial Strategy;
 - Housing;

- Economy;
- Environment; and
- Transport.

1.1.12 **Evidence Base Studies** – An ‘evidence base’ has been developed to support the policies in the DPD and a list of relevant studies is included as Appendix C (after the glossary of terms in Appendix B).

The Structure of the Draft DPD

1.1.13 The structure of the document is shown in Figure 1.1.1 below.

1.1.14 The ‘core policies’ establish:

- an overall sustainable development strategy (draft Core Polices 1 to 3);
- a strategic approach to addressing the key issues facing the District (draft Core Polices 4 to 14); and
- a strategic approach to development in different places within the District (draft Core Policies 15 to 20).

1.1.15 The Development Management Policies (DM Policies 1 to 13) support the core policies by providing more detail on certain issues and types of development.

1.1.16 The spatial aspects of the Council’s draft ‘preferred approach’ are illustrated in a ‘key diagram’ (Figure 2.3.2) with insets showing proposals for Blandford, Gillingham, Shaftesbury and Sturminster Newton (Figures 2.8.1 to 2.8.4).

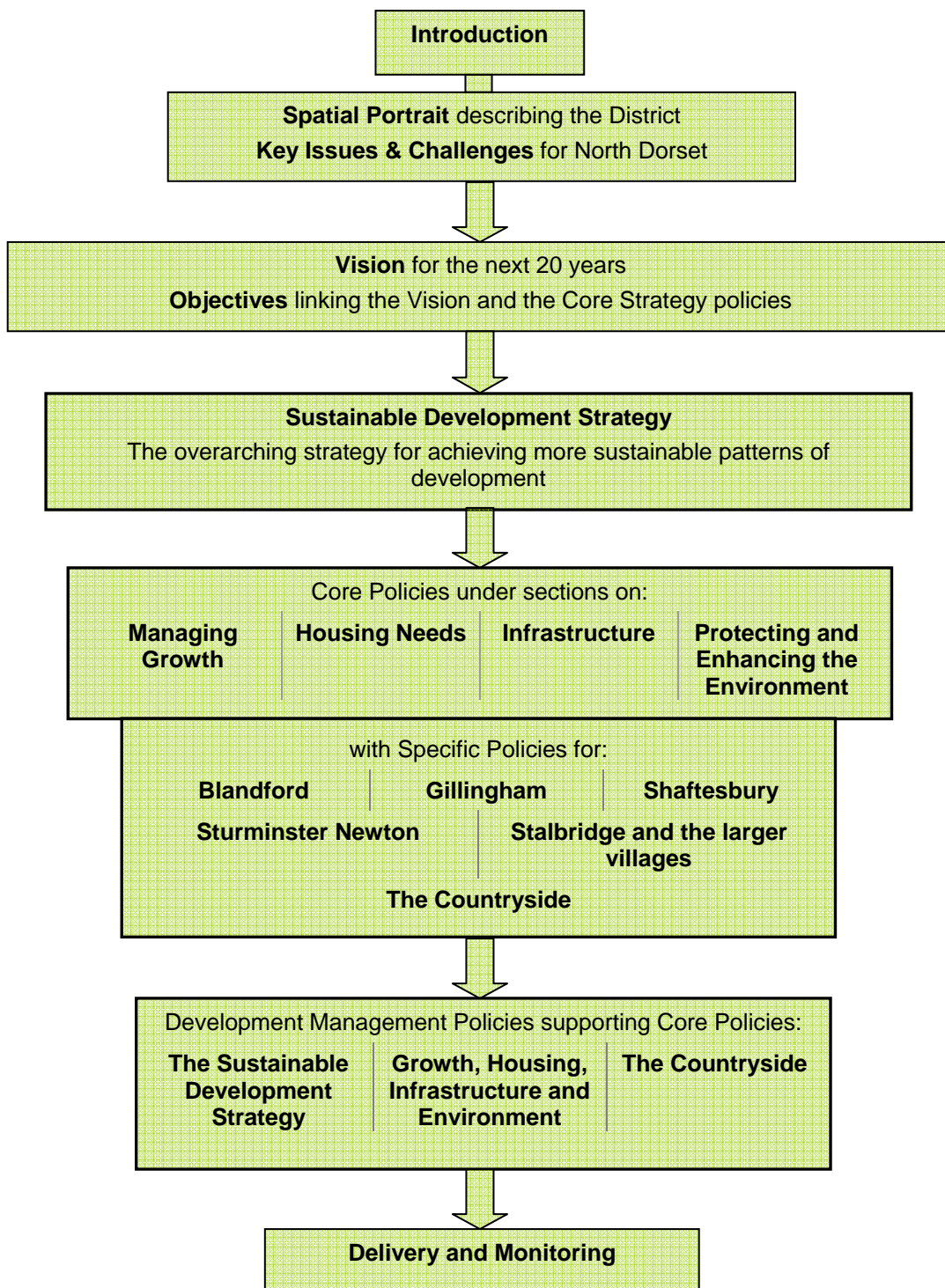


Figure 1.1.1 – Structure of the Draft Core Strategy and Development Management Policies DPD

Regional and Strategic Policy Context

1.1.17 The regional policy context for the draft DPD is provided by the emerging Regional Spatial Strategy for the South West (emerging RSS). The Secretary of State’s Proposed Changes were published in July 2008, but the final version has yet to be published. The emerging RSS establishes the overall level of growth for North Dorset for the next 20 years and also provides broad guidance on the spatial distribution of

development. The DPD will have to conform generally to the final published version of RSS.

1.1.18 The future of the emerging RSS is unclear and dependent on political decisions at the national level. It may be: subject to partial review⁵; merged with the Regional Economic Strategy (RES) to form a single regional strategy; or abolished altogether. Any future review may examine further opportunities for growth within the region and in the event that such a review has implications for North Dorset, these will be taken into account when the DPD (either in draft or final form) is revised.

1.1.19 The DPD has been prepared with regard to North Dorset's sub-regional context and takes account of cross-boundary issues in neighbouring areas. The Council has undertaken a great deal of joint working on evidence base studies and many of the District's spatial characteristics at the sub-regional level are explained in the spatial portrait. The Council works with organisations with wider strategic agendas, such as the partnerships for the two Areas of Outstanding Natural Beauty (AONB) that cover parts of North Dorset and also with neighbouring authorities (such as South Somerset District Council) on more specific issues (such as Henstridge Airfield).

National and Regional Planning Policy

1.1.20 The Government's view is that local spatial planning policies should not repeat or reformulate national or regional planning policy. It should be assumed that national or regional planning policy will apply in all cases where more local policies have not been developed in this DPD, but in order to add clarity, the main instances where it is the intention of the Council to apply national or regional policy to make decisions on planning issues, are set out in the text. In places, the text also provides to brief general guide to the content of national or regional policy.

1.1.21 Where the Council relies on a national or regional policy and that policy is revised, the Council will rely on the updated national or regional policy for making planning decisions. In certain cases, revised national or regional policy may require a review of all or part of this DPD or the production of a Supplementary Planning Document (SPD). In those cases, the Council will rely on national or regional policy until it has reviewed its policy at the local level.

Community Priorities

1.1.22 Shaping Our Future – The Community Strategy for Dorset 2007-2016 is the Sustainable Community Strategy (SCS), both for the County and for North Dorset. It establishes key community priorities across rural Dorset, which are reflected in this DPD.

⁵ The partial review is explained in more detail in paragraphs 4.1.92 to 4.1.94 and Policy HD 1 of the RSS Proposed Changes

1.1.23 An unusual community planning model has been developed in North Dorset with four 'local community partnerships' (LCPs) focussed on the District's four largest towns and their rural hinterlands. Each local community partnership has developed its own community strategy which has helped to establish key community priorities at the more local level. The four partnerships are:

- **DT11 Forum:** covering Blandford and the south of the District;
- **Shaftesbury Taskforce:** covering Shaftesbury and the surrounding area including parts of Wiltshire;
- **SturQuest:** covering Sturminster Newton, Stalbridge and the rural west of the District; and
- **The Three Rivers Partnership:** covering Gillingham and the far north of the District.

1.1.24 The spatial planning-related priorities identified in the sustainable community strategy, the four local community strategies and the numerous parish plans produced in the District have helped to shape this DPD, and in particular have helped to establish the vision, objectives and the policies for different parts of the District.

1.1.25 A Local Area Agreement (LAA) for rural Dorset has been agreed between central government and many partners represented on the Dorset Strategic Partnership. The LAA provides a focus for delivering the community's priorities, as identified in Dorset's SCS. These priorities are reflected in this DPD's vision and objectives. LAA targets and indicators will be used to monitor the performance of this DPD's policies, particularly those in the Core Strategy.

1.1.26 A Multi Area Agreement (MAA) has also been agreed between Bournemouth Borough Council, Dorset County Council, the Borough of Poole and central government primarily as a means of taking forward economic development across the Dorset sub-region. The MAA has been taken into account in preparing this DPD.

Using the DPD to Make Planning Decisions

1.1.27 The Council is required to determine planning applications and make other planning decisions in accordance with the documents that make up the Development Plan for the area unless 'material considerations' indicate otherwise. Once finally adopted, this DPD will form part of the Development Plan. The Council will also have regard to any other documents, such as SPDs, that form part of the LDF when making planning decisions⁶.

1.1.28 The Council will assess the appropriateness of any development against the whole of this DPD except where:

⁶ The documents that make up the Development Plan, other documents that form part of the LDF and any other DPDs in production are listed in the Council's Local Development Scheme (LDS) which is reviewed annually.

- policies clearly relate only to a specific area (such as a town) that will not be affected by the proposed scheme; and
- policies relate to a specific type of development that is not being put forward as part of the scheme.

1.1.29 The policies, key diagram, supporting text and any other material within the DPD, including figures, all form part of the decision making framework that the Council will use to make planning decisions. Many of the policies are criteria-based and the requirements of all the criteria need to be met unless it is clear from the wording that they are alternatives.

1.1.30 Some policies in the DPD make reference to information that should be submitted with a planning application to enable the Council to make a judgement about the likely impacts of development. The Council has also produced a comprehensive ‘validation checklist’⁷, which will be reviewed from time to time, setting out the requirements for information to support different types of application. If all the relevant information is not supplied with an application, it will be deemed invalid.

Responding to the Draft DPD

1.1.31 The DPD sets out the Council’s draft ‘preferred approach’ to future development in the District, based on identified community priorities and the evidence presently available. It identifies various alternative options that have also been considered. The draft DPD should not be regarded as definitive and your views are welcomed not only on the Council’s draft ‘preferred approach’, but also on the other options set out in this document (and discussed in more detail in the Initial SA Report), or other potential options that are not identified.

1.1.32 Your views are invited on all aspects of the DPD, from points of principle on the general approach, to detailed comments on the wording of specific sections of text. However, when making your comments any observations on the following issues would be of particular interest:

- whether there are other reasonable alternatives to the options considered, and whether or not you agree or disagree with the views expressed regarding the preferences and options identified;
- if there is any other information or evidence which you are aware of that should be taken into account by the Council in taking forward the DPD;
- if there are any particular people or bodies, other than those already consulted, you consider might have a useful input into the development of the DPD;
- any observations you might have regarding the deliverability of the vision, objectives and strategy in the document, including any infrastructural issues that might arise;

⁷ Planning Application Requirements – North Dorset District Council (May 2008)

- if there is any site or sites that you consider to be so strategically significant to delivering the Core Strategy that it or they ought to be allocated at this time, even if only in outline terms; and
- the extent to which any further flexibility ought to be incorporated within the DPD, particularly the Core Strategy.

1.1.33 Comments are also welcomed on any of the associated documents outlined above.

1.1.34 The consultation period will run for seven weeks and the Council will assess all the comments received. A revised DPD will then be prepared for submission to the Secretary of State. You will have an opportunity to comment on this revised DPD before it is submitted. The comments at that stage will be considered by an independent Inspector, who will undertake a public examination into issues of legal compliance and 'soundness'.

1.1.35 Following the examination the Inspector will produce a report setting out the changes the Council must make to the DPD. The Council will then adopt the DPD as part of the LDF for North Dorset.

1.1.36 Responses to consultation on the draft DPD must be received by Friday 30 April 2010 and should be sent to:

***Planning Policy
North Dorset District Council
Nordon
Salisbury Road
Blandford Forum
Dorset DT11 7LL***

Fax: 01258 484230

E-mail: planningpolicy@north-dorset.gov.uk

1.2 Spatial Portrait

Introduction

1.2.1 The 'spatial portrait' describes North Dorset as it is now and includes:

- A brief overview of the District and the settlements nearby that exert an influence over it;
- A description of the District's spatial characteristics at the sub-regional level; and
- A description of the District's spatial characteristics at the local level.

1.2.2 The portrait provides the spatial context, within which the key issues and challenges facing North Dorset need to be considered. The key issues and challenges are discussed in Section 1.3. More detailed information on the District, based largely on the 2001 Census, can be found in the North Dorset Profile.⁸

North Dorset District

1.2.3 North Dorset is a rural district of 61,000 hectares located close to the south-eastern edge of the South West region. The District had an estimated resident population of 66,710 in mid-2006, 43% of which lived in the three main settlements of:

- Blandford (Forum and St Mary) (10,760);
- Gillingham (11,110); and
- Shaftesbury (7,100).

1.2.4 These three market towns are the main service centres in North Dorset and provide a focus for housing, employment, shopping and other services. Blandford is the main service centre in the south and Gillingham and Shaftesbury, which are less than 5 miles apart, are the main service centres in the north. The two smaller towns, of Sturminster Newton and Stalbridge are located towards the western edge of the District. There are many villages scattered across the rural area, the largest being Marnhull, near Sturminster Newton.

1.2.5 A number of nearby Strategically Significant Cities and Towns (SSCTs)⁹ exert an influence over the area. The southern part of the District is influenced by the South East Dorset conurbation, which lies 15 miles south-east of Blandford. The northern part of the District is influenced by Yeovil in Somerset (16 miles to the west of Sturminster Newton) and by Salisbury in Wiltshire (20 miles to the north-east of

⁸ North Dorset Profile – Dorset County Council & North Dorset District Council (November 2004)

⁹ The region's SSCTs are defined in Development Policy A of the Proposed Changes to the Regional Spatial Strategy for the South West (July 2008)

Shaftesbury). Dorchester, which lies 17 miles south-west of Blandford, also exerts some limited influence over the south-west of the District.

Spatial Characteristics at the Sub-regional Level

1.2.6 At the sub-regional level many of the District's spatial characteristics show a 'north-south divide', however, the location of the 'dividing line', which generally runs from north-east to south-west across the central part of the District, depends on the characteristic being examined.

Natural Areas

1.2.7 The vast majority of North Dorset falls within two main 'natural areas' as defined by Natural England¹⁰ (see Figure 1.2.1 below). The southern part of the District (including Blandford) falls within the Dorset Downs and Cranborne Chase Natural Area, whereas the northern part of the District (including Gillingham, Shaftesbury and Sturminster Newton) falls with the Blackmore Vale and the Vale of Wardour Natural Area. The Yeovil Scarplands Natural Area just clips the western edge of the District and includes Stalbridge.

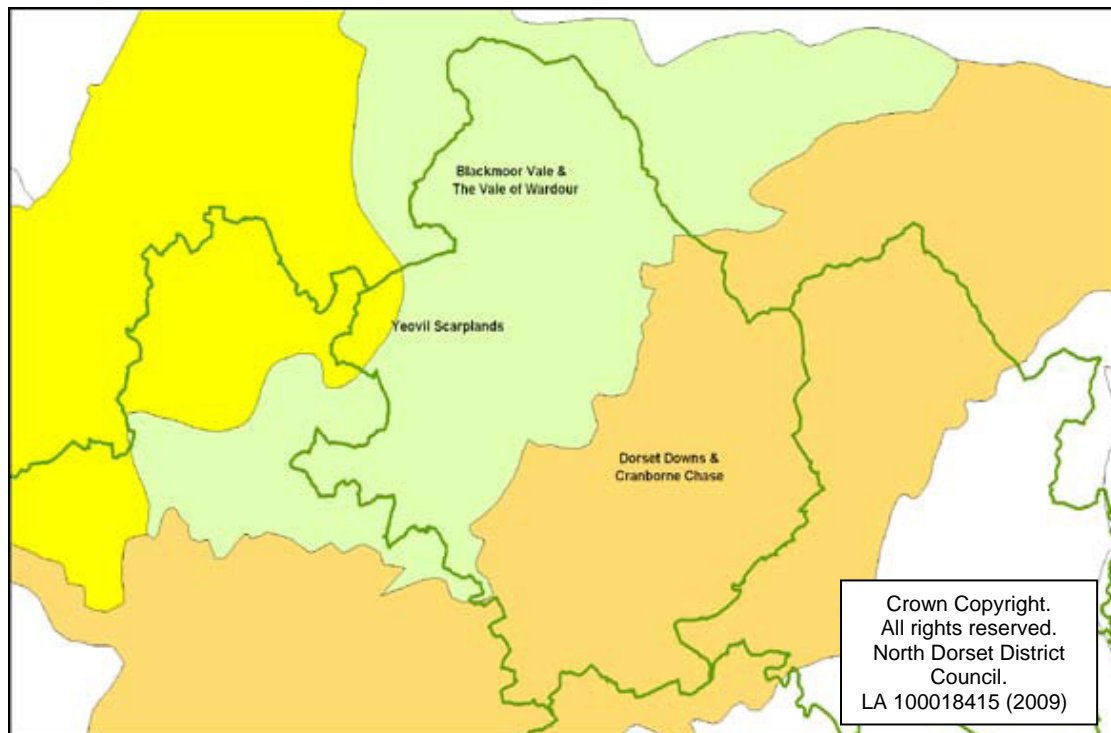


Figure 1.2 1 – North Dorset - Natural Areas

1.2.8 The chalk outcrops of the Dorset Downs and Cranborne Chase Natural Area support chalk landscape types and a range of associated chalk landscape character areas¹¹. The southern part of the District also supports habitats characteristic of chalk outcrops, such as lowland

¹⁰ Natural Areas are defined as 'biogeographic zones which reflect the geological foundation, the natural systems and processes and the wildlife in different parts of England' (Biodiversity: The UK Steering Group Report, HMSO, 1995)

¹¹ See Section 5 of the North Dorset Landscape Character Area Assessment (March 2008)

calcareous grassland (for example Fontmell and Melbury Downs Special Area of Conservation (SAC) to the south of Shaftesbury) and chalk streams (such as the North Winterborne south and west of Blandford).

1.2.9 The Blackmore Vale and the Vale of Wardour Natural Area has a more varied geology and in North Dorset limestone and greensand ridges sit alongside rolling farmland and clay vale landscapes. Some remnants of ancient woodland remain (such as Piddles Wood Site of Special Scientific Interest (SSSI) south of Sturminster Newton), as do important wetland habitats (such as Rooksmoor SAC south of Stalbridge).

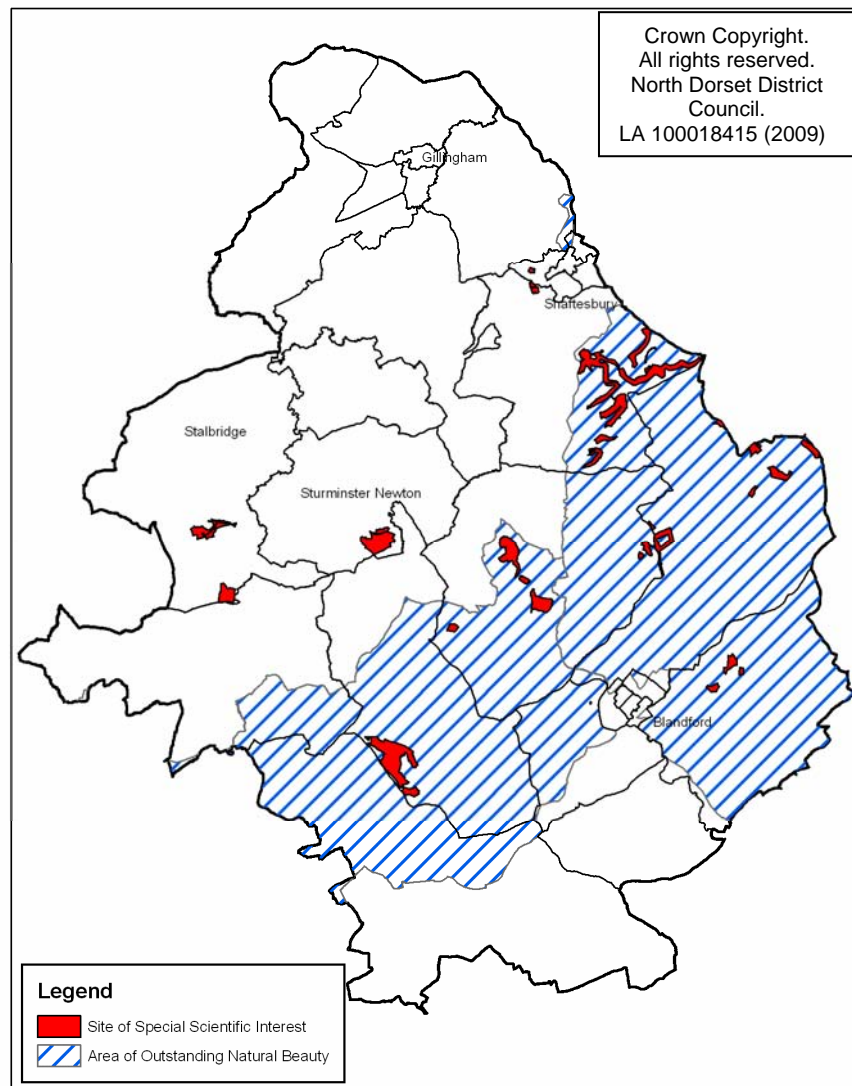


Figure 1.2.2 – AONB and SSSIs in North Dorset

1.2.10 The District is on the southern edge of the Cranborne Chase and West Wiltshire Downs (CCWWD) AONB and on the northern edge of the Dorset AONB, with the A350 and A357 forming a common boundary on the outskirts of Blandford Forum. The main landscape features of the CCWWD AONB are the North Dorset escarpment with its springline villages, panoramic views and hilltop forts, and the chalk downlands of

Cranborne Chase, Chettle and Pimperne with their coombes and valleys, including the Tarrant Valley and its family of villages. The Dorset AONB is the fifth largest in the country and the most heavily populated. However, the part that lies in North Dorset is sparsely populated and characterised by chalk downland and the upper valleys of the Milborne and Winterborne. Winterbournes are seasonal rivers, fed by springs when the water table is high in winter and often drying up in summer, resulting in a rare and unusual habitat¹².

Housing Market Areas

1.2.11 The emerging RSS¹³ places North Dorset entirely within the Bournemouth and Poole Housing Market Area (HMA), but outside the South East Dorset SSCT and beyond the South East Dorset Green Belt. However, the Bournemouth / Poole Strategic Housing Market Assessment (SHMA)¹⁴ shows that the northern part of the District (including Gillingham, Shaftesbury, Sturminster Newton and Stalbridge) has only a limited functional relationship with the South East Dorset Conurbation. The assessment found that in terms of housing markets these towns look towards Yeovil and Salisbury and lie within the 'North West Dorset' functional HMA. The southern part of the District (including Blandford) lies within the 'Bournemouth and Poole periphery' functional HMA (see Figure 1.2.3 below).

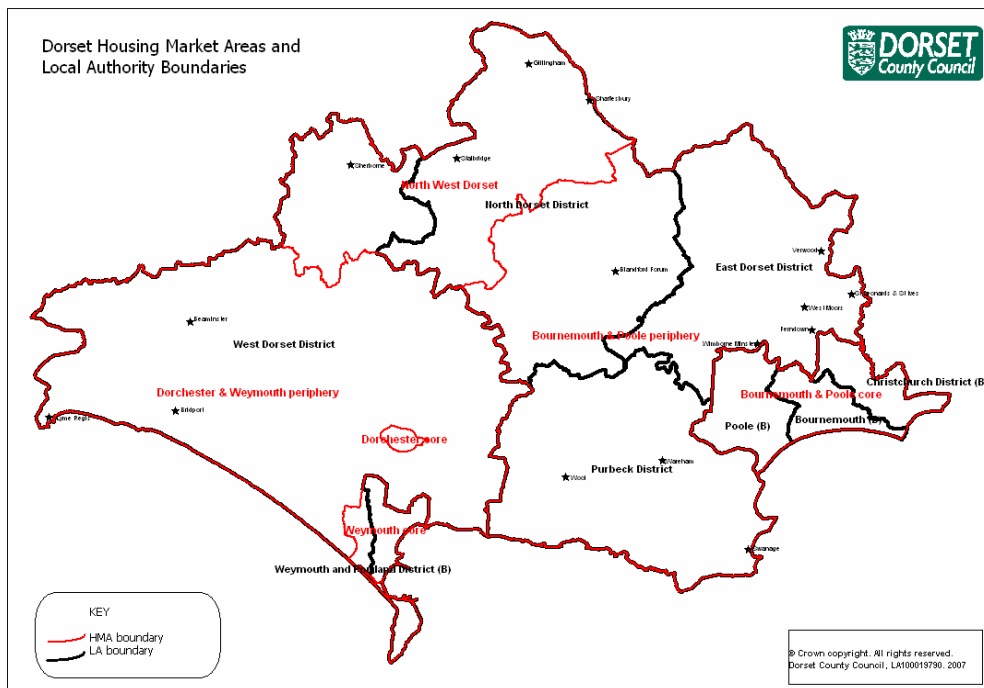


Figure 1.2.3 – Dorset Housing Market Areas and Local Authority Boundaries

¹² The Dorset AONB Winterbournes Project focuses on conserving two chalk streams including the North Winterborne <http://www.dorsetaonb.org.uk/text01.asp?PageId=311>

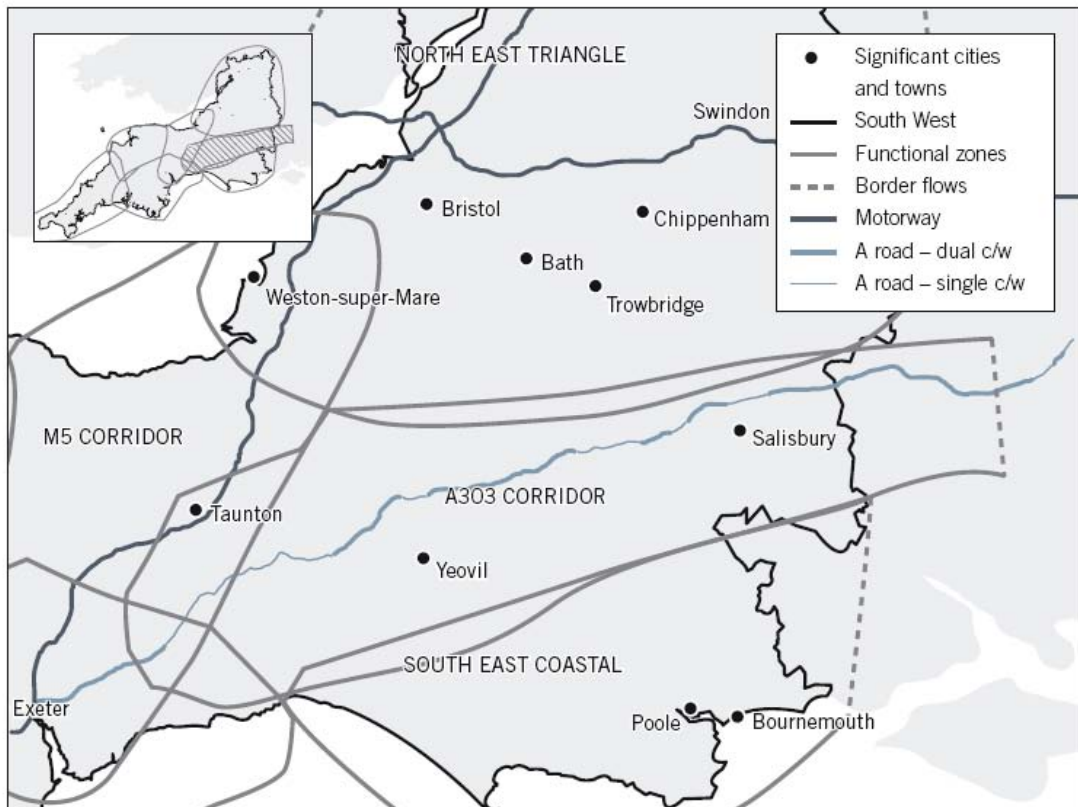
¹³ Policy HMA 7 and Key Diagram Inset 7 – Proposed Changes to the RSS for the South West (July 2008)

¹⁴ Bournemouth / Poole Strategic Housing Market Area Assessment Summary Report – Dorset Housing Market Area Partnership (March 2008)

1.2.12 The Bournemouth / Poole SHMA concluded that Yeovil played “a more dominant role than Salisbury in the north of the County” and “that the housing market in the north and west of the County is more closely aligned to Yeovil than to Bournemouth or Dorchester.” However, earlier work undertaken for the RSS¹⁵ also showed that Salisbury has a significant influence in the Gillingham and Shaftesbury areas, if not throughout the ‘North West Dorset functional HMA’ as a whole.

Economic Activity Zones and Retail Catchments

1.2.13 North Dorset is divided by two of the seven Functional Economic Zones identified in the Regional Economic Strategy (RES)¹⁶, as shown in Figure 1.2.4 below.



Copyright Mapinfo/Bartholomew - Adapted from Spatial Dynamics Final Report, DTZ

Figure 1.2.4 – Economic Activity Zones in Dorset

1.2.14 The northern part of the District, including Gillingham and Shaftesbury, lies within the A303 Corridor. Gillingham is noted as an important, fast-growing, local centre located close to both the A303 and the Exeter – Waterloo railway line, whereas Shaftesbury is described as an important tourism and service centre.

1.2.15 The southern part of the District, including Blandford, lies within the South East Coastal Zone. The RES recognises the importance of Blandford as a local centre and the importance of the Ministry of

¹⁵ Housing Market Areas in the South West Region - DTZ Pieda (2004)

¹⁶ Regional Economic Strategy for South West England 2006 – 2015 – SWRDA (May 2006)

Defence presence at Blandford Camp, both in its own right and in terms of the potential economic development benefits associated with the ICT sector.¹⁷

1.2.16 The Joint Retail Assessment confirms that Blandford, Gillingham, Shaftesbury and Sturminster Newton all merit classification as ‘town centres’, but also notes that they “*all primarily serve a local catchment area and have limited draw beyond their respective boundaries.*”¹⁸ Other centres that exert an influence on these towns are listed in Figure 1.2.5 below. Figure 1.2.5 shows that in terms of wider retail catchments, particularly for non-food shopping, the towns in the north of the District mainly look towards Salisbury and Yeovil whereas Blandford looks south-east towards Poole.

Town Centre	Other Town Centres With an Influence	
	Major Influence	Minor Influence
Blandford	Poole	-
Gillingham	Salisbury Yeovil	Shaftesbury
Shaftesbury	Salisbury Yeovil	Gillingham
Sturminster Newton	Yeovil	Shaftesbury

Figure 1.2.5 – North Dorset Town Centres and Wider Retail Catchments

Regional Transport Corridors

1.2.17 Section 7 of the RSS Proposed Changes forms the emerging Regional Transport Strategy (RTS) for the South West and identifies two transport corridors of regional importance affecting North Dorset:

- The **Exeter – London (via Taunton and/or Salisbury) Corridor**. This includes the A303 (which clips the very northern edge of the District at Bourton) and the Exeter to London Waterloo railway line (which passes through Gillingham). The A30 (which passes through Shaftesbury) lies just to the south of these two main routes; and
- The **Weymouth – London (via South East Dorset) Corridor**. This includes the A31 (which clips the very southern edge of the District at Winterborne Zelston) and the A35 (which runs just outside the District to the south of Milborne St. Andrew).

1.2.18 For east-west movements, residents of Gillingham, Shaftesbury and the northern part of the District generally look towards the Exeter to London Corridor whereas residents of Blandford and the southern part

¹⁷ The descriptions of the economic roles of the main towns in the District can be found within pages 21 – 27 of the Regional Economic Strategy for South West England 2006 – 2015: Spatial Implications - Place Matters – SWRDA (May 2006)

¹⁸ Paragraph 3.10 (page 17) and paragraphs 5.3 and 5.4 (page 45), Joint Retail Assessment: Christchurch Borough Council and East, North and Purbeck District Councils: Volume 1 Capacity Analysis – Nathaniel Lichfield and Partners (March 2008)

of the District generally look south towards the Weymouth to London Corridor.

1.2.19 The South East Dorset to Bristol Corridor is not formally identified in the RSS as 'a corridor of regional importance' but is identified in the North and North East Dorset Transport Study¹⁹ as an important north-south route, particularly for freight. The corridor, which includes the A350 and C13, links the two largest SSCTs in the region and provides the main route for north-south movements through (and within) the District and County.

1.2.20 The main regional transport corridors affecting North Dorset are shown in Figure 1.2.6 below.

¹⁹ The North and North East Dorset Transport Study: Emerging Transport Strategy – Buro Happold (November 2009)

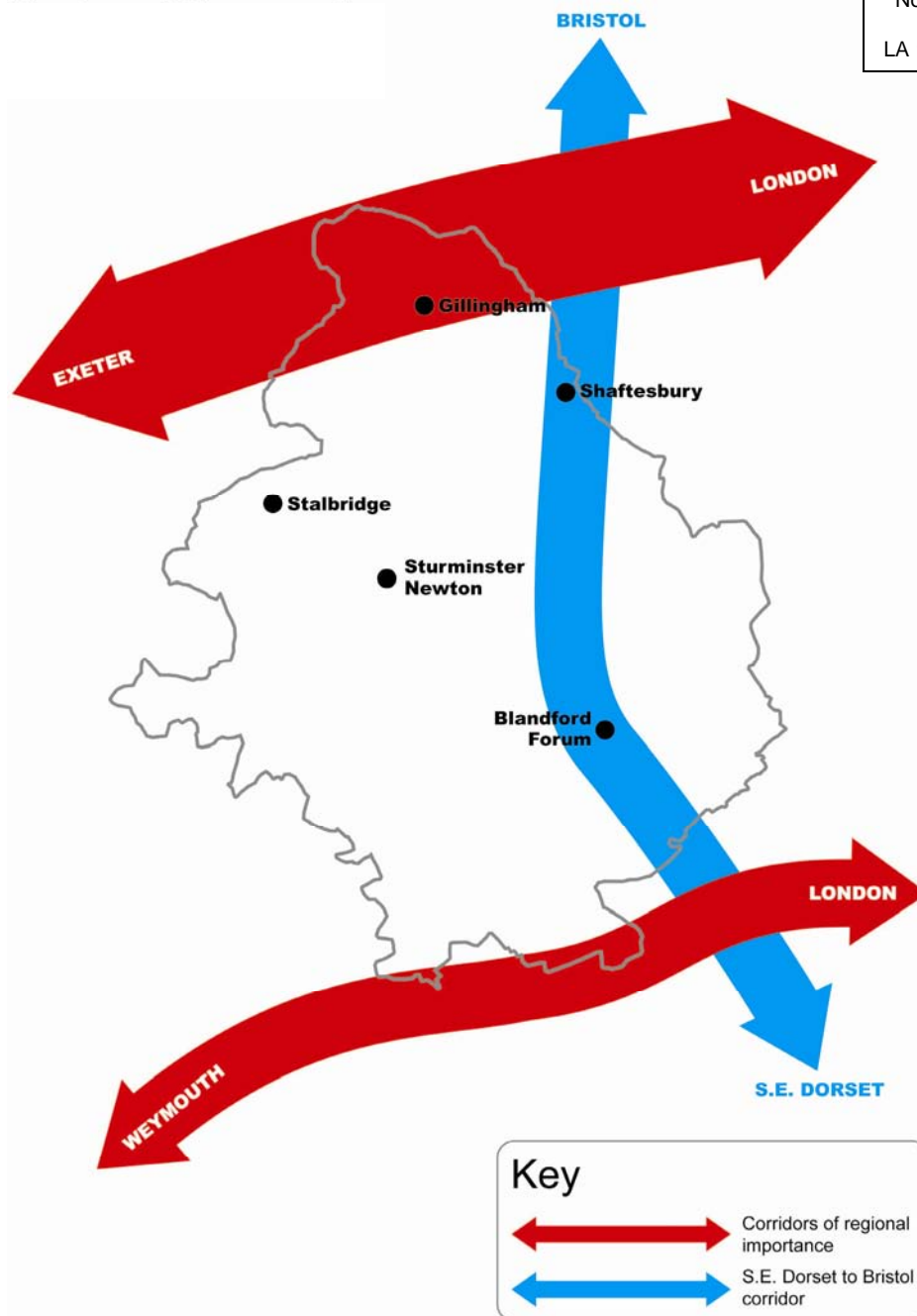


Figure 1.2.6 – Regional Transport Corridors in North Dorset

Spatial Characteristics at the District Level

1.2.21 At the District level, the pattern of development in North Dorset is one of market towns with surrounding villages set within rural hinterlands. However, the spatial characteristics of the pattern of development are very different either side of the ‘north-south divide’.

1.2.22 North of the divide are the two market towns of Gillingham and Shaftesbury, the two small towns of Sturminster Newton and Stalbridge and many villages linked by a dense network of minor roads within the Blackmore Vale. South of the divide, Blandford is the only town and there are fewer villages linked by a much sparser network of minor

roads running across the chalk downs. These different patterns of development have implications for accessibility to services and the role and function of the settlements within the District.

Proximity of Settlements to Facilities and Services

- 1.2.23 The local accessibility study²⁰ looked at the proximity to a range of facilities and services for each of the settlements within North Dorset and produced an overall map of the District (see Figure 1.2.7 below).
- 1.2.24 The map shows that in the northern part of the District, the relative proximity to services is high around the two market towns of Gillingham and Shaftesbury. There is also a high relative level of proximity to services towards the north-western edge of the District where the two small towns of Sturminster Newton and Stalbridge and Marnhull (the District's largest village) are clustered together. The denser settlement pattern in the Blackmore Vale means that the rural hinterlands of the towns are relatively small and, in general terms, most of the population live in relatively close proximity to a range of services.
- 1.2.25 In the southern part of the District, the relative proximity to services is high around the market town of Blandford, but falls away quickly on the chalk downlands to the north-east and south-west. However, there is a corridor of relatively high proximity to services along the Stour Valley, from Spetisbury in the south-east, via Blandford and Sturminster Newton, to Stalbridge in the north-west. The sparser settlement pattern on the chalk outcrops means that Blandford's rural hinterland is relatively large and proximity to services is generally relatively low away from the Stour Valley.

²⁰ North Dorset Local Accessibility Study – Dorset County Council (March 2010)

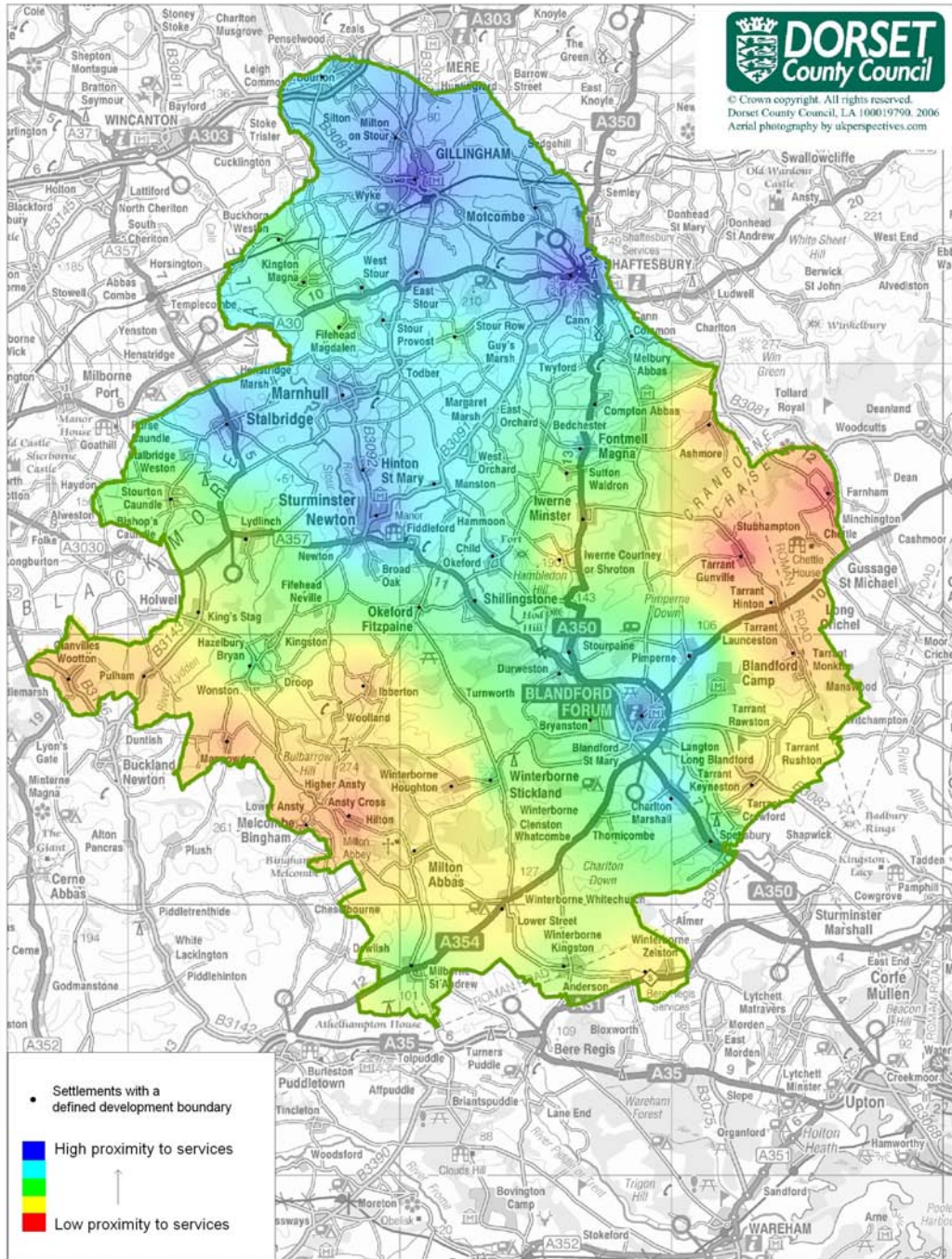


Figure 1.2.7 – Map Showing Proximity to Services in North Dorset

The Role and Function of the District’s Main Towns

1.2.26 Blandford, Gillingham and Shaftesbury each have their own distinctive characteristics, which are briefly described below. More detail is provided in the Town Profiles and the Dorset Data Book.²¹

²¹ The Blandford Forum, Gillingham, Shaftesbury, Sturminster Newton and Stalbridge Census Town Profiles (based largely on 2001 Census information) were produced by Dorset County Council in partnership with North Dorset District Council (November 2005). The key facts for each town are also updated annually in the Dorset Data Book.

1.2.27 **Blandford:** Blandford is the main service centre in the south of the District, serving a comparatively large rural hinterland. It has one of the finest Georgian town centres in England, supporting a good range of shops and other key town centre uses. There are a number of large employment sites within the town and many local people are also employed at Blandford Camp, a large military site located just to the east of the by-pass. The town also has a secondary school and a community hospital.

1.2.28 Although the town lies outside the South East Dorset SSCT, it nevertheless looks towards the conurbation for higher level services, such as comparison shopping, leisure, further education and healthcare. Despite this, and the relatively good road links from the town, the Local Transport Plan²² shows that Blandford is relatively self-contained with only marginally more out-commuting than in-commuting.

1.2.29 **Gillingham:** Gillingham and Shaftesbury are the main service centres in the north of the District, which together serve a rural hinterland extending into Wiltshire. Gillingham has been one of the fastest growing towns in the South West over the past twenty years. Housing growth has been matched by employment growth as the town has been successful in retaining and attracting a variety of new businesses to a number of employment sites. The provision of infrastructure and community facilities has not always kept pace with the rate of growth and although the town has a large and successful secondary school, the town centre has a low number and a limited range of shops.

1.2.30 The Local Transport Plan shows that Gillingham is relatively self-contained with slightly more in-commuting than out-commuting. 2001 Census data showed that the vast majority of trips were car-based with only 4.4% of commuters from Gillingham using the railway. However, more recent data indicate that the number of passenger journeys on this part of the rail network has grown in recent years and is forecast to grow further in the period up to 2016²³.

1.2.31 **Shaftesbury:** Shaftesbury supports Gillingham in serving the needs of the northern part of the District and the parts of Wiltshire immediately east of the town. Shaftesbury's historic core occupies a hilltop location and its attractive town centre supports a good range of shops and is a tourist destination. Beyond the historic core, the town has expanded onto the flat plateau land to the north and east, although it has

²² Commuter patterns in rural Dorset are discussed in paragraphs 6.25 – 6.29 on pages 98 – 100 of The Dorset (Excluding South East Dorset) Local Transport Plan 2006 – 2011 – Dorset County Council (2006)

²³ Connecting Local Communities – Route Plans 2009: Route 4 – Wessex Routes produced by Network Rail in March 2009 indicates that the number of passenger journeys per year on trains operated by Stagecoach South West Trains on this part of the network had grown by 22% over the past six years. Demand is also forecast to rise by a further 20% on this part of the network in the period up to 2016.

expanded much more slowly than Gillingham in recent years. The town has two large industrial estates, a secondary school and a community hospital.

1.2.32 The Local Transport Plan shows that out-commuting from Shaftesbury significantly exceeds in-commuting. However, the 2001 Census showed that levels of car use by commuters were the lowest in rural Dorset (60% car drivers from the town compared with 75% in the rural County as a whole) and levels of walking were the highest (26% in the town compared with just 6% in the rural County as a whole).

1.2.33 ***The Role and Function of Settlements in the Rural Area***

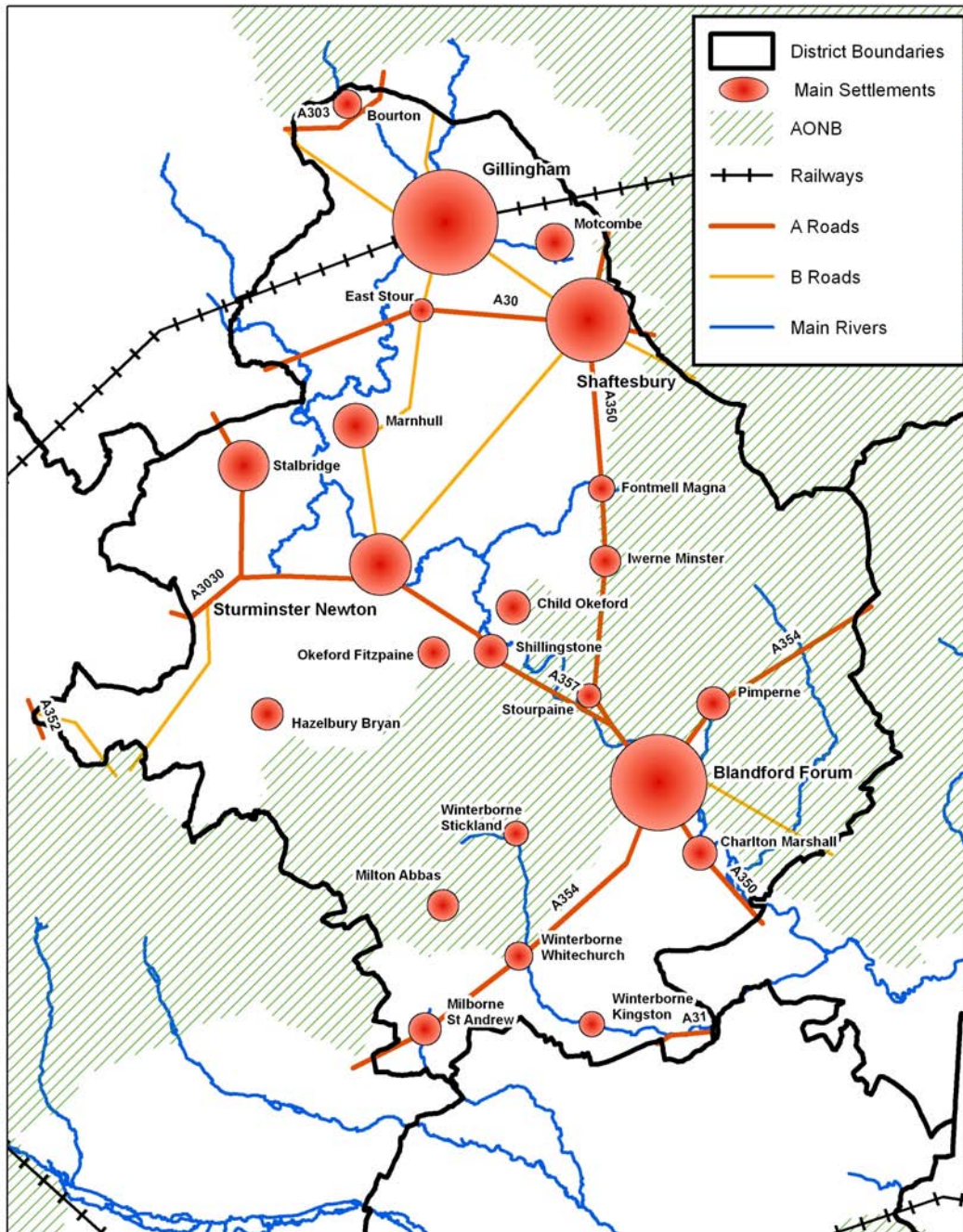
Sturminster Newton: With an estimated population in mid-2006 of 3,800, Sturminster Newton is just over half the size of Shaftesbury, the smallest of the District's three main towns. Despite its small size, the town, supported by Stalbridge and Marnhull, plays an important role in serving the rural hinterland in the western part of the District. Sturminster Newton has a town centre with a limited range of shops, a secondary school, a leisure centre and a new community centre (The Exchange). It has an industrial estate within the town (Butts Pond) and the largely undeveloped North Dorset Business Park lies to the west.

1.2.34 The Local Transport Plan shows that levels of commuting from Sturminster Newton are low with slightly more in-commuting than out-commuting. However, levels of car use are particularly high (84% compared with 75% in the rural County as a whole).

1.2.35 ***Stalbridge and the Villages:*** The sustainability of all the settlements in the District has been assessed on the basis of their population and community facilities²⁴. Blandford, Gillingham and Shaftesbury have been assessed as RSS Development Policy B Settlements. Sturminster Newton, Stalbridge and 18 villages are identified as RSS Development Policy C settlements. These settlements are shown in Figure 1.2.8 below

1.2.36 The map shows that, like the towns, a higher proportion of the more sustainable villages are located in the northern part of the District. In addition to Gillingham, Shaftesbury, Sturminster Newton and Stalbridge, the Blackmore Vale supports 10 of the higher ranking villages whereas the chalk outcrops in the southern part of the District support only eight of the higher ranking villages, in addition to the single town of Blandford.

²⁴ Assessment of Settlements Based on Population and Community Facilities: Supporting Document to the Core Strategy Issues and Options Paper, North Dorset District Council (May 2007) and Topic Paper: Spatial Strategy for North Dorset – Version 1, North Dorset District Council (August 2009)



North Dorset District

Circles represent the relative population size of each settlement



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North Dorset District Council.
LA 100018415 (2009)

Figure 1.2.8 – Map of the Highest Ranking Settlements in North Dorset in Terms of Population and Facilities also Showing Relative Population Size

1.2.37 Over much of the Blackmore Vale, the small towns and villages collectively function as a dense network of small rural communities where day-to-day needs can be met locally through relatively short trips. However, over much of the chalk (and in the Blackmore Vale on the south-west fringes of the District), the villages function more as

dispersed 'hubs'. Residents living in close proximity to these 'hubs' can meet their day-to-day needs through relatively short trips, but longer journeys are required from some of the smaller, more isolated communities.

Transport Routes and Nodes within the District

- 1.2.38 The A30 and mainline railway in the Exeter to London Corridor provide for more local movements by rail and road from Gillingham and Shaftesbury to the nearby SSCTs of Yeovil and Salisbury. In the south of the District, the A35 and A31 in the Weymouth to London Corridor also provide links to the SSCTs of Dorchester and South East Dorset. Between these two 'corridors of regional importance' is a network of routes (mainly roads) in which provide links between the District's main towns.
- 1.2.39 The South East Dorset to Bristol Corridor not only links the two largest conurbations in the region, but also provides for more local north-south movements between:
- Poole and Blandford along both the A350 and, in places, the North Dorset Trailway. The North Dorset Trailway follows the route of the former Somerset and Dorset Railway and is used as a cycleway and footpath;
 - Blandford and Shaftesbury along both the A350 and C13; and
 - Shaftesbury and the M4 along the A350.
- 1.2.40 North of Blandford the route of the former railway (parts of which now form the North Dorset Trailway) continues north-west to Sturminster Newton and Stalbridge. The A357 also follows this route to Sturminster Newton, after which it links into the A3030 to Yeovil. Blandford is also located on the A354 between Dorchester (to the south-west) and Salisbury (to the north-east).
- 1.2.41 Minor roads allow for north-south movements from Gillingham and Shaftesbury via Sturminster Newton. The A357 links Stalbridge to the A303, but the road functions more as a minor road, due to its limited capacity.
- 1.2.42 The main routes and nodes within the District are shown in Figure 1.2.9 below.
- 1.2.43 In the southern part of the District there is a very simple transport network. Blandford is the main node, where routes to Shaftesbury, Salisbury, Poole, Dorchester and Yeovil all converge. In the north of the District the transport network is more complicated. Shaftesbury, which lies at the 'crossroads' of the A30 and A350, is the main transport node with links to Salisbury, Blandford, Yeovil and the M4. Although Gillingham is located on the Exeter – London railway line, the town is slightly offset from the main road network with the B3081 and B3092 providing links to Shaftesbury and Sturminster Newton and the B3081 and B3095 providing links to the A303. Sturminster Newton,

which lies at the junction of the A357 and minor routes linking Gillingham and Shaftesbury with Dorchester, is also a minor node.

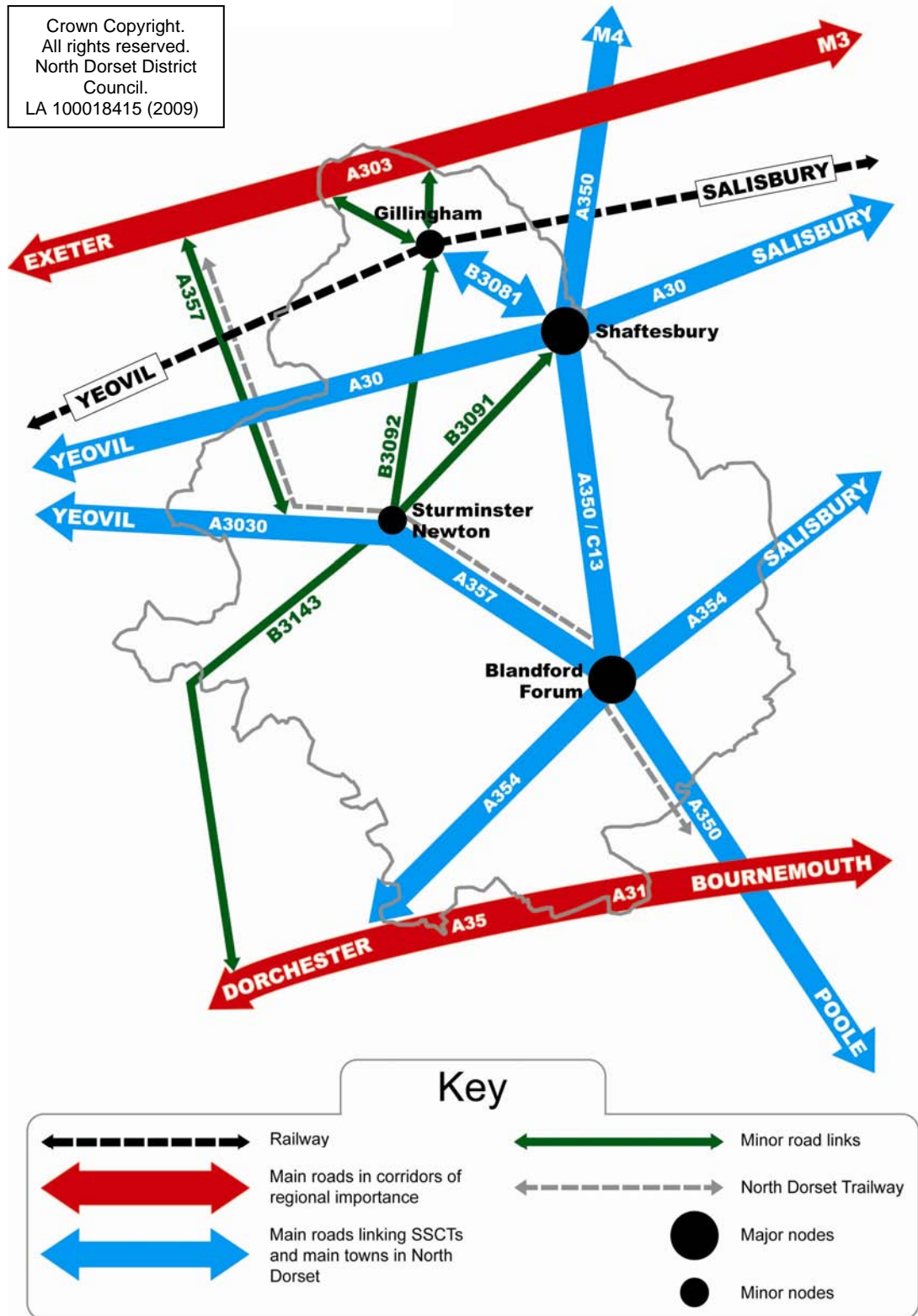


Figure 1.2.9 – Transport Routes and Nodes within North Dorset

1.3 Key Issues and Challenges

Introduction

1.3.1 This section outlines the key issues and challenges facing North Dorset. It discusses:

- The **national and regional** issues and challenges that have a bearing on the District, many of which are outlined in the emerging RSS;
- Issues and challenges facing the **Dorset sub-region and District**, many of which are inter-related and form part of the 'strategic challenge' outlined in Dorset's Sustainable Communities Strategy (SCS)²⁵; and
- Issues and challenges at the **local** level. Each of the District's four local community partnerships has produced a strategy for its area identifying the key issues and challenges facing the towns and their rural hinterlands. Issues affecting individual villages are outlined in parish plans.

National and Regional Issues

1.3.2 Section 1 of the RSS outlines the major challenges facing the South West and recognises the need:

- to stabilise and reduce the region's ecological footprint;
- to confront the threat of climate change;
- to protect natural resources and enhance the environment; and
- to create and maintain more sustainable communities.

1.3.3 These regional challenges give rise to three **key issues** for the District, which are:

- ***to address the causes and effects of climate change;***
- ***to deliver more sustainable forms of development; and***
- ***to deliver more sustainable patterns of development.***

1.3.4 With regard to the regional challenge of enhancing the environment, there are two **key issues** where the District Council needs to take a wider, sub-regional approach and these are:

- ***the need to conserve and enhance AONB and to foster the social and economic well-being of their communities; and***
- ***the protection of internationally important wildlife sites.***

1.3.5 These issues are discussed below.

²⁵ The 'strategic challenge' facing Dorset is outlined in Section 3.1 of Shaping Our Future: The Community Strategy for Dorset 2007 – 2016, Dorset Strategic Partnership (June 2007)

Addressing the Causes and Effects of Climate Change

- 1.3.6 Policies in the emerging RSS²⁶ seek greater use of renewable energy in developments and the use of sustainable construction techniques. Measures such as these will be sought not only by the District Council, but also by all other authorities across the region to help confront the threat of climate change. In Dorset as a whole (and in the District) there is also the potential to help address the causes of climate change through renewable energy projects including: small scale hydro-electric power; solar technologies; biomass boilers; wind turbines; and the generation of energy from agricultural or forestry waste²⁷.
- 1.3.7 The main effect of climate change that needs to be taken into account in North Dorset is the increased risk of flooding, which affects much of coastal Dorset, but is more localised in the District. The areas at risk are identified in the Strategic Flood Risk Assessment²⁸ and in North Dorset these include parts of Blandford and Gillingham as well as parts of some villages, such as Bourton.
- 1.3.8 The **challenges** will be: to deliver higher standards of sustainable construction and to encourage greater use of renewable energy so that the District can make an appropriate contribution towards addressing the causes of climate change; and to ensure that the risks from the effects of climate change (such as flooding) are minimised.

Delivering More Sustainable Forms of Development

- 1.3.9 The prudent use of natural resources is an important aspect of sustainable development and in North Dorset the two key issues in this respect are the re-use of previously developed land and water use and management. There are significant opportunities for brownfield regeneration in the three main towns and Sturminster Newton, which reduce the need for greenfield development. The need for water efficiency and sustainable drainage systems (SuDS) is also an issue particularly in the Shaftesbury area, where such measures are required in order to ensure that development does not have an adverse impact on water flows in the River Avon SAC.
- 1.3.10 The spatial portrait shows that the District's main towns are relatively self-contained; however, there are issues, such as levels of out-commuting from Shaftesbury and high levels of car use from Sturminster Newton. Settlements can be made more self-contained if communities are able to meet their needs locally and this can be achieved by ensuring that housing growth is matched by employment

²⁶ Including Development Policy G (Sustainable Construction) and RE 5 (Decentralised Energy to Supply New Development) of RSS Proposed Changes

²⁷ As identified in the Bournemouth, Dorset & Poole Renewable Energy Strategy & Action Plan – Final Version – Prepared by the Centre for Sustainable Energy for Dorset County Council and Dorset Energy Group (December 2005)

²⁸ Bournemouth, Christchurch, East Dorset, North Dorset and Salisbury SFRA – Halcrow Group (February 2008)

growth and that communities are provided with the facilities and infrastructure they require.

- 1.3.11 More sustainable transport is required across the South West in order to stabilise and then reduce the region's ecological footprint, but achieving this is particularly challenging in rural areas such as North Dorset, where poor access to services is a major issue. However, the need to travel can be reduced to some extent by focusing development on existing centres. Encouraging alternative modes of transport through innovative schemes (such as the North Dorset Community Accessible Transport (NORDCAT) initiative) and strategic projects (such as the North Dorset Trailway) also have an important role to play.
- 1.3.12 The **challenges** are: to encourage the prudent use of resources, particularly previously developed land and water; to achieve higher levels of self-containment in settlements; and to develop a more sustainable transport network.

Delivering More Sustainable Patterns of Development

- 1.3.13 The emerging RSS gives relatively little spatial guidance for the distribution of development within North Dorset. The District does not contain any SSCTs, which are the primary focus for development in the South West, and Policy HMA 7, which relates to the Bournemouth and Poole HMA (within which the District is located), mainly discusses the needs of the South East Dorset SSCT.
- 1.3.14 In the recent past 'oversupply' has been a problem in North Dorset. Housing had been delivered significantly above the planned rate, particularly in rural areas, which gave rise to sustainability concerns. The Council addressed this issue through the preparation of a Supplementary Planning Document (SPD)²⁹ and the SPD's more sustainable approach is carried forward in this draft DPD.
- 1.3.15 In the absence of any wider sub-regional agenda, the **challenge** is to: identify the most sustainable distribution of development within the District in the context of emerging RSS Development Policies B and C, whilst also having regard to past concerns relating to 'oversupply'.
- 1.3.16 This situation will need to be revisited either through the 'partial review' of RSS or when a single regional strategy is produced. The potential for growth at Gillingham was discussed during the preparation of the RSS but the evidence to inform the debate was limited. The District and County Councils jointly produced a study³⁰, which provides robust evidence to inform any review of RSS. The study examined the town's potential for growth in the period up to 2026 and also investigated how

²⁹ Managing Housing Land Supply in North Dorset SPD – North Dorset District Council (July 2007). The need for the SPD and its effectiveness were reviewed at the Council's Cabinet meeting on 8th September 2008

³⁰ Assessing the Potential for Growth and the Future Role of Gillingham, Dorset – Atkins (December 2009)

growth might influence the role of the town in meeting longer-term sub-regional development needs.

Conserving and Enhancing AONB and Fostering the Social and Economic Well-being of their Communities

1.3.17 The Dorset AONB stretches from Lyme Regis in the west of the County along the coast to Poole Harbour in the east and north to Blandford. North Dorset District also includes part of the Cranborne Chase and West Wiltshire Downs AONB, which covers much of south-west Wiltshire, parts of eastern Dorset as well as small areas of Somerset and Hampshire.

1.3.18 The need to conserve and enhance AONB and to foster the social and economic well-being of their communities is established in national and emerging regional policy³¹. The issues and challenges that face each AONB are set out in their respective Management Plans³². The **challenge** for the District Council is to: ensure that decisions taken locally have regard both to the generic national and regional policies and to the specific objectives and policies for each AONB, as set out in their respective Management Plans.

Protecting Internationally Important Wildlife Sites

1.3.19 There are two internationally important wildlife sites in the District and a number of others in the surrounding area. These sites form part of a European Union-wide network known as 'Natura 2000' (N2K) which plays a key role in maintaining Europe's biodiversity. The **challenge** for the District Council is to ensure that these sites are not harmed, either directly or indirectly, by development proposed in the LDF. This challenge is achieved through the ongoing assessment of the emerging plan, taking into account the special interest features of the European sites, their vulnerabilities, current condition, and requirements to meet their conservation objectives. The Council will only pursue options where it can be demonstrated that any such options will not result in adverse effects upon the integrity of European sites, either within or outside the District.

Issues for Rural Dorset and the District

1.3.20 The major issues facing the rural County are set out in Dorset's Sustainable Communities Strategy (SCS), which is also the SCS at the District level. Many of these issues are inter-related and form part of the 'strategic challenge' which is shown in Figure 1.3.1 below.

³¹ Paragraphs 21 – 23 of PPS 7: Sustainable Development in Rural Areas (August 2004) and Policy ENV 3 of the RSS Proposed Changes

³² Dorset AONB - A Framework for the Future: AONB Management Plan 2009 – 2014 – Dorset AONB Partnership (March 2009) and Cranborne Chase and West Wiltshire Downs AONB Management Plan 2009 – 2014: Final Draft - Cranborne Chase and West Wiltshire Downs AONB Partnership (November 2008)



Figure 1.3.1 – Dorset’s ‘Strategic Challenge’

1.3.21 The SCS states “*the strategic challenge for Dorset can be summarised in the following scenario – that by 2016 the county has an increasing number of older people, second home owners and out-of-county commuters, with a generational imbalance. The economy has failed to develop higher-wage jobs for Dorset’s workforce and wages remain low. Houses are therefore even less affordable for local residents, key workers and young people*”³³.

1.3.22 The **key issues** from the SCS are:

- **safeguarding the environment;**
- **addressing the lack of affordable housing;**
- **tackling the causes and effects of an increasing generational imbalance; and**
- **stimulating a low-growth economy.**

1.3.23 The SCS states that North Dorset has had the highest recent population growth in the County and notes that **improving access to services** is a **key issue** for the District.

1.3.24 The ‘strategic challenge’ is to address these issues to ensure that communities continue to thrive and the quality of life of residents is maintained and enhanced. These County-wide issues are examined in more detail below, in the context of North Dorset.

³³ Final paragraph on page 8 – Shaping Our Future: The Community Strategy for Dorset 2007 – 2016 – Dorset Strategic Partnership (June 2007)

Safeguarding the Environment

1.3.25 The SCS recognises the strategic environmental issues featured in emerging RSS, but also identifies environmental issues that are more specific to Dorset. The many environmental designations in the County are a major constraint that is an important influence on the management of growth. However, the quality of the environment also drives the economy and is one of the reasons why people enjoy living and working in the area.

1.3.26 The key environmental features that need to be conserved and enhanced are:

- landscapes, both within and outside AONB;
- wildlife habitats, geological sites and threatened species;
- the historic built environment, including listed buildings, conservation areas, historic parks and gardens; and
- archaeological sites, including Scheduled Ancient Monuments.

1.3.27 Development needs to be designed to take account of global issues such as climate change but more local environmental concerns, such as maintaining local distinctiveness, creating visually attractive and safe environments and safeguarding amenity are also important.

1.3.28 The **challenges** in North Dorset are: to deliver growth that does not harm key environmental features; to encourage high quality design that respects the environment; and to safeguard amenity.

Addressing the Lack of Affordable Housing

1.3.29 Relatively high house prices coupled with relatively low wages mean that the affordability of housing is a serious issue in North Dorset. In 2007 there was a 'house price income ratio' (based on average house prices and average incomes) of 9.95. This has steadily risen from 6.17 in 2001, as indicated in Figure 1.3.2 below.

North Dorset House Price Income Ratio 2001 to 2007	
Year	Ratio
2001	6.17
2002	7.60
2003	8.83
2004	9.92
2005	9.71
2006	9.87
2007	9.95

Figure 1.3.2 – North Dorset House Price Income Ratio 2001 – 2007 Based on Average House Prices and Average Incomes

- 1.3.30 Studies by the Joseph Rowntree Foundation³⁴ have examined house price income ratios across England based on lower quartile property prices and 'first time buyer' incomes. These studies show that North Dorset has one of the highest 'house price to income ratios' in the country for first time buyers. This analysis also shows that this ratio has risen (from 4.87 in 2002 to 6.34 in 2007).
- 1.3.31 The affordability problem has generated a very significant level of need for affordable housing in North Dorset, with the recent Dorset Survey of Housing Need and Demand showing a total net annual need in the District for 399 affordable dwellings³⁵, which is higher than the average annual housing requirement for all dwellings in the District (i.e. 350 net additional dwellings per annum).
- 1.3.32 A balanced housing market assessment also revealed *"an ongoing requirement for owner-occupied accommodation"* and across the whole local housing market *"the main shortfall is for three bedroom properties with notable shortfalls also recorded for two and four bedroom accommodation."*³⁶
- 1.3.33 The **challenge** in North Dorset is to: provide sufficient housing, including affordable housing, of a type, design and mix that meets the diverse needs of the District³⁷.

Tackling the Causes and Effects of an Increasing Generational Imbalance

- 1.3.34 The 'strategic challenge' in the Dorset SCS envisages a scenario where the county's older population grows (as a result of an ageing population and in-migration) and the younger population shrinks (as a result of lower birth rates and out-migration due to low wages and high house prices). Whilst this scenario is relevant to North Dorset, these population trends are less pronounced than in most other parts of the rural county.
- 1.3.35 The main reasons for this are the relatively high rate and type of growth in North Dorset in recent years. Between 1996 and 2006, the District's population increased by 15.7%³⁸ with a high proportion of family homes, which have attracted younger people to the area. Other contributory factors (which increase the proportion of young people and mask the generational imbalance to a certain extent) are the presence

³⁴ Table 4 on page 5 of Can Work – Can't Buy: Steve Wilcox for the Joseph Rowntree Foundation (May 2003) and Table 2 on page 14 of Can't Supply – Can't Buy: Steve Wilcox for the Joseph Rowntree Foundation (Summer 2008)

³⁵ The derivation of this figure is explained in Section 8 of the Dorset Survey of Housing Need and Demand – Fordham Research (June 2008)

³⁶ Paragraph 11.19 DSHND – North Dorset Report

³⁷ The derivation of this figure is explained in Section 8 of the Dorset Survey of Housing Need and Demand – Fordham Research (June 2008)

³⁸ Page 9 Dorset Data Book 2008 – Dorset County Council (2008)

of several large boarding schools and Blandford Camp, a large armed forces base, where many young people receive training³⁹.

1.3.36 Despite these factors North Dorset's adult working age population is proportionately smaller than England and Wales' and its retirement age population is proportionately larger, as set out in Figure 1.3.3 below⁴⁰.

Age	England & Wales %	Rural Dorset %	Difference Rural Dorset - E&W	North Dorset %	Difference North Dorset – E&W
0-17	21.7	20.2	-1.5	23.0	+1.3
18-64	62.3	56.1	-6.2	57.0	-5.3
65+	16.0	23.7	+7.7	20.0	+4.0

Figure 1.3.3 - Percentages of the Population in Different Age Groups Based on 2006 Mid-Year Estimates

1.3.37 The ageing population is a national issue and it is important to ensure that the needs of the older population are met, particularly in respect of health and social care and access to facilities. Evidence shows that past housing and economic growth has helped to tackle the 'strategic challenge' in North Dorset to a certain extent, but the low wage economy and lack of further and higher education opportunities mean that young people, particularly in the 18 to 24 age group, still leave the District.

1.3.38 The **challenge** for North Dorset is to improve the quality of life of residents: by helping to meet the needs of the older population and enhancing, as far as possible, the life chances of the young.

Stimulating a Low Growth Economy

1.3.39 The key characteristics of Dorset's economy are outlined in the SCS⁴¹, which shows that:

- Economic growth is generally lower in rural Dorset than regionally or nationally;
- Gross value added (GVA) per resident is below the regional and national average;
- Dorset's rate of new business formation is below average; and
- Workplace-based earnings in Dorset are lower than the regional or national average.

³⁹ Pages 6 & 7, North Dorset Profile – Dorset County Council and North Dorset District Council (November 2004)

⁴⁰ Page 12 of the Dorset Data Book 2008 – Dorset County Council (2008)

⁴¹ The economy of rural Dorset is discussed in Section 3.4 of Shaping Our Future: The Community Strategy for Dorset 2007 – 2016, Dorset Strategic Partnership (June 2007)

1.3.40 A sub-regional economic development strategy⁴² has been produced to tackle these issues and a series of long-term economic actions for the sub-region are set out in the Multi Area Agreement (MAA) for Bournemouth, Dorset and Poole.

1.3.41 The economy of North Dorset reflects the District's rural nature and it differs from the rest of the Dorset sub-region with more employment in primary sectors and utilities, manufacturing and construction whereas employment in financial and business services is well below the sub-regional average.

1.3.42 Past studies⁴³ suggested that in the future there would be a shift in the employment structure of rural Dorset towards higher skill level occupations, but these studies pre-date recent global economic difficulties. These problems have brought an added degree of uncertainty to the District's economic prospects, but it seems likely that its economic profile will continue to differ from that of the sub-region as a whole, because of its rural nature and the absence of large towns.

1.3.43 North Dorset is well positioned to take advantage of the likely changes to the sectors of the economy for a number of reasons:

- It performs well against a number of labour market indicators with a growing working age population, high economic activity rates and high skill levels⁴⁴;
- It has a track record for delivering employment land at above the planned rate⁴⁵; and
- It already has sufficient employment land and a number of key employment sites identified to meet future workspace needs⁴⁶.

1.3.44 However, there are issues, such as site delivery and the need to ensure that employees' skills can be developed to adapt to changing business needs.

1.3.45 The **challenge** for North Dorset is to develop a more competitive economy that reflects wider sub-regional aims, but also recognises the particular economic characteristics of the District and brings greater prosperity to its residents.

⁴² Raising the Game; Economic Development Strategy 2005-2016 – Bournemouth, Dorset & Poole Economic Partnership (November 2005)

⁴³ As summarised on pages 16 and 17 of the North Dorset Profile – Dorset County Council and North Dorset District Council (November 2004)

⁴⁴ Bournemouth Dorset Poole Workspace Strategy and Delivery Plan – GVA Grimley (2008)

⁴⁵ See chart at the top of page 35, Annual Monitoring Report 2008, North Dorset District Council (December 2008)

⁴⁶ Bournemouth Dorset Poole Workspace Strategy and Delivery Plan – GVA Grimley (2008)

Improving Access to Services

- 1.3.46 The most recent survey of indices of deprivation in England⁴⁷ shows that, in general terms, North Dorset as a whole and the places within it are not very deprived. When the 354 district and unitary authorities in England are ranked with the most deprived nationally at 1 and the least deprived at 354, North Dorset is ranked 247. The survey information is also made available for 'Super Output Areas' (SOAs), which are much smaller areas containing, on average, a population of 3,000. None of the 20% most deprived SOAs nationally are located in North Dorset, which means that when measured against a general 'Index of Multiple Deprivation' (IMD), North Dorset does not have any pockets of severe deprivation.
- 1.3.47 The IMD is made up of measures of seven different forms of deprivation one of which is 'Barriers to Housing and Services'. 'Geographical access to services' is a sub-domain within this category and when examined against this factor, North Dorset has a high level of deprivation. 57% of North Dorset's SOAs fall within the 20% most deprived SOAs nationally⁴⁸.
- 1.3.48 The IMD data for 2004 has been mapped in Figure 1.3.4 below. This shows that access to services deprivation is an issue across much of rural Dorset and in North Dorset the areas affected lie mainly outside the towns.

⁴⁷ The English Indices of Deprivation 2007 – Department of Communities and Local Government (March 2008)

⁴⁸ Information provided by Dorset County Council based on the English Indices of Deprivation 2007 – Department of Communities and Local Government (March 2008)

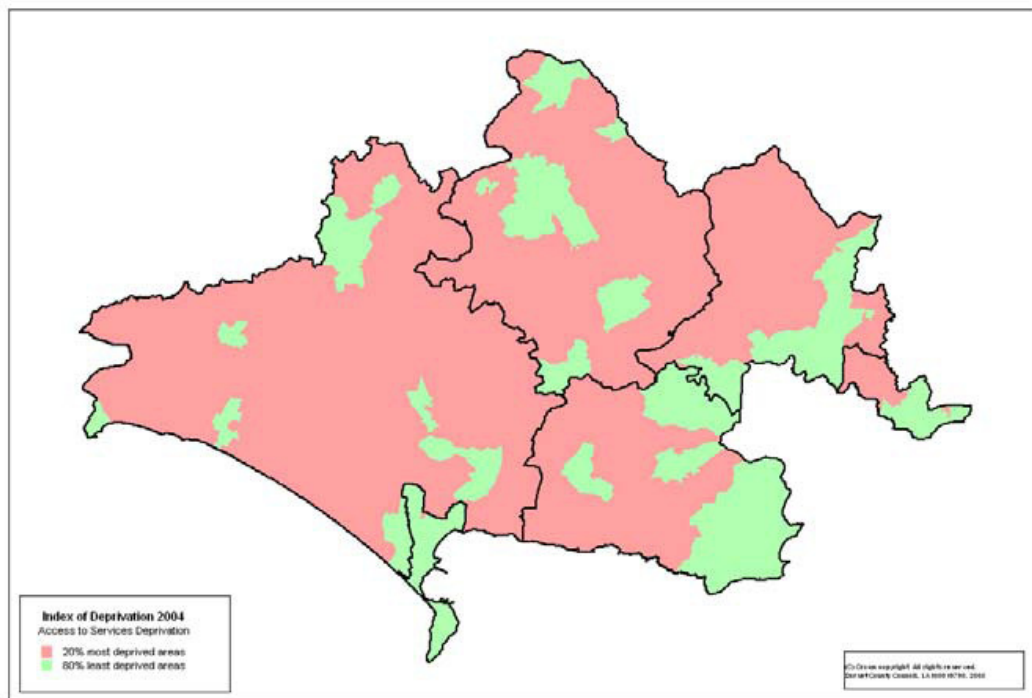


Figure 1.3.4 –: Map Showing Super Output Areas (SOAs) in Dorset Falling Within the 20% Most Deprived SOAs Nationally in Terms of Access to Services

1.3.49 The SCS notes that older people and the disabled are particularly affected by poor levels of accessibility. It also disadvantages the young and their ability to access employment, training and leisure opportunities⁴⁹.

1.3.50 The **challenges** for North Dorset are: to ensure that levels of service provision (both in the towns and the rural area) are maintained and where possible improved; and to encourage better public transport that meets the needs of local communities.

Local Issues

1.3.51 The community planning model for North Dorset operates on the basis of each market town being the main service centre for the surrounding rural hinterland. Following a recent evaluation of the model⁵⁰ the Community Partnerships Executive for North Dorset (CPEND) was set up to better enable local priorities to be taken forward to the strategic level. The community planning process in North Dorset is shown in Figure 1.3.5 below.

⁴⁹ The issue of access to services is explained in Section 3.5 of Shaping Our Future: The Community Strategy for Dorset 2007 – 2016, Dorset Strategic Partnership (June 2007)

⁵⁰ Evaluation of Community Planning in North Dorset – Jeff Bishop BDOR (July 2007)

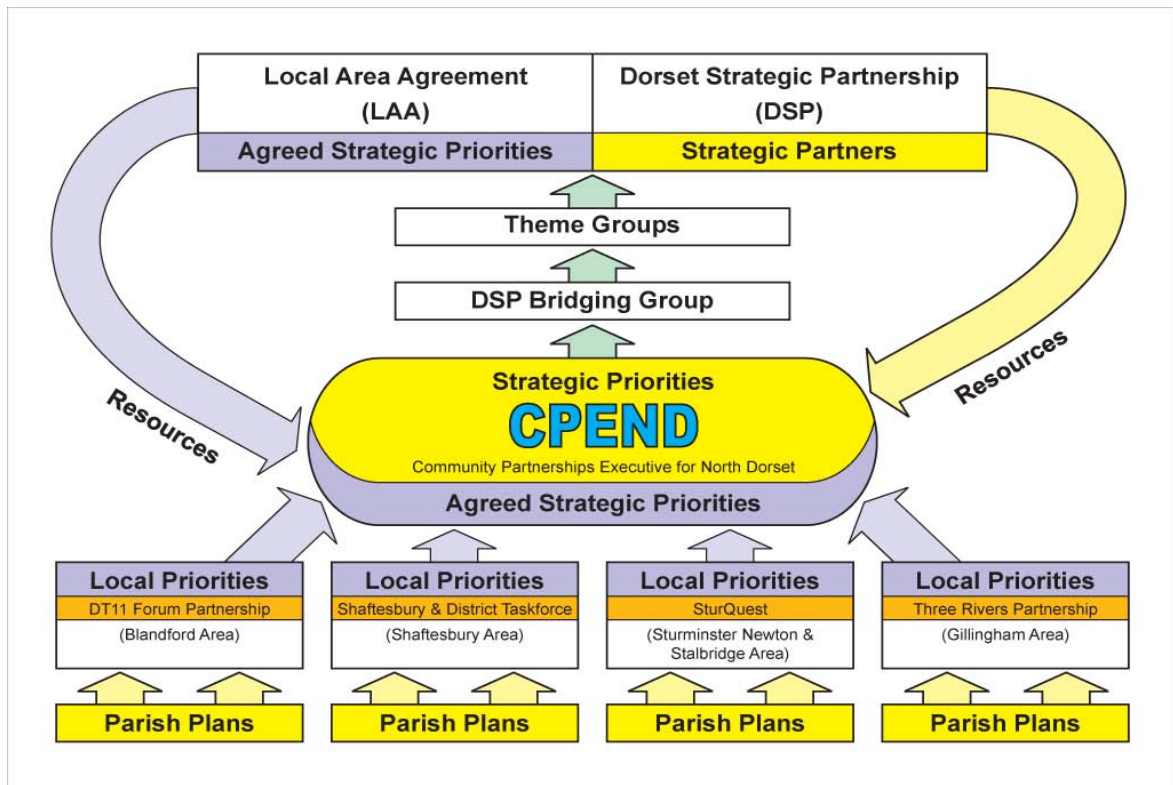


Figure 1.3.5 – Community Planning Process in North Dorset

1.3.52 CPEND has identified five **key issues** common to all the local community partnerships which are:

- **Transport;**
- **Accessibility;**
- **Healthier communities and older people;**
- **Economy; and**
- **Environment (including climate change).**

1.3.53 **Housing** was also identified as a **key issue**, but was considered to be beyond the scope of CPEND action.

1.3.54 In addition to these common issues, each LCP has a range of more specific issues for their area and each parish plan contains a set of local priorities for individual settlements.

1.3.55 The visions for each LCP are set out in Section 2.1, which also explains how they will be taken forward in planning policy.

2. Core Strategy

2.1 District-wide and Local Area-based Visions

The Draft Vision for North Dorset

2.1.1 The draft vision for North Dorset sets out how the District and the places within it should develop over the next 20 years. It is based on the 'shared agenda' for the future in the Dorset SCS⁵¹ but also draws on the strategies developed by the four Local Community Partnerships (LCPs)⁵². Regard has also been had to the Council's corporate priorities and to the views expressed by organisations and individuals during the early stages of development of the Core Strategy⁵³.

2.1.2 The Council's corporate vision for North Dorset⁵⁴ is of a place: *"Where thriving, balanced and environmentally responsible communities in our market towns and surrounding villages build economic prosperity while safeguarding our unique surroundings."*

2.1.3 A broader range of themes emerged from a series of public meetings in summer 2005, where the Council and the community developed a set of strategic aims for the District. This work informed the 'first draft vision' for the Core Strategy, which was the subject of public consultation in December 2005. This 'first draft vision' stated that:

"North Dorset will be an area where:

- In its market towns, villages and countryside development will take place in a sustainable manner, respecting the unique character of individual settlements and the local community's priorities;*
- The quality and diversity of the built and natural environment are protected and enhanced;*
- The local economy is encouraged to grow to provide more high skilled jobs and high quality produce;*
- Affordable housing is available to meet the needs of residents and the workforce;*
- Educational opportunities are improved; and*
- Community life is fostered and people's safety, health and recreational opportunities are improved."*

⁵¹ Shaping Our Future: The Community Strategy for Dorset 2007 - 2016: Dorset Strategic Partnership (June 2007)

⁵² These strategies and their relationship with the Dorset SCS are explained in Section 1

⁵³ Details of the early consultation on the Core Strategy can be found at the following link

http://www.north-dorset.gov.uk/index/living/building_planning/planning_policy/local_development_framework/core_strategy/core_strategy_early_consultation.htm

⁵⁴ As set out in the Corporate Plan 2008-2013: 2009 Refresh -North Dorset District Council (2009)

- 2.1.4 As part of the ‘issues and options’ consultation on a ‘stand alone’ Core Strategy in 2007⁵⁵, views were again sought on the ‘first draft vision’ and how it could be expanded to address the needs in different parts of the District. At the same time the revised Dorset SCS was produced, building on Dorset’s first community strategy published in 2004⁵⁶.
- 2.1.5 The ‘first draft vision’ has now been re-worked to embrace the broader agenda set at the County level. It incorporates many of the themes from the earlier visioning work (such as the need to support the District’s market towns). Some of the more detailed points (such as improving educational opportunities) are captured within the broader scope of the vision (i.e. under part 7, which seeks to enhance the life chances of children and young people). These issues are addressed in more detail in the objectives and policies of this DPD.
- 2.1.6 The revised draft **vision for North Dorset** is as set out below:

In 20 years time North Dorset will:

- 1. be a District that has played a positive role in addressing the causes and effects of climate change;***
- 2. have more sustainable forms of development that are adequately served by infrastructure (including sustainable transport solutions) and make prudent use of natural resources (including previously developed land);***
- 3. have expanded thriving market towns collectively providing homes, jobs and services for those living within them and within the communities they serve;***
- 4. have sustainable smaller rural communities providing local services which enable day-to-day needs to be met locally;***
- 5. have a protected and enhanced locally distinctive built and natural environment that retains the qualities that make the District’s urban and rural areas even more attractive and desirable places to live, work and visit;***
- 6. have more housing, and in particular more affordable housing, that better meets the diverse needs of the District;***
- 7. be a District: that has advanced towards more cohesive communities; that has recognised the needs of the older population; and where the life chances for children and young people have been enhanced;***
- 8. have a more robust and prosperous economy (including sustainable tourism) with high quality jobs and skills, focused in locations that best support the District’s growing population; and***

⁵⁵ Views on the first draft vision were sought under Section 3 of Core Strategy: Issues and Alternative Options – North Dorset District Council (June 2007). Details of the ‘issues and options’ consultation process can be found at the following link http://www.north-dorset.gov.uk/index/living/building_planning/planning_policy/local_development_framework/core_strategy.htm

⁵⁶ Community Strategy for Dorset – Dorset Strategic Partnership (2004)

9. have a range of community, leisure, cultural and recreational facilities in locations that are accessible to the local population.

Local Community Visions

2.1.7 Each LCP has a strategy with a vision, setting out each community's aspirations for its area. These local visions are set out below.

2.1.8 The local **vision for Blandford and the south of the District**⁵⁷ is:

- *"To create a thriving, vibrant and environmentally sustainable future for the town and villages of the DT11 Forum area set in accessible and well managed countryside."*

2.1.9 The local **vision for Gillingham and the north of the District**⁵⁸ is to:

- *"Influence and manage the development of our community in order to maximise the quality of life and well-being of residents."*

2.1.10 The strategy for Gillingham and the north of the District also contains visions for the six key themes identified within it, which are:

- **Economic Generation** - *"A thriving local economy providing a range of employment opportunities appropriate to the skills and education of a growing population";*
- **Culture, Arts & Sport** – *"Suitable opportunities for all members of our community to be fully engaged in cultural, sporting and artistic activities, underpinned by high quality, accessible facilities appropriate to the diversity of needs of local residents";*
- **Our Environment** – *"A thriving, healthy and attractive town sensitively blended into its rural hinterland, cherishing and managing its built and natural environment and valuing and conserving its unique heritage;*
- **Transport** – *"Enhanced transport links into Gillingham, improved management of traffic through Gillingham and better access to schools, work places and community facilities";*
- **Skills & Learning** – *"A well-educated community, benefiting from high quality learning provision, guaranteeing a capable, adaptable workforce to meet the needs of the local economy and providing extensive opportunities for personal growth and enrichment";* and
- **Social Well-being** – *"A living, thriving, healthy community where everyone has a part to play in creating a better quality of life."*

2.1.11 The local community **vision for Shaftesbury and surrounding area**⁵⁹ is:

⁵⁷ As set out in Shaping the Future: Community Strategic Plan Consultation Document – DT11 Forum Community Partnership (2008)

⁵⁸ The overall vision is taken from a draft review of the Community Action Plan (June 2007). The visions set out under the six key themes are taken from the approved Community Action Plan – Three Rivers Partnership (2007)

⁵⁹ As set out in The View of the Hill: The Shaftesbury Area Community Plan – Shaftesbury District Task Force (June 2005)

- *“In 2020 the Shaftesbury area will be thriving; centred on its Dorset market town, with a strong and distinctive character, with respect for its past and pride in its diverse built, natural and cultural heritage.*
- *It will be an area where the community works together, firmly committed to securing a sustained and prosperous future, with a high quality of life and access to services, providing opportunities of ALL who live and work in the town and the surrounding villages.”*

2.1.12 The local **vision for Sturminster Newton, Stalbridge and the west⁶⁰ of the District** is for:

- *“a community that plans for its own future, rather than one that is planned for by others.”*

2.1.13 The strategy for Sturminster Newton, Stalbridge and the west of the District also contains visions for the five key areas for action identified within it, which are:

- **Economy** - *“A successful local economy based on small to medium sized enterprises providing a diverse range of local employment opportunities”;*
- **Education, Skills and Learning** – *“A capable and adaptable workforce to meet the demands of the local economy thus helping individuals, families and the community to benefit from an improving local economy and improved quality of life”;*
- **Ease of Movement** – *“A town which is a pleasant environment in which to live and work and take leisure, and one which is not dominated by traffic; an area where people are less dependent on the provision of transport, especially the private car, to participate fully in life; and an area where there is a better integration of land uses and a reduction in the feeling of isolation of both town and country”;*
- **Environment** – *“An attractive rural area able to accommodate changes in farming practice and new development, and with well-maintained and managed habitats incorporating high biodiversity”;*
and
- **Enhanced Leisure, Recreation & Community Facilities** – *“Everyone, whether in town or country, has good access to improved, affordable local recreation, leisure and community facilities.”*

2.1.14 The draft Core Strategy includes policies (15 to 18) for Blandford, Gillingham, Shaftesbury and Sturminster Newton. The supporting text to each policy sets out the overall strategy for each town, drawing on the community aspirations set out in the local visions.

2.1.15 Each local vision also relates to the rural hinterland surrounding each main town. The Core Strategy sets out the broad approach to

⁶⁰ The overall vision and the visions for the five key themes are taken from the Sturminster Newton Area Action Plan – SturQuest (December 2003)

development across the rural area as a whole, identifying the overall quantum of development that will take place outside the main towns and giving broad guidance on where this development will be focussed (see Draft Core Policies 3, 19 and 20). Within this context (which reflects the overall approach of the emerging RSS) the Site Allocations DPD will determine the quantum and location of future development in each village, having regard to local visions, local priorities in the relevant local community strategy and, where available, parish plans.

2.2 Objectives

Introduction

2.2.1 The objectives link the vision for North Dorset to the 'core' and 'development management' policies, by focussing on the key issues that need to be addressed. In some cases a particular aspect of the vision links directly to one specific part of an objective. However, for issues that are cross-cutting in nature (such as economic development and sustainability) there may be links to parts of one or more objectives.

2.2.2 The draft District-wide objectives relate to:

- thriving market towns;
- sustainable rural communities;
- protecting and managing the built and natural environment;
- meeting the District's housing needs; and
- improving the quality of life.

Thriving Market Towns

2.2.3 The importance of the District's market towns was recognised by the local community in the early visioning work on the Core Strategy and is also recognised by the Council in its Corporate Plan. The current Local Plan identifies these towns as the main locations for growth in the District and the emerging RSS indicates that 'market and coastal towns' should be "*focal points for locally significant development, including provision for the bulk of district housing provision outside the SSCTs.*"⁶¹ The emerging RSS recognises that these towns need employment, shopping and other services to support their roles as services centres; a point that is echoed in Section 3.2 of the Dorset SCS.

2.2.4 The objective recognises the need for housing, employment and shopping for the market towns to prosper. However, growth also needs to be supported by community services (such as health and education facilities) and infrastructure (particularly transport infrastructure), so that the towns will become more self-contained and the quality of life of residents will be improved. In recent years housing development, particularly in Gillingham, has taken place without the necessary facilities and infrastructure and this should not happen in the future. Regeneration has a positive role to play in creating thriving market towns, but the objective also recognises that the potential effects of growth on other nearby towns needs to be taken into account.

⁶¹ Paragraph 3.4.2, RSS Proposed Changes

Objective 1 - Thriving Market Towns

The objective is to support the role and function of the market towns of Blandford Forum (and Blandford St. Mary), Gillingham and Shaftesbury as the main service centres for the District by:

- a) Making them the main focus in the District for housing development, including affordable housing;
- b) Enhancing their employment and training opportunities, particularly through the provision of sufficient employment land, to meet the growing needs of the towns and their hinterlands;
- c) Focusing an improved range of retail, cultural and leisure uses within the town centres;
- d) Improving health, education and community services to meet the needs of the towns and their rural hinterlands;
- e) Improving sustainable transport links and accessibility within the towns; between the towns and the villages in their rural hinterlands; and, through improved linkages with strategic transport networks;
- f) Securing the delivery of mixed use regeneration on previously developed land in accessible locations;
- g) Ensuring that housing development is delivered in step with employment opportunities, community facilities and infrastructure; and
- h) Taking account of the effects of any interaction between the towns themselves and with the SSCTs in neighbouring districts.

Sustainable Rural Communities

2.2.5 The early visioning work on the Core Strategy showed that there was community concern for the well-being of the District's villages and countryside and this is reflected in the Council's Corporate Plan. The Dorset SCS also recognises that the County's rural nature and attractive environment give rise to a range of problems including poor access to services and a lack of affordable housing.

2.2.6 National policy seeks to achieve more sustainable patterns of development in rural areas by focusing growth at local service centres and by strictly controlling development in the open countryside. The current Local Plan reflects this national approach, but in recent years this has not been achieved resulting in high levels of housing 'oversupply' outside the main towns. Achieving sustainable patterns of development has been an issue across the South West and the emerging RSS recognises that *"the scale and nature of development in rural communities needs to be managed more carefully than has been the case over the last 20 years if the most sustainable approach to development is to be delivered across the region."*⁶²

⁶² Paragraph 3.5.2; RSS Proposed Changes

2.2.7 The Core Strategy needs to develop a policy framework that contributes to the achievement of more sustainable patterns of development, but which also enables the needs of rural communities to be met. The objective seeks to achieve this by: recognising the important role that Sturminster Newton, Stalbridge and a number of larger villages play in contributing to more self-contained and stronger communities in the rural area; recognising the importance of retaining and enhancing facilities to support the role of settlements as local service centres; and recognising the need to apply a general policy of restraint in the countryside to help deliver a more sustainable pattern of development, that also allows some necessary development to address essential rural needs.

Objective 2 - Sustainable Rural Communities

The objective is to create a network of sustainable smaller rural communities where local services and employment opportunities enable day-to-day needs to be met locally by:

- a) Taking forward the opportunities to both regenerate and expand Sturminster Newton and improve its town centre to support and enhance its function as the District's largest local service centre;**
- b) Focusing the remaining limited development potential in Stalbridge and other identified larger villages within the District that are well served by a range of local services;**
- c) Securing the retention, enhancement and future viability of local community facilities and local services; and**
- d) Adopting a general policy of restraint in the countryside, whilst also enabling essential rural needs to be met.**

Protecting and Managing the Built and Natural Environment

2.2.8 The need to protect and enhance the environment is a priority for Dorset residents and a key theme in the Dorset SCS. This was also recognised as being important in the early visioning work on the Core Strategy and in the Council's Corporate Plan. The SCS recognises that the quality of the environment drives Dorset's economy and is also one of the reasons why people enjoy living and working in the County. Development therefore needs to be sensitively designed to maintain environmental quality and the quality of life of residents.

2.2.9 Although there is consensus that the environment is an important matter, the scope of the issue has widened in recent years in response to new concerns, such as climate change. The objective is therefore broad in scope covering a range of environmental issues. It: sets out the actions that can be taken in North Dorset to help tackle climate change; recognises the need to protect valued environmental features; and also seeks to ensure that environmental quality is maintained through high standards of design and the protection of amenity.

Objective 3 - Protecting and Managing the Built and Natural Environment

The objective is to better manage and protect the environment of North Dorset by:

- a) Encouraging the use of sustainable construction techniques, available renewable energy technologies and taking account of the effects of climate change;**
- b) Ensuring that North Dorset's wildlife, landscape and cultural heritage are protected and enhanced;**
- c) Encouraging design that maintains the quality of the District's built and natural environment; and**
- d) Ensuring that the District's residents are able to enjoy their homes and public places without undue disturbance or intrusion from neighbouring uses.**

Meeting the District's Housing Needs

2.2.10 The Dorset SCS shows that the provision of more affordable housing is a top priority for the people of Dorset. However, across the rural parts of the County there is also a general concern about the potential impacts of new housing development.

2.2.11 In North Dorset, the Council recognises that there is a need for housing of all types, not just affordable housing. Affordable housing is a corporate priority for the Council and was also identified as a key issue in the early visioning work for the Core Strategy. The emerging RSS suggested that the level of housing in North Dorset should be significantly below that in the current Structure Plan and this raised concerns about the potential impacts on the economy, particularly in terms of the supply of labour. The Council suggested that the housing figures in the District should be increased and this is now reflected in the emerging RSS.

2.2.12 The objective seeks to focus both market and affordable housing in the most sustainable locations, but also recognises that, exceptionally, affordable housing may be required in more rural areas to meet strictly local needs. The objective reflects the concerns about the shortage of affordable housing in the Dorset SCS by suggesting that all new dwellings should contribute to meeting affordable housing needs. However, it also recognises the importance of securing the right type, design and mix of housing generally (including Lifetime Homes) to meet the needs of the whole population. The need to provide for the needs of gypsies and travellers is also highlighted.

Objective 4 - Meeting the District's Housing Needs

The objective is to deliver more housing, including more affordable housing, that better meets the diverse needs of the District by:

- a) Focusing provision to meet overall District needs on main and local service centres;**
- b) exceptionally allowing affordable housing to meet strictly local needs elsewhere;**
- c) Ensuring that all new dwellings contribute to overcoming the affordable housing shortfall;**
- d) Ensuring that the type, design and mix of housing reflects housing needs in up-to-date assessments;**
- e) Ensuring that housing is designed to support the changing needs of its occupants and users; and**
- f) Ensuring that sufficient, sustainably-located sites are provided to meet the needs of gypsies, travellers and travelling showpeople in the District.**

Improving the Quality of Life

2.2.13 Quality of life issues go to the heart of the Dorset SCS and are reflected in the strategies of the four local community partnerships in North Dorset. These documents recognise that behind the 'picture postcard' image, there are serious issues that need to be addressed, not just in relation to housing and employment, but also in relation to the well-being of the community. Poor access to services, employment and leisure is a key issue, as is the 'demographic challenge' of having a large elderly population and a decreasing proportion of young people.

2.2.14 Certain aspects of the 'quality of life agenda' emerged through the early visioning work on the Core Strategy, which highlighted the need to foster 'community life' and to improve education, health and recreational opportunities. Addressing these issues will help to deliver the 'balanced communities' that the Council's Corporate Plan seeks to achieve.

2.2.15 The objective recognises that quality of life issues affect everyone, but that in North Dorset, they are particularly relevant to the young and old. The objective seeks better community, leisure, cultural, health, education, sport and recreation facilities embracing the agendas of a wide range of organisations including Dorset County Council, as the Education Authority, and the Dorset Primary Care Trust (DPCT). It also seeks a more sustainable transport network, highlighting the fact that these facilities not only need to be provided and retained, but that they need to be accessible to the local population as well.

Objective 5 - Improving the Quality of Life

The objective is to improve the quality of life of North Dorset's residents, particularly the older population and the young, by:

- a) Encouraging the provision of viable community, leisure and cultural facilities focused on main and local service centres;
- b) Retaining the current range of healthcare and education services and ensuring that additional healthcare and education facilities are provided in accessible locations;
- c) Ensuring that a network of quality sports and recreation facilities and public open space are distributed throughout the District in locations that are most accessible to the community;
- d) Securing an integrated approach to private and public transport (including parking provision and management), which improves accessibility to services; and
- e) Ensuring that development makes a positive contribution to enhancing existing and providing new transport infrastructure.

Links between Issues, Challenges, the Vision, Objectives and Policies

2.2.16 National policy states that core strategy objectives should “*form the link between the high level vision and the detailed strategy*” (i.e. the core policies)⁶³.

2.2.17 The relationship between the vision and objectives for North Dorset is shown in Figure 2.2.1. It shows how national, regional, County and more local issues have given rise to a series of challenges, that inform the vision. It also shows which objectives are relevant to each part of the vision and includes a brief commentary explaining how the objectives relevant to each part of the vision relate back to the issues and challenges identified in Section 1.3

2.2.18 The relationships between the objectives and the core policies are shown in Section 4 of this DPD. This section deals with the issue of delivery and includes a series of matrices (Figure 4.2.1) showing the main core policies that will deliver each objective and the other relevant core policies that will play a supporting role in delivering each objective. The relationship between the core policies and the development management policies is shown in Figure 4.3.1.

⁶³ Paragraph 4.3, PPS 12: Local Spatial Planning, DCLG (June 2008)

FIGURE 2.2.1 (PART 1) - ISSUES, CHALLENGES, VISION AND OBJECTIVES MATRIX

	Issues (Section 1.3)	Challenges (Section 1.3)	Vision	Vision Description (Section 2.1)	Objectives (Section 2.2)	Comments
National & Regional	To address the causes and effects of climate change	To deliver higher standards of sustainable construction	1	1. be a District that has played a positive role in addressing the causes and effects of climate change	3a	Sustainable construction techniques will address the causes and effects of climate change by reducing greenhouse gas emissions through zero carbon development and the wiser use of natural resources.
		To encourage greater use of renewable energy	1	as above	3a	The generation of energy from renewable sources will help to reduce greenhouse gas emissions thereby combating climate change.
		To ensure that the risks of climate change (such as flooding) are minimised	1	as above	3a, 3b	With climate change resulting in wetter winters and more extreme weather conditions the main effect in North Dorset will be the increased risk of flooding so all new development will need to take this into account. The effects of climate change will also have an impact on agriculture and wildlife habitats so this will also need to be taken into account.
	To deliver more sustainable forms of development	To encourage the prudent use of resources - previously developed land	2	2. have more sustainable forms of development that are adequately served by infrastructure (including sustainable transport solutions) and make prudent use of natural resources (including previously developed land)	1f	By maximising opportunities on previously developed land and therefore conserving natural resources the overall quality of the environment will be maintained and more sustainable forms of development can be delivered.
		To encourage the prudent use of resources - water	2	as above	3a	Conservation of water is a mandatory part of the Code for Sustainable Homes which Objective 3a relates to.
		To achieve higher levels of self containment in settlements	3, 4	3. have expanded thriving market towns collectively providing homes, jobs and services for those living within them and within the communities they serve; 4. have sustainable smaller rural communities providing local services which enable day-to-day needs to be met locally	1a, 1b, 1c, 1d, 1f, 1g 2a, 2b, 2c	By achieving higher levels of self containment through mixed use regeneration in the thriving market towns and by creating local service centres for rural communities a more sustainable form of development will be achieved.
		To develop a more sustainable transport network	2	2. have more sustainable forms of development that are adequately served by infrastructure (including sustainable transport solutions) and make prudent use of natural resources (including previously developed land)	1e 5d, 5e	Sustainable transport networks will deliver more sustainable patterns of development by improving transport links and accessibility within the towns, between the towns and villages and through improved linkages with strategic transport networks.
	To deliver more sustainable patterns of development	Sustainable main market towns (Policy B Settlements)	3	3. have expanded thriving market towns collectively providing homes, jobs and services for those living within them and within the communities they serve;	1a, 1b, 1c, 1d 4a	By focusing development in, or next to, existing towns and villages that function as service centres a sustainable pattern of development will be delivered.
		Sustainable small towns & villages (Policy C Settlements)	4	4. have sustainable smaller rural communities providing local services which enable day-to-day needs to be met locally	2a, 2b, 2c 4a	A sustainable pattern of development will be delivered by allowing some limited development in the smaller rural settlements to meet local needs whilst also maintaining their role as local service centres.
		Sustainable countryside	4	as above	2d 4b	A sustainable countryside requires a general policy of restraint, but essential rural needs can be accommodated.
	The need to conserve and enhance AONBs and to foster the social and economic well-being of their communities	To ensure that decisions taken locally have regard both to the generic national and regional policies and to the specific objectives and policies for each AONB, as set out in their respective Management Plans	3, 4, 5	3. have expanded thriving market towns collectively providing homes, jobs and services for those living within them and within the communities they serve; 4. have sustainable smaller rural communities providing local services which enable day-to-day needs to be met locally 5. have a protected and enhanced locally distinctive built and natural environment that retains the qualities that make the District's urban and rural areas even more attractive and desirable places to live, work and visit	1a, 1b, 1c, 1d, 1e 2b, 2c, 2d 3b, 3c, 3d	The primary purpose of AONB is to preserve and enhance the nationally important landscapes, but at the same time the needs of agriculture, forestry and other rural industries and the economic and social needs of the local communities need to be taken into account. Objectives 1 and 2 seek to focus development on the main market towns and more sustainable rural communities whilst controlling development in the countryside and Objective 3 seeks to protect and manage the built and natural environment ensuring that North Dorset's wildlife, landscape and cultural heritage are protected and enhanced.
	The protection of internationally important wildlife sites	To ensure N2K sites are not harmed, either directly or indirectly, by development proposed in the LDF	5	5. have a protected and enhanced locally distinctive built and natural environment that retains the qualities that make the District's urban and rural areas even more attractive and desirable places to live, work and visit	3b	Objective 3b seeks to manage and protect the environments of North Dorset. However, to determine whether any policies would adversely affect the integrity of an internationally important site a Habitats Regulations Assessment has been carried out.

FIGURE 2.2.1 (PART 2) - ISSUES, CHALLENGES, VISION AND OBJECTIVES MATRIX

	Issues (Section 1.3)	Challenges (Section 1.3)	Vision	Vision Description (Section 2.1)	Objectives (Section 2.2)	Comments
Rural Dorset and the District	Safeguarding the environment	To deliver growth that does not harm key environmental features	5	as above	3b	By having regard to national and local biodiversity and geodiversity actions plans, Landscape Character Assessments and the need to conserve Heritage Assets, growth in the District can be delivered whilst safeguarding the environment.
		To encourage high quality design that respects the environment	5	as above	3c	Encouraging design that maintains the quality of the built and natural environment will ensure it is safeguarded for the benefit of future generations who enjoy living and working in the District.
		To safeguard amenity	5	as above	3d	For the District's residents to enjoy their homes and public places and for the environmental quality to be protected from undue disturbance and intrusion from neighbouring uses Objective 3d will seek to safeguard amenity.
	Addressing the lack of affordable housing	To provide sufficient housing	6	6. have more housing, and in particular more affordable housing, that better meets the diverse needs of the District	1a 2a, 2b 4a, 4d, 4f	There is an identified need for housing in the District. Having more housing, and in particular affordable housing, will help to meet these diverse needs.
		To provide sufficient affordable housing	6	as above	4a, 4b, 4c	Affordable housing will be focused in the most sustainable locations, but rural exceptions will be allowed to meet local need.
		To provide a type, design and mix of housing to meet the diverse needs of the District	6	as above	4d, 4e	Housing of a type, design and mix that reflects housing needs within the District, will make a major contribution to addressing problems of affordability.
	Tackling the causes and effects of an increasing generational imbalance	To improve the quality of life of residents by helping to meet the needs of the older population	7	7. be a District: that has advanced towards more cohesive communities; that has recognised the needs of the older population; and where the life chances for children and young people have been enhanced	1c, 1d, 1e 2c 4e 5a, 5b, 5c, 5d	Objective 5 seeks to improve the quality of life of North Dorset's residents, particularly the older population and the young. This is reinforced in Objectives 1, 2 and 4 which encourage the provision of community, leisure, cultural, health and education facilities to address the issue of generational imbalance.
		To enhance the life chances of the young	7	as above	1b, 1c, 1d, 1e, 1h 2c 5a, 5b, 5c, 5d	Community facilities, education, training, local jobs and public transport all enhance the life chances of the young and encourage them to stay in the District. However, some needs, particularly further education and leisure, are largely met in SSCTs in neighbouring districts.
	Stimulating a low-growth economy	To develop a more competitive economy that reflects wider sub-regional aims	8	8. have a more robust and prosperous economy (including sustainable tourism) with high quality jobs and skills, focused in locations that best support the District's growing population	1b, 1c, 1d, 1h 2a, 2b	To stimulate the low growth economy the thriving market towns and sustainable rural communities will be the focus for employment opportunities and skills to support the growing population and their service needs, but the interaction with the SSCTs in the neighbouring districts will also be considered.
		To develop a more competitive economy that recognises the particular economic characteristics of the District and bring greater prosperity to its residents	8	as above	1b, 1c, 1d 2a, 2b, 2d	Economic development will need to recognise the economic characteristics of the District in order to stimulate growth.
	Improving access to services	To ensure that levels of service provision (both in the towns and rural area) are maintained and where possible improved	9	9. have a range of community, leisure, cultural and recreational facilities in locations that are accessible to the local population	1c, 1d, 1g, 1h 2a, 2b, 2c, 5a, 5b, 5c	By ensuring a range of well located community, leisure, cultural and recreational facilities that meet local needs are provided and where possible improved access to services will also be improved.
		To encourage better public transport that meets the needs of local communities	2	2. have more sustainable forms of development that are adequately served by infrastructure (including sustainable transport solutions) and make prudent use of natural resources (including previously developed land)	1e 5d, 5e	Securing an integrated approach to private and public transport that maximises sustainable solutions and meets the needs of the local communities will improve access to services.
Local Issues	The Community Partnerships Executive of North Dorset (CPEND) identified: transport; accessibility; healthier communities and older people; economy; environment; and housing as key issues common to all Local Community Partnerships (LCPs)	In addition to the common issues listed each area strategy and each parish plan contains a set of local issues and local priorities. The four LCP are: DT11 Forum Partnership (covering the Blandford area and the south of the District); Three Rivers Partnership (covering the Gillingham area and the north of the District); Shaftesbury & District Taskforce (covering Shaftesbury and the surrounding area) and SturQuest (covering Sturminster Newton, Stalbridge and the west of the District).		Local Community Visions are set out in paragraphs 2.1.8 to 2.1.13		The supporting text to the Core Policies for Blandford, Gillingham, Shaftesbury and Sturminster Newton set out the overall strategy for each town, drawing on the community aspirations in the local visions. Each local vision also relates to the rural hinterland surrounding each main town. The Core Strategy sets out the broad approach to development across the rural area as a whole, identifying the overall quantum of development that will take place outside of the main towns and giving broad guidance on where this development will be focussed. Within this context the Site Allocations DPD will determine the quantum and location of future development in each village, having regard to local visions, local priorities in the relevant local community strategy and, where available, parish plans.

2.3 Sustainable Development Strategy

Introduction

2.3.1 This section sets out the Council's approach to achieving sustainable development and includes three policies which seek to:

- **Address the causes and effects of climate change**
by reducing greenhouse gas emissions and taking account of likely effects, such as the increased risk of flooding (draft Core Policy 1);
- **Ensure that all development contributes to a sustainable future**
through: the provision of necessary infrastructure including sustainable transport solutions; the conservation of natural resources; safeguarding communities from hazards; encouraging high quality design; and safeguarding amenity (draft Core Policy 2); and
- **Establish a Core Spatial Strategy**
to deliver a sustainable pattern of development, which concentrates growth at the District's main towns and at other local service centres (draft Core Policy 3).

**Draft Core
Policy 1**

Tackling Climate Change

Addressing the Causes and Effects of Climate Change

2.3.2 The Government considers that *"the evidence that climate change is happening, and that man-made emissions are its main cause, is strong and indisputable."*⁶⁴ Legislation requires Councils to address climate change issues in their planning documents⁶⁵ and the community also recognises the need to do so in the SCS. Even with effective policies to reduce emissions in place, North Dorset will still experience changes due to greenhouse gases already released. The District therefore needs to take measures both to reduce its greenhouse gas emissions and to adapt to anticipated changes.

Reducing Greenhouse Gas Emissions

2.3.3 The Council will seek to reduce greenhouse gas emissions in line with the most up-to-date national and / or regional target (currently 30%

⁶⁴ Paragraph 1 of Planning Policy Statement (PPS): Planning and Climate Change - Supplement to PPS 1

⁶⁵ Section 19 of the Planning and Compulsory Purchase Act 2004, as amended in Section 182 of the Planning Act 2008, states "Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change".

reduction by 2026 relative to 1990 levels)⁶⁶. Measures that will contribute towards this target in North Dorset include:

- encouraging energy efficiency;
- requiring the use of sustainable construction techniques; and
- supporting the production of energy from renewable sources.

Encouraging Energy Efficiency

2.3.4 Improving energy efficiency helps cut householder costs and fuel poverty⁶⁷. It also reduces the number of renewable energy installations required to achieve the targets for the production of energy from renewable sources set by the Government. In order to meet the national target on reductions in carbon emissions, the Council is committed to improving energy efficiency in both new and existing homes⁶⁸.

2.3.5 The Council will rely on national building controls, which will be progressively tightened over time, to achieve improved energy efficiency in new housing and new non-domestic buildings. Measures to improve the energy efficiency of existing buildings, including housing, often do not require planning permission. However, in cases where such 'retro-fitting' does require consent, this is covered by Development Management Policy 1. The Council will also support actions in the Energy Efficiency Strategy for Bournemouth, Dorset and Poole⁶⁹, such as raising awareness and encouraging the take up of national financial incentives, to encourage energy efficiency in existing buildings.

Sustainable Construction Techniques

2.3.6 Sustainable construction embodies the concepts of:

- zero carbon development (ZCD);
- the wiser use of natural resources; and
- improved 'quality of life'.

⁶⁶ The current target is set out in Policy SD2 of the RSS Proposed Changes. The Climate Change Act 2008 sets 5-year carbon budgets and the current target is part of a longer term overall target that aims to achieve an 80% cut in greenhouse gas emissions (on 1990 levels) by 2050.

⁶⁷ Cutting householder costs and addressing fuel poverty may not be synonymous with carbon reduction, depending on the type of housing and the needs of the household. However, an increase in the uptake of energy efficiency measures across the District will have an overall beneficial effect on carbon reduction.

⁶⁸ Progress will be measured through the LAA agreement to work towards the national per capita reduction of 6.8% by 2010 relative to 2005.

⁶⁹ Bournemouth, Dorset & Poole Energy Efficiency Strategy & Action Plan, (February 2009), endorsed by North Dorset District Council

- 2.3.7 The Government has set a timetable for achieving zero carbon development (ZCD) in three stages⁷⁰ through the tightening of Part L (regulated emissions) of the Building Regulations. The Council will work towards achieving carbon reductions in accordance with this national timetable.
- 2.3.8 The Code for Sustainable Homes⁷¹ complements Building Regulations but covers a wider spectrum of improvements which will help make development more sustainable. The Code promotes the wiser use of natural resources by setting minimum standards for energy and water efficiency at each Code level. Energy and water efficiency will continue to be regulated through building control, but otherwise the Code is flexible, allowing developers a choice of other measures, many of which relate to 'quality of life' issues, that can contribute to achieving a higher sustainability rating. Technical Guidance on using the Code is available and updated regularly⁷².
- 2.3.9 One of the objectives of the Joint Municipal Waste Management Strategy for Dorset⁷³ is to achieve 60% recycling and composting by 2015/16. The provision of recycling bin storage areas and compost facilities is one of the flexible elements of the Code. However, the Council will encourage developers to provide all new homes or commercial premises with adequate recycling bin storage areas or compost facilities to help meet this objective.
- 2.3.10 Currently, all new homes are required to be rated against the Code. New affordable housing has to comply with Code level 3, but Code levels are voluntary for the private sector. The Council will work with developers to achieve the best mix of design features to achieve the highest practicable Code level. Targets and standards will be reformulated over time to bring them in line with European and national legislation and the most up to date legislation must be adhered to.
- 2.3.11 The Council's 'validation checklist'⁷⁴ sets out the information required to support different types of planning application. This indicates that any Design and Access Statement for a planning application should set out how the development will deliver 'best practice' in sustainable construction. Building Regulations may be tightened between the granting of planning permission and the start of construction. In such

⁷⁰ Building a Green Future: policy statement 2007. The three steps towards ZCD are (i) a 25% improvement in the energy / carbon performance by 2010, (ii) a 44% improvement by 2013 and finally, (iii) zero carbon by 2016.

⁷¹ The principles and standards set out in The Code for Sustainable Homes (published in December 2006 and updated in February 2008) looks at the whole home as a package and awards points under various design categories, including energy / CO₂, surface water run off, pollution, health and well being, and ecology. RSS sets out the relationship between the two standards under "Making Sustainable Construction the Norm".

⁷² <http://www.communities.gov.uk/publications/planningandbuilding/codeguide>

⁷³ Joint Municipal Waste Management Strategy for Dorset, Dorset County Council (May 2009)

⁷⁴ Planning Application Requirements – North Dorset District Council (May 2008)

circumstances developers must implement the relevant aspects of sustainable construction to the higher standards required by the updated Regulations.

Renewable Energy

2.3.12 The generation of energy from renewable sources is encouraged by the Government as it helps to reduce greenhouse gas emissions thereby combating climate change. Targets have been established both at the national and more local levels. The aim is to generate 10% of UK electricity from renewable resources by 2010 rising to 20% by 2020 and the Dorset sub-region is expected to contribute 64 – 84 MWe of installed electricity capacity towards this target⁷⁵. The emerging RSS⁷⁶ also sets a regional target of 100 MWth of installed thermal capacity for renewable heat production by 2010, rising to 500 MWth by 2020. Research is currently being undertaken to determine an appropriate contribution for the Dorset sub-region in relation to this target.

2.3.13 The Council will encourage renewable energy schemes that use technologies appropriate to North Dorset, so that the District can make its contribution towards achieving the most up-to-date national, regional or local renewable energy targets for electricity and heat, subject to an assessment of their impacts. Renewable energy will be generated either by (large or smaller-scale) 'stand alone' installations or by micro-renewable technology that has been integrated into new or existing development. It may be appropriate to locate larger-scale and some smaller-scale stand alone schemes in the countryside. For all renewable schemes that require planning permission, the criteria against which they will be assessed are set out in Development Management Policy 1.

Adapting to Anticipated Climate Change

2.3.14 Climate change predictions⁷⁷ indicate that by 2050 the South West can expect warmer, drier summers and warmer, wetter winters with more frequent extreme weather events. In North Dorset the main effect of climate change will be an increased risk of flooding from fluvial, ground and surface water. Climate change will also require changes in agriculture and have impacts on wildlife habitats.

2.3.15 Such changes will affect the District's economy, society and the environment, creating both opportunities (for example, the potential to develop a greener economy) and challenges (for example, the need for more drought-resistant planting). The increased risk of flooding and the impact on water resources, wildlife corridors, design and landscaping are discussed in policies draft Core Policy 2, draft Core Policy 14, draft Development Management Policy 3 and draft Development

⁷⁵ As set out in Policy RE1 of the RSS and largely based on research in the Bournemouth, Dorset & Poole Renewable Energy Strategy and Action Plan (December 2005)

⁷⁶ Policy RE 3 - Renewable Heat Targets in the RSS Proposed Changes (July 2008)

⁷⁷ South West Region Climate Change Impacts Scoping Study (2005)

Management Policy 9 respectively.

DRAFT CORE POLICY 1: TACKLING CLIMATE CHANGE

Development proposals shall:

- a) contribute towards the cutting of carbon emissions through energy efficiency measures in line with the most up-to-date national and regional targets;**
- b) meet or exceed the most up-to-date standards for sustainable construction;**
- c) contribute to the most up-to-date renewable energy targets by generating electricity and heat from renewable resources in accordance with draft Development Management Policy 1; and**
- d) take account of the existing and predicted effects of climate change.**

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 1: Tackling Climate Change – Options

Option 1(1): – Targets: Options are to adopt the national and regional timetables for the Code for Sustainable Homes target introduction and energy from renewable sources or adopt a faster timetable supported by the required evidence. Gathering this evidence would require an additional resource input from the District Council.

Draft Core Policy 2

Delivering Sustainable Forms of Development

Introduction

2.3.16 Sustainable development is “*the core principle underpinning planning*”⁷⁸. Key national and regional planning principles⁷⁹ relate not only to climate change and spatial issues, but also to the form of development, which is an important aspect of sustainable development. Draft Core Policy 2 draws on these key principles and brings together a

⁷⁸ Paragraph 3, PPS 1: Delivering Sustainable Development (January 2005)

⁷⁹ Set out in paragraph 13 of PPS 1 and Section 1 of the RSS Proposed Changes, respectively.

range of different issues that need to be addressed to ensure that sustainable forms of development are delivered in North Dorset.

2.3.17 The policy applies to development at every scale, from individual buildings through to settlement extensions, and should be read in conjunction with the Sustainability Checklist for the South West prepared by Future Foundations⁸⁰, which provides further advice on how more sustainable forms of development can be delivered. The policy covers the following main issues:

- supporting infrastructure;
- sustainable transport;
- resource conservation;
- natural and man-made hazards;
- design; and
- amenity.

Supporting Infrastructure

2.3.18 Infrastructure will help to support thriving market towns and sustainable rural communities by making settlements more self-contained and improving the quality of life of residents to help achieve Objectives 5(a) and (b). Development needs to be supported with adequate:

- Grey Infrastructure (e.g. transport, utilities and drainage);
- Social infrastructure (e.g. community, leisure, cultural, education and health facilities); and
- Green infrastructure (e.g. linked networks of open space including informal recreational areas and wildlife corridors).

2.3.19 Draft Core Policy 2 sets out the Council's overall approach to infrastructure provision establishing that it should be delivered at the right time and in the right place to support development. More detail on what is required in terms of grey, social and green infrastructure is set out in draft Core Policies 11 to 13 and the main projects that are required in the market towns and rural areas are discussed in draft Core Policies 15 to 20.

2.3.20 Developers should work with the Council and other partners to deliver the necessary infrastructure. Some infrastructure will need to be provided on-site or as an integral part of a development proposal, but financial contributions will also be taken where it is appropriate to upgrade existing infrastructure to serve a proposed development, or to support wider community needs arising from development, such as schools and healthcare facilities. Phasing may be required to ensure that the infrastructure is brought forward in step with development.

2.3.21 Section 4 gives an overview of how the main infrastructure projects will be delivered and sets out the main organisations responsible for delivery. The Council intends to produce a separate Community Infrastructure Levy (CIL) Charging Schedule, which will set out the

⁸⁰ <http://www.checklistsouthwest.co.uk/checklist/index>

financial contributions required from different forms of development towards the cost of infrastructure. Developers should take estimated infrastructure costs into account when drawing up development proposals.

Sustainable Transport

2.3.22 A transport system that is less reliant on the car will be more sustainable as it will reduce the impact of road traffic on local communities and reduce greenhouse gas emissions, which contribute to climate change. Sustainable transport in North Dorset can support sustainable development by reducing the need to travel as far as possible and by ensuring that the movement that occurs is undertaken in a sustainable manner.

Minimising the Need for Travel

2.3.23 The location of development plays a major role in reducing the need to travel. In North Dorset this will be achieved by: concentrating development at the main towns and other local services centres (draft Core Policy 3); encouraging mixed-use regeneration in and around town centres (draft Core Policy 6); and by locating new development, particularly housing, in accessible locations (draft Core Policies 15-18)⁸¹. These measures will increase opportunities for non-car based travel, including walking, cycling, and public transport.

2.3.24 The Council will seek to manage demand in the regional transport corridors (particularly the Exeter to London corridor) primarily by reducing the impact of local trips (draft Core Policies 11 and 16). At the more local level, demand will also be managed through travel plans and parking strategies (see draft Development Management Policy 2).

Encouraging Modal Shift

2.3.25 Encouraging a 'shift' from the car to other modes of transport requires the provision of infrastructure at different levels. Examples to encourage the use of public transport and cycling are set out in Figure 2.3.1 below. The provision of cycle storage facilities is one of the flexible elements of the Code for Sustainable Homes and this is encouraged in locations where cycling is likely to be a feasible alternative to some car trips by draft Development Management Policy 2.

2.3.26 The Council will use the current and future versions of the Local Transport Plan (LTP) to highlight and deliver key schemes (see draft Core Policy 11). The need for measures to encourage modal shift in association with individual development proposals will be determined through Transport Assessments (TAs) (draft Development Management Policy 2).

⁸¹ The North and north East Dorset Transport Study: Emerging Transport Strategy, Buro Happold for Dorset County Council (November 2009) includes an analysis of the relative accessibility of the housing options for the main towns

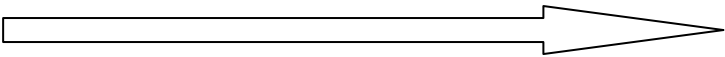
		
Building	Street	Settlement
Broadband to access travel information	Safe and 'out-of-the-weather' waiting areas for public transport	The provision of better public transport services
Cycle storage facilities	Cycle paths and footpaths with good natural surveillance	Establishing a green infrastructure network with non car-based routes

Figure 2.3.1 – Measures to Encourage Modal Shift at Different Scales of Development

Resource Conservation

2.3.27 The prudent use of natural resources is one of the four aims of the Government's strategy for sustainable development and their conservation is also important to maintain the overall quality of the environment. In this respect, the key planning considerations are:

- previously developed land;
- best and most versatile agricultural land; and
- water resources.

Previously Developed Land

2.3.28 The RSS Proposed Changes aims for at least 50% of all new housing across the region to be built on previously developed land (PDL)⁸². Core Policy 5 explains that due to the rural nature of North Dorset, approximately 35% of new housing will be built on PDL. Developers should continue to maximise opportunities on PDL. However, development will not be permitted in unsustainable locations purely on the grounds that a PDL site is available. As housing provision figures are net, proposals for replacement dwellings do not contribute towards these targets. Proposals for replacement dwellings in the countryside will be assessed against draft Development Management Policy 10.

Best and Most Versatile Agricultural Land

2.3.29 Agricultural land is classified according to its productivity and versatility and the 'best and most versatile agricultural land' is graded 1, 2 or 3a. This is the most flexible, productive and efficient land, which is best suited to adapting to the changing needs of agriculture. The Council will seek to protect the best and most versatile agricultural land in accordance with national policy⁸³.

⁸² Development Policy H, RRS Proposed Changes (July 2008)

⁸³ As set out in paragraph 28 of PPS 7: Sustainable Development in Rural Areas

Water Resources

2.3.30 There are strong regulatory controls over activities that may affect surface and groundwater quality, which are reflected in national planning policy⁸⁴. National policy also encourages the prudent use of water as a natural resource and promotes both water efficiency and sustainable drainage systems⁸⁵. National policy is also reflected in the RSS Proposed Changes⁸⁶. The Council will use national and regional policies when making planning decisions where impacts on water resources are likely to be an issue and will also have regard to the need to protect groundwater and river water resources from pollution, especially from nitrates. In addition, development must have adequate foul drainage requirements. This is particularly important in the clay areas of the Blackmore Vale where soil conditions make septic tank drainage and soakaways difficult to manage.

2.3.31 New development will put pressure on the District's water resources and this will increase as climate change results in drier summers. Research⁸⁷ shows that sufficient water will be available to meet development needs over the Plan period but greater water efficiency is still required to ensure the long term sustainability of development town and rural and to accord with Building Regulations and the Code for Sustainable Homes (see draft Core Policy 1).

Avoiding Natural and Man-Made Hazards

2.3.32 Creating healthy and safe communities is an integral part of sustainable development. To achieve this, new development should not be at risk from natural or man-made hazards and should not cause or increase the risk of hazards to existing development, human health or the wider environment. In this respect hazards include:

- unstable land;
- flooding; and
- pollution and contaminated land.

2.3.33 Where the nature of the hazard is unknown, or poorly understood, developers will be expected to provide sufficient information to enable the Council to make an assessment of the risk of harm to existing development, human health and the wider environment. The issue of hazards often involves consultation with other statutory agencies, such as the Environment Agency (EA) and Health and Safety Executive (HSE). The Council will liaise with these agencies where necessary and will have regard to their advice when making planning decisions.

⁸⁴ PPS 23: Planning and Pollution Control sets out national policy on pollution. More detailed policy on pollution control, air and water quality can be found in Annex 1. Appendix 1D of Annex 1 provides an overview of the relevant water legislation.

⁸⁵ The Government's general commitment to the prudent use of natural resources is set out in paragraphs 21 and 22 of PPS 1: Delivering Sustainable Development. National policy on the management of surface water drainage and sustainable drainage systems is set out in Annex F of PPS 25: Development and Flood Risk

⁸⁶ Including Development Policy G: Sustainable Construction and Policy RE 6; Water Resources

⁸⁷ Water Resource Management Plan - Wessex Water, (2009)

Unstable Land

2.3.34 The broad planning and technical issues relating to development on unstable land are set out in national planning policy⁸⁸, which the Council will use to make planning decisions where this is likely to be an issue. The Council's general approach is not to permit development if it is likely to be at risk from ground instability during its anticipated lifetime or if it is likely to cause ground movements within or beyond the boundaries of the development site unless adequate mitigation measures can be incorporated as part of the development proposal to secure the long-term stability of the site and surrounding areas.

Flooding

2.3.35 National planning policy aims to ensure that flood risk is taken into account at all stages in the planning process; to avoid inappropriate development in areas at risk of flooding; and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, national policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall. The Council will rely on national planning policy on flooding⁸⁹ when considering development proposals where flooding is likely to be an issue. Sustainable drainage systems (SuDS) in new development are encouraged by draft Core Policy 11.

2.3.36 Areas liable to fluvial and groundwater flooding (both currently and as a result of future climate change) are shown in the 'Level 1' Strategic Flood Risk Assessment (SFRA) for the District⁹⁰. This is a desk-based study that uses existing information and climate change modelling, so where development is proposed in locations where flooding may be an issue, site-specific flood risks will need to be examined in more detail in a 'Site Level FRA. We undertake this site level FRA undertake by developers.

Pollution and Contaminated Land

2.3.37 National planning and pollution control policy aims to ensure the sustainable and beneficial use of land (and in particular encourage the reuse of previously developed land in preference to greenfield sites). Within this aim, the Government considers that polluting activities that are necessary for society and the economy should be sited and planned, and subject to such planning conditions, such that their adverse effects are minimised and contained within acceptable limits. The Government also considers that opportunities should be taken wherever possible to use the development process to assist and encourage the remediation of land already affected by contamination. The Council will rely on national planning policy on pollution and

⁸⁸ PPG 14: Development on Unstable Land (April 1990), Annex 1: Landslides and Planning (March 1996) and Annex 2: Subsidence and Planning (February 2002)

⁸⁹ PPS 25: Development and Flood Risk (December 2006) and PPS 25: Development and Flood Risk – Practice Guide (June 2008)

⁹⁰ Bournemouth, Christchurch, East Dorset, North Dorset and Salisbury Level 1 Strategic Flood Risk Assessment (Feb 2008)

contaminated land⁹¹ when considering development proposals where pollution or contamination is likely to be an issue.

Design

2.3.38 The Government recognises that good design is “*essential if we are to produce attractive, high quality, sustainable places in which people will want to live, work and relax*”⁹². High quality design will ensure that new development, both in urban and rural areas, creates successful places, which are visually interesting and complement their townscape or landscape context. This policy establishes that development should be designed to improve the character and quality of the area within which it is located. draft Development Management Policy 3 sets out how the Council will assess the design merits of individual schemes. More detailed design guidance for particular forms of development in the countryside is provided by draft Development Management Policies 10 to 13.

Amenity

2.3.39 Development should not have an adverse impact on the enjoyment of privately or publicly owned land in order to maintain environmental quality and the quality of life of residents. The Council’s strategic approach is to ensure that people’s amenity is safeguarded. Draft Development Management Policy 4 sets out how amenity issues will be taken into account when planning decisions are made.

DRAFT CORE POLICY 2: DELIVERING SUSTAINABLE FORMS OF DEVELOPMENT

Development will be permitted provided that:

- a) the necessary grey, social and green infrastructure is provided at the right time and in the right location to support the proposals;**
- b) it includes sustainable transport measures that seek to reduce the need to travel and encourage the use of alternatives to the car;**
- c) it conserves the natural resources of high quality agricultural land and surface and groundwater in accordance with national policy;**
- d) it takes full account of the potential of previously developed land in accordance with Development Policy H of the RSS Proposed Changes (for all development) and draft Core Policy 5 (in relation to residential accommodation);**
- e) it accords with national policy in relation to natural and man-made hazards;**
- f) it is designed to improve the character and quality of the area**

⁹¹ PPS 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality and Annex 2: Development on Land Affected by Contamination (all November 2004)

⁹² By Design, DETR / CABE (2000)

within which it is located, in accordance with draft Development Management Policy 3; and
 g) the amenity of residents is safeguarded, in accordance with draft Development Management Policy 4.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 2: Sustainable Forms of Development – Options

Option 2(1): No alternative options were considered as the policy sets out the requirements for development to deliver more sustainable forms of development.

Draft Core Policy 3	Core Spatial Strategy for North Dorset
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National and Regional Policy Context

2.3.40 In rural areas like North Dorset, national policy⁹³ seeks to focus most development at existing towns and villages that function as local service centres and to protect the countryside from non-essential development.

2.3.41 The emerging RSS provides strategic guidance on how growth should be distributed across the South West. The ‘primary focus’ for development⁹⁴ is the 21 Strategically Significant Cities or Towns (SSCTs), none of which are located in North Dorset. Outside the SSCTs, market and coastal towns (or RSS Development Policy B settlements) are the focal points for “*locally significant development*”, including “*the bulk of district housing provision*”. The emerging RSS also indicates that small towns and villages (or RSS Development Policy C settlements), should accommodate some small-scale development, including housing to meet identified local needs to “*support their roles as local hubs for community facilities and services, including public transport*”. Development (particularly of housing) in the region’s countryside will be strictly controlled in accordance with national policy.

⁹³ Paragraphs 3 and 1(iv), PPS 7: Sustainable Development in Rural Areas – ODPM (2004)

⁹⁴ As identified in Policy CSS – the Core Spatial Strategy in the Proposed Changes to the Regional Spatial Strategy

2.3.42 Historically, housing in North Dorset has been delivered significantly above the planned rate of development, but despite this, the level of rural services and facilities has not been maintained or increased to meet the needs of these communities. This has resulted in an increased dependence on other centres, which can only easily be accessed by car, in the absence of viable public transport services. The emerging RSS makes it clear that in future the scale and nature of development in rural areas needs to be managed more carefully than has been the case over the last 20 years if the most sustainable approach to development is to be delivered across the region⁹⁵.

2.3.43 A spatial strategy for North Dorset has been developed, which reflects national policy, conforms to emerging regional policy and seeks to deliver a more sustainable distribution of growth in the District.

RSS Development Policy B Settlements

2.3.44 The role of Blandford (Forum and St. Mary), Gillingham and Shaftesbury as the District's main service centres is by virtue of functioning as the main centres for services (including retail, health, and leisure) and employment opportunities serving both the towns themselves and their rural hinterlands. Scope also exists to enhance the provision of facilities and services, as outlined in draft Core Policies 15 to 17.

2.3.45 Figure 1.8 in the Spatial Portrait shows that the relative proximity to services and facilities is high in and around the market towns. These towns also have the best range of sustainable transport options (such as walking, cycling and public transport) and the greatest potential for further sustainable transport improvements. The identification of these three towns as the main service centres and as RSS Development Policy B Settlements will maintain their position as thriving market towns reflecting the Core Strategy's vision and objectives.

RSS Development Policy C Settlements

2.3.46 Sturminster Newton performs the role of a local, rather than a main, service centre and is supported in this respect by Stalbridge and Marnhull. There are significant opportunities for regeneration within Sturminster Newton and for further employment development to replace lost employment uses, particularly those related to agriculture. Regeneration and growth will extend the range of services for residents of both the town and the surrounding hinterland, whilst additional housing will both help to meet local housing needs (including the need for affordable housing) and make good use of the regeneration opportunities.

2.3.47 In the light of these factors, Sturminster Newton is identified as a RSS Development Policy C settlement, but in recognition of its local importance and the scope for some limited growth, a specific policy for

⁹⁵ As set out in paragraph 3.5.2 of the RSS Proposed Changes

the town (draft Core Policy 18) is included in the Core Strategy. Specific sites will be allocated in a subsequent Site Allocations DPD. As an RSS Development Policy C settlement the town will also play a leading role in delivering sustainable rural communities in accordance with the Core Strategy's vision and objectives.

- 2.3.48 Elsewhere in the District a distinction has been made between Stalbridge and certain larger villages, where infilling and small-scale expansion may be appropriate, and the more rural areas of North Dorset (including the smaller villages), where further development will be more strictly controlled. Stalbridge and certain larger villages are defined as RSS Development Policy C Settlements reflecting their larger populations and their better range of facilities⁹⁶, which provide local residents with access to day-to-day services (see also draft Core Policy 19).
- 2.3.49 Focussing some future growth in these identified RSS Development Policy C settlements will help to support and maintain services in the more rural parts of the District. This approach accords with the Core Strategy's objective of delivering more sustainable rural communities and consultation⁹⁷ with the community has also indicated broad support for giving this status to the towns and villages identified.
- 2.3.50 The existing settlement boundaries (as shown on the Proposals Map of the North Dorset District Wide Local Plan) around the identified RSS Development Policy B and C settlements (as specified in draft Core Policy 3) will continue to be used for development management purposes but will be reviewed through the Site Allocations DPD, where specific sites to accommodate growth will be identified.

The Countryside

- 2.3.51 The remainder of North Dorset (including small villages that are not identified as RSS Development Policy B or C settlements) is defined as countryside, where development will be strictly controlled. Draft Core Policy 20 outlines the different types of development that may be acceptable in the countryside and draft Development Management Policies 10 to 13 provide more detail on how the Council will assess proposals for particular forms of development in the countryside.
- 2.3.52 The Proposals Map of the North Dorset District Wide Local Plan shows boundaries around a number of small villages that have not been identified as RSS Development Policy B or C settlements. These settlement boundaries will no longer be used for development management purposes and countryside policies will apply. This

⁹⁶ As evidenced in the Assessment of Settlements Based on Population and Community Facilities – Supporting Document to the Core Strategy: Issues and Options Paper - North Dorset District Council (May 2007) and Topic Paper: Spatial Strategy for North Dorset – Version 1, North Dorset District Council (August 2009)

⁹⁷ Local Development Framework, Core Strategy: Issues and Alternative Options, Consultation 1st June – 13th July 2007

approach both addresses the concerns in the emerging RSS regarding the scale and nature of past development in rural areas and helps to achieve sustainable rural communities in accordance with part 4 of the Core Strategy's vision and Objective 2(d).

DRAFT CORE POLICY 3: CORE SPATIAL STRATEGY FOR NORTH DORSET

All development proposals should be located in accordance with the spatial strategy for North Dorset.

RSS Development Policy B Settlements

Blandford (Forum and St. Mary), Gillingham and Shaftesbury are identified as 'RSS Development Policy B settlements'. They will function as the main service centres in the District and will be the main focus for growth, both for housing and other development.

RSS Development Policy C Settlements

Sturminster Newton, Stalbridge and 18 larger villages in the District (Bourton, Charlton Marshall, Child Okeford, East Stour, Fontmell Magna, Hazelbury Bryan, Iwerne Minster, Marnhull, Milborne St Andrew, Milton Abbas, Motcombe, Okeford Fitzpaine, Pimperne, Shillingstone, Stourpaine, Winterborne Kingston, Winterborne Stickland and Winterborne Whitchurch) are identified as 'RSS Development Policy C settlements'.

They will:

- function as local service centres;
- be the main focus for sustainable growth outside the main service centres; and
- form a network of sustainable rural communities where local services will enable day-to-day needs to be met locally.

The Countryside

Outside the defined boundaries of RSS Development Policy B and C settlements, the remainder of the District will all be treated as countryside where development will be strictly controlled unless it is required to enable essential rural needs to be met.

Settlement Boundaries

For RSS Development Policy B and C settlements, the settlement boundaries defined around them in the North Dorset District Wide Local Plan will be retained and used for development management purposes until reviewed through a subsequent Site Allocations DPD. Other settlements with defined boundaries identified in the North Dorset District Wide Local Plan will be treated as part of the countryside for development management purposes until their boundaries are formally removed through the subsequent Site Allocations DPD.

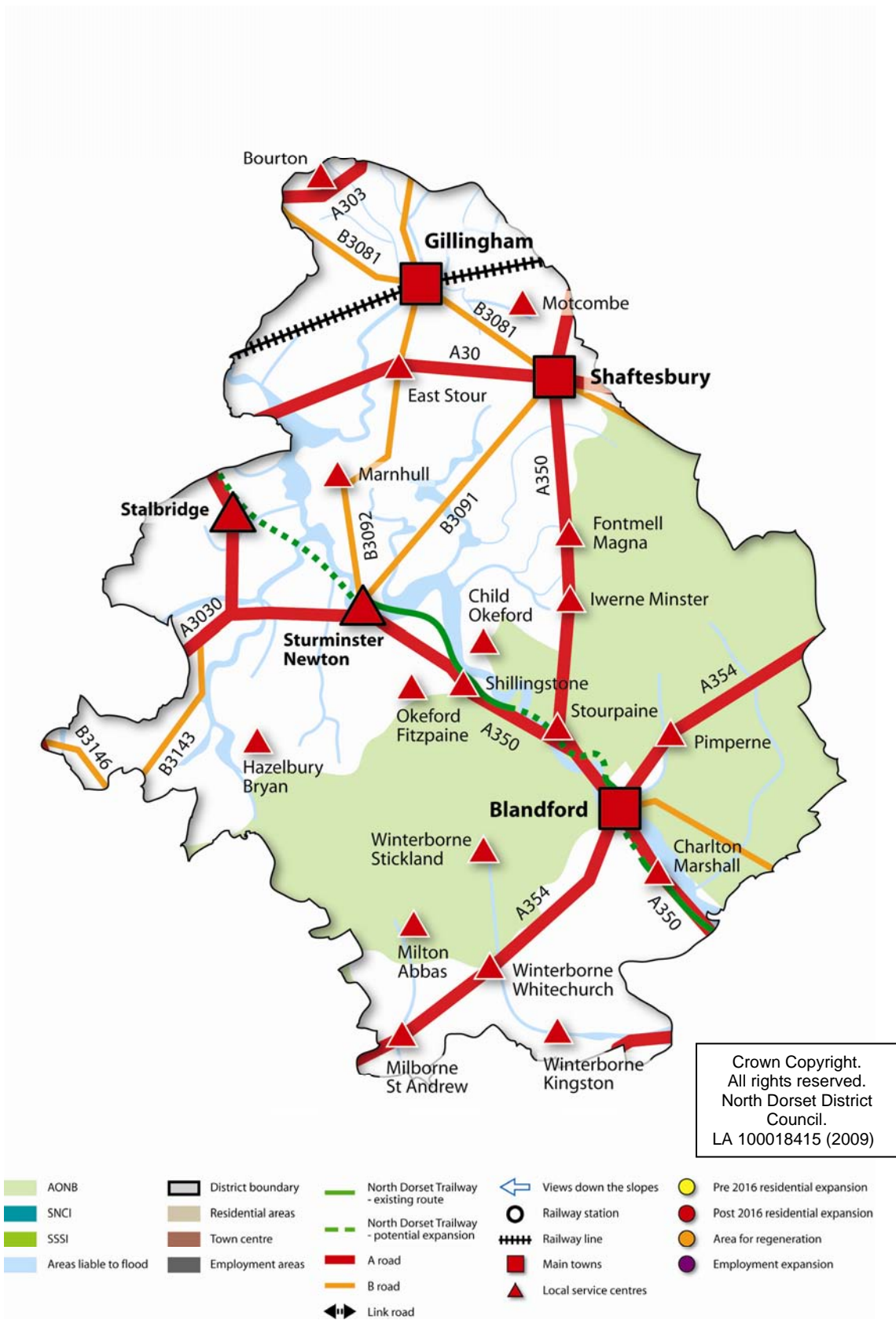


Figure 2.3.2 – Key Diagram for North Dorset

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 3: Core Spatial Strategy – Options

<p><u>Option 3(1) – Sturminster Newton:</u> Should Sturminster Newton be an RSS Policy B or C settlement?</p>

Where should the lower cut-off be for settlements that are assigned Policy C status?

<p><u>Option 3(2) – Population range 700 to 900 inhabitants:</u> Include settlements in the range 700 to 900 population</p>

<p><u>Option 3(3) – Population range 500 to 700 inhabitants:</u> Include settlements in the range 500 to 700 population as well as those in the range 700 to 900 population</p>

<p><u>Option 3(4) – Population of less than 400 inhabitants:</u> Should settlements of less than 400 population receive some growth?</p>
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There are then two anomalies which due to the level of services within the settlements, do not neatly fall within the characterisations above:

<p><u>Option 3(5) – Fontmell Magna:</u> Include or exclude Fontmell Magna as Policy C Settlement</p>
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<p><u>Option 3(6) – Spetisbury:</u> Include or exclude Spetisbury as Policy C Settlement</p>
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2.4 Managing Growth

Introduction

- 2.4.1 This section sets out the Council's overall approach to managing growth and includes policies relating to:
- the distribution of housing (including affordable housing) and housing land supply (draft Core Policies 4 and 5);
 - the economy and meeting the needs for employment land, jobs and skills (draft Core Policy 6); and
 - retail development and other key town centre uses (draft Core Policy 7).

**Draft Core
Policy 4**

Housing (including Affordable Housing) Distribution

Regional Housing Requirements

2.4.2 North Dorset lies entirely within the Bournemouth and Poole Housing Market Area (HMA) but does not form part of the South East Dorset SSCT. The District is not, therefore, the main focus for growth in the HMA and future development in North Dorset needs to be carefully managed to ensure that it contributes to the region's sustainable future.

2.4.3 The emerging RSS indicates that "*at least 48,100 homes*" should be provided in the HMA, 7,000 of which should be in North Dorset. The emerging RSS divides the total housing requirement for the District into two 10-year periods and indicates that housing will be delivered at an average rate of about 350 dwellings per annum. These housing figures are likely to be reviewed during the plan period and in the event that a review of RSS identifies a need for additional housing provision in the District, then consideration will be given at that time to the need to review all or part of this DPD.

Affordable Housing Requirements

2.4.4 The RSS Proposed Changes put forward an increased level of housing provision across the region. However, this will not by itself secure sufficient housing for people unable to access or afford market housing. The RSS Proposed Changes therefore also propose "*a step change in the provision of affordable housing*". Recent studies⁹⁸ identify that within North Dorset there remains a significant shortfall in affordable housing that would currently necessitate the provision of 399 dwellings

⁹⁸ The Bournemouth and Poole Strategic Housing Market Assessment, including the Housing Need and Demand Survey for North Dorset – Fordham Associates, (June 2008)

annually in order to address the need: a figure in excess of the entire overall annual housing provision figure for the District (350 dwellings per annum).

2.4.5 An assessment of viability⁹⁹ suggests that the Council should seek 'at least' 40% affordable housing on sites across most of the District, with at least 35% on sites at Gillingham. Taking account of factors such as the likely contribution from rural exceptions schemes and viability issues particularly on small sites, about 35.7% of all housing as affordable could be achieved across the District, which is just above the minimum of 35% sought in the RSS Proposed Changes.

2.4.6 The District-wide target of 35.7% will require at least 2,500 of the 7,000 net additional dwellings in North Dorset to be provided as affordable, giving an overall annual average rate of 125 affordable dwellings per annum.

The Approach to the Distribution of Housing Development

2.4.7 Draft Core Policy 4 sets out the overall strategic approach to housing growth within the District. A number of factors, many of which reflect aspects of the District's vision and objectives, have influenced the determination of how future housing growth should be accommodated including:

- the need to conform with the Core Spatial Strategy of the emerging RSS and draft Core Policy 3;
- the need to deliver thriving self-contained market towns and stronger, more sustainable communities in the rural area;
- the need to safeguard the environment and in particular a recognition of the environmental constraints affecting different settlements;
- the availability of developable land at different settlements, as evidenced largely by the Council's Strategic Housing Land Availability Assessment (SHLAA)¹⁰⁰; and
- the need to avoid increasing dispersed populations, as has occurred in the past through high levels of 'oversupply' in rural areas.

Housing Distribution at RSS Development Policy B Settlements¹⁰¹

2.4.8 Gillingham will accommodate about 33% of housing growth over the next 20 years reflecting its economic potential, the availability of suitable sites and the relative lack of environmental constraints. A lower rate of delivery will take place in the period up to 2016, with higher levels of growth thereafter recognising: the high level of

⁹⁹ North Dorset District Council: Affordable Housing Provision and Developer Contributions in Dorset – Three Dragons (April 2009)

¹⁰⁰ North Dorset Strategic Housing Land Availability Assessment, North Dorset District Council (February 2007)

¹⁰¹ More detail on the background to the distribution of housing at RSS Development Policy B Settlements is given in the Topic Paper: Spatial Strategy for North Dorset – Version 1, North Dorset District Council (August 2009)

development in recent years; the lead in time needed to bring forward new sites; and the need to ensure that infrastructure and facilities are delivered in step with housing development¹⁰².

- 2.4.9 Shaftesbury will accommodate about 17% of housing growth. This takes account of the large eastern urban extension, which will be developed in a phased manner and completed well before 2026, and environmental and administrative boundary constraints, which limit the potential for additional growth.
- 2.4.10 Blandford will accommodate about 21% of the housing growth. This reflects its importance as the main centre in the south of the District, but also recognises the environmentally constrained nature of the town and the need to encourage self-containment in order to limit levels of commuting to the South East Dorset conurbation.
- 2.4.11 Concentrating development at the three main towns means that there will be proportionately less development in the remainder of the District, than has been delivered in the past (i.e. 29% of future housing growth outside the three main towns, compared with 35% planned for the period 1994 – 2011 and an actual delivery rate of 41.5% between 1994 and 2007)¹⁰³.

Housing Distribution outside RSS Development Policy B Settlements

- 2.4.12 Outside the three main towns, most new housing will take place in small towns and larger villages which have a comparatively good range of facilities, and are capable of acting as local service centres. In this respect, Sturminster Newton will receive about 7% of the District's housing development (about 500 dwellings) recognising that it is the largest local service centre and possesses the greatest potential for regeneration. A further 18% of the housing growth (about 1,200 dwellings) will be distributed between Stalbridge and eighteen of the larger villages within the District, identified as RSS Development Policy C settlements in draft Core Policy 3.
- 2.4.13 North Dorset's remaining villages and rural areas will receive only about 4% of future housing growth (about 300 dwellings). In accordance with the spatial strategy for the District (in draft Core Policy 3), these areas will be treated in policy terms as countryside, and development will be strictly controlled. In terms of housing, the main emphasis will be on providing only that which is necessary to meet essential rural needs (e.g. agricultural workers' dwellings and affordable housing to meet clearly identified local needs).

¹⁰² The potential for growth at Gillingham, both in the period up to 2026 and beyond, has been examined in detail in Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

¹⁰³ The issue of the distribution of development between the three main towns and the rest of the District is discussed in more detail in Topic Paper: Spatial Strategy for North Dorset – Version 1, North Dorset District Council (August 2009)

2.4.14 Table 2.4.1 sets out the housing distribution figures in tabular form for the RSS Development Policy B settlements and the remainder of the District. Draft Core Policy 5 provides more detail on how this distribution will be delivered.

Location	Proposed Levels of Development	
	Total proposed 06-26 (about)	% of total (about)
Blandford	1,500	21%
Gillingham	2,300	33%
Shaftesbury	1,200	17%
All RSS Dev't Policy B Settlements	5,000	71%
Remainder of District	2,000	29%
Totals	7,000	100%

Table 2.4.1 – Proposed Distribution of Housing in North Dorset

The Distribution of Affordable Housing

2.4.15 Affordable housing will be distributed in largely the same way as market housing, except at Gillingham viability considerations suggest a different approach (as explained in more detail in draft Core Policies 9 and 16). At the RSS Development Policy B and C settlements, with the exception of Gillingham, 40% of all housing will be provided as affordable. At Gillingham, where residual land values are lower, a minimum of 35% of housing provided will be affordable. The strict control of development in the countryside means that most new housing in this area will be affordable and on rural exceptions sites, although there will also be a small proportion of agricultural workers' and other dwellings that do not fall within the definition of affordable housing.

2.4.16 This approach will ensure that affordable housing is primarily focussed at the main towns, where it can best serve District-wide needs in the most sustainable manner, whilst still allowing some provision at the District's larger villages, to support their role as local service centres. Outside the RSS Development Policy B and C Settlements net additional dwellings should be provided only to meet essential rural needs, including the need for rural exceptions sites. Further details on the approach to, and the delivery of, affordable and rural exceptions housing are set out in draft Core Policies 9 and 10.

DRAFT CORE POLICY 4: HOUSING (INCLUDING AFFORDABLE HOUSING) DISTRIBUTION

At least 7,000 net additional dwellings will be provided in North Dorset during the period 2006 – 2026 at the rate of about 350 dwellings per annum. About 3,500 will be built in the period up to 2016 with about a further 3,500 built thereafter.

The RSS Development Policy B settlements of Blandford (Forum and St. Mary), Gillingham and Shaftesbury will accommodate about 71% of the proposed dwellings (about 5,000 homes) with 29% in the remainder of the District (about 2,000 homes).

Within the 7,000 net additional homes required for the District during the period 2006 – 2026, at least 2,500 (35.7%) should be provided as affordable. Affordable housing will be delivered at an overall average rate of 125 dwellings per annum.

The approximate scale of development in the different parts of the District during the period 2006 - 2026 will be as follows:

- Blandford (Forum and St. Mary) – about 1,500 dwellings including about 560 affordable dwellings;
- Gillingham – about 2,300 dwellings including about 660 affordable dwellings;
- Shaftesbury – about 1,200 dwellings including about 450 affordable dwellings;
- Sturminster Newton – about 500 dwellings including about 180 affordable dwellings;
- Stalbridge and the 18 larger villages listed in draft Core Policy 3 – about 1,200 dwellings including about 450 affordable dwellings;
- Small villages and the countryside – about 300 dwellings including about 200 affordable dwellings.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 4: Housing – Options

Option 4(1)a: Plan for less than 7000 dwellings

Option 4(1)b: Plan to deliver 7000 dwellings (in line with emerging RSS)

Option 4(1)c: Plan to deliver more than 7000 dwellings

Option 4(2)a: Deliver high proportion in the main towns (80% Policy B and 20% elsewhere)

Option 4(2)b: Deliver medium proportion in the main towns (70% Policy B and 30% elsewhere)

Option 4(2)c: Deliver a lower proportion in the main towns (60% Policy B and 40% elsewhere)

**Draft Core
Policy 5**

Managing Housing Land Supply

Introduction

2.4.17 The management of housing land supply is required to achieve the Government's priority of delivering housing growth in a sustainable way. This includes the management of the quantity and quality of housing as well as its spatial distribution.

Managing the Rate of Housing Delivery

2.4.18 The RSS makes provision for at least 7,000 dwellings to be built in North Dorset over the period 2006 to 2026 at a rate of about 350 dwellings per annum (dpa). Although the level of development in North Dorset has historically been well above this rate (444 dpa (gross) between 1994 and 2007), delivery in the first three years of the RSS period has been below 350 dpa (net). This is mainly due to the Council's attempts to manage 'oversupply' against the adopted Structure and Local Plans, for which purposes a SPD was produced¹⁰⁴.

2.4.19 The Council has helped to make good the early lag in delivery by bringing sites from within existing settlement boundaries into the five-year supply of deliverable sites to enable the shortfall to be met. To ensure that housing is delivered at the planned rate in the longer term, further sites will be required. draft Core policies 15 to 18 describe the main sites for housing at Blandford, Gillingham, Shaftesbury and Sturminster Newton and their broad locations are shown on the Key Diagram. These sites will be more closely defined in the Site Allocations DPD, which will also identify specific sites in the RSS

¹⁰⁴ Details of the 'oversupply' situation are given in Managing Housing Land Supply in North Dorset: Supplementary Planning Document – North Dorset District Council (July 2007). This showed that over the period 1994 – 2007 housing across the District had been delivered at 28% above the planned average annual rate. In the rural areas (outside the five towns) delivery ran at 72% above the planned average annual rate.

Development Policy C Settlements.

2.4.20 New housing comes from a variety of sources. Some sites already have planning permission and others were formerly allocated for housing in the Local Plan. A number of potential sites have also been identified through the Strategic Housing Land Availability Assessment (SHLAA) undertaken by the Council, some of which will be allocated to meet future housing needs.

2.4.21 Drawing on these sources, the Council will maintain at least a five-year supply of deliverable sites across the District and manage this supply depending on the actual delivery rate over the two 10-year periods (2006 – 2016 and 2016 – 2026). The Council will also maintain a supply of developable sites to enable delivery of housing at the rate of about 350 dwellings per annum, subject to rates of past delivery. This rate will be maintained at least until the total dwelling requirement for the District is amended (for example through a review of the RSS).

2.4.22 To enable infrastructure and facilities to be delivered in tandem with housing, the rate of housing delivery will be monitored on an annual basis and managed accordingly. All targets and relevant trajectories can be found in the Council's Annual Monitoring Report.

2.4.23 Actual levels of housing delivery fluctuate from year to year and such fluctuations within a certain range are acceptable. The Council will allow actual rates to deviate by up to 10% from the planned annual delivery rate, before considering taking any action. If actual delivery deviates by more than 10%, sites may be moved into or out of the stock of developable sites that make up the five-year supply¹⁰⁵. Depending upon whether there is a shortfall or oversupply and whether the need is to slow down or speed up the delivery of housing, other actions could include:

- refusing planning applications on sites not identified as part of the five year supply;
- adjusting the phasing on large greenfield development sites (where permission has not yet been granted); or
- producing a Supplementary Planning Document (SPD).

2.4.24 To ensure that development is concentrated in the three main towns (to reflect the spatial strategy of the RSS Proposed Changes and draft Core Policy 4), the Council will also seek to manage housing delivery at the sub-District level, on the basis of average annualised rates for the three main towns (taken together) and the remainder of the District, as set out in Figure 2.4.2 below. The Council will also consider the need to take action to manage housing land supply in these two sub-District areas.

¹⁰⁵ The Council's five year supply of deliverable sites will be reviewed annually and the sites that are included will be listed in the Annual Monitoring Report.

Management Area	Overall Annual Average Net Additional Dwellings 2006 – 2026
RSS Dev't Policy B Settlements	about 250 dwellings per annum
Remainder of District	about 100 dwellings per annum
North Dorset Total	about 350 dwellings per annum

Figure 2.4.2 – Sub-District Housing Delivery Rates

Managing Housing Supply on Previously Developed Land (PDL)

2.4.25 The delivery of housing on previously developed land will be managed in tandem with that on greenfield land. The re-use of previously developed land reduces the pressure for greenfield development and encourages mixed use regeneration. The Council's target for housing delivery on previously developed land needs to be both realistic and challenging. If set too high, the lack of suitable 'brownfield' sites could restrict the overall delivery of housing. However, if the target is set too low the level of greenfield development would be higher which could hamper regeneration, especially on sites where the value of existing uses make viability an issue.

2.4.26 For the re-use of previously developed land to help in achieving more sustainable patterns of development, it must be located in suitable locations that accord with the District's spatial strategy as set out in draft Core Policy 3. For example a previously developed site in the open countryside might be less desirable for housing development than a greenfield site in a highly accessible location on the edge of one of the District's main towns.

2.4.27 The current national target for the proportion of housing to be delivered on previously developed land is 60%¹⁰⁶ and for the South West as a whole, the target is 50%¹⁰⁷. Neither of these targets is realistic in a rural area such as North Dorset where there is a limited supply of previously developed land. An analysis of past rates of performance and an assessment of potential housing sites suggests that 32% of all housing on previously developed land would be a realistic target, although in order to encourage regeneration in the towns and to protect the rural landscape, a more challenging target of 35% is considered appropriate¹⁰⁸.

2.4.28 The main opportunities for mixed use regeneration in the three main towns and Sturminster Newton are discussed in draft Core Policies 15 to 18. The Core Strategy does not seek to phase the release of these

¹⁰⁶ This target is set in paragraph 41 of PPS 3: Housing, DCLG (November 2006)

¹⁰⁷ This target is set in Development Policy H of the RSS Proposed Changes (July 2008)

¹⁰⁸ The background to the target for development on previously developed land is explained in more detail in the Topic Paper: Housing – Version 1, North Dorset District Council (August 2009)

(or any other) previously developed sites within settlements, although other issues (such as land assembly) may determine when they are brought forward for development. The Council will work together with landowners, developers, other stakeholders and the community to help bring these sites forward.

2.4.29 Draft Core Policies 15 to 18 seek to hold back the release of some greenfield sites, both to ensure a steady supply of housing over the whole Plan period and in order to aid regeneration. Regeneration will also be helped by the prioritisation of deliverable previously developed sites for inclusion within the five year supply. However, where such sites are not deliverable, the Council will make up any shortfall in the five year supply from deliverable greenfield sites in order to maintain overall rates of housing delivery.

DRAFT CORE POLICY 5: MANAGING HOUSING LAND SUPPLY

The Council will maintain a supply of developable housing sites, including a five year supply of deliverable sites, in order to provide at least 7,000 new dwellings over the period 2006 to 2026 at an overall average rate of 350 dwellings per annum (dpa) for the District as a whole. Delivery will be at an overall annual average rate of about 250 dpa at the RSS Development Policy B settlements and at about 100 dpa across the remainder of the District. The annual rate of delivery that may need to be achieved over any five-year period may be higher or lower, depending on the actual delivery rates achieved in previous years.

The rates of housing delivery will be monitored on an annual basis and action may be taken if they deviate from the planned rates by more than 10%. Where appropriate, such action may include adjustments to the land identified within the five year supply of deliverable sites, negotiations with developers to adjust the release or phasing of identified or allocated development sites, or the production of a Supplementary Planning Document (SPD) to detail further measures.

The Council will manage the delivery of housing on previously developed land to achieve a target of at least 35% of all new housing being delivered from such sites over the period 2006 to 2026. Where previously developed sites are considered to be deliverable, they will be prioritised for inclusion within the five year supply.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 5: Managing Housing Land Supply – Options

<u>Option 5(1)a</u> : Manage housing supply at the district level
<u>Option 5(1)b</u> : Manage housing supply at the sub-district (local) level

<u>Option 5(2)a</u> : Adopt a low target to enable an unrestricted housing supply
<u>Option 5(2)b</u> : Adopt a target based on the availability of brownfield land
<u>Option 5(2)c</u> : Adopt a higher target therefore restricting greenfield development

Draft Core Policy 6	Economy
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Regional and Sub-regional Context

2.4.30 The Regional Economic Strategy's (RES)¹⁰⁹ strategic objectives are to deliver:

- successful and competitive business;
- strong and inclusive communities; and
- an effective and confident region.

2.4.31 These objectives are reflected in the Economic Strategy Action Plan for Bournemouth, Dorset and Poole¹¹⁰, which aims to build a more competitive and sustainable economy for the Dorset Sub-region. It seeks to stimulate growth (especially in the Bournemouth and Poole conurbation), maintain low unemployment and high economic activity rates and also to address concerns, such as low wages and low productivity. The Sustainable Communities Strategy (SCS) also recognises the need to develop the economy as part of the overall 'strategic challenge' facing the rural County (as discussed in Section 1.3).

2.4.32 The Council will seek to secure sustainable economic progress that enables North Dorset's economy to grow and diversify in ways which supports the role and function of different places within the District.

¹⁰⁹ Regional Economic Strategy for South West England 2006-2015

¹¹⁰ The strategy, produced in 2008, is the economic background document for the Multi Area Agreement of the sub region and builds on the earlier sub-regional Economic Development Strategy - Raising the Game, Economic Development Strategy 2005-2016 (2005)

Approach to Economic Development

2.4.33 This policy sets out the Council's overall approach to economic development, which is:

- to provide a supply, range and distribution of jobs both to meet the needs of the growing population and to reduce the need for residents to commute outside the District for work;
- to allocate sufficient employment land in sustainable locations that meet the needs of business and to ensure that this land is delivered as employment sites;
- to periodically review the portfolio of existing employment sites (including sites already defined or allocated in the Local Plan) in the District to ensure that they remain fit for purpose;
- to promote greater self-containment and the linked provision of homes and jobs particularly at Gillingham, but also at Blandford, Shaftesbury and Sturminster Newton through the bringing forward of key strategic sites and mixed-use regeneration;
- to promote more sustainable communities in the rural area through the provision of small-scale employment opportunities at local service centres and by permitting the re-use of existing buildings and the small scale expansion of existing employment sites in the countryside;
- to adapt to sectoral change, focussing on the need to ensure adequate provision of office space and sites for non B-class uses;
- to encourage tourism proposals that are sustainable and which contribute to the rural economy; and
- to enhance opportunities for, and access to, training that will enable the District's workforce to develop the skills needed to meet the changing needs of employers.

Job Growth

2.4.34 The emerging RSS indicates that in the period up to 2026, about 45,400 jobs should be provided in the Bournemouth and Poole HMA of which 42,000 should be located in the Bournemouth and Poole Travel to Work Areas. This leaves just 3,400 jobs to be provided in the more rural parts of the HMA, which includes the whole of North Dorset and parts of East Dorset and Purbeck. Although these figures were established prior to the economic downturn, it is likely that the proposed level of job provision for the rural part of the HMA will be inadequate to meet the needs arising from the level of housing growth that is envisaged. The projected levels of job provision in the emerging RSS (which pro-rata by District would be about 2,040 jobs in North Dorset) would not be enough to provide the additional working age population in the District with an adequate supply of jobs.

2.4.35 More detailed work has been undertaken by Dorset County Council's (DCC's) Research and Information (R & I) Group, which indicates that between 2006 to 2016 job growth in North Dorset will be around 0.8%

(around 2,000 jobs)¹¹¹. Most of this growth will be in the service sectors of education and health, other business services and distribution. Employment in both manufacturing and agriculture is expected to continue to decline in line with national and regional trends. From 2016 to 2026 growth is expected to slow slightly to 0.5% per annum (around 1,300 jobs). This more detailed work suggests a more realistic figure of around 3,300 jobs is required in total by 2026. However, further work on Gillingham¹¹² identifies that the town has significant potential for economic growth and suggests that a supply-led approach, which would also significantly increase the town's level of self-containment, could generate as many as 2,500 additional jobs by 2026¹¹³.

2.4.36 The Council is seeking an amendment to the emerging RSS and it is anticipated that a more up-to-date estimate of jobs will be included in the version of RSS that is finally published.

2.4.37 A spatial approach is also required to provide a better balance between the location of jobs and housing, in line with Policy ES2 in the RSS Proposed Changes. Draft Core Policy 4 proposes that 71% of housing growth in North Dorset will take place at the three RSS Development Policy B settlements of Blandford, Gillingham and Shaftesbury. 70% of the land requirement identified in the Workspace Strategy¹¹⁴ has been allocated to the three towns, with a higher level of provision being made at Gillingham to reflect the proposed supply-led approach to economic development at the town.

2.4.38 The sectors projected to grow most, in relative terms, in the District are education and health and the financial and business sector. However, there is a shift of emphasis in the RSS away from growth in employment towards growth in productivity. Hence, such measures that guide investment to locations where it will have maximum benefit, reduce the need to travel, recognise the need to support and diversify the rural economy and promote sustainable communities will be incorporated into the District's economic approach.

Identifying and Delivering Employment Land

2.4.39 The Workspace Strategy shows that 25.3 hectares of employment land will need to be developed in North Dorset in the period up to 2026 to meet the needs of both existing firms and new employers. It also identifies a number of key strategic sites which will play a major role in meeting this need. These sites are:

¹¹¹ North Dorset Profile DCC (Summer 2009)

¹¹² Economic Development is discussed in Section 5 of Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

¹¹³ Since Gillingham will take about 33% of housing growth, the DCC projection is estimated to include about 1,100 jobs at the town leaving 2,200 elsewhere. This figure coupled with the Atkins projection of 2,500 jobs for Gillingham gives a total of 4,700 jobs overall for the District

¹¹⁴ Bournemouth, Dorset, Poole Workspace Strategy, GVA Grimley (2008)

- Land south of the A30 at Shaftesbury;
- North Dorset Business Park, Sturminster Newton;
- Brickfield Business Park, Gillingham; and
- The Brewery Site, Blandford.

2.4.40 The Council's Employment Land Review (ELR) and Annual Monitoring Report (AMR) show that this level of provision could be achieved by bringing forward sites with unimplemented planning permissions and undeveloped employment sites already allocated in the Local Plan. These sources show that there are at least 40 hectares of identified employment land for B1, B2 and B8 uses across the District, including the key strategic sites listed above.

2.4.41 The proposed spatial distribution of employment land, which is set out in detail in draft Core Policies 15 to 18, broadly reflects the proposed levels of housing growth in the three main towns and Sturminster Newton, but with a particular emphasis on employment-led growth at Gillingham. Recent research shows that the town has considerable economic potential, but it needs to diversify its economy and encourage the creation and retention of knowledge-based industries in order to improve its future prospects. A supply-led approach with land of sufficient quantity and quality at Gillingham is essential to deliver this, including the provision of a new business park at Wyke in the latter part of the Plan period.

2.4.42 Although the District is well supplied with land that can be developed for employment purposes, it still needs to be brought forward to provide jobs. This is particularly important with the more strategic sites at the RSS Development Policy B towns and Sturminster Newton, where the aim is to match job provision to the rate of housing development. As has been the case in the past, the Council will continue to work with other development partners, such as the Regional Development Agency, to help sites (and particularly key strategic and regeneration sites) to come forward for employment uses. This partnership working approach reflects the aims of the Multi Area Agreement.

Ensuring Employment Land is Fit for Purpose

2.4.43 The first stage of the Council's ELR¹¹⁵ identified that the vast majority of current employment sites meet the needs of the market and are in sustainable locations. These sites will continue to be protected from other competing uses.

2.4.44 The ELR identified three employment sites requiring further investigation as to their future role owing to their potential for mixed use regeneration, namely:

¹¹⁵ Employment Land Review: Review of Existing Sites, North Dorset District Council (April 2007)

- The Brewery, Blandford (existing site - 8.18 hectares). This site now has permission for a mixed use scheme including a new brewery complex, employment development and 195 homes;
- Station Road, Gillingham (existing site - 4.28 hectares). This site forms part of a wider area identified for regeneration in this DPD. A development brief was produced for part of this site in 2001; and
- The Creamery, Sturminster Newton (existing site - 1.1 hectares). This site now has permission for a mixed use scheme including employment use, a care home and housing.

2.4.45 The ELR will be updated periodically providing further opportunity to review the suitability of employment sites.

Thriving Market Towns

2.4.46 The creation of a prosperous economy has an important part to play in achieving thriving market towns. The Council will work in partnership with businesses and the community to match the provision of jobs and employment land with housing growth with the aim of achieving more self-contained sustainable settlements, where the need for residents to commute to find suitable employment is reduced.

2.4.47 The key elements of the Council's approach in relation to Blandford, Gillingham and Shaftesbury are:

- to identify and bring forward key strategic sites for B-Class¹¹⁶ uses, including those identified in the Workspace Strategy and the Gillingham Study¹¹⁷;
- to identify and bring forward mixed use regeneration sites on the edge of existing town centres with a focus on office and non-B Class¹¹⁸ employment uses; and
- to continue to improve town centres, as the main focus for retail and leisure activities, in order to increase the overall market attractiveness of the District (as set out in more detail in draft Core Policy 7).

2.4.48 The broad locations of additional employment sites at the market towns are outlined in draft Core Policies 15 to 17. These sites will be more closely defined in the forthcoming Site Specific Allocations DPD.

Sustainable Rural Communities

2.4.49 There are many existing employment sites spread across the rural parts of the District and there are sufficient sites with planning permission that have yet to be developed to meet the employment projections in the Workspace Strategy. There is, therefore, no strategic need to identify any additional employment sites in the rural area.

¹¹⁶ Refer to Glossary for a full definition of terms.

¹¹⁷ Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

¹¹⁸ Refer to Glossary for a full definition of terms.

2.4.50 However, it is recognised that better employment opportunities in the rural area can help to achieve more sustainable rural communities and with this in mind, the Council will:

- enhance the role of Sturminster Newton in providing employment opportunities in the north-western part of the District through regeneration and the development of additional employment land (see draft Core Policy 18);
- enhance the role of larger villages as local service centres through the provision of small-scale employment sites (to be identified in the Site Allocations DPD - see draft Core Policy 19); and
- support rural enterprise in the countryside through the reuse of existing buildings for employment purposes, the small-scale expansion of existing employment sites and equine-related developments (see draft Development Management Policies 11 to 13).

2.4.51 This approach will focus the growth of businesses in rural areas at the most sustainable and accessible locations (i.e. at the larger villages), but will also enable some economic development, to take place in the countryside, to contribute to sustainable development objectives.

Adapting to Sectoral Change

2.4.52 About 40% of the employed population¹¹⁹ have jobs in non B-Class use sectors such as retail, health, education and tourism. These jobs play an important role in the local economy and the Council supports these employment opportunities even though they are not generally located on employment sites. Over the next 20 years it is expected that there will be continued growth in the service sector with a continued decline in employment in manufacturing and agriculture in line with national and regional trends. To accommodate this sectoral change the employment focus for regeneration schemes close to existing town centres will be on offices and non B-class uses.

2.4.53 Decentralised working, such as home working is an important aspect of the economy and the Council will seek to encourage the design of new dwellings to accommodate home-based office facilities (see draft Core Policy 8, which encourages the provision of 'lifetime homes').

Sustainable Tourism

2.4.54 Tourism in North Dorset supports 5% of employment and generates £76 million per annum¹²⁰. It also brings in visitors who support the wider rural economy by using local services and facilities. Tourism also raises issues such as limited employment opportunities; low-waged and seasonal jobs and visitor pressure on attractions (such as the District's landscape and heritage).

¹¹⁹ Source: Cambridge Econometrics, Annual Business Enquiry

¹²⁰ Tourism in Dorset: District Summary North Dorset, The Market Research Group (March 2006)

2.4.55 Tourists to North Dorset primarily come to enjoy the character of the District's historic settlements and its attractive countryside. The Council intends to build on this market by:

- supporting tourism that enables visitors to enjoy the District's historic market towns and their facilities including small museums, local exhibitions and tourist shops; and
- supporting rural tourism that enables people to enjoy the District's landscapes and recreational opportunities such as the road-based North Dorset cycleway, The North Dorset Trailway and long distance footpaths such as the Stour Valley Way and Jubilee Way.

2.4.56 Proposals for tourist accommodation (including chalets, static and touring caravans and tent camping) will be assessed against draft Development Management Policy 5. Proposals for the re-use of existing buildings in the countryside for tourism use will be assessed against draft Development Management Policy 12.

Matching Jobs to Skills and Enhancing Training Opportunities

2.4.57 The Council's commitment to ensure the provision of sufficient jobs and employment land together with a sustainable spatial approach to economic development will help to create suitable conditions to attract inward investment. However, in order to attract the right kind of new businesses, particularly knowledge-based companies, a skilled workforce is needed.

2.4.58 Further education in North Dorset is limited, but the Council will work with partners, such as Yeovil College, to provide better training facilities for young people. Skills can also be enhanced by developing links with existing employers, such as the Royal Signals at Blandford Camp, as set out in draft Core Policy 12.

DRAFT CORE POLICY 6: ECONOMY

About 4,700 jobs will be provided in North Dorset by 2026.

At least 38.3 hectares of employment land for will be developed in North Dorset by 2026 with at least 7 hectares at Blandford 22 hectares at Gillingham 3 hectares at Shaftesbury and 6.3 hectares elsewhere within the District.

Existing employment sites and sites identified for future employment use will be protected from other forms of development. Only employment uses¹²¹ will be permitted on an employment site, unless it can be demonstrated through the Employment Land Review process that it can be released for other purposes.

Economic development will contribute to creating thriving market towns through:

- **the bringing forward of key strategic sites at Blandford, Gillingham and Shaftesbury as the main focus for B-Class uses;**
- **mixed-use regeneration on sites on the edge of existing town centres with a focus on office and non B-Class employment generating uses; and**
- **the continued improvement of town centres as the main focus for retail and leisure activities.**

Economic development will contribute to the creation of sustainable rural communities through:

- **mixed-use regeneration on land adjoining Sturminster Newton Town Centre and the bringing forward of North Dorset Business Park as a key strategic site;**
- **the identification of small-scale employment sites at other RSS Development Policy C settlements in the Site Allocations DPD;**
- **the re-use of existing buildings, (the small-scale expansion of existing employment sites) and equine-related developments in the countryside in accordance with draft Development Management Policies 11 to 13.**

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

¹²¹ For the purposes of this policy the term “employment uses” means only those uses within Classes B1, B2 or B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended)

Core Policy 6: Economy – Options

<u>Option 6(1)a</u> : Plan for growth of about 2000 jobs (broad RSS interpretation)
<u>Option 6(1)b</u> : Plan for growth of about 3300 jobs (based on more detailed local assessment of evidence)
<u>Option 6(1)c</u> : Plan for growth of greater than 3300 jobs

<u>Option 6(2)a</u> : Allocate enough land to meet need as identified in Workplace Strategy (approximately 25.3ha)
<u>Option 6(2)b</u> : Allocate more land than needed

<u>Option 6(3)a</u> : Allocate most land at B settlements (greater than equivalent in housing growth)
<u>Option 6(3)b</u> : Provide employment land in locations in proportion to proposed housing growth

Draft Core Policy 7	Retail and Other Town Centre Uses
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Introduction

2.4.59 The Government considers that vital and viable town centres form an essential part of more sustainable and inclusive patterns of development. In North Dorset vital and viable town centres will help to create thriving market towns and support stronger communities in the rural area. This policy:

- defines the hierarchy and network of centres in the District;
- discusses the Council's approach to the location of retail and other town centre uses;
- explains how the existing town centres will be developed to meet future needs;
- sets out the Council's policy in relation to changes of use within town centre shopping areas, highlighting the need to retain existing shops; and
- sets out the Council's approach to shopfront design.

Hierarchy and Network of Centres

2.4.60 The Council has defined a hierarchy and network of centres in North Dorset, as advised in national policy¹²².

2.4.61 Blandford Forum, Gillingham and Shaftesbury all perform the role and function of market towns and are considered to be 'town centres'. They each have over 90 commercial outlets (Classes A1 to A5)¹²³, including a range of convenience, comparison and service uses and serve their surrounding rural catchments. Although identified as a RSS Development Policy C settlement in draft Core Policy 3, Sturminster Newton is considered to be a 'town centre' by virtue of the number of commercial outlets (55), the presence of other facilities (such as a medical centre, library and community centre) and the important role the town plays in serving its rural catchment.

2.4.62 Stalbridge is also identified as a RSS Development Policy C settlement in draft Core Policy 3 and although the town has an independent supermarket (Dike and Sons), overall it only has a limited range of commercial outlets (18). In terms of the PPS 6 typology, Stalbridge is considered to be a 'district centre'.

Town Centre Uses

2.4.63 The Government defines 'main town centre uses' in PPS 6¹²⁴ and these include: retail, leisure, entertainment facilities, certain intensive sport and recreation uses, offices, arts, cultural and tourism uses. The Council will focus these uses at the town centres of North Dorset, in accordance with national policy.

2.4.64 The boundaries of the town centres of Blandford Forum, Gillingham and Shaftesbury and Sturminster Newton and the district centre of Stalbridge will be defined in the Site Allocations DPD. In the interim, the Council will use the draft town centre boundaries identified in the 2005 AMR for development control purposes. Within the town centre of Blandford Forum and within and on identified regeneration sites adjacent to the town centres of Gillingham, Shaftesbury and Sturminster Newton, development involving any of the main town centre uses should be of a type and scale that will support their 'market town' role and function as the focal point for the catchments they serve.

2.4.65 The larger nearby centres of Salisbury, Yeovil and Poole exert a strong influence over these towns, particularly in terms of retailing and although there is a comparatively high level of convenience goods

¹²² Local Planning Authorities are advised to define a network and hierarchy of centres in paragraph 2.1 of PPS 6: Planning for Town Centres. Annex A of PPS 6 identifies four main types of centre – city, town, district and local – and defines their main characteristics. The hierarchy and network of centres in North Dorset (i.e. four 'town centres' and one 'district centre') is based primarily on the assessment made in the Joint Retail Assessment for Christchurch Borough and East, North and Purbeck Districts - Nathaniel Lichfield & Partners (March 2008)

¹²³ Refer to Glossary.

¹²⁴ The full definitions of main town centre uses are set out in paragraph 1.8 of PPS 6.

(largely food) expenditure in North Dorset, there is also a relatively low level of comparison goods (largely non-food) expenditure. The emphasis in future provision is therefore likely to be on additional comparison retail floorspace, which will both provide a better balance of uses in the town centres and reduce the need to travel outside the District.

2.4.66 Developers will need to demonstrate that a proposal for a main town centre use does not harm the vitality and viability of any of the District's town centres. PPS 6 explains how such proposed developments should be assessed¹²⁵, setting out that applicants will be required to demonstrate:

- the need for the development;
- that the development is of an appropriate scale;
- that there are no more central sites for the development;
- that there are no unacceptable impacts on existing centres; and
- that locations are accessible.

2.4.67 The Council will rely on national planning policy when make planning decisions relating to retail development or other town centre uses. The need for the development should be demonstrated unless the proposal is:

- for retail development within an identified primary or secondary shopping frontage;
- for another town centre use within a town centre; or
- located in an area identified for mixed use regeneration adjacent to the existing town centres of Gillingham, Shaftesbury and Sturminster Newton, as identified in draft Core Policies 16 to 18.

2.4.68 When considering whether there are no more central sites for a development, the Council will apply the 'sequential test'¹²⁶ set out in national policy unless:

- the development would be located within the district centre of Stalbridge and its purpose would be to serve Stalbridge and the nearby villages; or
- the purpose of the development would be to meet strictly local needs (for example a convenience store to serve a town neighbourhood or a local shop in a village).

2.4.69 Draft Core Policies 15 to 17 identify the need for neighbourhood centres and local shops to serve the expanded market towns of Blandford, Gillingham and Shaftesbury. The need for shops to achieve more sustainable development in villages will be discussed in the Site Allocations DPD.

¹²⁵ Full details of these tests can be found in paragraphs 3.4 to 3.27 of PPS 6 (2005)

¹²⁶ Full details of the sequential test are set out in paragraph 2.44 of PPS 6 (2005)

The Development of Existing Town Centres

2.4.70 The historic character of the District's four town centres limits the scope for new development, although there is some scope to meet the need for additional town centre uses through redevelopment, change of use, the upgrading of existing facilities and, in the case of retail floorspace, reducing the level of shop vacancies¹²⁷. In addition, there are also significant opportunities for mixed-use regeneration in edge-of-town-centre locations, particularly, the Station Road area at Gillingham; the land east of the town centre at Shaftesbury; and the Station Road area at Sturminster Newton. The Brewery Site at Blandford St. Mary will also be regenerated, but since this site is separated from Blandford Forum town centre by the floodplain of the River Stour, the main focus here is on meeting employment needs rather than accommodating town centre uses.

2.4.71 The role of regeneration in the towns is discussed in more detail in draft Core Policies 15 to 18, but in general terms, regeneration in and around existing town centres will:

- meet the bulk of the District's need for additional retail floorspace;
- provide a focus for office and non B-Class employment uses (which are likely to increase as a result of sectoral changes, as discussed in draft Core Policy 6); and
- meet identified needs for community, leisure and cultural facilities¹²⁸.

2.4.72 The Joint Retail Assessment¹²⁹ includes projections for additional retail sales floorspace up to 2026, based on increased population levels and macro-economic forecasts (chiefly of consumer spending, incomes and inflation). The District-wide projections¹³⁰ are set out in Figure 2.4.3. below.

¹²⁷ At the time the Joint Retail Assessment was undertaken, the former Safeway's (Morrison's) store in Blandford was vacant. This has now been brought back into use and has contributed to meeting the District's identified need for additional retail floorspace

¹²⁸ The Joint Retail Assessment found that the potential for additional commercial leisure uses in North Dorset's towns is limited; however, there could be scope for small scale facilities, such as health and fitness clubs, a small cinema, restaurants and bars. In addition, there are a number of community based projects, such as new community halls, where town centre (or edge-of-centre) locations would be appropriate

¹²⁹ Joint Retail Assessment for Christchurch Borough and East, North and Purbeck Districts - Nathaniel Lichfield & Partners (March 2008)

¹³⁰ At the time the Joint Retail Assessment was prepared, there was a degree of uncertainty about future population growth (see paragraphs 6.17 to 6.33). Two scenarios were developed with population projections based on (i) draft RSS and (ii) ONS 2004 data. Since the level of growth proposed for North Dorset in the RSS Proposed Changes more closely reflect the ONS 2004 data, these higher projections are the ones that are included in Table 3.5.

	2007 to 2011	2007 to 2016	2007 to 2021	2007 to 2026
Convenience (food)	1,345	2,307	3,236	4,138
Comparison (non-food)	2,580	5,704	9,936	14,685

Figure 2.4.3 – District-wide Additional Retail Floorspace Projections (square metres net)

2.4.73 The Gillingham Study¹³¹ evaluated the retail requirements for the town against a number of different scenarios. It identified that by 2026 there would be a small need (650 net square metres) for additional convenience goods to be provided in the form of local shops to serve new areas of housing development and a larger need (about 5,000 net square metres) for comparison goods in the form of town centre shops. This is about 2,000 net square metres above the requirement identified for the town in the Joint Retail Assessment.

2.4.74 After 2016, retail projections are likely to be less reliable since the assumptions behind the forecasts may not reflect future conditions and trends in retailing are difficult to predict in the longer term. The general strategic aim is to meet the overall projected requirements for the District in the period up to 2016 in locations that reflect the spatial strategy for the District in draft Core Policy 3. However, on the basis of the more detailed work undertaken for Gillingham it is proposed to make provision to accommodate the longer-term (and higher) projected level of comparison goods floorspace as part of an overall strategy for expansion.

2.4.75 The Council intends to review the post-2016 targets before that date, in order to give a clearer indication of longer term needs. After the review, the revised targets will provide broad guidance for future needs when planning decisions are made.

2.4.76 Recent studies¹³² show that regeneration opportunities in the Station Road area at Gillingham and in the Station Road area at Sturminster Newton have the potential to provide about 7,500 gross square metres and 1,250 square metres of retail floorspace respectively. Also, in Blandford, about 3,000 square metres of additional retail floorspace has already been provided¹³³. Other potential opportunities include:

¹³¹ Retail needs are discussed in Section 7 of Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

¹³² Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009) and the Station Road Area Design and Development Brief, Matrix Partnership for SturQuest (April 2008)

¹³³ Through the re-opening of the former Safeway's (Morrison's) unit and the redevelopment of the former bus station on Salisbury Road

- land south of East Street and Market Place, Blandford (including land around the existing Somerfield store); and
- land to the east of Shaftesbury Town Centre (including the livestock market site.

2.4.77 Draft Core policies 15 to 18 discuss these opportunities in broad terms on a town-by-town basis and sites will be specifically defined in the Site Allocations DPD.

Retention of Shops (and Other Class A1 Uses¹³⁴) in Town Centres

2.4.78 The overall level of retail provision should not be undermined by the loss of existing shops (and other Class A1 uses¹³⁵). This is particularly important in the heart of existing town centres, where retailing tends to be concentrated (in identified primary shopping frontages), but less of an issue in more peripheral areas (defined as secondary shopping frontages, where uses tend to be more mixed. The Joint Retail Assessment indicates that bringing vacant retail units back into use has a role to play in meeting future needs. The Council will, therefore resist the loss of retail and other Class A units in town centres, even when they become vacant, as explained in more detail below.

2.4.79 The Local Plan identifies primary and secondary shopping frontages in the four town centres and these will be used for development control purposes until they are reviewed in the Site Allocations DPD.

2.4.80 Within the primary shopping frontages, existing shops on the ground floor will be retained in order to maintain the attractiveness of these areas to shoppers. The Council will resist proposals that would result in their loss to other uses, including their loss to other Class A uses. The Council will seek to retain the total extent of the retail sales area within a frontage, in order to maintain the retail offer. The Council will also seek to retain total extent of retail uses on streets or pedestrian thoroughfares within the frontage, in order to maintain 'active frontages', which contribute to the vitality of the town centres. In primary shopping frontages, the Council will also seek to bring vacant shops back into Class A1 use.

2.4.81 A mix of shops, financial and professional services and food and drink outlets will be encouraged on the ground floor within secondary shopping frontages, but proposals to change to other uses (such as residential) will be resisted. Within secondary shopping frontages the Council will also seek to bring vacant shops, financial and professional services and food and drink outlets back into use.

¹³⁴ References to the different Class A uses and non-Class A uses are to those identified in the Town and Country Planning (Use Classes) Order 1987 (as amended) or any replacement or re-enactment of that order with or without modification.

¹³⁵ Class A1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) includes shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners and Internet Cafes etc.

Shop Front Design

2.4.82 The retail industry needs to adapt to changing markets and consumer preferences. However, shop fronts need to be sensitively designed both to retain the architectural integrity of individual buildings (including Listed Buildings) and to maintain the character of the District's towns and villages (and their Conservation Areas). The alteration or replacement of shop fronts generally requires planning permission and advertisements may require separate advertisement consent. However, routine maintenance works such as redecoration or straightforward repairs, are 'permitted development' and do not require planning permission.

2.4.83 The Council has produced a draft guide to shop front design¹³⁶, which also covers the issues of shop signage and security shutters. When considering proposals for the replacement, alteration or restoration of a shop front, the Council will expect applicants to be able to demonstrate that they have had due regard to the advice in the draft shop front design guide.

DRAFT CORE POLICY 7: RETAIL AND OTHER TOWN CENTRE USES

For the purposes of considering any proposal for retail and other main town centre uses in North Dorset:

- **Blandford Forum, Gillingham, Shaftesbury and Sturminster Newton are designated as town centres; and**
- **Stalbridge is designated as a district centre.**

Development for retail and other main town centre uses will be supported within the town centres and in areas identified for mixed use regeneration adjacent to the existing town centres of Gillingham, Shaftesbury and Sturminster Newton (as identified in draft Core Policies 16 to 18) provided that it is of a type and scale that will maintain or enhance their respective roles and functions.

Development for retail and other main town centre uses will not be permitted outside the town centres if it will harm the vitality and viability of any of the town centres, when assessed against national planning policy. When considering whether there are no more central sites for a development, the Council will apply the 'sequential test' in national policy unless:

- **the development is located within the district centre of Stalbridge and is of an appropriate type and scale to support the town's role and function; or**
- **the purpose of the development is to meet the needs of a very local catchment, such as a neighbourhood or village.**

¹³⁶ North Dorset Guide to Shop Front Design (Draft) – North Dorset District Council (June 2007)

Within the District, provision will be made for at least 2,300 square metres of net additional convenience goods sales floorspace between 2007 and 2016. Provision will also be made for at least 5,000 square metres of net additional comparison goods sales floorspace in and adjacent to Gillingham Town Centre between 2007 and 2026. Elsewhere in the District provision will be made for at least 4,500 square metres of net additional comparison goods sales floorspace between 2007 and 2016, in locations that are consistent with national retail and town centre policy.

Within the primary shopping frontages of town centres, development resulting in the change of use of an existing ground floor Class A1 use within a unit fronting a street or pedestrian thoroughfare will not be permitted where this would result in any loss of retail frontage or ground floor net retail floorspace.

Within secondary shopping frontages, development resulting in the change of use of an existing ground floor Class A use within a unit fronting a street or pedestrian thoroughfare to any non-Class A use, will not be permitted. Change of use from Class A1 use to financial and professional services (Use Class A2), restaurants and cafes (Use Class A3), drinking establishments (Use Class A4) and hot food takeaways (Use Class A5) will be permitted.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 7: Retail and Other Town Centre Uses – Options

Option 7(1)a: Continue with current primary and secondary shopping areas

Option 7(1)b: Expand town centre areas to allow for projected growth

2.5 Housing Needs

Introduction

2.5.1 This section sets out the Council's overall approach to meeting housing needs and includes policies relating to:

- The mix, type and density of housing required (draft Core Policy 8); and
- The provision of affordable housing, including affordable housing on rural exceptions sites (draft Core Policies 9 and 10).

2.5.2 This section also sets out the Council's overall approach to the provision of sites for Gypsies, Travellers and Travelling Showpeople. Policies that deal with the overall distribution of housing (including affordable housing) and the management of housing land supply are included in Section 2.4 – Managing Growth.

Draft Core Policy 8

Housing Mix, Type and Density

Introduction

2.5.3 National and regional policies require local planning authorities to deliver a high quality mix of both social and private sector housing in sustainable locations and this is reflected in Objective 4 of this DPD. The right balance in terms of housing type, mix and density will help to: achieve mixed and balanced communities; provide a labour force to support a growing economy; and support the role of market towns as service centres. In addition, the right mix and type of housing can help to address equalities issues, such as the needs of the older population.

Housing Mix and Type

2.5.4 A Balanced Housing Market (BHM) assessment¹³⁷ was undertaken for the District. This determined: the likely overall level of demand in relation to the current housing stock; the extent to which supply and demand are balanced across tenure and property size; and a broad indication of the shortages (or surpluses) of particular types of dwelling.

2.5.5 The BHM assessment indicates that there is expected to be greater demand for housing than the current stock of housing can meet. It also suggests an annualised level of demand (494 dwellings per annum –

¹³⁷ The BHM assessment is summarised in Section 11 of the Dorset Survey of Housing Need and Demand DSHND): Local Authority Report for North Dorset District Council, Fordham Research (June 2008). The BHM assessment takes account of likely in-migration / out-migration to and from the District and household formation / dissolution. The DSHND report forms part of the Strategic Housing Market Assessment for the District

dpa) above the proposed average annualised rate of housing development in the emerging RSS (350 dpa). The emerging RSS recognises that it is not appropriate to attempt to meet projected housing demand in North Dorset due to concerns such as: non-economic migration (e.g. people retiring to the District); insufficient economic potential in the Gillingham/Shafesbury area to support major growth; and potential increased commuting from the southern part of the District (particularly Blandford) to the South East Dorset Conurbation¹³⁸.

- 2.5.6 The BHM assessment also indicated that 56% of the housing stock should be market housing and 44% should be affordable, if the stated demand for housing by tenure is to be matched with supply. The Government's recommended tool for assessing the need for affordable housing indicates a need for 399 affordable dpa¹³⁹. More recent evidence¹⁴⁰ indicates that it would not be viable to seek to deliver these high levels of affordable housing in North Dorset. On the basis of the viability evidence, draft Core Policy 4 indicates that 35.7% of all housing in the District should be provided as affordable.
- 2.5.7 Since the overall level of housing provision in North Dorset will be below the projected District-wide demand and, in the light of viability considerations, the level of affordable housing provision will be further below the likely overall demand for affordable, the market and affordable provision that is made needs to be targeted to help achieve the objectives identified in Section 2.2.
- 2.5.8 Draft Core Policy 4 seeks to provide the bulk of housing in the District's main towns, which will also be the main focus for economic growth. The type of market housing provided needs to support the proposed employment-led growth and the BHM assessment indicates that the emphasis should be on 3 or 4 bedroom homes.
- 2.5.9 It will not be possible to meet all the District's affordable housing needs, so provision should be targeted to those that are most in need. This means a strong emphasis on providing social rented housing, as set out in draft Core Policy 9. The BHM assessment¹⁴¹ identifies that in

¹³⁸ These reasons are set out in paragraphs 4.7.48 to 4.7.50 of the Draft Regional Spatial Strategy for the South West Examination in Public Panel Report (December 2007). Future housing demand for North Dorset, based on 2003 CLG housing projections are set out in Appendix A(ii) of this report. This shows a projection of 8,376 dwellings for the period up to 2026 against the Panel's recommended housing provision figure of 7,000 dwellings

¹³⁹ The determination of housing need in North Dorset in accordance with the CLG Strategic Housing Market Assessment Guidance (March 2007) is set out in Section B (Chapters 6 to 8) of the Dorset Survey of Housing Need and Demand DSHND): Local Authority Report for North Dorset District Council, Fordham Research (June 2008)

¹⁴⁰ North Dorset District Council: Affordable Housing Provision and Developer Contributions in Dorset – Three Dragons (June 2009)

¹⁴¹ Balanced Housing Markets are discussed in Section 11 of the Dorset Survey of Housing Need and Demand: Local Authority Report for North Dorset District Council, Fordham Research (June 2008)

the social rented sector, the current need is principally for 3-bedroom properties, whereas the current intermediate need is across all sizes with an emphasis on 2 and 3-bedroom units. It is recognised that need may change over the plan period, reflecting changes in: the housing market; the economy; and the profile of the residents of the District. The Council will keep the size and type of housing required under review through periodic revisions of the SHMA, the 3-yearly review of the Council's Housing Strategy and monitoring of the Council's choice-based lettings process.

The Needs of Particular Groups and Lifetime Homes

- 2.5.10 19% of all households in the District have one or more members with an identified special need and 27% of these households are in the social rented sector¹⁴². Some of these households occupy specialist forms of housing, such as sheltered accommodation, sometimes with support being offered by an on-site warden. However, such specialist housing provision is not always appropriate and in many cases it may be possible to meet the requirements of those with a special need either through the adaptation of their own property or through the provision of a suitably designed new property.
- 2.5.11 In 2007, 42% of households in the Dorset Survey of Housing Need and Demand include an 'older person'¹⁴³ and this proportion is likely to increase as the District's population ages. This trend will require additional elderly persons' accommodation, but the adaptation of existing properties or the provision of suitably designed new properties may also enable many older people to stay in their own homes, or to be cared for at home, rather than requiring a care or residential home.
- 2.5.12 As well as those with special needs and the elderly, many other people in society including young families and individuals with a temporary physical impairment would benefit from the provision of more accessible and adaptable accommodation in order to meet their changing needs. The purpose of Lifetime Homes is to provide such accommodation.
- 2.5.13 As part of its national strategy for housing in an ageing society¹⁴⁴, the Government will make Lifetime Homes Standards a mandatory part of the Code for Sustainable Homes and a national timetable has been established for phasing them in. Lifetime homes will also help to

¹⁴² The needs of particular groups in North Dorset is discussed in Section 12 of the Dorset Survey of Housing Need and Demand DSHND): Local Authority Report for North Dorset District Council, Fordham Research (June 2008). Special needs categories include: frail elderly; physical disability; learning difficulty; mental health problem; severe sensory disability; and medical condition

¹⁴³ Table 12.7, page 110, Dorset Survey of Housing Need and Demand DSHND): Local Authority Report for North Dorset District Council, Fordham Research (June 2008)

¹⁴⁴ Lifetime Homes, Lifetime Neighbourhoods: A National Strategy for Housing in an Ageing Society – Department for Communities and Local Government; Department of Health; and Department for Work and Pensions (February 2008)

address the 'demographic challenge' of an ageing population¹⁴⁵ in North Dorset and to achieve Objective 4(e) of this DPD. By 2011 the Government will require all new public housing to be built to Lifetime Homes Standards. The Government will also work with the house building industry on a voluntary basis with the aspiration that all new housing will be built to Lifetime Homes Standards by 2013. This situation will be reviewed in 2010 if take-up in the private sector has not matched market need or expectations, with a view to introducing legislation in 2013.

2.5.14 In view of the particular needs in the District and the fact that the additional cost of meeting the Lifetime Homes Standard (compared with current Building Regulations) is modest¹⁴⁶, the Council will expect developers to provide all new dwellings (including conversions) to Lifetime Homes Standards prior to these standards becoming a legal requirement or a requirement of Building Regulations, unless it can be demonstrated that this is not feasible or viable. Examples where provision may not be feasible could include: where the design of an existing building, which is being converted to residential does not enable the standard to be met; or meeting the standard would adversely affect the fabric of an historic building (such as a Listed Building). If a developer considers that meeting the Lifetime Homes standard would make a scheme unviable, evidence will need to be provided to demonstrate that this is the case.

Elderly Person's Accommodation

2.5.15 The District's ageing population will give rise to proposals for elderly persons' accommodation, including sheltered accommodation, care homes and nursing homes. The planning issues raised by such developments (including issues such as design, amenity and parking) will be considered in the context of the policies of this DPD. In cases where occupancy is age-restricted and there is little or no care, requirements for open space and car parking may be the same as for unrestricted residential accommodation. However, where higher levels of care are offered, reduced standards may be acceptable. The Council will usually seek to control the occupancy of residential accommodation for the elderly by condition or agreement, whatever level of care is offered.

¹⁴⁵ Dorset's 'demographic challenge' is explained in more detail in Section 7 of Shaping our Future: The Community Strategy for Dorset 2007 – 2016 – Dorset Strategic Partnership (June 2007). The generational imbalance in North Dorset is also explained in Section 1.3 of this DPD

¹⁴⁶ The Chartered Institute of Housing in Northern Ireland and the Joseph Rowntree Foundation conducted a comparative study into the cost of meeting Building Regulations and Lifetime Home standards. The additional cost of building Lifetime Homes ranged from £165 to a maximum of only £545 per dwelling, depending on the size, layout and specification of the property. Source <http://www.lifetimehomes.org.uk/pages/cost.html>

2.5.16 Sheltered accommodation, where the residential units are self-contained, are usually defined as ‘dwellings’¹⁴⁷ in planning terms, whereas care homes and nursing homes, where the accommodation is not self-contained, are usually defined as ‘residential institutions’¹⁴⁸. Developers should be aware that the use class within which the development falls may have implications for the levels of affordable housing and developer contributions that the Council will seek.

Housing Density

2.5.17 The emerging RSS states that a density of “*less than 30 dwellings per hectare (dph) is considered to be an inefficient use of land and makes provision of sustainable transport more difficult. Between 30 and 50 dph net represents a more sustainable density*”¹⁴⁹. The RSS Proposed Changes goes on to state (in Policy H2) that local planning authorities should aim to achieve a target of 40 dph averaged across all new housing across each Housing Market Area (HMA).

2.5.18 North Dorset falls within the Bournemouth and Poole HMA, but is a predominantly rural district with no large towns. Since higher densities are likely to be achieved within the South East Dorset conurbation and in recognition of the rural nature of the District, housing densities between 30 and 50 dph are considered to be appropriate in North Dorset. Any proposals for a scheme with a density outside that range would need to provide justification for a higher or lower density supported by clear evidence that the scheme could be implemented without causing harm.

2.5.19 Housing in town centres and in other accessible locations will generally have good access to facilities and offer opportunities for walking, cycling and the use of public transport, which may help to justify housing densities above 50 dph. However, such developments (including flats above shops and the subdivision of larger houses or other buildings) should not: give rise to parking problems; adversely affect the character and appearance of the area; or have an adverse impact on the amenity of the intended occupants or other residents nearby¹⁵⁰. Similarly densities below 30 dph, which may be proposed in villages or in the lower density areas of the main towns, would need to be justified, for example by showing that a scheme within the 30-50 dph range would have an adverse impact on the character of the area,

¹⁴⁷ Falling within Use Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended)

¹⁴⁸ Falling within Use Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended)

¹⁴⁹ Paragraph 6.1.10, Regional Spatial Strategy for the South West – Government Office for the South West (June 2009)

¹⁵⁰ These issues are dealt with under draft Development Management Policies 2, 3 & 4 respectively, but depending on the development and its location, other policies in this DPD may also be relevant

or require the loss of important landscape or amenity features that are worthy of retention¹⁵¹.

2.5.20 The Council encourages local communities to prepare Town and Village Design Statements, which can provide supplementary policy guidance on densities that may be appropriate in different parts of settlements.

DRAFT CORE POLICY 8: HOUSING MIX, TYPE AND DENSITY

All housing should contribute towards the creation of mixed and balanced communities. Across the District the size and type of market housing should help to support employment-led growth with an emphasis on 3 or 4 bedroom homes. Across North Dorset the size and type of affordable housing should help to address the diverse housing needs of the District, with provision targeted to those most in need. The current emphasis is on the provision of 2 and 3 bedroom homes, with sufficient provision of 3+ bedroom homes to contribute to meeting the needs of larger households.

Prior to the Lifetime Homes Standard becoming a statutory requirement or a requirement of Building Regulations, developers will be required to construct all new homes to Lifetime Homes standards, unless it can be demonstrated that this is not feasible or would render the proposed scheme unviable.

All development that delivers a net additional dwelling or dwellings should have a density in the range of between 30 and 50 dwellings per hectare (dph), unless justification can be provided for a higher or lower density supported by clear evidence that the scheme could be implemented without causing harm.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 8: Housing Mix, Type and Density – Options

Option 8(1)a: Have a flexible density requirement generally between 30 and 50 dwellings per hectare

¹⁵¹ These issues are dealt with under draft Development Management Policies 3 & 9 respectively, but depending on the development and its location, other policies in this DPD may also be relevant

Option 8(1)b: Ensure developments are built at at least 40 dwellings per hectare

Option 8(2)a: Specify size of dwellings for all developments based on identified current need

Option 8(2)b: Specify the size of dwellings to help support the economy (ie dwellings to attract in-migrants to support the economy)

**Draft Core
Policy 9**

Affordable Housing

Introduction

2.5.21 The lack of affordable housing across rural Dorset is an issue that forms part of the wider 'strategic challenge' facing the County (outlined in Section 1.3) and consequently one of the Council's objectives is to deliver more affordable housing that better meets the diverse needs of the District (as set out in Objective 4). More affordable housing will not only help to create more sustainable, mixed communities, but will also maintain a supply of labour by providing school leavers, recent graduates and households on lower incomes with greater opportunity to remain in North Dorset. This will help to: tackle the District's growing generational imbalance; provide the labour needed to enable existing firms to expand; and attract new firms to the area.

Housing Need

2.5.22 Housing need is defined as the number of households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market. A Dorset-wide survey of housing need and demand¹⁵² identified a total net annual affordable housing need in North Dorset of 399 dwellings, with the highest levels of need in Blandford and Gillingham. The Council aims to provide as much affordable housing as can be realistically delivered within viability constraints. On the basis of the District-wide viability study¹⁵³, draft Core Policy 4 indicates that 35.7% of all housing in North Dorset (2,500 of the 7,000 net additional homes proposed) should be provided as affordable, which is just above the RSS minimum target of 35%.

Site-Size Thresholds

2.5.23 The Government has set an indicative national minimum site-size threshold (at and above which affordable housing can be sought) of 15

¹⁵² Dorset Survey of Housing Need and Demand: Local Authority Report for North Dorset District Council, Fordham Research (June 2008)

¹⁵³ North Dorset District Council: Affordable Housing Provision and Developer Contributions in Dorset, Three Dragons (June 2009)

dwellings. National policy also allows Councils to apply a lower threshold where “*viable and practicable including in rural areas*”¹⁵⁴. In the light of the very high levels of need in North Dorset and the analysis in the District-wide viability study, the Council has reduced the site-size threshold to 1. 34% of dwellings granted planning permission between 2006 and 2008 were located on sites of less than 15 dwellings. A lower threshold will therefore enable affordable housing to be sought on many more sites and increase the overall level of provision, helping to address the very high levels of need that have been identified.

Target Proportions

2.5.24 The viability study examined the viability of different types / tenures of development in different parts of North Dorset and gave an indication of the levels of affordable housing (having regard to other infrastructure needs) that could be delivered in different parts of the District.

2.5.25 The study showed that it would be viable to seek 40% of housing on each site to be provided as affordable across most of the District. However, viability considerations indicated that a lower level of provision would be appropriate in most of Gillingham. A target of 35% has been set, which reflects the lower land and property values in the town (compared with the rest of the District) and the more limited ‘residual values’ available to fund both affordable housing and infrastructure.

2.5.26 The Gillingham Study¹⁵⁵ also shows a particular problem with viability in the Station Road area of the town, where past attempts at regeneration have not been successful. The priority in this area is regeneration to support an enhanced town centre. This could be achieved either with an affordable housing-led scheme supported by grant or subsidy, or a privately funded initiative focusing on enhanced infrastructure, but with a reduced level of affordable provision.

Viability, Housing Grant and Subsidies

2.5.27 The target percentages discussed above are set out in draft Core Policy 9. Applicants seeking to justify a lower level of affordable housing provision on a specific site will be expected to make an assessment of viability and for this purpose it is recommended that they should use the Council’s Affordable Housing Viability Assessment Toolkit. A lower level of provision will only be permitted if the assessment (whether using the Council’s Toolkit or another approach that the Council considers to be acceptable) shows that it is not economically viable to make the level of provision being sought.

2.5.28 As part of any assessment applicants will be expected to provide clear evidence of efforts to identify possible sources and levels of housing grant (or other subsidy) that may be available to make a scheme viable

¹⁵⁴ Paragraph 29, PPS 3: Housing

¹⁵⁵ Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

and clear evidence of any attempts they have made to secure such grant (or subsidy).

2.5.29 In cases where grant funding or subsidy would make a level of provision above the proportions sought in draft Core Policy 9 viable, the Council will expect provision to be made at that higher level. In some cases grant or subsidy may only make it viable to deliver affordable housing at below the proportions set out in the policy. In such circumstances the Council will seek to secure the maximum amount of affordable housing achievable within viability constraints at the time of the assessment.

2.5.30 The delivery of affordable housing below the proportions set out in the policy could potentially undermine the Council's ability to deliver the target of 35.7% of all housing as affordable. The Council will therefore aim to reclaim any shortfall in provision on a scheme that has been granted permission, but has not yet been completed, if financial conditions improve. In such cases, developers will be expected to enter into a legal agreement requiring further site-based viability assessments to be carried out prior to completion of a scheme. In the event that a more up-to-date assessment shows that a higher level of affordable housing would be viable, the developer would be expected to provide it.

2.5.31 Viability may be a particular problem for schemes of between 1 and 3 homes where the demolition of an existing residential unit is involved. The existing residential unit may have a significant market value, which may limit the level of affordable provision that can be provided within viability constraints. The Council will have regard to this issue when any viability assessment is made on a site of this nature.

Off-Site Provision and Financial Contributions

2.5.32 Affordable housing should be provided on site, but the Council recognises that this is not always possible. Where provision on-site is not a feasible or viable option, the Council may permit provision off-site, provided that the housing on the alternative site can be delivered to meet local housing needs and will contribute towards creating mixed, balanced communities. A financial contribution towards affordable housing provision is much less desirable, as suitable serviced land would still need to be found and the homes would still have to be delivered. The Council will, therefore only accept a financial contribution where on- or off-site provision are not feasible or viable options.

2.5.33 Affordable housing cannot realistically be provided on sites of 1 or 2 dwellings (unless the scheme is 100% affordable). On such sites a commuted sum of broadly equivalent value will be sought to contribute towards off-site provision. The same approach will be taken on sites, which can only deliver a partial contribution towards the percentage of affordable housing being sought. For example: 40% affordable

housing in a scheme of 3 dwellings would deliver one affordable unit on site (representing 33% of provision). The residual amount would be sought as a commuted sum of a broadly equivalent value as if the affordable housing were being provided on-site. This position is consistent with national policy¹⁵⁶.

Tenure Split

2.5.34 Different types of affordable housing tenure address different requirements reflecting the financial situation of those in housing need. Those most in need are only likely to be able to afford social rented accommodation. However, others may be able to pay more and be able to purchase part of the equity in a property. In order to focus provision on those most in need, the Council will aim to deliver 70% of all new affordable housing in North Dorset as social rented housing and the remaining 30% as intermediate housing.

2.5.35 The starting point for negotiations on individual sites will be to deliver the 70 / 30% tenure split. The Council may permit a tenure split at variance with this split on individual sites, but only if this can be soundly justified by local circumstances or local needs, for example:

- where a scheme is proposed to meet a specific affordable housing need (for example the need for extra care affordable housing);
- where the total number of affordable units provided on the site is too small to realistically deliver a mix of tenures; or
- where updated and / or more local evidence of need and the relative affordability of different tenure types suggests that a different tenure split would better meet identified needs.

Delivery of Affordable Housing

2.5.36 Affordable housing must be provided to eligible households in housing need. It should be designed to a high standard and fully integrated with the market housing on a site so that the two elements cannot be told apart. On a larger scheme, the affordable housing units should usually be “pepper-potted” amongst the market housing, to create a more mixed community. Proposals incorporating affordable housing should provide the size and type of affordable housing required that reflects the needs identified in the most up-to-date housing needs survey. The delivery of affordable housing should be phased with the delivery of market housing on a development site and this will be controlled by condition or agreement.

Low Cost Market Housing

2.5.37 Low cost market housing (LCMH) no longer falls within the definition of affordable housing set out in national policy¹⁵⁷ and therefore does not count towards affordable housing provision. In the past the Council has sought and delivered some LCMH (as part of overall affordable housing provision) however, this has given rise to various problems,

¹⁵⁶ Paragraph 29, PPS 3: Housing

¹⁵⁷ Annex B, PPS 3: Housing

which have outweighed any limited benefits that have been achieved. For these reasons, a proposal for LCMH will not be regarded as a justification for reducing the provision of affordable housing that would otherwise be required. Any intention to include LCMH within a scheme should be supported by evidence of need for this particular type of housing in the location proposed.

Housing for Key Workers¹⁵⁸

2.5.38 Research¹⁵⁹ shows that 90% of key workers in North Dorset are able to afford entry-level prices in the local housing market. The vast majority of key workers' housing needs can, therefore be met through the general provision of market housing. The needs of those who are unable to afford to enter the local housing market will be met through the provision of affordable housing across the District.

DRAFT CORE POLICY 9: AFFORDABLE HOUSING

All development that delivers a net additional dwelling or dwellings, including housing on mixed-use sites, will contribute to the provision of affordable housing.

Such development will contribute to the provision of affordable housing in the following proportions:

- **Within the settlement boundary of Gillingham a minimum of 35% of the total number of dwellings will be affordable; and**
- **Elsewhere in the District a minimum of 40% of the total number of dwellings will be affordable.**

In the event of grant funding (or another subsidy) being secured or having the prospect of being secured in relation to affordable housing provision on a site, the percentage of affordable housing provided should be maximised to reflect the level of funding secured.

If it can be demonstrated that a level of affordable housing provision below the percentages set out above can be justified on grounds of viability (taking account of grant funding or any other subsidy) an obligation will be required:

- **To secure the maximum level of provision achievable at the time of the assessment; and**
- **To enable the level of provision to be increased in the future, subject to a further assessment, in the event of an improvement in the relevant financial circumstances prior to or during the construction of the site.**

The presumption is that affordable housing will be provided on site.

¹⁵⁸ Key workers, Refer to Glossary

¹⁵⁹ See Section 12 of Dorset Survey of Housing Need and Demand: Local Authority Report for North Dorset District Council, Fordham Research (June 2008)

Where the size of a site means that the full required percentage of affordable housing could not be provided on site, the amount of affordable housing that can be accommodated on site will be maximised. Any shortfall in on-site provision will be met either by off-site provision or, where alternative off-site provision is not considered feasible or viable, by a financial contribution.

70% of all new affordable housing in the District will be provided as social rented housing with the remaining 30% provided as intermediate housing. The 70 / 30% tenure split will be the starting point for negotiations on individual sites, but a different split may be permitted if it can be justified by local circumstances or local needs.

Affordable housing should be designed to be indistinguishable from other housing on a development site and should be “pepper potted” across larger sites.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 9: Affordable Housing – Options

<u>Option 9(1)a</u> : Require 35% affordable on all schemes
<u>Option 9(1)b</u> : Require 40% affordable except in Gillingham where 35% affordable will be required
<u>Option 9(1)c</u> : Require 40% affordable on all schemes (including grant)
<u>Option 9(2)a</u> : Apply threshold of 15 dwellings
<u>Option 9(2)b</u> : Apply a threshold of 3 dwellings
<u>Option 9(2)c</u> : Seek affordable housing / contribution for all schemes (no threshold)

Introduction

2.5.39 National policy¹⁶⁰ establishes that in rural areas, support for the provision of small affordable housing sites in locations which would not normally be used for housing, may be appropriate to help maintain sustainable rural communities. The emerging RSS endorses this approach stating that “*development should be permitted in smaller settlements to meet local need including through the use of a Rural Exceptions policy*”¹⁶¹. Objective 4(b) in this DPD recognises that, exceptionally, affordable housing may be required in rural areas to meet strictly local needs.

Defining Local Housing Need

2.5.40 For the purposes of this DPD, households in local housing need are defined as those which: are unable to access market housing in an area without financial assistance; and have a particular tie to a settlement because they meet one of the following criteria:

- they are current residents of the settlement and need separate accommodation (for example due to a family break-up, a newly married couple, overcrowding etc.);
- they have an existing family connection within the settlement and need to move to the settlement (for example due to the ill health of a relative); or
- they have an existing employment connection to the settlement.

2.5.41 The number, scale and location of rural exceptions schemes should not undermine the spatial strategy of the emerging RSS and the provision of such sites will be carefully managed. Draft Core Policy 10 seeks to focus rural exceptions sites on certain rural settlements and only permits schemes for 100% affordable housing, which would meet an existing demonstrable need within an identified small rural community. Proposals for rural exceptions schemes will need to meet the requirements of all other relevant policies in this DPD, such as those relating to design and sustainable construction.

Villages where Rural Exception Schemes will be Focused

2.5.42 Rural exception schemes are only acceptable within or adjacent to settlements with 3,000 or fewer inhabitants and in North Dorset this ‘upper limit’ effectively excludes such schemes adjacent to Blandford (Forum and St Mary), Gillingham, Shaftesbury and Sturminster Newton. Most rural exception schemes are likely to be located at the District’s larger villages, but some will also be required to serve smaller

¹⁶⁰ Paragraph 30, PPS 3: Housing

¹⁶¹ Paragraph 6.1.8, RSS Proposed Changes (July 2008)

rural communities. Draft Core Policy 10 does not set an absolute 'lower limit', but recognises that schemes in settlements with very small populations and a lack of essential facilities are unlikely to be sustainable.

2.5.43 The policy seeks to focus rural exception schemes at settlements which:

- have at least one essential facility¹⁶² within 1 kilometre¹⁶³ of the physical centre of the village; and
- an estimated population living within the settlement of more than 100 people.

2.5.44 Few rural exception schemes are likely to come forward at settlements that do not meet these criteria, as in many cases there would be insufficient local housing need to support development. However, the policy does not preclude schemes at very small settlements, as it is recognised that there may be particular local circumstances where such a scheme could enable essential rural needs to be met.

Selecting Sites

2.5.45 When searching for a rural exceptions site at a settlement, the starting point should be to try and identify a site within the defined settlement boundary (where one exists) or within the existing built-up area in order to keep encroachment into the countryside to a minimum. Often no suitable or available site will exist within a settlement and it will be necessary to search for a site adjoining the defined settlement boundary (where one exists) or adjoining the existing built-up area.

2.5.46 Some settlements without defined settlement boundaries have a dispersed character and potentially a rural exceptions scheme could harm the character of the countryside by adding to the sporadic nature of development. At settlements with a dispersed character, any rural exceptions scheme should take the form of an infill development.

2.5.47 The level of local housing need in a rural community is identified through a local housing needs survey and in some cases need is identified for a group of settlements. In such cases, a rural exception site should be sought, in the first instance, at the most sustainable settlement in that group in terms of population and facilities. A site should only be sought at the other settlements in the group if no

¹⁶² PPS7 lists examples of facilities that play an important role in sustaining village communities, which local planning authorities should seek to retain. These facilities include village shops, post offices, village halls and public houses. Primary schools also play an important role in sustaining rural communities. A residential tie to a rural settlement may include an existing employment connection and therefore a designated employment site at a settlement is also considered to be an essential facility.

¹⁶³ Based on research undertaken by the Institute of Highways and Transportation on behalf of the Department for Transport – Guidelines for providing for journeys on foot: Institute of Highways and Transportation (2000)

suitable or available sites can be found at the most sustainable settlement.

Meeting Identified Need and Controlling Occupancy

2.5.48 The Council will wish to ensure that an identified local housing need cannot be met in other ways, before permitting a rural exceptions scheme. For example at a RSS Development Policy C Settlement, it may be possible to meet local housing need through the provision of a percentage of affordable housing on an allocated housing site identified in the Site Allocations DPD. Also in some cases, it may be possible for a Registered Social Landlord to meet local housing need through the purchase of new or existing market properties.

2.5.49 The number, size and type of dwellings proposed as part of a rural exceptions scheme should aim to address the identified local housing need. However, it is recognised that local housing needs may change during the period between a scheme being put forward and the completion of the dwellings. When considering potential occupants for rural exceptions housing, highest priority will be given to existing residents of the parish in which the scheme is proposed, or an adjoining parish. Potential residents from outside this immediate area may have valid reasons (for example an existing employment connection) to move to a particular settlement. In the event that there are no potential occupants from the immediate area, consideration will be given to potential occupants from elsewhere within the District and finally to potential occupants with an existing local connection who live outside the District.

2.5.50 National policy¹⁶⁴ requires that affordable housing delivered through a rural exceptions policy remains available to meet local housing need in perpetuity. The housing on such sites must therefore remain affordable and be occupied by households with local connections, as defined above. Planning permission for housing on a rural exceptions site will be subject to a legal agreement that secures the housing to meet local affordable housing needs in perpetuity.

DRAFT CORE POLICY 10: AFFORDABLE HOUSING: RURAL EXCEPTIONS

The provision of a rural exceptions housing scheme within or adjoining the settlements of Blandford (Forum and St. Mary), Gillingham, Shaftesbury and Sturminster Newton will not be permitted.

Elsewhere the provision of rural exceptions housing will be encouraged at the settlements of: Bourton, Buckhorn Weston, Charlton Marshall, Child Okeford, Durweston, East Stour, Fontmell Magna, Hazelbury Bryan (including Pidney, Wonston & Kingston),

¹⁶⁴ Paragraph 30, PPS 3: Housing

Hinton St Mary, Ibberton, Iwerne Courtney (Shroton), Iwerne Minster, Kings Stag, Manston, Mappowder, Marnhull, Melcombe Bingham and Ansty (including Higher Ansty and Lower Ansty), Milborne St. Andrew, Milton Abbas, Milton-on-Stour, Motcombe, Okeford Fitzpaine, Pimperne, Pulham, Shillingstone, Spetisbury, Stalbridge, Stour Row, Stourpaine, Sutton Waldron, Tarrant Keyneston, Tarrant Monkton & Launceston, West Stour, Winterborne Kingston, Winterborne Stickland, Winterborne Whitechurch and Winterborne Zelston.

A rural exceptions housing scheme will only be permitted within or adjoining the built-up area of another settlement if it can be justified by local needs and circumstances.

Where possible a rural exceptions housing scheme should be provided on a site within the existing built-up area of a settlement and if a settlement boundary exists, within that boundary. Where no suitable site exists within the built-up area of a settlement, a scheme should be provided on a site adjoining the existing built-up area and, where a settlement boundary exists, adjoining that boundary. At a settlement with a dispersed character, the site must take the form of an infill development and not increase the dispersed nature of the settlement.

A rural exceptions housing scheme will only be permitted if:

- The identified local housing need cannot be met through other means;
- It consists only of affordable dwellings of a number, size and type that will meet, or contribute towards meeting, the identified local housing need; and
- The affordable housing remains available to meet local housing need in perpetuity.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 10: Rural Exceptions – Options

Option 10(1)a: Allow sites in all settlements of 3,000 inhabitants or less
Option 10(1)b: Restrict sites based on level of services/population
Option 10(1)c: Restrict exception sites to Policy C settlements only (excluding Sturminster Newton)

Sites for Gypsies, Travellers and Travelling Showpeople

- 2.5.51 The emerging RSS sets out that there is a requirement for 37 residential pitches and 20 transit pitches for Gypsies and Travellers in North Dorset in the period up to 2011 and a need for 2 pitches for Travelling Show People in the whole of the Dorset sub-region¹⁶⁵. The emerging RSS also indicates that Councils should make provision for longer term needs on the basis of updated data on Gypsy, Traveller and Travelling Show People requirements, or in the absence of such data, on the basis of 3% compound growth in population per annum¹⁶⁶.
- 2.5.52 A Gypsy, Traveller and Travelling Showpeople Site Allocations DPD will be jointly prepared by local authorities in the Dorset sub-region. It will allocate sufficient specific sites to enable the emerging RSS's pitch provision figures to be delivered and it will also consider the longer term needs of these communities. Research¹⁶⁷ suggests that much of the need for additional pitches in North Dorset arises from Travellers, such as those in encampments on St James' Common, Shaftesbury. Research also suggests that the greatest need for additional pitches is in the Shaftesbury / Gillingham area, although sites may also be needed elsewhere in the District.
- 2.5.53 The Great Dorset Steam Fair takes place at Tarrant Hinton in North Dorset each year and in association with this event there is a need for a transit site with the capacity for 100 temporary pitches for a few weeks each year. The District and County Councils will seek to provide such a site within a reasonable distance of the Steam Fair site each year, for as long as the event is located within the District.
- 2.5.54 Planning applications for sites for Gypsies, Travellers and Travelling Show People may come forward on sites allocated in the joint DPD, on sites used in association with the Steam Fair and on other sites. All applications will be judged against DM Policy 6, which sets out specific criteria for the location, design and management of such sites.

¹⁶⁵ These figures are set out in Table 4.3 of the Proposed Changes to the RSS (July 2008)

¹⁶⁶ As set out in paragraph 6.1.14 of the Proposed Changes to the RSS (July 2008)

¹⁶⁷ Dorset Gypsy and Traveller Accommodation Assessment – Anglia Ruskin University (March 2007)

2.6 Infrastructure

Introduction

- 2.6.1 National policy¹⁶⁸ requires the provision of infrastructure to support housing and economic development. In North Dorset infrastructure will support thriving market towns and sustainable rural communities and make these settlements more self-contained. It will also improve the quality of life of residents, helping to achieve Objectives 5(a) to 5(e).
- 2.6.2 Draft Core Policy 2 sets out the Council's overall approach to infrastructure provision establishing that it should be delivered at the right time and in the right place to support the growth proposed in this DPD. This section sets out the Council's approach to the spatial distribution and provision of different types of infrastructure, namely:
- Grey Infrastructure such as engineering works (e.g. transport, utilities and drainage) (draft Core Policy 11);
 - Social infrastructure (e.g. community, leisure, cultural, education and health facilities) (draft Core Policy 12); and
 - Green infrastructure (e.g. linked networks of open space including informal recreational areas and wildlife corridors) (draft Core Policy 13).
- 2.6.3 The main grey, social and green infrastructure projects that are required locally are discussed in the policies relating to the market towns and rural areas (draft Core Policies 15 to 20) and Section 4 provides more detail on how these infrastructure projects will be delivered.

Draft Core Policy 11

Grey Infrastructure

Introduction

- 2.6.4 'Grey Infrastructure'¹⁶⁹ is the term used to describe the physical works required to support development. Definitions vary¹⁷⁰, but for the purposes of this DPD, grey infrastructure is taken to include:
- transport - including roads, cycleways, footpaths and measures to

¹⁶⁸ Paragraph 23 of PPS 1: Delivering Sustainable Development

¹⁶⁹ The term 'physical infrastructure' is used in PPS 12: Local Spatial Planning. The RSS Proposed Changes refer to 'hard infrastructure'

¹⁷⁰ Grey infrastructure is defined in terms of the 'constructed' rather than the 'natural' of green infrastructure in Putting the Green in the Grey, Natural Economy North West (2007) and as 'the man-made structures that facilitate transportation, provide housing, and offer services such as water, energy, and telecommunications' in Trees - The Green Infrastructure (IQ Report) Gary Moll (2002)

- facilitate public transport use;
- utilities - including telecommunications, electricity, gas and water supply, sewerage and wastewater treatment; and
- drainage - including Sustainable Drainage Systems (SuDS) and flood prevention.

2.6.5 Each of these elements is essential for the proper functioning of settlements and is crucial to the delivery of growth.

Transport

2.6.6 The North and north East Dorset Transport Study (N&NEDTS)¹⁷¹ examined the capacity of existing roads and public transport in the area and studied the impact that projected growth would have on these networks. The analysis leads to a number of key transport infrastructure capacity issues and also takes account of constraints, including environmental constraints. The key elements of the emerging transport strategy are:

- to manage movements by making best use of the existing transport network, improving it where possible, and by managing demand;
- to encourage more sustainable forms of transport by encouraging modal shift from the private car;
- to make key destinations, especially those in towns, more accessible by sustainable transport modes;
- to encourage the provision of Travel Planning for all communities;
- to improve links between the main towns and villages in their hinterlands in order to improve access to services and reduce social exclusion, particularly in rural areas.

2.6.7 These elements support the Core Spatial Strategy (in draft Core Policy 3), which seeks to concentrate development at the District's main towns and other local service centres.

Demand Management in Regional Transport Corridors

2.6.8 RSS Policy RTS1 seeks to make the best use of existing transport infrastructure and requires developers to 'manage down' the impact of development on regional corridors. Regional routes in North Dorset are discussed in Section 1.2 and shown in Figure 1.7.

2.6.9 Most of the development proposed in North Dorset will not have a major impact on regional transport corridors; however, this is an issue for development at Gillingham and its potential impact on the Exeter to London corridor, particularly the potential for increased congestion on the A303. Consequently, the following measures will help to reduce the potential for additional trips on the A303:

- providing the bulk of new development at Gillingham in locations accessible to the town centre, employment opportunities, the

¹⁷¹ North and north East Dorset Transport Study: Emerging Transport Strategy - Buro Happold (November 2009). This Study is supported by an Existing Conditions Report (July 2009), together with a Modelling Report (July 2009)

- railway and the frequent Gillingham / Shaftesbury bus service;
- the enhancement of Gillingham Railway Station as a transport hub, including improvements to accommodate more frequent services which will be possible following the construction of an enhanced passing loop at Axminster¹⁷²; and
- the improvement of road links south from Gillingham to encourage the use of the A30 as an alternative to the A303 for trips to Yeovil and Salisbury.

2.6.10 The Council will work with the Highways Agency and Dorset County Council to reduce as far as possible the potential for increased trips from development at Gillingham onto the A303.

Managing Movements on Existing Transport Networks

2.6.11 Demand management in the Exeter to London corridor and the general increase in trips associated with growth will increase the amount of traffic on roads in North Dorset. The N&NEDTS suggests that the technical capacity of most roads in the District will not be exceeded during the Plan period. However, the additional traffic could give rise to issues of environmental quality for residents along busy routes and for road safety.

2.6.12 The more effective management of movements on existing networks can help to reduce potential impacts firstly, by making sure that existing transport infrastructure is fully and efficiently utilised and, secondly, by effectively managing the demand for the use of existing routes.

2.6.13 More effective use of the existing road network can be achieved by improving flows at ‘pinch points’ and junctions (for example, through minor road improvements or by using up-to-date traffic light phasing systems). Improvements to achieve better road safety can help to reduce delays caused by accidents and encourage use by cyclists and pedestrians. Improvements of this nature will be progressed through the Local Transport Plan (LTP) process, which aims to achieve long term planning and efficient use of resources delivering local transport, whilst also having regard to the relevant national and regional transport policy frameworks.

2.6.14 The N&NEDTS recognises that there is an issue with freight on the roads in North Dorset, particularly on the A350. It suggests that a strategy should be developed to direct freight traffic onto the most appropriate routes by improved signing, which will yield environmental benefits as well as benefiting traffic flows on the road network.

2.6.15 The impact an individual development scheme will have on the road network can only be determined through a more detailed Transport Assessment. The circumstances when such assessments will be

¹⁷² Connecting Local Communities: Route Plans 2009 (Route 4 - Wessex Routes) Network Rail, (March 2009)

required are set out in draft Development Management Policy 2, which also deals with the issue of Travel Plans. A Travel Plan is a package of measures that a developer commits to implementing with the aim of reducing the number and length of single occupancy car trips generated by a scheme.

Parking

2.6.16 The availability of car parking has a major influence on the choice of mode of transport, even in locations well served by public transport. Consequently, the Council's overall approach seeks to manage car parking to encourage public transport, walking and cycling to take priority when people consider how to make different trips.

2.6.17 Draft Development Management Policy 2 relates to the Council's parking standards and those for residential development are set out in Appendix D. These were derived from a residential parking study¹⁷³, which took into consideration expected levels of car ownership and established the principle that residential parking provision should be sufficient to cater for the reasonable needs of the occupants and to enable them to have a choice in the mode of transport they choose for any particular journey.

2.6.18 The Councils in Dorset will also work together to develop standards for 'destination parking', which will enable the provision of sufficient spaces to allow for use of the car but also to encourage other forms of transport. In the interim, current local standards and / or national policy or guidance will apply, as set out in draft Development Management Policy 2.

2.6.19 The number and type of spaces in off-street car parks and the time for which they can be occupied need to be carefully organised. On-street spaces also need to be similarly managed so that there is appropriate accessibility and turnover. Many car parks in the District are owned and managed either by the Council or by other public bodies. A strategy will be developed to achieve a more effective and sustainable use of this resource.

Public Transport

2.6.20 Public transport, particularly buses, can provide an alternative to the car for trips between towns and to key destinations within towns, such as town centres, major employment sites and schools. Public transport is also important in rural areas, particularly for those without other means of accessing facilities. However, in many cases the viability of the public transport service is an issue.

2.6.21 The operation of public transport in and serving North Dorset is currently being reviewed by Dorset County Council and the outcome of

¹⁷³ Dorset Residential Car Parking Study - WSP Development and Transportation and Phil Jones Associates, (2009)

this review is likely to have implications for the future provision of bus services in the District. In particular, it is likely that 'demand responsive transport' solutions will be promoted as a way of improving rural public transport services. These could include more innovative and co-ordinated solutions, such as the development of Community Travel Exchange Centres¹⁷⁴, which could help bring services to rural settlements and enable residents to travel to other services and facilities outside their village. The N&NEDTS also suggests that some improvements to scheduled services may be possible, particularly serving settlements along the A350, A357 and A30.

2.6.22 Draft Core Policy 16 proposes the enhancement of Gillingham Railway Station as a transport hub. Although outside North Dorset, the N&NEDTS also suggests the provision of a link between Yeovil Junction Station to Yeovil Pen Mill Station, which would encourage rail travel from Gillingham onto the wider rail network.

Walking and Cycling

2.6.23 The form and internal layout of a development, together with its relationship and connections with its setting, can significantly influence the balance of trips by different modes of transport. In order to achieve this, draft Development Management Policy 3 promotes new developments with 'permeable' layouts, designed to give priority to pedestrians and cyclists. This approach also gives opportunities for people to incorporate activity into daily lives, which can have health benefits.

2.6.24 The N&NEDTS highlights a number of places where walking and cycling facilities can be improved or provided within and between settlements. Of strategic importance is the conversion of the former Somerset and Dorset railway line to a pedestrian and cycle 'trailway'. Sections of the Trailway have already been put in place and completion of the route will link a number of villages from Spetisbury in the south, through Blandford, to Sturminster Newton and beyond.

2.6.25 The N&NEDTS identifies a number of schemes to improve facilities for walking and cycling both in the main towns and in rural areas. Links of this nature (for example the footway / cycleway between Blandford and Pimperne) can enable trips to be taken by more sustainable modes.

Utilities

2.6.26 Various companies are responsible for the provision of gas, electricity, water and telecommunications, together with their means of transmission. These companies have their own delivery plans¹⁷⁵ and

¹⁷⁴ North and north East Dorset Transport Study: Emerging Transport Strategy - Buro Happold (November 2009)

¹⁷⁵ For example, Gas Transportation Ten Year Statement - National Grid, (December 2009); Operating the Electricity Networks in 2020 - Initial Consultation Document - National Grid Electricity Transmission, (June 2009); 2009 GB Seven Year Statement 2009/10 to 2015/16

programmes for the coming years, which need to ensure that planned growth can be accommodated.

Gas

2.6.27 The National Transmission System (NTS)¹⁷⁶ is a high pressure, large diameter gas pipeline network running from shoreline terminals via compressor stations to pipeline systems and off-takes which serve consumers. There is a distribution station at Mappowder on the high pressure gas main which runs across the District, in the Local Distribution Zone owned and managed by Welsh and West Utilities. There are numerous gas suppliers who use this system and applications for new connections must be made to them. Depending on the level and location of new development, the existing network of medium and low pressure distribution mains may need to be extended to support new neighbourhoods¹⁷⁷.

Electricity

2.6.28 Electricity supplies are provided by the high-voltage electricity transmission system in England and Wales, which National Grid owns and maintains together with operating the system across Great Britain. The District is traversed by a high voltage transmission line and has various sub-stations and underground lines serving settlements. These may need to be upgraded and extended to serve new developments in the future¹⁷⁸.

Water

2.6.29 Water supply in the District is the responsibility of Wessex Water. 80% of the water supplied comes from groundwater sources in Wiltshire and Dorset. Draft Core Policy 2 encourages the prudent use of water resources and draft Core Policy 1 seeks greater water efficiency in new dwellings as part of the Code for Sustainable Homes. In addition to these measures, there may be a need to upgrade supply networks during the Plan period to serve new developments.

Telecommunications

2.6.30 Modern telecommunications play a significant role in the life of local communities, especially in rural areas. They also have a particular role to play in promoting sustainable communities by reducing the need to travel for work, education/learning, shopping and leisure.

2.6.31 The Council will make planning decisions in relation to telecommunications development, including radio and mobile phone

inclusive - National Grid Electricity Transmission, (May 2009); Water Resource Management Plan - Wessex Water, 2009; Securing Water Supplies - Wessex Water, (June 2008)

¹⁷⁶ Operated and maintained by National Grid Transco

¹⁷⁷ The number of domestic gas consumers in the District increased by 10% between 2004 and 2007 although average domestic consumption fell by almost 7%.

¹⁷⁸ The number of domestic electricity consumers in North Dorset actually fell between 2005 and 2007 by about 3% while average domestic consumption fell by about 5%.

masts, in accordance with national planning policy¹⁷⁹. National policy supports the growth of existing and new telecommunications systems while minimising environmental impact. The main aims of national policy are to ensure that people: have a choice as to who provides their telecommunications service; have offered a wider range of services from which to choose; and have equitable access to the latest technologies as they become available.

Drainage

2.6.32 Draft Core Policy 2 establishes that new development should not be at risk from natural or man-made hazards, including flooding. In order to manage this risk, the use of sustainable drainage systems (SuDS) will be encouraged¹⁸⁰. These systems incorporate sustainable design principles such as the use of permeable and semi-permeable paving materials and the creation of water and wetland features / habitats to act as overflow areas for peak surface water flow. Strategic opportunities for wetland habitat creation will be outlined in the forthcoming River Stour Catchment Flood Management Plan¹⁸¹.

2.6.33 Generally, surface water should be separated from the foul sewerage system as this minimises the risk of foul water flooding after heavy rainfall and makes more efficient use of the existing foul sewer capacity. Separation may be achieved by discharging surface water to soakaways, to other SuDS or, if necessary, to separately piped surface water drainage systems.

2.6.34 Treatment of the District's urban wastewater,¹⁸² which flows through the system of public and private sewers,¹⁸³ is the responsibility of Wessex Water, utilising a number of treatment works in the District. These networks may need to be upgraded during the Plan period to serve new developments.

¹⁷⁹ Planning Policy Guidance 8: Telecommunications

¹⁸⁰ Currently, the Draft Flood and Water Management Bill is before Parliament. This will require developers to include sustainable drainage, where practicable, in new developments, built to standards which reduce flood damage and improve water quality. Also, it will make the right to connect surface water run-off to public sewers conditional on meeting the new standards. It will give responsibility for approving sustainable drainage systems in new development, and adopting and maintaining them where they affect more than one property, to a SuDS approving body, generally the local authorities.

¹⁸¹ River Stour Catchment Flood Management Plan to be published by Environment Agency

¹⁸² Wastewater is the 'used water' that is discharged by homes, communities, farms and businesses. Wastewater notably includes domestic sewage and industrial waste from manufacturing sources. Urban wastewater is any domestic wastewater, mixture of domestic and industrial wastewater and / or rainwater.

¹⁸³ In 2008 the Government announced that private sewers and lateral drains will transfer ownership from private individuals to water and sewerage companies, probably in 2011.

DRAFT CORE POLICY 11: GREY INFRASTRUCTURE

Transport

In North Dorset a more sustainable approach to transport will be developed by:

- **measures to manage demand in the Exeter to London corridor associated with the proposed growth at Gillingham, in particular measures to reduce the potential for increased trips on the A303;**
- **measures to make more effective use of the existing route network including: improvements to traffic flows at 'pinch points' and key junctions; better signage and routing for freight, especially on the A350; and schemes to improve environmental quality on busy routes or to improve road safety;**
- **the development and enforcement of parking standards both for residential development and other uses and the development of a strategy for off-street parking, focusing on Council and other publicly owned car parks;**
- **improved scheduled bus services between the main towns in and beyond the District and within the main towns;**
- **encouraging community-led transport schemes in rural areas and improved demand responsive public transport services;**
- **the completion of the Trailway as a strategic route for walking and cycling; and**
- **the provision and enhancement of facilities for walking and cycling in the main towns and in rural areas, particularly between villages and nearby towns.**

Utilities

The Council will work with statutory undertakers, utility companies and other agencies to upgrade existing utilities and provide new utilities to support development.

Drainage

The Council will work with the Environment Agency and other relevant bodies to make provision for the transfer and treatment of wastewater, and sustainable drainage. Sustainable drainage solutions appropriate to the development and underlying ground conditions should be incorporated into all new development.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 11: Grey Infrastructure – Options

Demand Management Manage mix, location and density of developments, manage parking, promote community travel planning

Option 11(1): Should the Demand Management recommendations be supported?

Highway Network Freight management, provide accurate information, review road schemes, Route Management Strategies

Option 11(2): Should the Highway Network improvement recommendations be supported?

Public Transport Gillingham interchange improvements, real time bus information, additional bus services, integrated rail/bus ticketing

Option 11(3): Should the Public Transport recommendations be supported?

Walking and Cycling Signage for pedestrians and Cyclists, prioritise and timetable rights of way improvement schemes, implement walking and cycling improvements in towns, implement walking cycling and equestrian schemes

Option 11(4): Should the Walking and Cycling improvements be supported?

Option 11(5): Should an integrated Parking Strategy be produced to manage parking in public car parks, on street parking and residential parking?

Draft Core Policy 12	Social Infrastructure
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Introduction

2.6.35 The provision and maintenance of a range of community, leisure, education and health facilities across the District can add vibrancy to the community, provide a focus for activities and fosters community spirit. For example, community, village and school halls provide a range of venues for the hosting of a variety of activities such as Scouts, Guides, the Women’s Institute, gardening clubs and cultural events such as those supported by Arts Reach or the travelling Moviola cinema. Draft Core Policy 12 has a key role to play in delivering Objectives 5(a) and 5(b).

2.6.36 The creation of healthy communities can be assisted by the delivery of adequate social infrastructure not only in terms of the provision of sufficient numbers of doctors' surgeries, but by ensuring that development is planned to enable people to live healthy lives such as providing realistic alternatives to the car in terms of walking and cycling, ensuring adequate green infrastructure provision forms part of new development and that, once provided, it is maintained to a high standard (see draft Core Policy 13).

2.6.37 Social infrastructure includes:

- public community facilities (e.g. town and village halls, places of worship, neighbourhood centres, libraries and museums);
- leisure centres;
- 'urban' indoor leisure facilities (e.g. restaurants, bowling alleys, health and fitness clubs);
- 'rural' leisure facilities (e.g. nature reserves, country parks, clay pigeon shooting, paint balling etc.);
- commercial community facilities (e.g. village shops and public houses);
- education facilities (e.g. children's centres, schools and further education colleges); and
- health facilities (e.g. doctors' surgeries and community hospitals).

Public Community Facilities

2.6.38 Community buildings provide towns, neighbourhoods and villages with a venue for social interaction, which may have a community, leisure or cultural bias. During the Plan period the following measures will be taken to ensure that the main community venues at the RSS Development Policy B settlements are adequate to cater for planned growth:

- Blandford - refurbishment of the Corn Exchange;
- Gillingham - the provision of a community hall as an extension to the redeveloped sports centre; and
- Shaftesbury - The provision of a community hall as part of a community hub on land to the east of the town centre, which may also include enhanced further education provision.

2.6.39 In the absence of a large facility to host cultural events across North Dorset, the district supports a number of successful venues where cultural events are held, such as the Arts Centre, Shaftesbury. The larger village halls such as Durweston and Fontmell Magna are used for Arts Reach Theatre events and the Moviola travels around a number of village halls showing films to local audiences.

2.6.40 Outside the RSS Development Policy B settlements there is a good spread of village and community halls to provide venues for community and cultural activities. The Exchange at Sturminster Newton provides a focus for community, leisure and cultural facilities in the north-western part of the District. During the plan period new village halls or

extensions to existing village halls may also enable rural communities to meet their own, more local needs.

Leisure Centres

2.6.41 The District has a range of indoor sport and leisure facilities in Blandford, Gillingham and Sturminster Newton. Although each centre has experienced considerable financial pressure over recent years, they have remained operational, by working with local community partners and the County Council. Sturminster Newton Leisure Centre is operated by a trust as will Gillingham Leisure Centre when it reopens. Blandford Leisure Centre is currently run by the District Council, although this may transfer to a trust in the near future.

Urban Leisure Uses

2.6.42 The Joint Retail Study¹⁸⁴ showed that there is a small selection of leisure uses in the District. Town leisure uses such as restaurant, pubs, fitness centres and large community halls are located in the market towns in or adjacent to the town centres. The retail study indicated that there is scope for additional small scale leisure facilities in the District such as health and fitness clubs, restaurants and bars. In line with the spatial strategy any new facilities will be located in the market towns. However, it is anticipated those wishing to go to the cinema or theatre are likely to travel to Poole, Salisbury or Yeovil to enjoy such facilities.

Rural Leisure Activities

2.6.43 The provision of rural leisure facilities such as pigeon shooting and paint balling may be acceptable where there is clear evidence to show that it has a meaningful link with the particular proposed location or an existing attraction in that locality and would not prejudice the role and function of the market towns or be to the detriment of the rural area. In the smaller villages and the countryside, it is not anticipated that there will be any additional facilities and the strategy seeks to focus growth in the market towns and larger settlements.

Commercial Community Facilities

2.6.44 Facilities such as village shops, post offices and pubs provide a key focus for the community in the more rural parts of the District providing both a useful facility and fostering community spirit. The retention of such facilities, where they are either viable or have the potential to be viable, is sought by draft Development Management Policy 7.

Pre-School and Childcare Facilities

2.6.45 There are three Sure Start¹⁸⁵ Children's Centres in the District at Blandford Forum, Gillingham and Shaftesbury, which are particularly important in meeting the needs of disadvantaged families and those

¹⁸⁴ Joint Retail Assessment: Christchurch Borough Council and East, North and Purbeck District Councils, Nathaniel Lichfield and Partners (March 2008)

¹⁸⁵ The Government's Sure Start programme aim to provide a network of children's centres across the country for children under five years olds and their families with early education, childcare and parental support

with difficulties in affording childcare. Future growth may give rise to a need for further centres in North Dorset. Childcare is also offered by a range of other providers and although in 2007 overall provision was considered to be adequate¹⁸⁶ there were deficiencies in provision in the 0-2 and 5-7 age classes. Levels of provision were found to be lowest in the more rural parts of the District. In recent years most childcare providers in North Dorset were rated as 'satisfactory' or 'good' by Ofsted. Dorset County Council Children's Services ambition is to significantly increase the percentage of providers rated as "outstanding" and to eliminate an "inadequate" rating for all childcare providers.

2.6.46 In terms of early years provision the Council will work with Dorset County Council and childcare providers to ensure that: the supply of Sure Start places remains adequate to meet changing needs; there is an adequate supply of childcare places to meet needs in different age classes and locations; and that the overall quality of childcare provision is improved.

Schools

2.6.47 The Council has worked with Dorset County Council, as the Education Authority, to assess the likely future schooling needs of the District over the next 20 years. This assessment has taken account of the likely increase in the school-age population associated with proposed growth and also the change from a three tier system (i.e. first, middle and upper schools) to a two tier system (i.e. primary and secondary schools).

2.6.48 There is a need for additional accommodation, both at primary and secondary school level, at Blandford, Gillingham and Shaftesbury. The additional forms of entry (FE) required will be accommodated by extensions to existing schools, with the exception of Gillingham, where a new 1.5 or 2 form entry primary school should be provided within the new development to the south of the town.

2.6.49 Outside the three main towns it is not anticipated that there will be a need to provide additional school accommodation, with the possible exception of the William Barnes Primary School in Sturminster Newton, which may require expansion. Improvements to existing schools, such as the replacement of the primary school in Shillingstone with a new school at the southern edge of the village, will also take place during the Plan period.

Further Education

2.6.50 There are no higher education establishments in the District, but further education is offered by the North Dorset Skills Centre at Wincombe Lane, Shaftesbury, which is part of Yeovil College. Community learning

¹⁸⁶ The Government recommends that there should be 1 registered childcare space for every 3 children. Dorset County Council's (2007) Childcare Sufficiency Assessment showed that North Dorset there were 42 places per 100 children

is also available in the form of adult courses at a variety of venues and through work-based learning. These opportunities need to be retained and enhanced so that the existing and future workforce can receive the training they need to meet the changing requirements of local employers. In particular, the Council will work together with Yeovil College to improve the facilities at Shaftesbury.

2.6.51 Where there are major changes in the economy, such as the relocation of Royal Signals training from Blandford Camp to a new facility in Wales, the Council will work closely with partners such as the Learning and Skills Council¹⁸⁷ to address the skills and training needs of those affected¹⁸⁸.

Doctors' Surgeries and Community Hospitals

2.6.52 The Council has worked with the Dorset Primary Care Trust (DPCT) to determine the adequacy of existing healthcare facilities (i.e. doctors' surgeries and community hospitals) and to assess likely future needs. It has also had regard to the DPCT's Health Strategy for the period 2008 to 2011, which aims to bring patient care closer to the patient.

2.6.53 The retention of community hospitals forms part of the DPCT's strategy and both Blandford Community Hospital and the Westminster Memorial Hospital in Shaftesbury will be retained on their current sites. The future need for additional General Practitioners (GPs) will be met either through the expansion of existing surgeries or the provision of new surgeries. At Gillingham a new surgery will be provided within the new development to the south of the town.

2.6.54 The DPCT has identified that two existing surgeries are in immediate need of new or improved accommodation (the White Cliff Mill Street Surgery in Blandford and the surgery in Milton Abbas). The expansion of other surgeries may also be required during the Plan period in order to provide a wider range of services to outpatients at the local level, in accordance with the DPCT's priorities.

DRAFT CORE POLICY 12: SOCIAL INFRASTRUCTURE

The level of social infrastructure across the District will be maintained through the protection and enhancement of existing provision / facilities where feasible and viable, which will be achieved through Council initiatives and partnership working.

Larger social infrastructure items, such as community halls to serve both the towns and their rural hinterlands, will be focussed in the RSS Development B settlements. The provision and enhancement of

¹⁸⁷ LSC will become the Skills Funding Agency on (April 1 2010)

¹⁸⁸ This is identified as an action in the Learning and Skills Council Bournemouth, Dorset and Poole Annual Plan 2007-08

smaller facilities to serve more local communities will be focused at the RSS Development Policy C settlements.

The Council will work with partners, such as Dorset County Council, to ensure that:

- The overall quality of child care provision in North Dorset is improved;
- The size and location of Sure Start children's centres remains adequate over the Plan period to meet the needs of the District's growing population;
- In the age ranges 0-2, 3-4 and 5-7 there is 1 registered childcare place for every 3 children in locations that are accessible to families with children in these age ranges; and
- Provision is made to accommodate an additional 4.5 forms of entry (FE) at primary school level and an additional 4 to 4.5 forms of entry (FE) at secondary school level by 2026.

The Council will work with partners such as Yeovil College, Blandford Camp and the Learning and Skills Council to:

- retain and improve further education and community learning opportunities in the District; and
- provide the District's workforce with the skills necessary to meet the changing needs of local employers.

Provision will be made to accommodate an additional 9.5 whole time equivalent (WTE) General Practitioners (GPs) or alternative appropriate health practitioners in North Dorset by 2026. The distribution of these additional practices is set out in draft Core Policies 15-18. Sites for new or expanded surgeries to meet this level of provision, may be allocated in the Site Allocations DPD, if required.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 12: Social Infrastructure – Options

Option 12(1)a: Focus provision of Social Infrastructure at the main towns

Option 12(1)b: Focus provision of Social Infrastructure at the main towns and also allow some provision at the larger villages

Introduction

2.6.55 Green Infrastructure encompasses both the traditional ‘open space’ sites and other environmental features in an area, which should be designed and managed to create an interconnected network that offers a range of benefits to people and the environment. For the purposes of the Core Strategy Green Infrastructure is defined as: the strategic network of accessible multifunctional sites (such as parks, gardens, woodlands, formal and informal open spaces and nature reserves) and the linkages between them (such as rivers and their floodplains, footpaths, cycle ways and other transport routes and wildlife corridors) that improve quality of life and enhance the environment.

Green Infrastructure Elements

2.6.56 Green Infrastructure incorporates elements at all spatial scales from the town centre to the open countryside. It not only includes a range of different sites, but also the links between them and other green elements of the urban environment such as roadside trees and verges. Each element of Green Infrastructure has a primary function but it can also be used in other ways to improve the quality of life of residents or secure environmental benefits. This ‘multi-functionality’ can be enhanced through the appropriate design and management of individual sites and the overall Green Infrastructure network.

2.6.57 Green Infrastructure elements should be accessible to the whole community and it is important that these community assets are not restricted in their use to their primary owners only. An example could be the use of a school playing pitch by a local football club in addition to its use for school sports activities.

2.6.58 The different types of site that make up the Green Infrastructure network in North Dorset and their primary functions are set out below.

Type	Examples	Primary Function
Recreation facilities, parks and gardens	Sports pitches and greens, playgrounds, urban parks, country parks, formal gardens	Offer opportunities for sports, play and recreation and to enable easy access to the countryside (e.g. Railway Gardens in Sturminster Newton)
Amenity greenspace	Informal recreation spaces, housing green spaces, domestic gardens, village greens, urban commons, other incidental space, green roofs	Creating attractive and pleasant built environments, providing community and private outdoor leisure space (e.g. The Milldown in Blandford Forum)
Natural and semi-natural urban greenspaces	Nature reserves, woodland and scrub, grassland, heathlands, moors, wetlands, open and running water	Creating areas for biodiversity, access to education associated with the natural environment (e.g. The Slopes in Shaftesbury)
Green corridors	Rivers and canals including their banks, road and rail corridors, cycling routes, pedestrian paths, and rights of way	Creating a sustainable travel network promoting walking and cycling, enhancements to semi-natural habitats and integrating micro Green Infrastructure into urban areas (e.g. up and downstream of Lodden Bridge in Gillingham)
Other	Allotments, community gardens, cemeteries and churchyards	Providing accessible facilities to meet needs within urban areas, enable local food production

A Green Infrastructure Strategy

2.6.59 National policy¹⁸⁹ requires that spatial strategies and development should help deliver, amongst other things, Green Infrastructure and biodiversity as part of a strategy to address climate change mitigation and adaptation. In addition, Green Infrastructure also plays an important role in creating sustainable communities by: reducing the negative consequences of urban growth and change; creating places where people want to live; and enhancing the urban environment.

2.6.60 The Council will produce a Green Infrastructure strategy which will enable the coordinated provision of an integrated Green Infrastructure network where individual elements contribute to achieving the wider objectives of the Core Strategy. The key benefits that the Green Infrastructure strategy will seek to deliver are set out below.

¹⁸⁹ Planning and Climate Change – Supplement to PPS1 (2007)

Ecology and biodiversity	Enabling the migration of species through urban areas; the creation of habitats within built up areas
Climate change mitigation	Absorption of CO ₂ by vegetation; wood as a fuel from forests; incorporation of underground pipes for ground source heat pumps in parks or gardens
Access and transport	Cycling and walking routes from within residential areas, increasing the permeability of towns to alternatives to the car
Climate change adaptation and water management	Storage of flood water in floodplains; SuDS to store rainwater in times of flood; shading and cooling effect provided by trees and other vegetation
Water quality and pollution control	Rainwater permeating through green surfaces into water table; absorption of pollutants by vegetation; SuDS to control diffuse pollution
Community, recreation and leisure	Sports pitches; play grounds; cycling and walking routes; places for meeting and community events; provision of allotments within towns; provision of community orchards
Education	Exposure to nature and the learning opportunities it offers
Health and well being	Promotion of and access to outdoor exercise opportunities; relaxation; psychological benefits of open space; reduced healthcare costs
Cultural and landscape heritage	Incorporates rural heritage into urban areas; integrates the town into the landscape
Economic development	Enhanced attractiveness of the urban environment leading to desirable neighbourhoods, benefits for leisure and tourism industry; a happy and productive workforce through an attractive working environment

2.6.61 Current resources were assessed and future needs were identified in the Council's Open Space Audit & Assessment of Local Need¹⁹⁰. The Audit assessed a range of sites including recreational grounds, amenity spaces and formal gardens, allotments, cemeteries and sports pitches¹⁹¹. Although the Audit assessed a wide range of sites, not just those with sport and amenity uses, their value was assessed primarily from an open space access and quality perspective, rather than in terms of the wider Green Infrastructure benefits they could offer.

2.6.62 The Council will use the results of the Audit to inform the development of its Green Infrastructure Strategy by:

- assessing the existing situation;

¹⁹⁰ Open Space Audit & Assessment of Local Need, Strategic Leisure Ltd (February 2006)

¹⁹¹ Open Space is defined in this policy as all open space of public value, including not just land but also areas of water which offer important opportunities for sport and recreation and can also act as a visual amenity

- assessing the multi-functionality of sites to capitalise on the benefits of Green Infrastructure;
- identifying areas where there are deficiencies in provision or where links can be made;
- linking to other initiatives and plans such as the South West Nature Map, the North Dorset Trailway Project, the Local Community Partnerships etc; and
- prioritising areas where development will take place as these offer opportunities for improving Green Infrastructure provision.

Thriving Market Towns

2.6.63 The main existing sites and main items of new green infrastructure required at Blandford, Gillingham, Shaftesbury and Sturminster Newton are set out in draft Core Policies 15 to 18. For the three main towns, the Green Infrastructure Strategy will seek:

- to improve linkages between sites and between town centres and residential areas;
- to protect and enhance existing open space, outdoor sport and recreational facilities to meet strategic needs;
- to support new strategic facilities, such as the provision of new playing fields at Blandford Forum;
- to meet the requirements of children and young people for safe play and recreation;
- to meet the strategic requirements for allotments and cemeteries where there is an identified need;
- to provide public access to wildlife sites (for example, through the declaration of Local Nature Reserves¹⁹²) and the open countryside for relaxation and educational purposes, utilising natural features such as river corridors where possible; and
- to provide green links to mitigate the effects of climate change by facilitating the migration of habitats and species¹⁹³.

Sustainable Rural Communities

2.6.64 Rural communities live in close proximity to the open countryside, but it is not always accessible to local people. Rural communities also require their own sport and recreational facilities. It is important to provide Green Infrastructure in rural areas to enable access to suitable sites in a sustainable way.

2.6.65 In Sturminster Newton, Stalbridge and the larger villages the Green Infrastructure Strategy will seek:

- to protect, enhance and, where necessary, provide additional open space, outdoor sport and recreational facilities;

¹⁹² Local Nature Reserves have been declared at Woolland Hill and Butts Pond, Sturminster Newton and a rolling programme of further declarations will continue, utilising monies from planning agreements where appropriate, and working towards the Natural England target of one hectare per 1,000 population

¹⁹³ Important habitats are often scattered resulting in species becoming isolated and unable to migrate as evidenced in SW Nature Map

- to support green links within and between local villages and to the main towns to encourage the sharing of facilities and resources and to enable access to these in a sustainable way;
- to support measures to enhance habitats and facilitate the migration of species; and
- to support village based projects such as creating circular walks which utilise existing Rights of Way and help identify where links can be made.

2.6.66 In the smaller villages and countryside the Green Infrastructure Strategy will seek:

- to create recreation opportunities which encourages public understanding and enjoyment of the countryside while not detracting from its character, landscape and wildlife importance;
- to limit the provision of strategic facilities to those which cannot be accommodated in built-up areas but only where the location is considered to be sustainable;
- to link with other strategies such as the South West Nature Map to help deliver its objectives;
- to protect and enhance the network of long distance routes;
- to work with adjoining authorities and other partners to improve connectivity with and enhance the benefits of sites in neighbouring areas, for example the proposed Stour Valley Park; and
- to work with partners (for example the AONB boards) to facilitate the management of the countryside in a manner which promotes public enjoyment whilst protecting landscape character, wildlife and the means to feed ourselves in a sustainable manner.

Providing and Enhancing Green Infrastructure

2.6.67 New development will be expected to contribute towards the provision, enhancement or management of Green Infrastructure, including the creation of open space, outdoor sport and recreational facilities and the links between them. In addition to the provision and enhancement of sites, Green Infrastructure should be created and enhanced in development schemes, where possible, through measures such as: green roofs; traffic calming schemes; roadside verges; new tree planting; and cycling and walking links.

2.6.68 The Green Infrastructure Strategy will identify area specific packages and these will include the items identified for Blandford, Gillingham, Shaftesbury and Sturminster Newton in draft Core Policies 15 to 18. In addition the provision of a range of open spaces to serve new development will be required in accordance with the Council's standards (see draft Development Management Policy 8). Site specific details will be set out in the Site Allocations DPD, and where necessary the provision, enhancement and management of sites will be secured through planning obligations.

2.6.69 Green Infrastructure can also be enhanced by improving the quality of sites and the links between them. Where this is proposed as a

developer's contribution to Green Infrastructure, any management and maintenance programmes should be to national quality standards to ensure that the envisaged benefits are delivered.

2.6.70 Prior to the Green Infrastructure Strategy being produced, developers will be required to demonstrate how their proposed schemes: would deliver the key Green Infrastructure benefits and contribute to achieving the Green Infrastructure objectives for market towns and rural communities set out above; and would not compromise the realisation of such benefits and objectives in the future. Developers will be encouraged to work with community groups and voluntary organisations (such as BTCV) to deliver benefits to communities through Green Infrastructure provision, design and management.

DRAFT CORE POLICY 13: GREEN INFRASTRUCTURE

The Council will produce a Green Infrastructure Strategy for North Dorset which will set out a strategic approach to the provision, design and management of an integrated network of green spaces, green links and other green elements to improve the quality of life for residents and deliver environmental benefits.

The Green Infrastructure Strategy will seek to:

- **Direct strategic open space and outdoor sport and recreational facilities to the towns of Blandford Forum, Gillingham and Shaftesbury;**
- **Focus facilities to meet identified local needs in the towns and larger villages; and**
- **Encourage facilities that promote the public enjoyment of wildlife and the landscape in the countryside.**

Development should enhance existing and provide new Green Infrastructure, which contributes to improving the quality of life of residents and delivering environmental benefits. This will be achieved by:

- **Conserving and managing existing assets;**
- **Creating new sites and links including, where appropriate, the new elements of Green Infrastructure outlined in draft Core Policies 15 to 18 and new or improved open space for children's play, outdoor sport and recreation in accordance with draft Development Management Policy 8 and the standards set out in Appendix F;**
- **Enhancing the functionality, quality and connectivity of Green Infrastructure; and**
- **Contributing to area specific packages which achieve multiple benefits.**

Development should not:

- create isolated 'Islands' of Green Infrastructure within the urban environment that do not link into the overall network;
- prejudice the provision or future management of new elements of Green Infrastructure, including any elements identified in the Green Infrastructure Strategy; or
- adversely affect the network of long distance cycle and walking routes in the District.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 13: Green Infrastructure – Options

Option 13(1)a: Coordinate provision of Green Infrastructure across a settlement through a Green Infrastructure Strategy

Option 13(1)b: Allow provision to be made on a site by site basis by setting standards for open space in developments

2.7 Environment

Introduction

2.7.1 This section sets out the Council's overall approach to safeguarding the District's environment and contains a single policy (draft Core Policy 14), which relates to the conservation and enhancement of:

- Biodiversity and geodiversity;
- Landscape character and Areas of Outstanding Natural Beauty (AONB); and
- Heritage assets, including archaeology remains.

2.7.2 Trees, hedgerows and other features of wildlife, landscape or amenity value on development sites are also safeguarded by draft Development Management Policy 9.

**Draft Core
Policy 14**

Conserving and Enhancing the Environment

Biodiversity and Geodiversity

2.7.3 The Council will seek to maintain, enhance and restore the biodiversity and geodiversity of North Dorset in accordance with national policy¹⁹⁴, whilst also having regard to national¹⁹⁵ and local¹⁹⁶ biodiversity and geodiversity action plans.

2.7.4 The biodiversity and geodiversity interests that the Council will seek to maintain, enhance and restore are:

- internationally¹⁹⁷, nationally and locally designated sites. Two internationally important sites, 40 Sites of Special Scientific Interest (SSSIs), 201 Sites of Nature Conservation Interest (SNCIs) and 11 Regionally Important Geological Sites (RIGS) cover about 6% of the District;
- priority habitats listed in the UK Biodiversity Action Plan. six of the 45 national priority habitats have been identified¹⁹⁸ as being priorities for North Dorset. They are: lowland mixed deciduous woodland; wood pasture; species rich hedgerows; calcareous grasslands; chalk streams; and ponds;
- ancient semi-natural woodlands, including ancient replanted woodlands which have the potential to be restored through appropriate management. Ancient replanted woodlands are ancient

¹⁹⁴ PPS 9: Biodiversity and Geological Conservation (August 2005)

¹⁹⁵ The UK Biodiversity Action Plan – UK Biodiversity Partnership

¹⁹⁶ The Dorset Biodiversity Strategy – Dorset Biodiversity Partnership (2002) and the Dorset Local Geodiversity Action Plan – Dorset County Council (2005)

¹⁹⁷ The network of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) in Europe (European Sites) are collectively termed 'Natura 2000' (N2K) sites. Ramsar sites are also internationally important

¹⁹⁸ In The Dorset Biodiversity Strategy – Dorset Biodiversity Partnership (2002)

- semi-natural woodlands that have been densely replanted with broadleaves, such as Beech, or conifers;
- features of the landscape that, by virtue of their linear and continuous structure or their function as ‘stepping stones’ are of major importance for the migration, dispersal and genetic exchange of wild species¹⁹⁹;
- local wildlife interests on sites proposed for development (as set out in draft Development Management Policy 9);
- legally protected species, including European protected species, nationally protected species and species protected by their own legislation (such as Badgers); and
- species of principal importance for the conservation of biodiversity in England.

Internationally Important Wildlife Sites

2.7.5 Internationally important wildlife sites are protected by European Directives, an international convention, national legislation and a policy in the emerging RSS²⁰⁰. Planning documents, at both the regional and district level need to be subject to a Habitats Regulations Assessment (HRA) to determine whether or not any of their policies would adversely affect the integrity of an internationally important site. The HRA evaluates the implications of the policies for the internationally important habitats and species which form the basis for the designation of these sites.

2.7.6 A screening report²⁰¹ was produced to identify the general nature of the potential adverse effects on these N2K sites which needed to be examined in the HRA. A draft HRA accompanies this DPD and examines potential adverse effects both on sites within North Dorset (Fontmell and Melbury Downs SAC and Rooksmoor SAC) and sites beyond the District boundary. The draft HRA concludes that provided development is undertaken with certain measures in place, there would be no likely adverse effect on internationally important wildlife sites.

2.7.7 HRA is a continuous process and updated assessments will be produced both to accompany the pre-submission version of this DPD and the Site Allocations DPD, which will allocate specific sites for particular uses. The Council will ensure that any measures identified through the HRA process, which are necessary to alleviate the potential impacts of a development on the habitats and species for which an internationally important wildlife sites is designated, are implemented.

¹⁹⁹ In accordance with the Conservation (Natural Resources &c) Regulations 1994 (The Habitats Regulations) SI No. 2716, HMSO, (1994)

²⁰⁰ 79/409/EEC: The Birds Directive; 92/43/EEC: The Habitats Directive; The Convention on Wetlands of International Importance especially as Waterfowl Habitat (Ramsar Convention 1971); The Conservation (Natural Habitats etc) Regulations 1994 (as amended); and Policy ENV 1 – Regional Spatial Strategy for the South West, GOSW (June 2009)

²⁰¹ Screening Report for Appropriate Assessment of Forthcoming Local Development Documents – North Dorset District Council (December 2009)

Landscape Character

- 2.7.8 Development should be capable of being accommodated in an area without detracting from its intrinsic landscape qualities. It should not erode local distinctiveness by harming the key positive characteristics of a landscape and should, where possible, enhance the landscape (for example through the removal of features such as power lines), that have a negative influence.
- 2.7.9 The Council will use a number of documents to make judgements about the impact of development on the natural and historic character of North Dorset's landscapes. The District-wide Landscape Character Area Assessment (LCAA)²⁰² provides an overview of landscapes across the District and the landscape setting of towns and villages are described at the more local scale in Town and Village Design Statements (T&VDSs).
- 2.7.10 During the plan period proposals will come forward for the expansion of towns and villages and for large-scale developments, such as wind turbines, in the countryside. The Council will require developers to undertake more detailed assessments of such schemes, so that their landscape and visual impacts can be fully assessed when planning decisions are made.

Areas of Outstanding Natural Beauty²⁰³

- 2.7.11 Special considerations apply where development may affect nationally important protected landscapes, such as Areas of Outstanding Natural Beauty (AONB)²⁰⁴. The primary purpose of their designation is to conserve and enhance the natural beauty of the landscape, but account also has to be taken of the needs of agriculture, forestry and other rural industries and the economic and social needs of local communities.
- 2.7.12 The Council will use national policy and emerging regional policy²⁰⁵ to determine whether a proposed development has the potential to conserve and enhance the natural beauty of an AONB. The Council will seek advice on landscape impact and other relevant matters from the AONB teams under agreed protocols which aim to deliver development that does not compromise their primary purpose.
- 2.7.13 The Council is represented on both AONB Boards and works to support both partnerships in the production and implementation of their respective Management Plans. They highlight the importance of the

²⁰² North Dorset Landscape Character Area Assessment – North Dorset District Council (March 2008)

²⁰³ The AONB in North Dorset are briefly described in paragraph 2.8 and their locations shown in Figure 2.1 of the Spatial Portrait

²⁰⁴ AONB are designated under the National Parks and Access to the Countryside Act 1949. The Countryside and Rights of Way Act 2000 confirmed their significance and created improved arrangements for their management. Under Section 89 of the Act North Dorset has acted jointly with other local authorities to produce a management plan for each AONB in our administrative area.

²⁰⁵ Policy ENV3: Protected Landscapes in the RSS Proposed Changes (July 2008)

Areas' special features, set out a vision, and highlight what needs to be done, by whom and when. The Management Plans have given rise to a number of special projects and there may be further projects in the future, which may be material considerations when planning decisions are made. Current projects that are relevant include:

- The Historic Landscape Characterisation (HLC) project²⁰⁶ for the Cranborne Chase and West Wiltshire Downs AONB. It describes the historic features of these landscapes in more detail and will be used to make more informed planning and management decisions within that area of study;
- The Reclaiming our Rural Roads project²⁰⁷, which led to the adoption of the Dorset Rural Roads protocol in April 2008. The project and protocol are based on the principle that the local setting and distinctiveness of the rural environment should be used to guide road management decisions in rural Dorset;
- Dorset Woodlink project²⁰⁸ works with woodland owners, community groups and the woodland industry to ensure a sustainable future for Dorset's woods and forests; and
- The Winterbournes project²⁰⁹ aims to conserve and enhance the natural and cultural heritage of Dorset's Winterbourne streams which are a globally rare habitat.

2.7.14 In the period up to 2026 there will be growth at both Shaftesbury and Blandford, which is likely to have some impact on both AONB. The Council will work with the AONB teams to balance the need for sustainable growth at the market towns, with the need to safeguard the beauty of the AONB landscapes.

Heritage Assets

2.7.15 Heritage assets²¹⁰ reflect the history of an area and contribute to local identity and distinctiveness. The Council will protect nationally recognised heritage assets from harmful development in accordance with legislation²¹¹ and national policy²¹² and will also have regard to the impact of development on locally important heritage assets when making planning decisions.

2.7.16 The Government intends to introduce a unified and simpler heritage protection system, which would merge certain statutory designations and their associated consent regimes. The legislation required to bring about this change is likely to come into force during the lifetime of this

²⁰⁶ Cranborne Chase and West Wiltshire Downs AONB Historic Landscape Characterisation Project – E Rouse on behalf of the Cranborne Chase and West Wiltshire Downs AONB and English Heritage

²⁰⁷ <http://www.dorsetaonb.org.uk/our-work/rural-roads.html>

²⁰⁸ <http://www.dorsetaonb.org.uk/our-work/woodlink.html>

²⁰⁹ <http://www.dorsetaonb.org.uk/our-work/winterbournes-and-wetlands.html>

²¹⁰ English Heritage indicate that the term Heritage Asset includes: scheduled monuments and other archaeological remains; historic buildings, both statutorily listed and those of more local importance; conservation areas; historic landscapes, including registered parks and gardens, cemeteries and registered battlefields; and historic elements of the wider public realm, including publicly-owned and managed spaces and recreational parks.

²¹¹ Principally the Planning (Listed Buildings and Conservation Areas) Act 1990

²¹² PPG 15: Planning and the Historic Environment and PPG 16; Archaeology and Planning

DPD. When the new legislation (and national policy) is in place, the Council will make planning decisions affecting heritage assets in accordance with it and will continue to have regard to the impacts of development on locally important heritage assets when making planning decisions.

Archaeology

2.7.17 National policy gives strong protection to scheduled monuments (and their settings) and other nationally important archaeological remains (and their settings). Other remains or sites with potential to hold remains, receive some protection and may need to be evaluated before a judgement can be made on the acceptability of development. Nationally important sites should be preserved in situ, but it may be appropriate to excavate and record less important sites in certain circumstances.

2.7.18 Developers may be required to make provision for an assessment on any site (including a locally important site) where archaeology could be an issue and may be required, by condition or agreement, to make provision for excavation and recording where development is permitted. They should also be aware that work to a scheduled monument is likely to require scheduled monument consent²¹³ as well as planning permission.

Listed Buildings and Other Buildings of Historic or Architectural Importance

2.7.19 In line with legislation and national policy the Council will seek to protect Listed Buildings from: demolition; inappropriate alterations and extensions or changes of use; and any form of development that could adversely affect their settings. Most works will require both planning permission and Listed Building Consent. Developers should be aware that Listed Building Consent is required for a wider range of operations than normally requires planning permission (such as internal alterations) and will require additional information to be submitted to enable the Council to evaluate the acceptability of development.

2.7.20 The Council will also seek to protect other unlisted buildings of architectural or historic importance from harmful development. Within settlements this may include buildings that are important in the townscape or street scene or 'landmark' buildings. Such buildings should not be lost to development, whether this takes the form of a regeneration scheme within an urban area, or the replacement of a building (including replacement dwellings) in the countryside. Where buildings are being re-used or altered, important architectural or historic features should be retained and the scheme should not erode the contribution an unlisted building makes to local character.

²¹³ From the Department for Culture, Media and Sport

Conservation Areas

- 2.7.21 Legislation and national policy²¹⁴ places a duty on the Council to pursue positively the preservation and enhancement of the character and appearance of Conservation Areas and this requires any development to be designed to a high standard and sympathetic to the historic character of its surroundings.
- 2.7.22 Within a Conservation Area the Council has extra controls over demolition, minor developments and the protection of trees. Consent is required to totally or substantially demolish any building within a Conservation Area. Permission is also required for certain minor changes that would be allowed under permitted development rights elsewhere, to ensure that any alterations do not detract from a Conservation Area's appearance. These changes include certain types of cladding, inserting dormer windows and putting up satellite dishes which are visible from the street.
- 2.7.23 Notice must be given to the Council of any proposal to cut down, top or lop a tree in a Conservation Area (even if it is not covered by a Tree Preservation Order). This enables the Council to consider the contribution any unprotected tree makes to the character of the area and if necessary the Council will make a Tree Preservation Order to protect it.

Historic Parks and Gardens

- 2.7.24 A number of historic parks and gardens in North Dorset are included in the Register of Parks and Gardens of Special Historic Interest compiled by English Heritage. In line with national policy, the Council will have regard to the effect of development on the character, historic interest, landscape value or setting of a registered historic park or garden, as a material consideration when planning decisions are made. The Council will also have regard to the impact of development on parks, gardens and designed landscapes of more local significance²¹⁵.

²¹⁴ Section 69 of the Planning (Historic Buildings and Conservation Areas) Act 1990 imposes a duty on the Council to consider the designation of "Areas of Special Architectural or Historic Interest". The Council has designated 45 conservation areas in North Dorset

²¹⁵ The Dorset Gardens Trust has identified a number of sites within North Dorset which are considered to be of County importance.

DRAFT CORE POLICY 14: CONSERVING AND ENHANCING THE ENVIRONMENT

The biodiversity, geodiversity, landscape, historic built and archaeological heritage assets of the District will be conserved and enhanced by ensuring that:

- a) nationally and locally designated wildlife sites, other habitats and features of the landscape that are important for wildlife, legally protected species and other important species are safeguarded in accordance with national policy;
- b) internationally important wildlife sites are protected in accordance with legislation and national policy and any key mitigation measures identified through the Habitats Regulations Assessment process are implemented;
- c) any proposal for development is in keeping with, and does not cause detriment to, the distinctive natural and historic landscape qualities of an area;
- d) the landscape and settings of the Cranborne Chase and West Wiltshire Downs AONB and the Dorset AONB are protected in accordance with national and regional policy. Any proposal for development affecting an AONB should also have regard to, and be consistent with, the objectives and actions of the relevant AONB Management Plan;
- e) archaeological sites, Listed Buildings, Conservation Areas and nationally registered Historic Parks and Gardens (and their settings) are protected in accordance with national policy; and
- f) any proposal for development would not have an adverse effect on the character, appearance or setting of an unlisted building of architectural or historic importance or a designed landscape, historic park or garden of regional or county importance.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 14: Protecting and Enhancing the Environment – Options

Option 14(1): No alternative options were considered as the policy reiterates national and international policy for environmental protection and interprets it to the local case. In addition, greater protection is given to locally significant

2.8 Market Towns and the Rural Areas

Introduction

- 2.8.1 This section explains the Council's approach to shaping the future of places within the District in the period up to 2026. It contains:
- Policies for each of the three main towns and Sturminster Newton (draft Core Policies 15 – 18), discussing the broad locations for future housing and other uses such as employment, retail and open space;
 - A policy for Stalbridge and the District's larger villages, which will be the primary focus for development outside the three main towns and Sturminster Newton (draft Core Policy 19); and
 - A policy for the countryside, including the District's smaller villages, where development will be more strictly controlled, with a strong focus on meeting essential rural needs (draft Core Policy 20).

Draft Core Policy 15

Blandford

Introduction

- 2.8.2 'Blandford' comprises the main town of Blandford Forum to the north of the River Stour and the smaller built-up area of Blandford St Mary to the south. In effect they function as a single settlement which is the main service centre for the south of the District. Blandford has expanded significantly in recent years with more than 1,100 new homes being built between 1994 and 2007²¹⁶ and this rate of growth has given rise to sustainability concerns, in particular the potential for increased commuting to Bournemouth and Poole²¹⁷.
- 2.8.3 Much of the recent development has taken place on land between the existing built-up area and the by-pass, but not always in locations that are accessible to key locations, such as the town centre. Recent research²¹⁸ suggests that there is potential for further growth in more accessible locations, which will help to support the settlement's service centre function and increase self-containment. Accommodating further growth within the town's environmental constraints is also a challenge.
- 2.8.4 Although Blandford has a fairly diverse economic base, Blandford Camp (a large military site located to the east of the town) is a

²¹⁶ See Table 4.1 in Managing Housing Land Supply in North Dorset: Supplementary Planning Document, North Dorset District Council (July 2007)

²¹⁷ This issue was raised during the Examination in Public of the draft Regional Spatial Strategy (RSS). A brief summary of the debate is set out in paragraphs 5.38 to 5.42 of Topic Paper: Spatial Strategy for North Dorset, North Dorset District Council (August 2009)

²¹⁸ North Dorset Strategic Housing Land Availability Assessment, North Dorset District Council (February 2007) and the North and north East Dorset Transport Study: Emerging Transport Strategy, Buro Happold (November 2009)

significant employer of local people and supports a variety of local businesses. The Camp will remain a military establishment for the foreseeable future, but changes to its role during the Plan period could have implications for the local economy.

Strategy

2.8.5 Blandford's role as the main service centre in the south of the District will be maintained. Housing growth will be matched by employment growth and the provision of supporting infrastructure with the aim of increasing self-containment and reducing the need for commuting, particularly to the South East Dorset conurbation.

2.8.6 The key spatial aspects of this strategy will be:

- focusing housing in accessible locations, particularly locations close to the town centre;
- locating B-Class employment uses on the northern edge of the town in locations accessible to the strategic road network;
- focusing office and non-B Class uses on the regenerated Brewery site close to the town centre;
- providing an enhanced green infrastructure network focused primarily on the Stour Valley and the disused railway line that runs through the town; and
- accommodating growth within environmental constraints, notably two AONB, the floodplain of the River Stour and the town's by-pass.

2.8.7 The strategy for the town will see the building out of sites already allocated for development or with planning permission in the period up to 2016, with the bringing forward of additional greenfield sites after that date. It is anticipated that development will proceed at a fairly even rate throughout the Plan period. New development should be supported by the necessary grey, social and green infrastructure, both to meet the overall needs of the town and the more local needs associated with each new development area.

Housing

2.8.8 In the period up to 2016, housing needs will be met through infilling and redevelopment within the existing built up area, the mixed-use regeneration of the Brewery site and the development of two greenfield sites within the A350 Blandford Bypass. Research²¹⁹ suggests that there is potential for about 750 homes from these sources, including over 500 units on these three large sites, all of which are located within the settlement boundary defined in the Local Plan²²⁰. Land off Shaftesbury Lane has capacity for about 235 dwellings and there is already permission for a mixed-use regeneration scheme on the Brewery site in Blandford St Mary, including 195 units. There is also

²¹⁹ North Dorset District Strategic Housing Land Availability Assessment: North Dorset District Council (February 2007)

²²⁰ The settlement boundaries around Blandford Forum and Blandford St Mary are shown on Inset Maps 2 and 2A of the North Dorset District-Wide Local Plan (First Revision) – North Dorset District Council (January 2003)

land available for development behind the newly developed Archbishop Wake Primary School on Back Lane which will provide about 90 dwellings.

2.8.9 After 2016, the potential for housing development within the existing settlement boundaries will diminish and additional greenfield land will be required. Much of the land around Blandford is constrained by the Dorset and Cranborne Chase and West Wiltshire Downs AONB and the floodplain of the River Stour. Within these constraints there are two options for further growth, which are:

- **Option 1** - Land to the north-east of Blandford Forum beyond the by-pass, but outside the Cranborne Chase & West Wiltshire Downs AONB (with capacity for about 800 dwellings); and
- **Option 2** - Land around Blandford St Mary and west of Blandford Forum, largely outside the Dorset AONB (with capacity for about 500 dwellings).

2.8.10 The Council's preferred approach is to develop land west of Blandford Forum and west of Blandford St Mary (Option 2), as development in these locations would be more accessible to facilities and services and would have less impact on the landscape than Option 1. Specific sites to take forward this option will be identified in the Site Allocations DPD. The allocation of specific sites will need to be supported by site-based studies including a Site Level Flood Risk Assessment and a Transport Assessment.

Employment

2.8.11 Draft Core Policy 6 outlines the District-wide employment land situation and indicates that in order for job growth to match housing growth at Blandford, there is a need for at least 7 hectares of employment land to be provided by 2026. The provision of this land will help to maintain and enhance the town's employment base and give existing and new residents the opportunity to work locally, rather than having to commute to Poole or Bournemouth. Sufficient land has already been identified to meet these needs.

2.8.12 About 4 hectares of the mixed-use regeneration scheme for the Brewery site will provide a new brewery and a range of other employment opportunities. The Local Plan also allocates 5.1 hectares of employment land off Shaftesbury Lane. A single user has permission for the development of most of this site, but it is no longer required for this purpose. The site will, therefore, be brought forward for development by other businesses. Other smaller areas of undeveloped employment land also exist at Blandford Heights and at Stour Park. Together these sites will provide a range and choice of sites to meet the town's needs for employment land until 2026.

2.8.13 The Council's 2007 Employment Land Review (ELR)²²¹ indicated that all existing industrial sites in the town (other than the Brewery site)

²²¹ Employment Land Review: Review of Existing Sites, North Dorset District Council (April 2007)

should be retained in employment use. These sites will continue to be retained, unless a future ELR indicates that it is appropriate to release them for other uses.

2.8.14 Military personnel are trained at Blandford Camp, but this will change when the training function is relocated to Wales, probably by 2014. Defence Estates have identified Blandford Camp as a ‘Core Site’²²², which means that it will remain in military use for the foreseeable future. However, which military units will occupy the site has yet to be resolved. In the event that existing buildings or other previously developed parts of the site become available for non-military uses, the Council will investigate the possibility of using these areas for additional employment use in the longer term, if needed.

Retail and Other Town Centre Uses

2.8.15 Blandford town centre provides a range of shops and other services for local people. The main convenience outlets are Morrison’s supermarket off Greyhound Square and the edge-of-centre Somerfield store to the south east of East Street. Tesco also occupy an out-of town site, on Stour Park in Blandford St Mary. The town centre has good representation from the national multiples, such as Boots, W H Smith and Argos and a wide range of independent retailers, both convenience and comparison outlets, mostly occupying the town’s smaller stores. The town also has range of evening uses such as public houses, bistros and restaurants. The Joint Retail Study²²³ identified needs for additional comparison and convenience goods floorspace at Blandford as set out below:

Blandford	Approximate Floorspace Requirements net square metres to:			
	2011	2016	2021	2026
Convenience Goods				
5 yearly requirement	900	100	100	100
Cumulative requirement	900	1,000	1,100	1,200
Comparison Goods				
5 yearly requirement	800	900	To be reviewed	To be reviewed
Cumulative requirement	800	1,700	To be reviewed	To be reviewed

²²² The Royal School of Signals, Blandford is identified as a Core Site in Annex B of the Defence Estates Development Plan 2008 – Defence Estates (June 2008). Paragraph 13 states “The Core Estate consists of Core Locations that are either: large bases or groups of sites that have an indefinite operational future; or individual Core Sites, which are expected to support Defence outputs for at least 15 years.”

²²³ Joint Retail Assessment: Christchurch Borough Council and East, North and Purbeck District Councils, Nathaniel Lichfield and Partners (March 2008)

2.8.16 The study pre-dated the re-opening of Morrison's supermarket in November 2008 and since then Iceland and the Co-op have also set up stores in the town. These changes have provided adequate additional floor space to meet the town's convenience shopping needs up to 2026.

2.8.17 The Joint Retail Study identified 18 vacant units that would provide a further 1,000 gross square metres of additional floor space for either convenience or comparison goods, if brought back into use. Land to the south of East Street and the Market Place (including the land around the existing Somerfield store) has the most potential to provide further additional comparison goods floorspace within and adjacent to Blandford Town Centre. Any future scheme in this area would need to take full account of flood risk. Although much of this area is already protected by a flood defence scheme, a Site Level Strategic Flood Risk Assessment would be required. The potential impacts of redevelopment on the historic character of the town centre would also need to be considered.

Grey Infrastructure

2.8.18 Within Blandford, the emphasis will be on providing better facilities for walking and cycling between residential areas and key destinations, such as the town centre, employment sites, schools and other community facilities. At present the Brewery is a private site, which acts as a barrier between Blandford Forum and Blandford St Mary. The site will be redeveloped to improve pedestrian and cycle links between the two parts of the settlement.

2.8.19 Public transport, cycling and walking links with the surrounding villages (and Blandford Camp) also need to be improved in order for Blandford to maintain its function as a service centre for the surrounding area. Parts of the former Somerset and Dorset Railway line have been transformed into the North Dorset Trailway and are already used for walking and cycling, both within the town and further field. Providing the missing links, for example between Blandford St Mary and Charlton Marshall and between Blandford Forum and Shillingstone, will help to improve accessibility.

Social Infrastructure

2.8.20 The Corn Exchange in the town centre will be refurbished so that it can function as the main community venue for the whole town. In addition neighbourhood facilities are required in the northern part of the town and in Blandford St Mary. There will be community use of the facilities associated with the new sports pitches north of the by-pass and at Blandford St Mary a facility will be provided as part of the regeneration of the Brewery site.

2.8.21 Blandford Leisure Centre offers a wide range of indoor and some outdoor sport activities to the local community in the south of the District. A local delivery project has been set up to examine the scope for alternative sources of funding and the potential for different

management arrangements (for example a trust). It is intended that the new arrangements will be in place early in the Plan period.

2.8.22 The growth of Blandford will require the extension of existing primary and secondary schools and additional accommodation for doctors, in the form of either new or expanded surgeries. Blandford Community Hospital will also be retained.

Green Infrastructure

2.8.23 The main areas for informal recreation at Blandford are the Milldown to the north-west of the town, the North Dorset Trailway through the town, and Stour Meadows between Blandford Forum and Blandford St Mary. The Council will develop a green infrastructure strategy for the town which will seek to conserve and manage these (and other) existing sites, create new green infrastructure sites (particularly in association with new development) and enhance the functionality, quality and connectivity of the green infrastructure network.

2.8.24 The provision of new green infrastructure in association with planned growth will contribute to this overall strategy, in particular: the provision of additional open space in the Stour Valley associated with development to the west of Blandford Forum; and the provision of other green infrastructure items within proposed new development areas.

2.8.25 In Blandford there is a need for further sports pitches, particularly football pitches²²⁴. Land to the north of the by-pass was allocated for this purpose in the Local Plan and a feasibility study²²⁵ has been produced to take this scheme forward. The Council will continue to pursue the implementation of this project.

²²⁴ As identified in Open Space Audit & Assessment of Local Need – Strategic Leisure (February 2006)

²²⁵ Blandford United Football Club, Facility Development (January 2009)

DRAFT CORE POLICY 15: BLANDFORD

Housing

About 1,500 homes will be provided at Blandford Forum and Blandford St Mary during the period 2006 – 2026. About 750 homes will be built in the period up to 2016 with about 750 built thereafter.

In the period up to 2016 and beyond Blandford's housing needs will be met through:

- the development of land off Shaftesbury Lane and land behind the former Archbishop Wake C of E Primary School off Back Lane;
- mixed use regeneration of the Brewery site; and
- infilling and redevelopment within the settlement boundary.

After 2016 Blandford's housing needs will also be met through the development of land to the west of Blandford Forum and land to the west of Blandford St Mary.

Employment

Employment needs in the town for the period up 2026 will be met through:

- the development of land off Shaftesbury Lane;
- mixed use regeneration of the Brewery site;
- the development of vacant sites on existing industrial estates; and
- the retention of existing employment sites.

Retail and Other Town Centre

In the period up to 2026, 1,700 square metres of additional comparison goods retail floorspace will be made available at Blandford, in locations consistent with national retail and town centre policy and draft Core Policy 7.

The main focus for town centre regeneration will be land to the south of East Street and the Market Place, including land around the existing Somerfield store.

Grey Infrastructure

In the period up to 2026, grey infrastructure to support growth will include:

- the provision and enhancement of walking and cycling links within Blandford between residential areas and key destinations, such as the town centre, employment sites, schools and other community facilities;
- the provision and enhancement of public transport, cycling and walking links between Blandford and the surrounding villages (and Blandford Camp);
- the improvement and extension of the North Dorset Trailway for cycling and walking along, or close to, the route of the

former Somerset and Dorset railway line.

Social Infrastructure

In the period up to 2026, social infrastructure to support growth will include:

- the refurbishment of the Corn Exchange to provide a community hall for the town;
- the provision of neighbourhood halls to serve new development in the northern part of the town and at Blandford St Mary;
- the retention of Blandford Leisure Centre in community use;
- the extension of the Archbishop Wake and Milldown primary schools and the extension of the existing secondary school; and
- a new doctors' surgery, or the expansion or relocation of existing doctors' surgeries.

Green Infrastructure

A network of green infrastructure will be developed in and around Blandford Forum and Blandford St Mary focussing on linking existing sites, such as the Milldown, Stour Meadows and the North Dorset Trailway, and the provision of new sites and links.

In the period up to 2026, green infrastructure to support proposed growth will include:

- new sports pitches and associated facilities on land to the north of the A350 Blandford By-pass;
- open space in the Stour Valley associated with development to the west of Blandford Forum; and
- the provision of formal and informal sports pitches and play spaces in new areas of housing development.

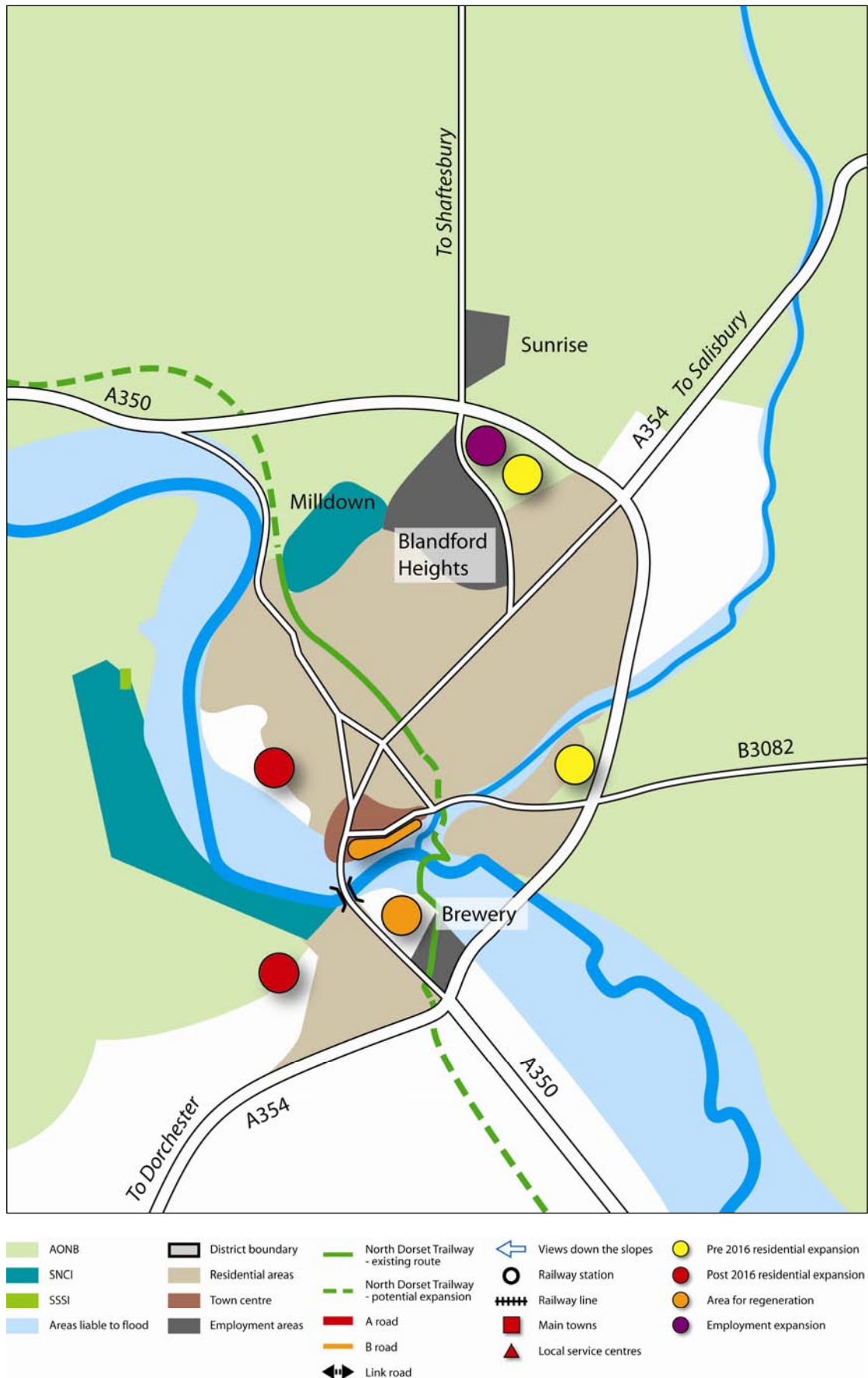


Figure 2.8.1 – Blandford Inset Diagram

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 15: Blandford – Options

<u>Option 15(1)a</u> : No post 2016 expansion of the town
<u>Option 15(1)b</u> : Expand the town to the north east
<u>Option 15(1)c</u> : Expand the town to the south west

Draft Core Policy 16	Gillingham
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Introduction

2.8.26 Gillingham has been one of the fastest growing towns in the South West over the past twenty years. Housing growth has been matched by economic growth as the town has managed to attract and retain a range of general industrial businesses. However, rapid growth has not been without its problems, such as the limited ‘retail offer’ in the town centre, a lack of community facilities and infrastructure; and limited success in achieving regeneration.

2.8.27 A detailed assessment of the town’s growth potential for the period up to 2026 and beyond has been produced²²⁶, which underpins much of draft Core Policy 16. The assessment draws on many of the ‘evidence base’ studies already produced and identifies the potential for medium and longer term growth. The assessment recognises the potential for Gillingham to develop its economic and service centre functions in the medium term and the relative lack of environmental constraints adjoining the existing urban area. However, it also identifies a number of issues that may limit longer term (post-2026) growth including economic potential, town centre capacity, transport and other infrastructure issues and environmental constraints.

Strategy

2.8.28 Gillingham’s role as the main service centre in the north of the District will be enhanced through housing growth, the creation of a more diverse, higher-value and higher-waged economy and the provision of a better range of services and community facilities.

2.8.29 The key spatial aspects of this strategy will be:

²²⁶ Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

- housing growth focused to the south of the town in locations that are accessible to the town centre and employment opportunities;
- a range and choice of employment sites in various locations around the town to support a more diverse economy;
- an enhanced town centre supported by the mixed use regeneration of the Station Road area resulting in better integration of shopping, education, leisure, cultural and transport functions; and
- an enhanced green infrastructure network focused primarily on the river corridors linking new development to key locations such as the town centre.

2.8.30 The strategy for the town will require the bringing forward of major new greenfield sites. Consequently, the rate of development will be slower in the early part of the Plan period with more rapid growth later on, particularly post-2016, as these sites are developed. New development should be supported by the necessary infrastructure and community facilities, both to meet the overall needs of the expanded town and the more local needs associated with each new development area.

Housing

2.8.31 The Gillingham Study²²⁷ assessed a number of future growth scenarios for the town. The scenario that concentrating development to the south of the town is the preferred option when assessed against a range of sustainability criteria.

2.8.32 The sites closest to the town centre will be released first including:

- land in the Station Road area, which will be regenerated with a mix of retail, employment and residential uses;
- land to the south and south-west of Bay; and
- land adjacent to Lodden Lakes, to the south of the town.

2.8.33 The land at Bay will accommodate about 50 dwellings. Development will need to respect the character of Bay and should also include good links to the adjacent leisure and education uses and the town centre. Land adjacent to Lodden Lakes is relatively close to the town centre and includes the 'south of the Meadows' site which is already allocated for housing in the Local Plan. Development will extend south beyond the allocated site up to the floodplain of the River Lodden. This site will accommodate about 300 dwellings.

2.8.34 After 2016, two additional large greenfield sites will be released and developed in a phased manner. These are:

- land east of Ham at the south-eastern edge of the town; and
- land south of Ham at the southern edge of the town.

2.8.35 The northern edge of the land east of Ham is defined by: the floodplains of the River Lodden and Fern Brook; King's Court Hill Fort (a Scheduled Ancient Monument) and its setting; and its visibility in the

²²⁷ Set out in Section 4 of Assessing the Growth Potential of Gillingham, Atkins (November 2009)

wider landscape. Development will be accommodated within these constraints and will include transport links both to the existing built-up area at Ham and across the railway to the schools and sports pitches adjacent to the town centre. The area to the south of Ham will be developed mainly with housing (including a local centre) but also with some employment uses, which will complement the existing allocation in the Local Plan on the southern edge of Brickfields Industrial Estate.

2.8.36 These three areas of development proposed to the south of the town (at Lodden Lakes, east of Ham and south of Ham) should be developed in a co-ordinated manner to ensure that issues such as landscape impact, flooding and access are fully taken into account.

2.8.37 All the broad locations for housing are based on information submitted through the SHLAA process, but more work will be required to determine the precise extent of the areas to be allocated in the Site Specific Allocations DPD. The allocation of sites will also need to be supported by site-based studies including a Site Level Strategic Flood Risk Assessment, a Transport Assessment and a more detailed assessment of associated infrastructure requirements.

Employment

2.8.38 An analysis of the economy of Gillingham shows that there is significant potential for further economic growth²²⁸. Past trends and future prospects indicate that the economy of the town has the capacity to be able to expand much faster than the economy of the wider sub-region²²⁹. This is desirable in order to support the town's enhanced role as the main service centre in the north of the District and to encourage greater self-containment.

2.8.39 The economy of Gillingham has grown rapidly from a small base with a strong focus on general industrial businesses, including manufacturing and distribution, this type of business which has generated lower-value employment with lower incomes, requiring lower levels of skills. In order to improve its performance in the future, the town needs to diversify its economy and encourage the creation and retention of knowledge-based industries. The provision of a range and choice of employment sites, extending to 22 hectares, will help to stimulate supply-led demand, much of which can be met from sites already identified for employment use or regeneration. This employment land, which will accommodate about 2,500 additional jobs, should be brought forward in step with housing development to: provide a range of employment opportunities for residents and those migrating into the area; reduce the need for commuting; create a more balanced community; and increase the self-containment of the settlement.

²²⁸ As set out in Section 5 and Appendices A and B of Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

²²⁹ The economic prospects of the Dorset Sub-region as a whole are analysed in the Bournemouth Dorset Poole Workspace Strategy and Delivery Plan, GVA Grimley (2008)

2.8.40 Mixed-use regeneration in the Station Road area (about 4.3 hectares, as identified in the Council's Employment Land Review) will provide a focus for office development in a location close to the existing town centre. General industrial uses will be accommodated by the continuing development of the existing employment sites at Park Farm (about 4 hectares in total with 1.5 hectares remaining at June 2009) and the southern end of Brickfields Industrial Estate (about 11.7 hectares). In the early part of the Plan period, higher value business will be encouraged to locate to vacant land (at least 1 hectare) on the existing Neal's Yard Remedies site at Peacemarsh, where any new development should compliment the existing landmark building. Post 2016, such businesses will be encouraged to locate to a new 10-hectare 'business park' site to the west of Wyke, which is likely to meet employment land needs well beyond 2026.

2.8.41 Diversification of the economy will need to be supported by other measures in order to make the town an attractive location for employers. Such measures will include: high quality education; workforce training; business support; and infrastructure improvements, such as the enhancement of the town centre and transport links.

Retail and Other Town Centre Uses

2.8.42 Gillingham's town centre is 'polycentric' in nature with several 'hubs' that accommodate different functions. These include:

- the main town centre shopping area on the High Street;
- the 'anchor' supermarket (Waitrose) off Le Neubourg Way;
- the historic core at the western end of the High Street;
- education and leisure uses on Harding's Lane; and
- the transport hub at Gillingham Station.

2.8.43 As the town grows it will be important to maintain and enhance these elements and to improve the linkages between them to create an expanded, more integrated and vibrant town centre capable of offering a better range of shops, services and facilities to the local population. Critical to this success will be the mixed-use regeneration of the Station Road area for employment, retail and residential uses and the revitalisation of the town centre itself.

2.8.44 The Joint Retail Study shows that the town centre does not provide an adequate range of shops and other services for local people. Although the need for convenience shopping can be largely met by the three existing supermarkets (Waitrose, Somerfield and Lidl), the town centre lacks national comparison retailers, clothing, footwear, jewellery and hobby shops and a department store. The Gillingham Study suggests that there is potential for a significant increase in retail provision with a strong focus on comparison goods. An enlarged town centre would also benefit from the provision of other additional 'town centre uses' uses such as restaurants, cafes, bars and takeaways.

2.8.45 Key themes for regeneration are:

- the revitalisation of the High Street, based the potential for the upgrading and provision of new retail units towards the eastern end and the potential for a wider range of town centre uses based on the attractive range of listed buildings at the western end (in the Conservation Area);
- the formation of better links between Waitrose and the town centre particularly on land to the rear of the Red Lion, which has the potential to become a public open space;
- the mixed use regeneration of the land between the town centre and the railway station to provide: employment opportunities (particularly office accommodation); an increased amount and improved range of mainly comparison shopping; improved leisure, cultural and community facilities to serve the town and surrounding area; and a limited amount of residential development (especially above shops and offices);
- the improvement of links between the town centre and the leisure and education facilities off School Lane and Harding's Lane.

2.8.46 By focussing regeneration and the provision of facilities, particularly 'town centre uses', on land close to the town centre and railway station, car dependence should be minimised and the use of other modes, including walking, cycling and public transport should be maximised.

Grey Infrastructure

2.8.47 Gillingham is located in the regionally important Exeter to London transport corridor, which includes both the A303 and a mainline railway. However, there are capacity issues with both of these routes and no major improvements are planned in the foreseeable future. The Gillingham Study²³⁰ recognises that some growth can be accommodated within these transport constraints, provided that measures are put in place to make the best use of existing infrastructure and manage demand. The study also recognises that significant improvements to the strategic road network (in particular the A303) would be required if the town is to grow further beyond 2026.

2.8.48 The proposed southern focus for growth means that most additional development will be relatively close to the town centre, employment opportunities and the railway station, which will both reduce the need for trips on the A303 and encourage journeys by train. Growth to the south of the town will give rise to capacity issues on both the New Road / Shaftesbury Road junction in the town and on the B3081 as it approaches Shaftesbury, but these problem can be overcome by a new southern link road through the development to the south of the town and a link at Enmore Green from the B3081 to the A30, which would encourage its use as an alternative to the A303 for trips to Yeovil and Salisbury (see draft Core Policy 17).

²³⁰ Transport issues are discussed in Chapter 6 and Gillingham's long term growth potential is discussed in Chapter 3 of Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

2.8.49 In addition to this strategic approach to demand management in the regionally important Exeter to London transport corridor, a series of more local transport improvements will be required to integrate new areas of development with the existing built-up area including:

- enhancements to car parking and bus access at the Railway Station;
- improvements to the route between the Railway Station and the High Street to make it more pedestrian friendly;
- better pedestrian and cycle links between Waitrose, the High Street and new areas of retail and other development in the Station Road area;
- local road improvements around the town, including upgrades to signalised junctions, necessary to accommodate the increased traffic associated with growth; and
- the provision of, and improvements to, cycleways and footpaths linking new development to the town centre, employment sites and other key locations.

2.8.50 The Gillingham Study examined the issues of utilities provision²³¹ and indicated a need to upgrade foul sewers in a number of locations. Upgrading of pumping stations and the town's sewage treatment works are also likely to be required.

Social Infrastructure

2.8.51 Gillingham Leisure Centre is currently being refurbished to provide upgraded leisure facilities and a new community hall this is likely to reopen in the early part of the Plan period. The building will meet the community and leisure needs of the town's current population; however, it is unlikely to be adequate to meet the needs of the growing population. Developers will be expected to contribute to the further expansion of this facility, or the provision of a new facility.

2.8.52 The scale of development to the south of the town will require a new local centre to be provided. This should include a new 1.5 or 2 form entry primary school and doctor's surgery for at least 3 GPs. The local centre should also include other essential local facilities such as local shops and a pre-school nursery.

2.8.53 The proposed growth of the town is also likely to require the expansion of St Mary's Primary School will be expand of the existing secondary school.

Green Infrastructure

2.8.54 In 2005 the Three Rivers Partnership produced the Open Spaces Group Report for Gillingham²³², which recognised the major contribution the corridors of the three rivers (the River Stour, the River Lodden and the Shreen Water) make to the character of the town. A green infrastructure strategy will be prepared, based primarily on these

²³¹ Set out in Chapter 10 of Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

²³² Open Spaces Group Report for Gillingham, Dorset, The Three Rivers Partnership (2005)

corridors, setting out how a more integrated network of informal green spaces and rights of way around the town can be provided.

- 2.8.55 The provision of new green infrastructure in association with planned growth will contribute to this overall strategy, in particular: the provision of items in and close to the town centre; along the corridor of the River Lodden; and within proposed new development areas.
- 2.8.56 Land to the south of the High Street and to the rear of the Red Lion is subject to flooding and therefore not suitable for built development. However, it has the potential to become a 'town park', which would both provide the opportunity for informal recreation in the Town Centre and provide a more attractive link between Waitrose and the High Street. Gillingham Leisure Centre and a range of associated outdoor leisure facilities are located just to the north of the High Street. These facilities will be retained and the outdoor facilities will be enhanced through an increased level of pitch provision to meet the town's longer term needs.
- 2.8.57 The corridor of the River Lodden runs through, or adjacent to, much of the new development proposed at Gillingham and this provides the opportunity to adopt a comprehensive approach to its future use and management all the way from Brickfields Industrial Estate in the south to the sport's pitches to the north of the railway. The green corridor should be designed in accordance with draft Core Policy 13 to provide a landscape setting for new and existing development, a corridor for wildlife and an alternative route for pedestrians and cyclists to various locations to the south and east of the town.
- 2.8.58 Adequate formal open space, both in terms of sports pitches and play areas will need to be provided in association with the proposed new housing developments. These spaces should be linked into the overall green infrastructure network, where possible.

DRAFT CORE POLICY 16: GILLINGHAM

Housing

About 2,300 homes will be provided at Gillingham during the period 2006 – 2026. About 900 homes will be built in the period up to 2016 with about 1,400 dwellings built thereafter.

In the period up to 2026 housing will be provided:

- **through the mixed use regeneration of land at Station Road to the south of the town centre;**
- **on land to the south and south-west of Bay;**
- **on land adjacent to Lodden Lakes; and**
- **through infilling and regeneration within the settlement boundary.**

After 2016 housing will also be provided:

- on land east of Ham, south of the floodplain of the River Lodden and King's Court Scheduled Ancient Monument; and
- land south of Ham between Shaftesbury Road and the floodplain of the River Lodden, on the southern edge of the town.

Employment

At Gillingham provision will be made for 2,500 net additional jobs in the period up to 2026 and 22 hectares of land for employment.

In the period up to 2026 land will be provided:

- at Station Road, to the south of the town centre (for mixed use regeneration including offices);
- at the southern end of Brickfields Industrial Estate and at Park Farm (for a range of employment types); and
- at Neal's Yard Remedies, Peacemarsh (for high value businesses).

After 2016 land to the west of Wyke will also be developed for a new business park catering for high value businesses.

Retail and Other Town Centre Uses

The main focus for additional retail provision and other town centre uses will be land within the existing Town Centre and land proposed for mixed-use regeneration at Station Road. These areas will provide:

- 7,500 square metres of additional comparison goods retail floorspace;
- 7,000 square metres employment floorspace; and
- about 200 homes.

Any other retail provision at Gillingham should be in locations consistent with national retail and town centre policy and Core Policy 7 and should include local shops to serve the new housing development to the south of the town.

Grey Infrastructure

In the period up to 2026, grey infrastructure to support growth will include:

- a new link road between the B3081 and B3092 through the proposed new development to the south of the town;
- the enhancement of the Railway Station as a public transport hub and the improvement of the Town Centre's pedestrian and cycle links with the railway station and Waitrose;
- the integration of new areas of housing development into the existing transport network through the provision of new routes / upgrading of existing routes, including pedestrian and cycle links to key destinations, such as the town centre, employment areas, schools, and other community facilities; and
- upgrading of foul sewers and the town's sewage treatment works.

Social Infrastructure

In the period up to 2026, social infrastructure to support growth will include:

- **the provision of upgraded leisure facilities and a new community hall at Gillingham Leisure Centre in the early part of the Plan period, with further upgrades and improvements in the future to meet the needs of the expanded town;**
- **a new local centre to be provided as part of the housing development to the south of the town, which will include a new primary school and a new doctor's surgery; and**
- **the extension of St Mary's Primary School and the existing secondary school.**

Green Infrastructure

A network of green infrastructure will be developed in and around Gillingham focussing primarily on the corridors of the River Stour, River Lodden and the Shreen Water.

In the period up to 2026, green infrastructure to support proposed growth will include:

- **the retention, enhancement and extension of the sports pitches at and around the secondary school;**
- **the provision of a 'town park' on land south of the High Street and to the rear of the Red Lion;**
- **the provision of a green corridor along the valley of the River Lodden extending from Brickfields Industrial Estate through new and existing housing developments at Ham to the sports pitches north of the railway line; and**
- **the provision of formal and informal sports pitches and play spaces in new areas of housing development.**

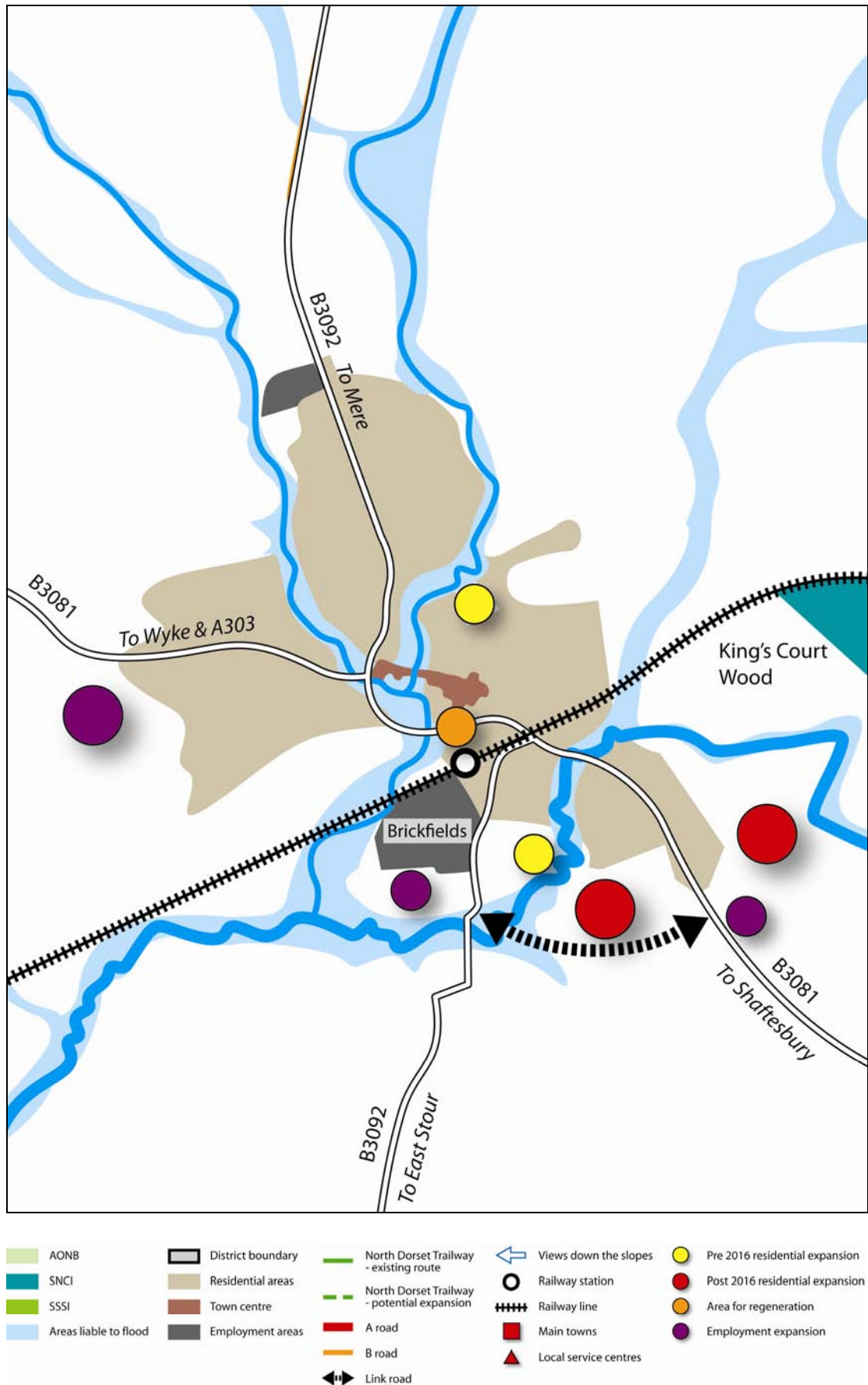


Figure 2.8.2 – Gillingham Inset Diagram

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 16: Gillingham – Options

<u>Option 16(1)a</u> : Restrict growth to existing settlement boundary up until 2016
<u>Option 16(1)b</u> : Allow greenfield expansion before 2016
<u>Option 16(2)a</u> : Expand the town to the south and south east
<u>Option 16(2)b</u> : Expand the town to the north west
<u>Option 16(2)c</u> : Expand town through smaller scale development at both sites
<u>Option 16(3)a</u> : Allocate an additional strategic employment site at Gillingham
<u>Option 16(3)b</u> : Do not allocate an additional strategic employment site at Gillingham
<u>Option 16(4)a</u> : Should additional retail growth be provided for at Gillingham?
<u>Option 16(5)a</u> : Direct town centre uses to existing centre and Station Road regeneration area
<u>Option 16(5)b</u> : Adopt a broader approach to join together disparate parts into a more cohesive centre
<u>Option 16(6)a</u> : Do Nothing
<u>Option 16(6)b</u> : Adopt a package of measures to manage demand and make the best use of existing transport infrastructure.

Introduction

2.8.59 Shaftesbury supports Gillingham in serving the needs of the northern part of the District and the parts of Wiltshire immediately east of the town. The historic core occupies a hilltop location and its attractive town centre supports a good range of shops and is a tourist destination. In contrast to the other towns in North Dorset, growth at Shaftesbury has been well below the planned rate of development in recent years. This is mainly a result of problems in bringing forward a large allocated site to the east of the town, although much of this site now has planning permission for housing and is under construction.

2.8.60 It has long been recognised that the potential for expansion at Shaftesbury is limited by environmental (mainly landscape and biodiversity) constraints²³³ and the Council's SHLAA²³⁴ shows that there are only a limited number of potentially developable sites where the town could expand further. It is important that the remaining development opportunities are taken forward in ways which support the role, function and identity of the town, particularly in the light of the proposed expansion of nearby Gillingham.

Strategy

2.8.61 Shaftesbury's role in supporting Gillingham is to serve the needs of the northern part of the District and neighbouring parts of Wiltshire and this will be maintained. Its distinctive character will be retained and enhanced in order to build on its growing reputation as a centre for arts, culture and tourism. The expansion of the town, particularly on land to the east, should enhance its scope for self containment by bringing forward both housing and employment development.

2.8.62 The key spatial aspects of this strategy will be:

²³³ The environmental capacity of Shaftesbury is discussed in paragraphs 37.2.1 to 37.2.13 of the North Dorset District Wide Local Plan (First Revision), North Dorset District Council (January 2003)

²³⁴ North Dorset Strategic Housing Land Availability Assessment, North Dorset District Council (February 2007)

- focusing housing largely on the flat plateau land to the east of the town and north of the A30;
- locating B-class employment uses (including offices) on the land to the east of the town and south of the A30;
- ensuring that improved public transport, walking and cycling links integrate the new development to the east of the town with the existing built-up area;
- making the land to the east of the town centre and the west of Christy's Lane the focus for the provision of additional retailing and community facilities; and
- ensuring that all development, including infilling, is accommodated within landscape and biodiversity constraints.

2.8.63 The strategy for the town will see the building out of sites already allocated for development or with planning permission in the period up to 2016, with the bringing forward of a more limited amount of additional greenfield land after that date. Consequently, the rate of development will be higher in the early part of the Plan period with lower rates of growth later on, particularly post-2016. Growth at Shaftesbury will be supported by the necessary infrastructure and community facilities, both to meet the needs of the expanded town and to ensure that its role and function are not adversely affected by larger-scale growth at nearby Gillingham.

Housing

2.8.64 In the period up to 2016, housing needs will be met largely through the development of land to the east of the town. Most of the land here has already received planning permission (for 670 homes) and development will be guided by the Development Brief adopted in 2003²³⁵ following extensive consultation with local people. The agreed phasing programme will see 200 houses built in the period up to April 2011, with a further 470 constructed by 2016. Some small scale infilling will also take place in the period up to 2016, notably on the site of the former Middle School in Mampitts Lane.

2.8.65 After 2016, some infilling within the settlement boundary will continue. Land at the extreme northern end of the allocated site (known as the Hopkins land) will also be built out with about 80 further dwellings. In addition, further small developed scale extensions to the built up area will be developed including:

- land inside the line of the Shaftesbury Relief Road to the south of Wincombe Business Park; and
- land west of the A350 opposite Wincombe Business Park.

2.8.66 Site-based studies will be required for these sites including a landscape assessment to evaluate the potential impacts on the setting of the nearby Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB).

Employment

2.8.67 Draft Core Policy 6 outlines the District-wide employment land situation and indicates that in order for job growth to match housing growth at Shaftesbury, there is a need for a minimum of 3 hectares of employment land to be provided by 2026. This level of provision will support the town's employment base and will also help to maintain its low level of out-commuting and give existing and new residents the opportunity to live and work locally.

2.8.68 A site of 7 hectares south of the A30 is allocated in the Local Plan for employment use and this will be developed to maximise the potential of new residential development north of the road to attract a workforce with relevant new skills to the area. The existing industrial estates (which are fully occupied) will be retained and will continue to provide job opportunities for local people.

2.8.69 The local community strategy highlights the importance of tourism to the local economy. Tourism-related developments, based on the historic character of the town and which accord with draft Development Management Policy 5, will therefore be supported.

²³⁵ Development Brief 2003: Land to the Eastern Side of Shaftesbury, Supplementary Planning Guidance, North Dorset District Council (January 2003)

Retail and Other Town Centre Uses

2.8.70 Shaftesbury has a vibrant town centre providing a range of shops and services for local people. The historic built environment, including the famous Gold Hill, also makes the town centre a tourist and cultural destination. A high proportion of gift shops add to the good range of both convenience and comparison shops. The main convenience outlet is the edge-of-centre Tesco store off Coppice Street and there is also a smaller Somerfield supermarket off Bell Street.

2.8.71 The Retail Study identified needs for limited additional convenience goods floorspace but a greater need for comparison goods shops as set out below:

Shaftesbury	Approximate Floorspace Requirements net square metres to:			
	2011	2016	2021	2026
Convenience Goods				
5 yearly requirement	100	150	100	100
Cumulative requirement	100	250	350	450
Comparison Goods				
5 yearly requirement	550	650	To be reviewed	To be reviewed
Cumulative requirement	550	1,200	To be reviewed	To be reviewed

2.8.72 There is limited scope for further expansion within the town centre itself, owing to its compact historic layout and topographical constraints, however, the retail study indicates that the mixed-use redevelopment of the livestock market to the east of the town centre (beyond Tescos) and possibly also the postal sorting office on Angel Square could provide sufficient additional retail floorspace to meet the town's longer term needs²³⁶.

2.8.73 Other needs for town centre uses have been identified by the community, notably the need for a community venue to serve the whole of Shaftesbury and enhanced further education facilities. Land to the east of the town centre, including the Livestock Market, has the potential for regeneration which could accommodate both additional retail and community uses. This site benefits from being centrally located within the expanded built-up area of the town and regeneration, coupled with enhanced pedestrian and cycle links, would help to promote social integration between the new development to the east of the town and existing communities.

²³⁶ These sites are shown in Appendix A of Volume 2: North Dorset Joint Retail Assessment: Christchurch Borough Council and East, North and Purbeck District Councils, Nathaniel Lichfield & Partners (March 2008)

Grey Infrastructure

2.8.74 Proposed growth at Gillingham will increase traffic flows on the B3081 between the town and Shaftesbury. The Gillingham Study²³⁷ indicates that the tight bend at the junction with the Motcombe Road limits the overall capacity of the whole route between the two towns. The study recommends the provision of a new link between the B3081 and the A30 at Enmore Green²³⁸. This will both make it easier for traffic from Gillingham to gain access to the A30 and improve road safety and amenity at the Shaftesbury end of the B3081.

2.8.75 Two key elements of the strategy for the town are expansion to the east and regeneration of land to the east of the town centre. These two elements need to be integrated by: improving pedestrian and cycle links between the new housing and the expanded town centre; and by introducing measures to make the existing A350 (Christy's Lane) less of a barrier to pedestrian and cycle movements. Making Christy's Lane less of a 'road' and more of a 'street' is identified as an opportunity in the Land Eastern side of Shaftesbury Development Brief.

2.8.76 Shaftesbury is located on the western edge of the catchment of the River Avon and development that affects the flow or quality of water entering the catchment could potentially have an impact on the internationally important wildlife interest of the river. The planning consents that have been granted on land to the east of the town require sustainable drainage systems to be put in place. Similar schemes are likely to be required as part of proposals for further expansion on the eastern side of the town.

2.8.77 The proposed level of development at Shaftesbury for the period up to 2026 can be accommodated without the need for an outer eastern bypass, which would relieve traffic on the existing A350. However, it remains important to protect the line of the road (as shown in the Local Plan) from development as there is no other realistic option for traffic relief if it is required in the longer term.

Social Infrastructure

2.8.78 The community has identified a need for a community hall to serve the whole of Shaftesbury. The community plan also identifies the need for improved education and training facilities, especially for young people, to develop local skills and to reduce the need to travel for such purposes. Various partners including the District Council, the Town Council, the Task Force and Yeovil College have discussed the possibility of accommodating these needs (and possibly others) in a 'community hub' on land east of the town centre and west of Christy's Lane. Whilst this remains the preferred approach, the provision of these facilities separately, or on different sites, remains a possibility.

²³⁷ Transport issues are discussed in Section 6 of Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)

²³⁸ This link is currently proposed under Policy SB17 of the North Dorset District Wide Local Plan, (First Revision) North Dorset District Council (January 2003)

2.8.79 The growth of Shaftesbury will require the extension of existing primary and secondary schools and additional accommodation for doctors, in the form of either a new or expanded surgeries. The Westminster Memorial Hospital in Abbey Walk will be retained on its current site.

Green Infrastructure

2.8.80 Shaftesbury has a number of attractive and accessible recreational spaces. Barton Hill recreation ground is central to the town and Wincombe Lane recreation ground serves development to the east. The Community Plan identifies that the opportunities for formal recreation are limited, especially for teenagers. The retention and improvement of existing areas for formal recreation will therefore be supported.

2.8.81 The setting of the town is enhanced by its informal open spaces, with the Slopes being of particular importance to its historic, hill top character. All remaining open or wooded areas around the Slopes will continue to be conserved and a Local Nature Reserve at Castle Hill will be designated.

2.8.82 The Council will develop a green infrastructure strategy for the town which will seek to conserve and manage existing sites and create new sites in association with new development on the land east of Shaftesbury and other sites with the aim of improving connectivity, quality and functionality.

DRAFT CORE POLICY 17: SHAFTESBURY

Housing

About 1,200 homes will be provided at Shaftesbury during the period 2006 – 2026. About 850 homes will be built in the period up to 2016 with about 350 built thereafter.

In the period up to 2016 and beyond Shaftesbury's housing needs will be met through:

- **the development of land to the east of the town; and**
- **infilling and redevelopment within the settlement boundary.**

After 2016 Shaftesbury's housing needs will also be met through the development of land inside the line of the Shaftesbury Outer Eastern Bypass to the south of Wincombe Business Park and land west of the A350 opposite Wincombe Business Park.

Employment

Employment needs of the town for the period up to 2026 will be met through:

- **the development of land to the south of the A30;**
- **the development of vacant sites on existing industrial estates; and**
- **the retention of existing employment sites.**

Retail and Other Town Centre Uses

In the period up to 2026, 450 square metres of additional convenience retail floorspace will be made available at Shaftesbury.

In the period up to 2016, 1,200 square metres of additional comparison retail floorspace will be made available at Shaftesbury.

All retail provision in Shaftesbury should be in locations consistent with national retail and town centre policy and draft Core Policy 7.

The main focus for additional retail provision and other town centre uses will be land within and to the east of the existing Town Centre, including the mixed-use regeneration of the livestock market site.

Grey Infrastructure

In the period up to 2026, grey infrastructure to support growth will include:

- the provision of a new road link from the B3081 to the A30 at Enmore Green, north of Shaftesbury;
- improved walking and cycling links between the town centre and residential development to the east of the town, including measures to reduce the extent to which Christy's Lane acts as a barrier to pedestrian and cycle movements; and
- the provision of sustainable drainage systems in association with developments to the east of the town.

The route of the Shaftesbury Outer Eastern By-pass will continue to be protected from development that would prejudice its implementation in the longer term.

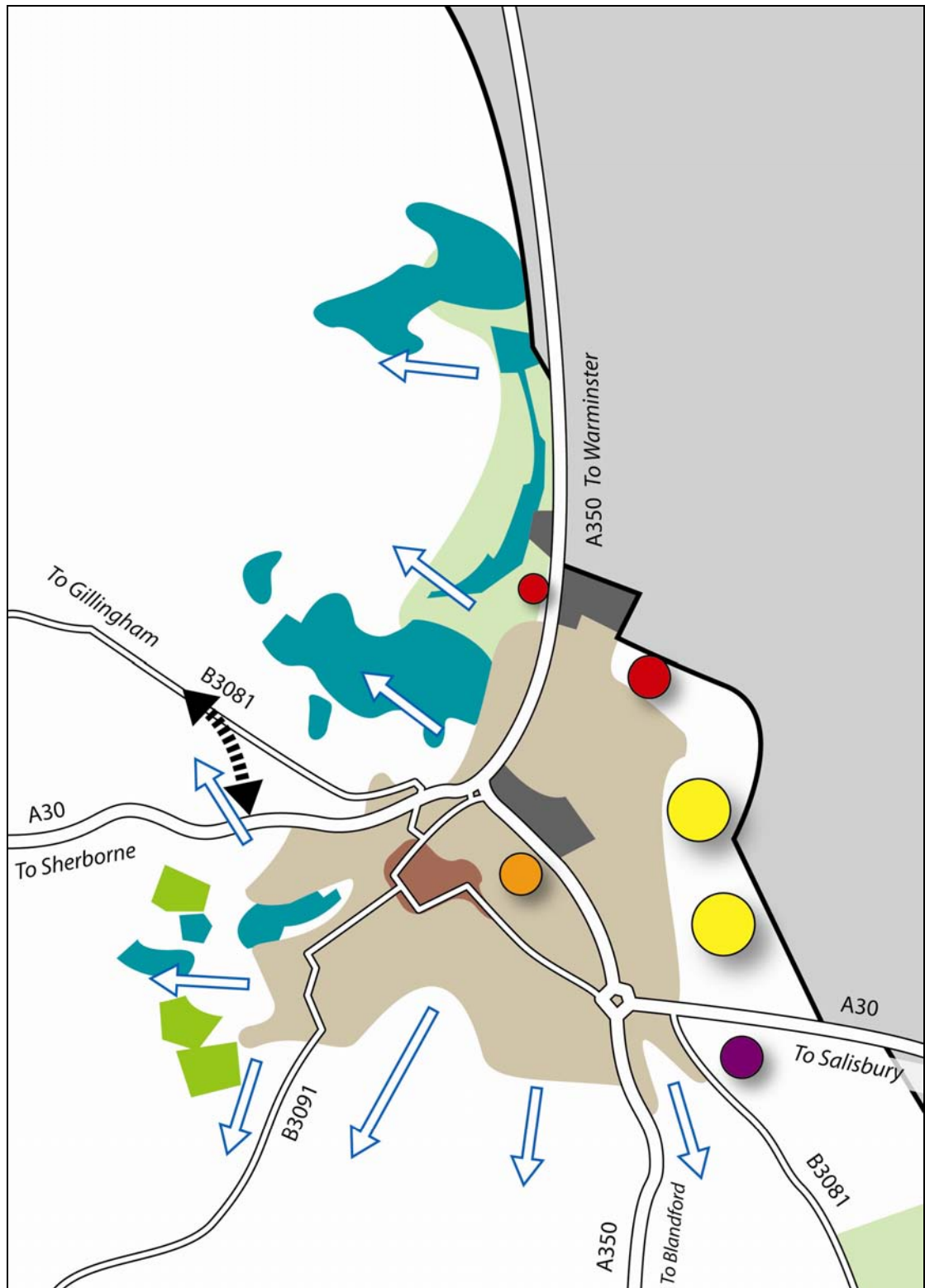
Social Infrastructure

In the period up to 2026, social infrastructure to support growth will include:

- the provision of a new community hall for the town and improved further education facilities. The preferred approach is to provide these facilities (possible jointly as a 'community hub') on land to the east of the town centre as part of a mixed-use regeneration scheme. Other approaches to the provision of these facilities may be considered if the preferred approach cannot be taken forward;
- the extension of Wincombe Primary School and the existing secondary school; and
- a new doctor's surgery, or the expansion or relocation of existing doctor's surgeries.

Green Infrastructure

A network of green infrastructure will be developed in and around Shaftesbury focussing on linking existing sites, such as the Slopes, and providing new sites and links to serve the residents of both new and existing development.



- | | | | | |
|-----------------------|-------------------|---|-----------------------|---------------------------------|
| AONB | District boundary | North Dorset Trailway - existing route | Views down the slopes | Pre 2016 residential expansion |
| SNCI | Residential areas | North Dorset Trailway - potential expansion | Railway station | Post 2016 residential expansion |
| SSSI | Town centre | A road | Railway line | Area for regeneration |
| Areas liable to flood | Employment areas | B road | Main towns | Employment expansion |
| | Link road | | Local service centres | |

Figure 2.8.3 – Shaftesbury Inset Diagram

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 17: Shaftesbury – Options

<u>Option 17(1)a</u> : Restrict growth to within the current boundaries of the town
<u>Option 17(1)b</u> : Permit growth on greenfield land to the east of the town (other than that already being developed)

<u>Option 17(2)a</u> : Reserve land for the provision of a Community Hub in the town centre (incorporating a community hall, further education facilities and some retail development)
<u>Option 17(2)b</u> : Allow provision of community facilities on other sites (eg East of Shaftesbury development site)

Draft Core Policy 18	Sturminster Newton
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Introduction

2.8.83 Sturminster Newton comprises the main town of ‘Sturminster’ on the northern side of the River Stour and the smaller village of “Newton” to the south. The settlement, together with Stalbridge and Marnhull, provide services to the rural west of the District. Historically, Sturminster Newton played an important role in serving the surrounding agricultural hinterland with its livestock market and creamery. Both these facilities closed in recent years and the local community has worked hard to try and provide a new focus for the town.

2.8.84 SturQuest, the Local Community Partnership, has produced a Town Design Statement (TDS), which has been adopted by the Council as a Supplementary Planning Document (SPD)²³⁹. This identifies a ‘Central Regeneration Area’ between the historic ‘old town’ south of the former railway line and the ‘new town’ to the north where there are both brownfield and greenfield development opportunities.

2.8.85 Regeneration is well under way and the former livestock market has now been redeveloped with housing and a range of community facilities including a small supermarket, a new medical centre and the Exchange; the town’s new community centre. SturQuest has also

²³⁹ Sturminster Newton Town Design Statement Supplementary Planning Document, prepared for SturQuest by Matrix Partnership (July 2008)

produced a development brief for land in the Station Road area²⁴⁰, part of which now has planning permission for a mixed-use regeneration scheme, including housing, employment, retail and community uses.

2.8.86 The Local Plan also recognised Sturminster Newton's problems and sought to address them through 'moderate' levels of growth including housing on greenfield land on the northern edge of Sturminster and the development of a large new employment site (Rolls Mill, now known as North Dorset Business Park) on the western edge of Newton. The housing has largely been completed but much of the business park remains undeveloped.

2.8.87 Sturminster Newton is a member of the 'Cittaslow' movement, a network of towns that respect the heritage and traditions that give them the character they have today. The criteria for achieving 'Cittaslow' status are grouped under six themes covering: the environment; infrastructure; the urban fabric; local produce and products; community and hospitality; and awareness of 'Cittaslow' with the aim to improve the quality of life of residents and visitors to the town. Many of the objectives of 'Cittaslow' accord with sustainable development principles and community aspirations are that any planning policies for the town should reflect the spatial elements of the 'Cittaslow' criteria wherever possible.

Strategy

2.8.88 The role of Sturminster Newton in serving the communities in the west of the District will be maintained through limited growth and this role will be supported by the settlements of Stalbridge and Marnhull. Housing development will be of a smaller scale than at the larger towns reflecting the town's local service centre role.

2.8.89 The key spatial aspects of this strategy will be:

- focusing the bulk of housing development within the existing built-up area and in locations close to the town centre, with some more limited peripheral greenfield expansion to meet longer term needs;
- continuing the regeneration of land to the north of the town centre to include an improved range of services and employment opportunities alongside new housing development;
- developing North Dorset Business Park to meet the employment needs of communities in the western part of the District; and
- extending the North Dorset Trailway to improve links with Stalbridge to the north west and the villages towards Blandford to the south east.

2.8.90 Regeneration will be the main focus for growth in the period up to 2016 with the aim of consolidating the town's role and function as the main service centre in the west of the District. After 2016, there will be some additional small scale greenfield expansion in suitable locations. All development should be supported by the necessary grey, social and

²⁴⁰ Station Road Area Design and Development Brief, prepared for SturQuest by Matrix Partnership (April 2008)

green infrastructure and should reflect the spatial elements of the 'Cittaslow' criteria wherever possible.

Housing

2.8.91 The former livestock market is now largely redeveloped and a number of other smaller sites within the built-up area have either been completed or have planning permission for development. The main remaining regeneration opportunity is the Station Road area, including the former Creamery site, which was identified as having potential for a mixed use scheme in the Council's Employment Land Review (ELR)²⁴¹. Development on this site should be taken forward in accordance with the development brief. The Local Plan allocated the fields north of the former livestock market and this site should also be brought forward for development early in the Plan period.

2.8.92 In total these sites will deliver about 350 new homes, together with a range of other uses, including employment, retail, a care home, open space and improved footpath and cycle links.

2.8.93 After 2016 development needs will also be met through limited additional greenfield development. There is some potential for further development to the north of the town (adjacent to Honeymead) and more limited potential on land to the east of the former Creamery site, north of the former railway. In all, these sites will deliver about 150 new homes. Development on these greenfield sites will need to be provided with pedestrian and cycle links to key destinations such as the town centre.

²⁴¹ Employment Land Review: Review of Existing Sites, North Dorset District Council (April 2007)

Employment

2.8.94 Draft Core Policy 6 outlines the District-wide employment land situation and indicates that there is a need for about 8 hectares of employment land outside the District's three main towns. Since Sturminster Newton, Stalbridge and Marnhull together serve the needs of the western part of the District, it is appropriate that employment land is provided in this area to support the role of these settlements. The bringing forward of land within the 7 hectare North Dorset Business Park (formerly Roll's Mill) on the western edge of Newton, together with the re-use and regeneration of other employment sites in Sturminster, should be sufficient to meet local economic development needs in the period up to 2026.

2.8.95 North Dorset Business Park is largely undeveloped and recommended for retention as an employment site in the Council's ELR. A more proactive approach is needed to enable the site to fulfil its potential to provide 'move-on' accommodation for local firms and to meet the needs for firms moving into the area. The South West Regional Development Agency (SWRDA) has an interest in the site and will work with key partners in the local area to develop a master plan for future development. There is local support for a proposed "food-based" cluster on the frontage of this site which will hopefully encourage businesses to move into the area.

2.8.96 Within Sturminster, the established Butts Pond Industrial Estate will be retained as an employment site and will continue to provide job opportunities for local people and space for local businesses. When operational the former Creamery employed about 60 people, also within the town. Current regeneration proposals for the site will provide for employment uses as part of the mixed use scheme.

Retail and Other Town Centre Uses

2.8.97 The retail offer in Sturminster town centre is relatively limited reflecting the small size of the town. The main shopping area is concentrated in the Market Place and Market Cross although with the development of the Exchange building, with its Co-op store and small retail units, the shopping area has begun to extend along Station Road. Other than banks, and a chemist national retailers are not represented in the town centre resulting in many residents travelling elsewhere to shop for comparison goods.

2.8.98 The Joint Retail Study²⁴² identified needs for additional comparison and convenience goods floorspace at Sturminster Newton as set out below:

²⁴² Joint Retail Assessment: Christchurch Borough Council and East, North and Purbeck District Councils, Nathaniel Lichfield and Partners (March 2008)

Sturminster Newton	Approximate net square metres Floorspace Requirements to:			
	2011	2016	2021	2026
Convenience Goods				
5 yearly requirement	130	30	15	25
Cumulative requirement	130	160	175	200
Comparison Goods				
5 yearly requirement	170	200	To be reviewed	To be reviewed
Cumulative requirement	170	370	To be reviewed	To be reviewed

2.8.99 This level of provision will not require new retail allocations as it is envisaged that the need for additional floorspace could be met through making better use of vacant premises; the conversion of other properties within the primary shopping area to shops; and through the mixed use regeneration of the Station Road area.

2.8.100 There are a number of existing small-scale retail warehouse units in the Station Road Area and an equivalent level of retail floorspace should be provided as part of any regeneration scheme. The provision of some retail floorspace has already been secured as part of the planning consent for the Creamery site. The development brief envisages the relocation of the retail warehouse units to land at the junction of Station Road and Barnes Close, which will effectively extend the town centre eastwards along Station Road. This will enable the creation of a new square opposite The Exchange building, providing an attractive area for weekly markets and other community events.

Grey Infrastructure

2.8.101 Consultation on the TDS indicated that the community wished to see better footpath and cycleway links between the northern part of Sturminster and the town centre. Part of this link has already been provided through the redevelopment of the former livestock market and on paths crossing Butt's Pond Local Nature Reserve. This link can be completed as part of the development of the land north of the formal livestock market (as proposed in saved Local Plan Policy SN4).

2.8.102 The North Dorset Trailway, which uses the line of the former Somerset and Dorset Railway, provides a cycleway and footpath link from Sturminster to Shillingstone, five kilometres to the south east. However, there is no link towards Stalbridge in the north west. Within Sturminster: part of the former route is a car park; part has been landscaped to form Railway Gardens; and part (west of the B3092) is

occupied by a builder's yard. The builder's yard will be redeveloped for housing and the planning consent requires a link to be provided. The development brief for the Station Road Area also required a route for the North Dorset Trailway to be provided as part of the regeneration of the car park.

2.8.103 To the north west of the town, the lack of a bridge over the River Stour is a barrier to the continuation of the North Dorset Trailway. The provision of a bridge will enable existing public rights of way in the area to be used to form pedestrian and cycle links between Sturminster and North Dorset Business Park.

Social Infrastructure

2.8.104 The Exchange building with its meeting facilities, cinema / theatre and space for community events acts as a hub for the community both in the town and the wider area. The building also incorporates some of the history associated with the livestock market, reminding the town of its heritage and links with rural life. This goes some way to re-establishing the town as an important centre with a new cultural and community role. Linked to The Exchange building is the town's new medical centre, including a doctor's surgery and dentist.

2.8.105 Consultation on the TDS highlighted the significance of the variety and character of the old buildings and narrow winding lanes within the historic core that give the town a sense of place. This architectural heritage, along with the rights of way network around the town attracts a number of visitors to the area. With the development of The Exchange, the improvements to the North Dorset Trailway and the food hub at North Dorset Business Park, there is potential to increase this tourist trade to the benefit of the local economy.

2.8.106 There are three schools within the town. The William Barnes Primary School to the south of the town centre and the High School to the north of the town provide adequate education facilities for the area. In addition, the Yewstock School on Honeymead Lane provides education facilities for children with learning difficulties. The Leisure Centre offers a range of opportunities for sports and recreation and this is also located off Honeymead Lane.

2.8.107 The design of future development in Sturminster should be guided by the TDS, having particular regard to the nine identified character areas and the accompanying design guidelines. Further, the town's general quality of life will be enhanced by the encouragement of community measures to further its 'Cittaslow' status.

Green Infrastructure

2.8.108 The North Dorset Trailway and links between the town centre and the northern part of Sturminster are the main footpath and cycleway routes through the town, which also have the potential to link to locations in the wider countryside including Sturminster Mill, Piddles Wood and Fiddleford Manor. These routes together with sites such as Butt's Pond Local Nature Reserve and the Stour Valley will form the

basis of a green infrastructure strategy that the Council will prepare for the town.

2.8.109 Saved Policy SN4 from the current Local Plan indicates that a 'buffer' should be provided between Butt's Pond Industrial Estate and the proposed new residential development on the land north of the former livestock market. This 'buffer' should form part of the green infrastructure network and should be designed to form a 'green corridor' which will: screen the industrial buildings; provide suitable habitats of wildlife in the vicinity; and incorporate a pedestrian / cycle link between the town centre and the north of the town.

2.8.110 The town currently has one area of allotments and these should be retained. Further allotment land will be provided between the town at Elm Close and the North Dorset Trailway.

DRAFT CORE POLICY 18: STURMINSTER NEWTON

Housing

About 500 dwellings will be provided at Sturminster Newton during the period 2006 – 2026. About 350 homes will be built in the period up to 2016 with about 150 built thereafter.

In the period up to 2016 and beyond Sturminster Newton's housing needs will be met through:

- **redevelopment in and around the 'central regeneration area', as defined in the Town Design Statement;**
- **development of land to the north of the former livestock market; and**
- **infilling and redevelopment within the settlement boundary.**

After 2016 Sturminster Newton's housing needs will also be met through the development of small-scale greenfield extensions:

- **to the north of the town; and**
- **to the east of the former Creamery site.**

Employment

- **employment needs in the town for the period up to 2026 will be met through:**
- **the development of North Dorset Business Park with a "food based" cluster on the frontage of the site and a mixture of B1, B2 and B8 uses on the remainder; and**
- **the retention of Butts Pond Industrial Estate.**

Retail and Other Town Centre Uses

In the period up to 2026, 200 square metres of additional convenience goods floorspace will be made available at Sturminster Newton.

In the period up to 2016, 370 square metres of additional comparison

goods floorspace will be made available at Sturminster Newton.

All retail provision in Sturminster Newton should be in locations consistent with national retail and town centre policy and draft Core Policy 7.

The main focus for additional retail provision and other town centre uses will be the existing town centre and the redevelopment of the Station Road area, which should be designed in accordance with the development brief for the area.

Grey Infrastructure

In the period up to 2026, grey infrastructure to support growth will include:

- the provision of a pedestrian / cycle link from the northern part of Sturminster to the town centre;
- the re-instatement of the North Dorset Trailway as part of the regeneration of the Station Road area;
- the extension of the North Dorset Trailway to the west of the town, including the provision of a pedestrian / cycle bridge over the River Stour; and
- the improvement of pedestrian / cycle link between Sturminster and North Dorset Business Park.

Social Infrastructure

In the period up to 2026, social infrastructure to support growth will include:

- the continued use of The Exchange building as a community hub;
- the retention of the Leisure Centre; and
- community-led efforts to further the town's 'Cittaslow' status.

Green Infrastructure

A network of green infrastructure will be developed in and around Sturminster town and Newton village based on existing sites, such as Butts Pond Local Nature Reserve, and strategic links such as the North Dorset Trailway.

In the period up to 2026, green infrastructure to support growth will include:

- a green buffer between Butt's Pond Industrial Estate and new housing development on land north of the former livestock market;
- additional allotments on land between Elm Close and the Trailway.

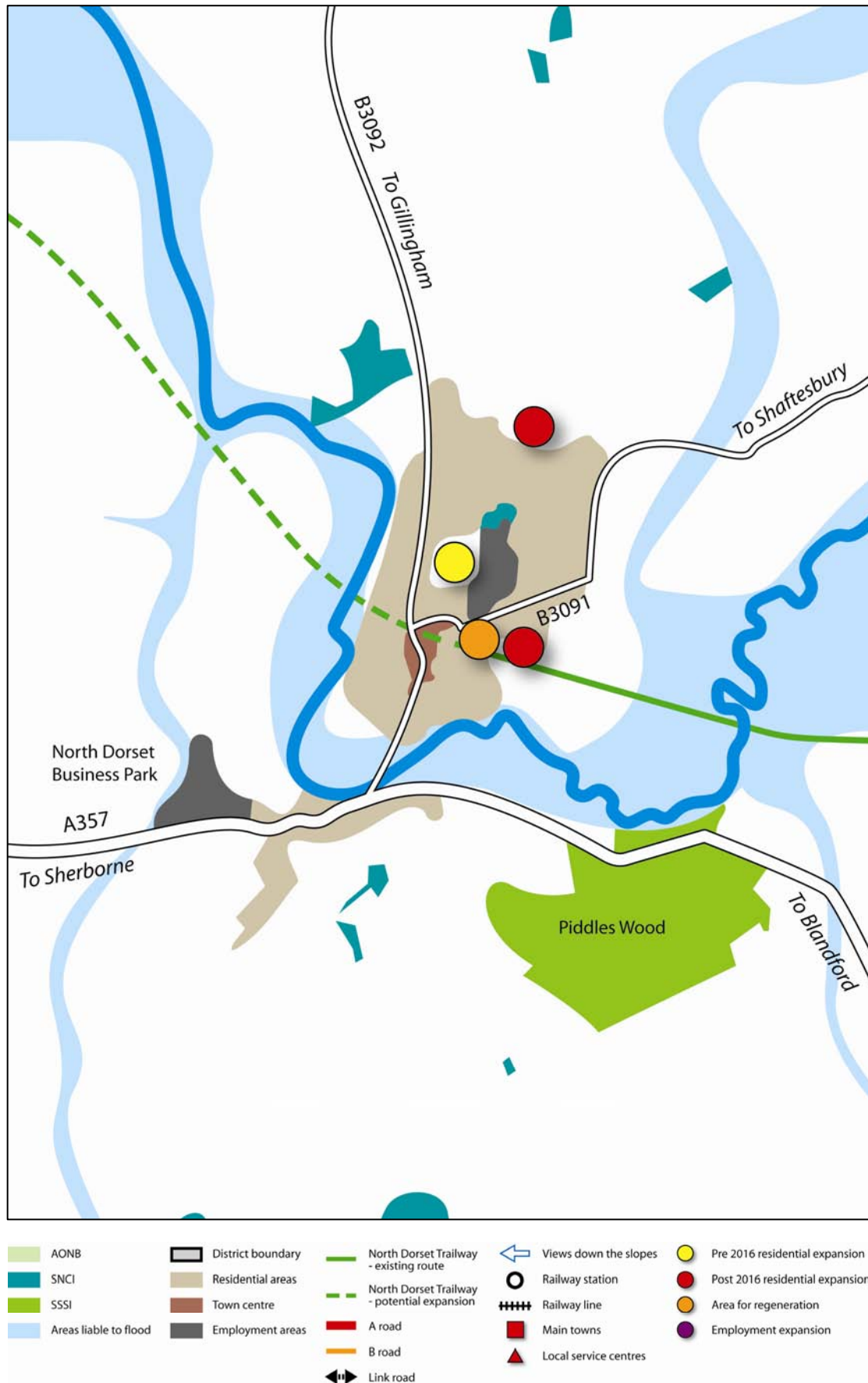


Figure 2.8.4 – Sturminster Newton Inset Diagram

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 18: Sturminster Newton – Options

Option 18(1)a: Restrict growth to within the current boundaries of the town, encouraging regeneration of the town centre.

Option 18(1)b: Permit limited growth on greenfield land in addition to town centre regeneration.

**Draft Core
Policy 19**

Stalbridge and the Larger Villages

Introduction

2.8.111 The emerging RSS's approach of concentrating development at the region's larger settlements with more limited growth at local service centres recognises that the scale and nature of development in rural areas needs to be more carefully managed than it has been in the past. This has been a particular issue in North Dorset where rates of housing development in rural areas have significantly exceeded planned rates.

2.8.112 The Council has recognised the sustainability issues associated with 'oversupply', especially in the rural areas, and in 2007 produced a Supplementary Planning Document (SPD) to manage housing land supply across the District²⁴³. Although the SPD has been an effective 'stop-gap' in achieving restraint in a situation of 'oversupply', a fundamental policy change is necessary to achieve a more sustainable spatial distribution of development in the longer term.

2.8.113 The Local Plan identifies settlement boundaries around over 50 settlements, which has given rise to considerable scope for development in both large and small villages. Focusing growth at Stalbridge and a more limited number of larger villages (i.e. the RSS Development Policy C settlements identified in draft Core Policy 3), will both help to manage the overall level of development in rural areas and support the role and function of these larger rural settlements as local service centres.

²⁴³ The historic housing land supply situation in North Dorset is explained in Section 4 of Managing Housing Land Supply in North Dorset: Supplementary Planning Document, North Dorset District Council (July 2007). Table 4.1 on page 11 shows that the rate of development in the 'rural areas' (i.e. outside the five towns) was 72% above the planned rate over the period 1994 to 2007

2.8.114 A more 'managed approach' to development outside the three main towns and Sturminster Newton needs to be taken forward in a way which still enables rural communities to meet their own needs. This is particularly important in North Dorset as only 43% of the population lives in Blandford, Gillingham and Shaftesbury. The focus of development on the main towns could also have adverse impacts on equalities if not counterbalanced by measures to support rural communities. Section 1.3 identifies that poor access to services and transport are problems for all people in rural communities, but the old, the young, the disabled and vulnerable people are particularly affected by these issues²⁴⁴.

Strategy

2.8.115 Outside Blandford, Gillingham, Shaftesbury and Sturminster Newton, development will be focused at Stalbridge and a limited number of larger villages, which will act as local service centres. Local community facilities and local services will be retained, enhanced and, where necessary, supported by additional development.

2.8.116 The key spatial elements of the strategy are:

- identifying all settlements in the rural area that are capable of functioning as local service centres (RSS Development Policy C settlements;)
- focusing community facilities, employment and housing development at these settlements;
- ensuring that Stalbridge and Marnhull continue to support Sturminster Newton in serving communities in the western part of the District; and
- developing sustainable transport initiatives to improve accessibility to nearby towns and other villages.

2.8.117 A detailed assessment of the needs of individual settlements will be undertaken when the Site Allocations DPD is prepared. This will determine the level of housing for each settlement and will also consider the need for employment sites, community facilities and open space, having regard to local visions, local priorities in the relevant local community strategy and, where available, parish plans²⁴⁵.

Identifying RSS Development Policy C Settlements

2.8.118 The Council undertook an initial assessment of settlements²⁴⁶ based on populations within defined settlement boundaries and facilities as part of the early work on the Core Strategy. The Council also

²⁴⁴ These issues are discussed in more detail in the draft Equality Impact Assessment on Core Strategy Policies, North Dorset District Council (December 2009)

²⁴⁵ The Council has a strong commitment to community planning and local needs and priorities are well understood in most of the 20 identified RSS Development Policy C settlements. By July 2009, 14 of these settlements had completed town or parish plans, with a further 2 in development.

²⁴⁶ Assessment of Settlements Based on Population and Community Facilities - Supporting Document to the Core Strategy: Issues and Options Paper – North Dorset District Council (May 2007)

examined the issue of access to services and Figure 1.8 in the Spatial Portrait shows the pattern of proximity to services across the District. These issues have been revisited in a topic paper²⁴⁷ and in more detail through the sustainability appraisal process²⁴⁸. The list of RSS Development Policy C Settlements in draft Core Policy 3 reflects the outcome of these more detailed assessments.

Housing

2.8.119 About 2,000 homes will be provided in the period up to 2026 outside Blandford, Gillingham and Shaftesbury, representing about 29% of all housing development. 500 of these homes will be at Sturminster Newton (see draft Core Policy 18), focussing on the potential for regeneration within the town and 300 will be located at the District's smaller villages and in the countryside (see draft Core Policy 20), recognising the need for local needs affordable housing in small communities and the need for occupational dwellings, such as agricultural workers' dwellings.

2.8.120 1,200 dwellings at Stalbridge and the larger villages is considered to represent an appropriate balance between the need for additional housing to support local communities and their services and the need to ensure that the larger villages maintain their character and are not overwhelmed by development. If distributed evenly, 1,200 homes would result in the provision of just over 60 dwellings in each settlement. However, as mentioned above the level of housing for each settlement will be determined with regard to local priorities and local needs. In some villages, there is significant potential for infilling and redevelopment within settlement boundaries. Where it is considered that additional housing is needed, though, sites will be identified in the Site Allocations DPD, drawing on the information in the Council's SHLAA.

Employment

2.8.121 Draft Core Policy 6 outlines the District-wide employment land situation and indicates that there is a need for about 6.3 hectares of employment land outside the District's three main towns. Given the scope for employment development at North Dorset Business Park, Sturminster Newton and on sites that already have planning permission in the rural area, there is no strategic need for additional employment sites to be allocated in Stalbridge and the larger villages. Nevertheless, if a particular need is identified for a particular settlement, then it may be appropriate to identify a site in the Site Allocations DPD.

²⁴⁷ Topic Paper: Spatial Strategy for North Dorset (Version 1), North Dorset District Council (August 2009)

²⁴⁸ Draft Core Strategy and Draft Development Management Policies DPD: Draft Sustainability Appraisal Report (January 2010)

Stalbridge and Marnhull

2.8.122 Stalbridge and Marnhull support Sturminster Newton in providing services to communities in the western part of the District²⁴⁹ and the shops and other facilities in Stalbridge Town Centre are particularly important in this respect. Although Stalbridge is a town, it is defined as a 'district centre' in terms of the national typology of centres²⁵⁰. Such centres play an important role in meeting more local needs and retail developments which are appropriate to this role and conform to draft Core Policy 7, will be permitted in Stalbridge.

2.8.123 Marnhull is the largest village in North Dorset and supports a number of community facilities, although these are scattered throughout the built-up area rather than being grouped together in a recognisable centre. Facilities include several shops, a post office, two primary schools and a doctors' surgery with a pharmacy. However, the level of facilities is not sufficient for the village to be defined as district or local centre²⁵¹. The range of facilities at Marnhull should be maintained and enhanced so that the village continues to serve local communities.

Grey Infrastructure

2.8.124 Draft Core Policy 11 seeks to manage the demand for travel both through the location of development and by making effective use of existing transport infrastructure. The policy also recognises that this approach may have implications for road safety and environmental quality.

2.8.125 Since many of the larger villages in North Dorset are located on the main roads (such as the A350, A357 and A30), they are likely to experience increases in traffic levels over the next 20 years, some of which is associated with growth in North Dorset. Although the emerging transport strategy²⁵² indicates that the technical capacity of the main roads in the District will not be exceeded, measures will be required, particularly in villages along main roads, to improve road safety and maintain environmental quality. Some measures (such as the management of freight movements in the A350 / C13 corridor), may be strategic in nature but there will also be a requirement for engineering works, changes to signage and so on, at the more local level.

2.8.126 The emerging transport strategy also promotes greater use of public transport. It recognises that improvements to scheduled services are only likely to be feasible in the A350, A357 and A354 corridors and indicates that the expansion of the demand responsive transport

²⁴⁹ As explained in Section 1.2 and Figure 1.8, which shows proximity to services in North Dorset

²⁵⁰ Table 1 in Annex A of PPS 6: Planning for Town Centres

²⁵¹ See paragraph 8.3 on page 37 of Joint Retail Assessment for Christchurch Borough and East, North and Purbeck Districts: Volume 2 – North Dorset – Nathaniel Lichfield & Partners (March 2008)

²⁵² North and North East Dorset Transport Study: Emerging Transport Strategy, Buro Happold (November 2009)

network (including services such as NORDCAT) may be a more realistic solution elsewhere. How services can be provided to best serve local communities can be determined through community based transport initiatives, which should be able to identify measures required in individual settlements (such as new or improved bus shelters etc.) to facilitate public transport use.

2.8.127 Walking and cycling are not feasible options for many trips in rural areas but they may offer a solution for more local journeys both within settlements and to nearby towns and villages. Practical measures to facilitate walking and cycling could include: the provision of new routes or sections of routes, links between existing routes, or measures to overcome safety concerns (for example the provision of a missing section of footway on a busy road).

Social Infrastructure

2.8.128 The Council's overall approach to social infrastructure is set out in draft Core Policy 12. Most of the need for additional facilities is generated by growth at the main towns and the larger social infrastructure items will be provided in these towns. However, local facilities are required in rural areas and these will be focused at Stalbridge and the larger villages.

2.8.129 The provision of some facilities (such as the new primary school at Shillingstone) is already programmed and for others (such as the doctor's surgery in Milton Abbas) the need for new or improved accommodation has been identified. Other needs, such as the need for a new or upgraded village hall, may come through the parish plan process. It may be possible to accommodate some of these requirements on sites within existing settlements. Where this is not possible, suitable sites will be identified in the Site Allocations DPD.

2.8.130 Existing community facilities also need to be retained to support the local service centre role of Stalbridge and the larger villages. Privately-run facilities (such as village shops and public houses) will be retained, where viable and publicly-run facilities (such as village halls) should be retained, where an existing or alternative community use exists. Draft Development Management Policy 7 provides more details.

Green Infrastructure

2.8.131 Draft Core Policy 13 sets out the Council's overall approach to green infrastructure and recognises that for Stalbridge and the larger villages, access to the open countryside for recreational purposes is often easier than it is in the main towns. At Stalbridge and the larger villages the emphasis is on the retention and enhancement of local green infrastructure to deliver local access, wildlife and recreational benefits.

Settlement Boundaries

2.8.132 In order to accommodate the level of growth set out in the emerging RSS, the current settlement boundaries will be reviewed during the

production of the Site Allocations DPD. In the meantime, the settlement boundaries around Stalbridge and the larger villages, as set out in the Local Plan²⁵³, will continue to be used for development management purposes.

DRAFT CORE POLICY 19: STALBRIDGE AND THE LARGER VILLAGES

Housing

About 1,200 homes will be provided in the remaining RSS Development Policy C Settlements (excluding Sturminster Newton, but including Stalbridge and 18 of the larger villages in the District, as listed in draft Core Policy 3). About 600 homes will be built in the period up to 2016 with about 600 built thereafter.

In the period up to 2026 the housing needs of these settlements will be met through:

- **infilling and redevelopment within defined settlement boundaries; and**
- **the development of additional housing sites identified in the Site Allocations DPD.**

Employment

Employment needs in these settlements for the period up to 2026 will be met through:

- **the development of vacant sites and the re-development of occupied sites on existing industrial estates;**
- **the retention of existing employment sites; and**
- **the development of additional employment sites identified in the Site Allocations DPD.**

Retail and Other uses in Stalbridge and Marnhull

New convenience and comparison shopping development will be permitted within Stalbridge District Centre provided that it is of a type and scale that supports the role and function of the town in meeting local needs in the western part of the District.

The range of community facilities at Marnhull should be retained and enhanced to support the role and function of the village in meeting local needs in the western part of the District.

Grey Infrastructure

In the period up to 2026, grey infrastructure to support Stalbridge and the larger villages will include:

- **measures to improve road safety and reduce the environmental impact of traffic in villages particularly on main roads;**
- **measures to facilitate improved public transport services (including demand responsive services) from villages to the District's main towns; and**

²⁵³ The North Dorset District-Wide Local Plan, North Dorset District Council (January 2003)

- measures to facilitate walking and cycling both within Stalbridge and the larger villages and to neighbouring towns and villages.

Social Infrastructure
 In the period up to 2026, social infrastructure to support Stalbridge and the larger villages will be provided on sites within existing settlement boundaries or on sites identified for community, leisure or cultural uses in the Site Allocations DPD.

Village facilities, particularly those that serve elderly, young or disadvantaged members of the community, will be retained in accordance with draft Core Policy 12 and draft Development Management Policy 7.

Green Infrastructure
 In the period up to 2026, green infrastructure at Stalbridge and the larger villages will be retained and enhanced in accordance with draft Core Policy 13.

Sustainability Appraisal Options

Options considered in the formation of this policy were as follows. More detail on these options, including the results of the Sustainability Appraisal of them can be found in the Initial Sustainability Appraisal Report that accompanies this draft DPD.

Core Policy 19: Stalbridge and the larger villages – Options

<u>Option 19(1)a</u> : Restrict growth to within the current settlement boundaries.
<u>Option 19(1)b</u> : Permit limited greenfield development to more closely reflect need at the settlements.

Draft Core Policy 20	The Countryside (including Smaller Villages)
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Introduction

2.8.133 The Government aims to protect the countryside *“for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of natural resources and so it may be enjoyed by all”*. National policy establishes that *“new building development in the open countryside away from existing settlements, or outside areas allocated for development in development plans, should be strictly controlled”*²⁵⁴. However, the Government also recognises that some

²⁵⁴ Paragraph 1(iv) – PPS 7: Sustainable Development in Rural Areas, Office of the Deputy Prime Minister (August 2004)

types of development can be important in meeting the economic and social needs of small rural communities and in many cases national policy establishes that in principle such uses may be acceptable in the countryside.

Strategy

2.8.134 The strategy for the countryside is to adopt an overall policy of restraint, whilst also enabling essential rural needs to be met. This will be achieved by:

- identifying, as far as possible, those types of development that may be appropriate in the countryside;
- establishing a test of 'overriding need' which any other form of development would need to meet in order to be acceptable in principle in the countryside; and
- developing more detailed policies to ensure that certain types of development are carefully managed.

Definition of the Countryside

2.8.135 For the purposes of this DPD, the countryside is defined as all land outside the RSS Development Policy B and C settlements listed in draft Core Policy 3. The boundaries defined around the District's smaller villages (in the North Dorset District Wide Local Plan) will no longer be used for development management purposes and in these settlements countryside policies will apply (as set out in draft Core Policy 3).

Development in the Countryside

2.8.136 Each village or hamlet within the countryside has a small population (generally less than 400 residents) and a limited range of basic facilities, which may include a village shop (and/or post office), primary school, pub, church, community hall or small-scale employment site. Even where facilities exist, poor public transport can make it difficult for rural residents to access these (and other) services. The characteristics of the countryside, including the District's smaller villages, make it generally a less sustainable location for further growth, in comparison with the District's towns and larger villages and consequently, it is proposed that these smaller settlements will have a very limited amount of development in the future.

2.8.137 Although the emphasis of policy in the countryside is on restraint, the Council will permit some forms of development that can help to support the rural economy and meet essential rural needs. About 300 dwellings will be built in the countryside between 2006 and 2026. Most of these will be rural exceptions affordable homes, within or adjacent to the built-up areas of smaller villages. Essential community facilities, such as new village halls, will also be permitted in or adjacent to the built-up area of smaller villages, which will help to address the issue of poor access to services in rural areas. Throughout the countryside the rural economy will be supported through: the re-use of existing buildings; the sensitive small-scale

redevelopment or expansion of existing employment sites; farm diversification; and equine-related developments.

2.8.138 Any development in the countryside needs to be sensitively handled so as not to undermine the general policy of restraint. Some types of development raise particular issues that require specific policies at the local level and those policies that are included in this DPD are summarised in Figure 2.8.1 below.

Type of Development	Core Policy	Development Management Policy
Renewable energy schemes	1	1
The replacement, alteration or extension of existing dwellings and the construction of ancillary domestic buildings within residential curtilages	2	10
Rural tourist and visitor facilities and tourist accommodation including caravan sites	6	5
The reuse of existing rural buildings	6	11
The sensitive small-scale redevelopment or expansion of existing employment sites	6	12
Equine-related developments	6	13
Rural exceptions affordable housing schemes	10	-
Sites for Gypsies, Travellers and Travelling Showpeople	-	6
Transport infrastructure projects	11	2
Essential community facilities for smaller villages	12	7

Figure 2.8.5: Specific Core and Development Management Policies Relevant to Types of Development That May Be Acceptable in the Countryside

2.8.139 For any other type of development to be acceptable in principle in the countryside, the Council will need to be convinced that there is an overriding need for a countryside location. Such developments could include:

- agricultural, forestry and other occupational dwellings;
- development associated with agriculture²⁵⁵, forestry or horticulture, including farm diversification;
- service infrastructure projects, such as electricity pylons, gas or water pipelines and telecommunications installations;
- green infrastructure projects, including outdoor sport and outdoor recreation facilities, especially where they facilitate access to the countryside for the residents of towns or villages; and
- essential additional facilities or accommodation for existing institutions, such as private schools.

2.8.140 For some of these types of development, the case for ‘overriding need’ is supported by national or regional policy but for others the Council will assess the acceptability of the principle on its merits.

²⁵⁵ Agriculture is defined in the Glossary.

2.8.141 The acceptability of any scheme put forward in the countryside on the basis of 'overriding need' would also be considered against all other relevant planning policies, including those relating to sustainability, design, amenity and the protection of the environment.

DRAFT CORE POLICY 20: THE COUNTRYSIDE (INCLUDING SMALLER VILLAGES)

Development in the countryside (i.e. outside the defined boundaries of RSS Development Policy B and C settlements) will only be permitted if:

- a) it is of a type appropriate in the countryside as set out in draft Core Policies 1, 2, 6, 10, 11 and 12 or draft Development Management Policies 1, 2, 5, 6, 7, 10, 11, 12 and 13; or**
- b) there is an overriding need for it to be located in the countryside.**

3. Development Management Policies

3.1 Introduction to the Development Management Policies

Spatial Planning and Development Management

- 3.1.1 Spatial planning²⁵⁶ moves away from the idea that planning is solely concerned with regulating the use of land and that planning documents should set out rules to control land use. Spatial planning is more concerned about the future of an area, in which local authorities have the role of 'place shapers'²⁵⁷.
- 3.1.2 This approach goes further than traditional 'land-use planning', requiring: the consideration of a much broader range of factors; the alignment of planning policy with community objectives²⁵⁸ and the strategies and programmes of public service providers; together with partnership working with the voluntary and private sectors.
- 3.1.3 This concept extends across the planning system and into what is now known as 'development management' (formerly called development control). This is the part of the planning system that deals with applications and enforcement and ensures that individual proposals for development make a contribution to achieving the spatial planning vision and objectives for an area. It should be thought of as part of the system for managing the development process rather than one of control and regulation.

The Development Management Policies

- 3.1.4 Section 2 of this DPD contains a number of 'core policies', which will play a strategic role in shaping the future of North Dorset. The development management policies in this section also form part of the overall 'delivery strategy' to achieve the vision and objectives of the DPD. They provide a more detailed framework for dealing with particular issues in the District and for assessing the acceptability of certain types of development. These policies can also be used by those who are thinking of making a planning application to assess whether their proposals are likely to be acceptable.
- 3.1.5 The policies in this section are arranged in the same order as those in the Core Strategy but have been drawn together into three sections which are:

²⁵⁶ Explained in Section 2 of PPS 12: Local Spatial Planning (June 2008)

²⁵⁷ See paragraph 1.1 of PPS 12: Local Spatial Planning (June 2008)

²⁵⁸ Such as those set out in Shaping Our Future: The Community Strategy for Dorset 2007 – 2016 – Dorset Strategic Partnership (June 2007)

- 3.2 - Development management policies to support the sustainable development strategy;
- 3.3 - Development management policies relating to growth, housing, infrastructure and environment; and
- 3.4 - Development management policies for the countryside.

3.2 Development Management Policies to Support the Sustainable Development Strategy

Introduction

3.2.1 This section sets out development management policies to support the Council's overall approach to achieving more sustainable development. It includes policies on:

- renewable energy (draft Development Management Policy 1);
- sustainable transport (draft Development Management Policy 2);
- design (draft Development Management Policy 3); and
- amenity (draft Development Management Policy 4).

Draft DM Policy 1	Renewable Energy
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Introduction

3.2.2 National policy²⁵⁹ establishes that planning should promote and encourage, rather than restrict, the development of energy from renewable resources. Draft Core Policy 1 promotes such development in accordance with the Council's vision of being a District that has played its part in addressing the causes and effects of climate change. This policy encourages the production of energy from renewable resources using technology which is appropriate in scale and kind to the landscape and characteristics of North Dorset.

Range of Technologies

3.2.3 National policy²⁶⁰ provides general information on the wide variety of technologies that can be used to achieve the requirements of draft Core Policy 1. The following could all be appropriate in North Dorset:

- micro hydro-electric power;
- wind technologies;
- energy from agricultural or forestry waste (i.e. biomass); and
- micro-renewables, such as photovoltaics, solar thermal and ground and air source heat pumps.

²⁵⁹ PPS 22: Renewable Energy (August 2004)

²⁶⁰ The Technical Annex to Planning for Renewable Energy: A Companion Guide to PPS 22 (December 2004)

3.2.4 The constraints and opportunities within Dorset for a range of technologies are set out in the local renewable energy strategy²⁶¹ which has been endorsed by the Council. Their particular application in terms of scale and siting will be dependent on local circumstances and the local environment. These documents should be referred to in making choices about the most suitable technology to employ in meeting renewable energy requirements on a specific site. Development will not be permitted if it fails to meet the criteria set out in PPS 22 or in this policy.

Large-Scale Developments

3.2.5 Research indicates that there is a viable wind resource in North Dorset which could be harnessed by wind turbines. Large-scale wind power schemes, or any other large-scale renewable energy proposal²⁶², will require Environmental Impact Assessment (EIA).

3.2.6 In assessing the suitability of large-scale renewable energy proposals, the Council will have regard to:

- National policy (including PPS 22 and its companion guide);
- The key issues which must be addressed in an Environmental Statement as set out in the EIA Regulations. A cumulative impact assessment will be required in some circumstances²⁶³;
- The contribution towards the Dorset target²⁶⁴ for installed capacity (although the target will not be used as a ceiling to reject schemes that would result in it being exceeded);
- Landscape and visual impact. When considering applications within or having an impact on internationally and nationally designated sites, landscape and visual impact will be assessed using the locational considerations set out in PPS 22. For land outside designated sites the Council will use its landscape character assessment²⁶⁵ together with nationally acknowledged methodologies²⁶⁶ for assessing the landscape and visual impact of the proposal. The Council will agree the methodology for any specific site with developers in pre-application discussions;
- Impacts on the amenity of the area such as visual intrusion, noise,

²⁶¹ Appendices 1 and 2 of the Bournemouth, Dorset and Poole Renewable Energy Strategy and Action Plan (December 2005)

²⁶² Large scale developments are defined in the 1999 Environmental Impact Assessment Regulations Schedule 2 and include: installations which involve more than 2 wind turbines and/or the hub height of any structure exceeds 15 metres; industrial installations for the production of electricity, steam or hot water where the area of development exceeds 0.5ha; and installations for hydro electric power designed to produce more than 0.5 mega watts. The Regulations also describe the procedure involved in the preparation of an Environmental Statement.

²⁶³ PPS 22 Companion Guide paragraphs 5.21 - 5.24

²⁶⁴ Draft Core Policy 1 explains the background to the target, which may change over the Plan period

²⁶⁵ North Dorset Landscape Character Assessment, North Dorset District Council (March 2008)

²⁶⁶ At the time of writing these were Guidelines for Landscape and Visual Impact Assessment (2nd edition) - The Landscape Institute (2002); Visual Analysis of Wind Farms Good Practice Guidance - Scottish Natural Heritage, Scottish Renewables Forum and Scottish Society of Directors of Planning (2005); The Cumulative Impact of Windfarms Guidance (draft) - Scottish Natural Heritage (2005). Newer methodologies may supersede these.

- dust, odour and traffic generation;
- The wider environmental, economic and social benefits. In addition to the reduction in carbon emissions, benefits for North Dorset may include: job creation in renewable energy technologies; increased security and reliability of supply; diversification of the rural economy; direct economic benefits through a shareholding or through reinvestment of feedback tariffs into retrofitting, and; educational opportunity;
- In the case of wind farms, the locational factors set out in the technical annex of PPS 22's companion guide, including issues of: spacing; access; safety; noise; landscape and visual impact; ecology and ornithology; electromagnetic production and interference; emissions; interference with electromagnetic transmissions; flicker and reflected light and proximity to roads and rights of way; and
- Adequate mitigation with regard to restoration should the site cease to be operational.

Smaller-Scale Stand Alone Schemes

3.2.7 The Council will support smaller-scale renewable energy proposals across North Dorset, depending on local circumstances. Such schemes are likely to be easier to integrate with the District's highly valued natural and built environment and together they can make an important contribution towards the Dorset target for installed capacity. There may be the potential for the growth of energy crops and the use of agricultural or forestry residues for biomass boilers or for neighbourhood-scale decentralised renewable or low-carbon energy sources, such as combined heat and power schemes. Such community-led solutions have the potential to provide significant environmental, economic and social benefits at the local level, which help to address global concerns.

3.2.8 The Council will consider the following in assessing the suitability of smaller-scale stand alone schemes:

- National policy (including PPS 22 and its companion guide);
- The contribution towards the Dorset²⁶⁷ target for installed capacity (although a small installed capacity will not be reason for refusal);
- The same framework for assessing landscape and visual impact that is used for larger schemes. Small scale schemes may be acceptable within internationally or nationally designated areas, where the objectives of the designation are not compromised²⁶⁸;
- Wider environmental, economic and social benefits, which could include: better management of woodlands that feed a biomass plant; reduced flood risk as a result of a micro-hydro scheme (on the River Stour for example); direct economic benefits through shareholding in a community scheme; cheaper fuel bills and income through feedback tariffs; and farm diversification;
- In the case of biomass technology, the effect that planting of short rotation crops would have, particularly on biodiversity and the landscape (although the planting itself does not require planning permission); and
- Adequate mitigation with regard to restoration should the site cease to be operational.

Integrated Micro-Renewable Technology

3.2.9 Although individually they will not make a major contribution to meeting Dorset's target for installed capacity, integrated renewable energy systems have an important role to play, mainly in reducing energy demand and CO₂ emissions from new and existing buildings. The Council will use the target set out in emerging regional policy²⁶⁹ for the energy to be used in new developments to come from decentralised and renewable or low-carbon energy sources. This states that new development of more than 10 dwellings or 1000m² of non residential floorspace will be expected to provide for at least 10% of on-site energy requirements to come from decentralised and renewable or low-carbon sources. Applicants are required to submit energy assessments with their planning applications to show how this can be achieved. Advice on meeting the requirements is available from a number of sources²⁷⁰.

3.2.10 New housing will represent less than 20% of the expected total housing stock at the end of the plan period. The 'retro-fitting' of existing properties with renewable energy technologies will be encouraged to help reduce overall carbon emissions in the District. Developers

²⁶⁷ Draft Core Policy 1 explains the background to the target, which may change over the Plan period

²⁶⁸ As outlined in the management plans for the two AONB within the District.

²⁶⁹ Policy RE 5 Proposed Changes to the Regional Spatial Strategy for the South West, Government Office for the South West (July 2008)

²⁷⁰ Dorset for You links to a number of other websites offering information on renewables and contains a series of information sheets prepared by the Dorset Energy Group

<http://www.dorsetforyou.com/index.jsp?articleid=387642>. Information is also available in the Technical Annex to the PPS 22 Companion Guide

should refer to the latest GPDO²⁷¹ for specific advice on whether planning permission is required and what criteria apply. There are also more stringent requirements in conservation areas and on listed buildings. Where permission or consent is required the Council will have regard to the impact of the proposed development on:

- the building itself and its setting;
- the wider surroundings (e.g. street scene or conservation area); and
- the amenity of nearby residents.

DRAFT DEVELOPMENT MANAGEMENT POLICY 1: RENEWABLE ENERGY

Proposals for generating heat or electricity from renewable sources will be permitted provided that:

- a) it would not, either individually or cumulatively, have an unacceptable adverse effect on the surrounding landscape, townscape or historical features / areas, or residential amenity which would not be outweighed by wider social, economic and environmental benefits;**
- b) it would be located so as to minimise the impact of traffic movements. Safe access during construction and operation must be provided;**
- c) in the case of a wind turbine, it would not cause interference to radar or telecommunications, including television, cause unacceptable levels of disturbance from noise, flicker or reflected light, or cause significant harm to wildlife including birds; and**
- d) it is subject to an agreed restoration scheme and measures to ensure the removal of the installations when operations cease.**

Proposals for new housing and commercial development of more than 10 dwellings or 1000m² of non-residential floorspace will be required to provide at least 10% of on-site energy requirements from renewable sources in accordance with Policy RE 5 in the RSS Proposed Changes.

²⁷¹ The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008

Draft DM Policy 2	Transport Assessments, Travel Plans and Parking
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Introduction

3.2.11 Draft Core Policy 2 seeks to reduce the need to travel and to encourage modal shift as a means of delivering more sustainable forms of development. Draft Core Policy 11 sets out how that can be achieved through: demand management; managing transport movements; developing a more strategic approach to parking; and encouraging the use of public transport, walking and cycling. This policy provides more detail on specific mechanisms that can assist in delivering more sustainable transport namely:

- transport assessments;
- travel plans; and
- parking standards.

Transport Assessments

3.2.12 Transport Assessments (TAs) were introduced in 2001²⁷² and seek to examine the transport consequences of new development. A TA should be prepared and submitted with a planning application where the proposed development is likely to have significant transport implications. It should set out the transport issues relating to the proposed development, the anticipated impacts and the necessary measures to deal with the impacts. In particular, it should address accessibility and safety issues and show how increased use of alternative modes to the car will be achieved. The TA will be used to determine whether the impact of a development on transport is acceptable. Developers will normally be required to produce a TA where the size or scale of a scheme is above the thresholds for different types of development set out in Department for Transport guidance²⁷³.

Travel Plans

3.2.13 Travel Plans (TPs) are an important tool for delivering sustainable transport to new development, whatever the use²⁷⁴, and help to combat over-dependency on cars by promoting alternatives to single occupancy car use. The two main types of TP are Workplace TPs and Residential TPs and can include measures such as: car sharing schemes; a commitment to improve cycling facilities; a dedicated bus service; or restricted car parking allocations.

²⁷² in PPG13 - Transport, ODPM (March 2001)

²⁷³ Appendix B of Guidance on Transport Assessment - Department for Transport (March 2007) sets out the indicative size and scale thresholds above which transport assessments (and less detailed transport statements) are required for different types of development

²⁷⁴ Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport (April 2006)

3.2.14 The Council will require Travel Plans to be submitted with planning applications where the size or scale of development is above the appropriate threshold contained within Countywide Supplementary Planning Guidance²⁷⁵. Such Plans will be a condition of the granting of planning permission and normally implemented through a planning agreement.

Parking Standards

3.2.15 The emerging RSS recognises that appropriate levels of parking provision can contribute to demand management objectives and can also be an important tool in encouraging a shift towards public transport, walking and cycling.

3.2.16 Councils in Dorset have jointly developed residential car parking standards (see Appendix D), which reflect the advice in PPG 13: Transport, PPS 3: Housing and the 'Manual for Streets'²⁷⁶. These standards generally need to be met if emerging regional policy is to be delivered. However, some flexibility is also needed to allow a different level of provision on particular sites where there is sound justification based on local circumstances. Issues such as on-street parking levels, parking restrictions and other local factors specific to a development site are matters that should be discussed with both Highways Development Control Engineers at Dorset County Council and with Planning Officers at the District Council, if developers are seeking to justify levels of residential car parking provision that would not accord with the standards.

3.2.17 The councils in Dorset intend to work together to produce parking standards for other forms of development, for other forms of transport (i.e. cycles) and for disabled people. Until these standards are adopted, the Council will apply current local standards or expect provision to be made in accordance with national policy or guidance.

3.2.18 The Local Plan sets out maximum levels of car parking provision for employment, retail and commercial developments and for community, leisure and recreation facilities²⁷⁷. These maxima should continue to be used until they are reviewed.

3.2.19 The provision of cycle storage facilities for residential properties is one of the flexible elements of the Code for Sustainable Homes. Cycling is likely to be an option, at least for some trips, within the District's towns, larger villages and many smaller villages. Developers will be expected to make provision for cycle storage for residential properties in accordance with the Code, unless it can be demonstrated that cycling is not a feasible alternative to car use in the location where the proposed development will be situated. The Local Plan sets a cycle

²⁷⁵ Development Related Travel Plans in Dorset: Supplementary Planning Guidance – Dorset County Council (adopted by North Dorset District Council in September 2005)

²⁷⁶ Published by the Department for Transport (March 2007)

²⁷⁷ Car parking standards are discussed in Policy 5.17 of the North Dorset District Wide Local Plan, North Dorset District Council (January 2003)

parking standard for non-residential development²⁷⁸ and this should continue to be used until it is reviewed.

3.2.20 The Department for Transport has produced guidance²⁷⁹ on parking for disabled people and provision should be made in accordance with this guidance until it is reviewed or more locally-based standards are adopted.

DRAFT DEVELOPMENT MANAGEMENT POLICY 2: TRANSPORT ASSESSMENTS, TRAVEL PLANS AND PARKING

Development will be permitted provided that:

- a) it is accompanied, where necessary, by an appropriate Transport Assessment or Transport Statement or by a statement as to why a Transport Assessment or Statement is not required;**
- b) it is accompanied, where necessary, by an appropriate Travel Plan;**
- c) provision for residential car parking is made in accordance with the Council's parking standards, unless a different level of provision can be justified by local circumstances;**
- d) provision for car parking for employment, retail and commercial developments and for community, leisure and recreation facilities does not exceed the standards in the current Local Plan;**
- e) provision for residential cycle parking is made in accordance with the Code for Sustainable Homes, unless it can be demonstrated that cycling would not be a feasible alternative to car use in the location where the proposed development will be situated;**
- f) in the case of non-residential development, 1 cycle parking space is provided for every 5 car parking spaces; and**
- g) provision for parking for disabled people is made in accordance with national standards.**

²⁷⁸ This standard (of 1 cycle space per 5 car parking spaces) is set out in Policy 5.7 of the North Dorset District Wide Local Plan, North Dorset District Council (January 2003)

²⁷⁹ Parking for Disabled People: Traffic Advisory Leaflet 5/95, Department for Transport (April 1995)

Draft DM Policy 3	Design
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Design Principles

3.2.21 Draft Core Policy 2 sets out the Council's strategic approach to design, which is to ensure that development improves the character and quality of the area within which it is located. To achieve this, developments need to reflect a number of key principles, defined in Figure 3.2.1 below, which are based on the objectives in 'By Design'²⁸⁰. These principles relate to: character; continuity and enclosure; quality of the public realm; ease of movement; legibility; adaptability; diversity; safety and security; and energy efficiency.

Character: A place with character exhibits positive, special and unique qualities that people can easily appreciate, giving it its own identity. In places that already have a positive image or character, the design of new development should respond to and reinforce locally distinctive patterns of development, landscape and culture. In places where positive elements are lacking, proposals should seek to create a distinctive and coherent sense of place through the use of intelligent and imaginative design solutions. Open areas, woodlands and other landscape features contribute significantly to the character of the District's towns and villages. Where these features are located outside defined settlement boundaries, they are protected by countryside policies. Draft Development Management Policy 3 also protects any such feature within a settlement, where it makes an important contribution to character.

Continuity and enclosure: These concern the sensitive and creative treatment of public and private spaces within and around a development. Development should promote the continuity of street frontages, reinforce existing spatial patterns and create new and exciting spaces with public and private areas clearly distinguished. To reduce casual intrusion by potential offenders a development should avoid having unnecessary access by non-residents. Clearly distinguished private spaces should be designed to be defensible, engendering feelings of influence, control and ownership.

Ease of Movement: The ease of movement around and through a development (i.e. its permeability) is largely determined by its layout. Layouts should be designed to promote accessibility and local permeability by making places that connect with each other and that are easy to move through. Designs should put people before traffic and integrate land uses and transport in accordance with draft Core Policy 2 and Draft Development Management Policy 2. Layouts and roads should take account of local topography, the natural features on a site and the needs of the mobility or sensory impaired.

²⁸⁰ By Design – Commission for Architecture & the Built Environment and the Department of the Environment, Transport and the Regions (May 2000)

Quality of the Public Realm: The 'public realm' refers to those parts of a settlement available for use by everyone including streets, parks and squares. Where development creates a new or affects an existing public space, it should be safe, attractive, uncluttered and well related to the surrounding buildings. Public spaces should also work effectively for all sections of the community including the mobility impaired and the elderly.

Legibility: A legible development has a clear image that is easily understood and a layout that is easy for people to find their way around. Developments should be made legible by providing recognisable routes, interactions and landmarks to help people find their way around. 'Gateway' sites at the entrances to towns and villages require particular attention in order to provide a sense of arrival and place.

Adaptability: Development should be adaptable so that it can respond to changing social, technological and economic conditions. The form of a building should allow for flexibility in order to adapt to changing lifestyles and circumstances. Residential developments should be designed to 'lifetime homes' standards (see draft Core Policy 8) to facilitate adaptation to meet the changing needs of their occupants. Commercial and community buildings should also be designed to allow for easy conversion to alternative uses.

Diversity: A diversity of uses, building forms and layout in a development will provide visual interest and variety. Diversity is not usually a consideration on small-scale schemes, such as single dwellings or domestic extensions.

Safety and security: A development should incorporate features to minimise opportunities for crime and people's perception of their vulnerability to crime. Developments should have natural surveillance providing a layout which is 'permeable' and positioning the main living or working areas so they face main access routes. Private space to the rear of a building should be clearly defined and enclosed to provide better security and privacy, particularly where it backs onto a road or other public right of way. Footpaths and cycleways should be wide, clear of hiding places and well lit.

Energy Efficiency: draft Core Policy 1 and draft Development Management Policy 1 encourage energy efficiency, sustainable construction and on-site renewable energy generation. However, energy efficiency should also be considered in the orientation and location of buildings, by taking account of micro-climatic factors. For example, layouts should minimise any 'wind tunnel' effects and avoid creating frost traps. Buildings should be orientated to maximise solar gain and landscaping should be designed to reduce the impact of wind in exposed locations.

Figure 3.2.1: Design Principles

Aspects of Development Form

3.2.22 Any built development and its surrounding spaces are made up of a number of different aspects of built and un-built form. Again these 'aspects', which are defined in Figure 3.2.2 below, are taken from 'By Design' and are: layout - urban structure and grain; density and mix; scale - height and massing; and appearance - details and materials.

Layout - Urban Structure and Grain: The layout of a development provides a framework of routes and spaces that connect locally and more widely. Layout influences the way that buildings, routes and spaces relate to one other and provides the basic plan on which all other aspects of the form and uses of a development depend. The urban grain refers to the pattern of the arrangement of street blocks, plots and their buildings in a settlement and varies from small and frequent (fine grain), to large and infrequent (coarse grain).

Density and Mix is the amount of development on a given piece of land and the range of uses. Density influences the intensity of development and, in combination with the mix of uses, can affect a place's vitality and viability. Draft Core Policy 8 provides broad guidance on density and the mix of housing required to meet District-wide needs. Density and mix will not apply to small-scale developments such as single dwellings or domestic extensions.

Scale - Height and Massing: Scale is the size of a building in relation to its surroundings. It is also the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines. Massing is the combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces. The scale, massing and height of a proposal should be related to any adjoining buildings, the general pattern of heights in the area, views, vistas and landmarks.

Appearance - Details and Materials: The details of a scheme refer to the craftsmanship, building techniques, decoration, styles and lighting of a building or structure. It includes all building elements such as openings and bays, entrances, roofspaces and façades. The richness of a building lies in its use of materials including their texture, colour, pattern and durability that contribute to the attractiveness of its appearance and the character of an area

Figure 3.2.2: Aspects of Development Form

Assessing Design Quality

3.2.23 For any development, the Council will expect developers to demonstrate how the relevant aspects of development form (outlined in Figure 3.2.2) have been designed to reflect the relevant design principles (outlined in Figure 3.2.1). Not all the design principles will be applicable to all development, particularly small-scale schemes such as a domestic extensions. Similarly, some 'aspects of development form', such as layout, are more relevant to larger-scale schemes. The design principles, should be applied to the relevant aspects of

development form in a way which reflects the nature and scale of the proposal, its location and the surrounding area.

Other Design-Related Policies

3.2.24 Other policies in this DPD also need to be taken into account when considering the design merits of a development, including:

- draft Core Policy 1 – Tackling Climate Change;
- draft Core Policy 2 – Delivering Sustainable Forms of Development;
- draft Core Policy 8 – Housing Mix, Type and Density;
- draft Core Policy 11 – Grey Infrastructure;
- draft Core Policy 13 – Green Infrastructure;
- draft Core Policy 14 – Protecting and Enhancing the Environment;
- draft Development Management Policy 1 – Renewable Energy;
- draft Development Management Policy 2 – Transport Assessments, Travel Plans and Parking;
- draft Development Management Policy 4 – Amenity; and
- draft Development Management Policy 9 – Trees, Hedgerows and Landscape Design.

Understanding the Local Context

3.2.25 An understanding of the local context is necessary in order to enable the Council, developers and the public to make informed judgements about what may be acceptable in design terms. To achieve this, developers will be required to submit design and access statements for individual development schemes, which should be informed by contextual information, where relevant, including the information contained within:

- the District-wide Landscape Character Assessment;
- town and village design statements;
- site specific design and development briefs;
- local planning guidelines on particular forms of development, such as shop fronts; and
- Conservation Area appraisals.

Building for Life

3.2.26 'Building for Life' is a partnership between several national agencies and is led by the Commission for the Built Environment (CABE) and the Home Builders' Federation (HBF). It promotes design excellence and celebrates best practice in the house building industry. On residential or mixed use schemes including more than 10 dwellings, the Council will assess the quality of the scheme against the 20 Building for Life criteria, which will give a strong indication of its design quality.

3.2.27 The Building for Life criteria is a series of 20 questions, which are used to evaluate the quality of new housing developments. All the questions raised in the criteria are dealt with in various different policies in this DPD. Appendix E contains a table showing the relationships between each Building for Life criterion and the relevant Core and Development Management policies. Developers should have regard both to the questions posed in the criteria and the requirements of the relevant

policies when designing residential or mixed use schemes including more than 10 dwellings.

DRAFT DEVELOPMENT MANAGEMENT POLICY 3: DESIGN

Development will be permitted provided that the relevant aspects of development form in Figure 3.2.2 have been designed to reflect the relevant design principles in Figure 3.2.1. A proposal that uses development forms that do not reflect the relevant design principles, or which otherwise conflicts with the design principles in Figure 3.2.1, will not be permitted.

Development affecting an open area, woodland or other landscape feature within a settlement will only be permitted where it would not detract from the importance of the feature in :

- a) defining or screening the edge of a built-up area from the surrounding countryside;**
- b) providing an attractive setting for a building (or buildings);**
- c) providing a focal point, visual contrast, or a feeling of openness within a built-up area; or**
- d) providing a sense of identity to the part of the settlement where it is located.**

Draft DM Policy 4	Amenity
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Introduction

3.2.28 The potential impact of development on amenity is a key consideration in many planning decisions and although the Government has produced national guidance on noise²⁸¹, there is no national guidance on other amenity issues. The Council wishes to ensure that any new development will not have an adverse impact on the enjoyment of privately or publicly owned land and this policy deals with the four other main aspects of amenity which are:

- privacy and private open space;
- sunlight and daylight;
- artificial light intrusion; and
- unpleasant emissions (such as odour, fumes etc).

Noise

3.2.29 The Council will seek to minimise the adverse impact of disturbance from noise associated with new development in accordance with national policy. The Council's general approach to noise-generating development is to ensure that it would not cause an unacceptable level

²⁸¹ PPG 24: Planning and Noise – Department of the Environment (September 1994)

of disturbance to the occupants of nearby properties, having taken account of any proposed attenuation or other measures. The Council's general approach to noise-sensitive development (including housing, hospitals, schools and residential care and nursing homes) is to ensure that it is not located in areas where existing noise levels are too high, unless adequate precautions are taken to reduce the noise impact to acceptable levels. Where noise is likely to be an issue, developers may be required to submit a noise impact study or to assess the effect of an existing noise source on the proposed development.

Privacy and Private Open Space

3.2.30 To ensure adequate privacy in homes, new developments should be designed to minimise overlooking and in-looking, and to provide freedom from unwanted social contact. Overlooking, particularly into private garden areas, can be avoided through the erection of screen walls and fencing and in-looking into neighbouring properties can be avoided through the careful arrangement of windows and by ensuring that there is adequate distance between properties. Poorly designed public spaces and routes can also lead to unwanted social contact. Communal facilities, such as shared parking areas, and routes, such as footpaths and cycleways, should be designed with the privacy of the occupiers of nearby residential properties in mind.

3.2.31 Permanent residential developments should be provided with adequate private open space to meet the needs of the people likely to occupy the properties. Private open space is needed both to meet basic operational requirements (i.e. for refuse storage and clothes drying) and for private enjoyment. The amount of private open space required will largely depend on the type of residential development being proposed. For a family house, an adequate garden is essential both to meet operational needs and for family activities, such as children playing. For small single bedroom or retirement units a well designed communal space may be more appropriate. Communal private spaces should include sufficient space for refuse storage and clothes drying as well as a garden area. Adequate private open space should be provided not only for new dwellings but also where existing residential properties are extended or subdivided or where existing buildings are converted to residential use.

Sunlight and Daylight

3.2.32 New development should receive adequate daylight and sunlight to create satisfactory living and working environments and should not have an adverse impact on the levels of natural light received by adjacent properties. The amount of natural light reaching a property can be influenced by its layout, particularly in relation to other buildings and structures, and its orientation. The Council will permit development provided that both the proposed development and any existing adjacent properties will receive adequate natural light once the scheme has been implemented. Any associated open spaces, such as

gardens should not be overshadowed to the extent where daylight levels are reduced to unacceptable levels²⁸².

Artificial Light Intrusion

3.2.33 External artificial lighting schemes should use the minimum amount of lighting necessary for working or security purposes. The lighting should be designed to minimise light pollution from glare, scatter and spillage through the control of light direction and intensity. The Council will also take account of the aesthetic effect of the light produced and the daytime appearance of light fittings and cabling. The Council will consider the impact of any lighting scheme on local residents, highway users, the appearance of streets and individual buildings, particularly if listed or of historic importance, and the visibility of the night sky.

3.2.34 Details of any external lighting scheme proposed as part of a development should be submitted as part of the planning application. Where floodlighting is proposed, the Council may use planning conditions or agreements to limit hours of use. Not all lighting schemes require permission or consent but those that usually do include:

- external lighting installations which materially alter the external appearance of a building;
- lighting installations on Listed Buildings which materially affect their character;
- illumination of outdoor advertisements; and
- most forms of lighting on columns (for example lighting at outdoor sports venues or security lighting).

Unpleasant Emissions

3.2.35 Developments such as sewage treatment works, biodegradable waste sites and some industrial uses²⁸³ give rise to unpleasant emissions. Even some food and drink establishments can cause potential environmental nuisances such as smells. Whilst such emissions are not usually harmful to health, they can adversely affect the amenity of people in the immediate vicinity.

3.2.36 Where development is proposed that would give rise to unpleasant emissions (such as odour, fumes, smoke, soot, ash, dust or grit), the Council will ensure that the amenity of neighbouring uses is not adversely effected. This will not preclude development provided that measures (e.g. dust extractors) are incorporated into its design to reduce the impact of any unpleasant emissions to acceptable levels. The Council will also seek to limit sensitive development (for example housing) in close proximity to known sources of unpleasant emissions (such as sewage treatment works and waste treatment plants).

²⁸² In cases where there is a dispute over sunlight and daylight levels, the Council will have regard to the standards for direct and indirect sunlight set out in 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice', Building Research Establishment (1991). Minimum daylight standards are also given under BS 8206 Part 2 (1992) Code of Practice for Daylighting

²⁸³ These are generally classified as B2 industrial uses under the Use Classes Order 1987 (as amended)

DRAFT DEVELOPMENT MANAGEMENT POLICY 4: AMENITY

Development will be permitted provided that:

- a) it provides for the privacy of its occupants and those of neighbouring properties;**
- b) in the case of residential development, it provides for private open space in the form of gardens or communal open spaces appropriate to the needs of the intended occupants;**
- c) any buildings and associated open areas (including gardens) receive adequate levels of daylight and sunlight and the levels of daylight and sunlight reaching any neighbouring property and open space is not reduced below acceptable levels;**
- d) where external lighting is proposed, the scheme is the minimum necessary to achieve its purpose; light scatter, spillage and glare is minimised through the control of light direction and intensity; and the quality and intensity of the light and the daytime appearance of any light fittings and cables would not have a detrimental impact on local amenity or the character of the surrounding area;**
- e) in the case of development that would generate unpleasant emissions, the amenity of people in the locality is not adversely affected; and**
- f) in the case of residential development or other uses resulting in regular human occupation close to sources of unpleasant emissions, the impact of the emissions on the intended users of the development would be reduced to an acceptable degree through appropriate mitigation measures.**

3.3 Development Management Policies Relating to Growth, Housing, Infrastructure and Environment

Introduction

3.3.1 This section sets out development management policies relating to growth, housing, infrastructure and the environment. It includes policies on:

- tourist accommodation (draft Development Management Policy 5);
- the location of sites for Gypsies, Travellers and Travelling Showpeople (draft Development Management Policy 6);
- the retention of community facilities (draft Development Management Policy 7);
- the provision and retention of open space (draft Development Management Policy 8); and
- trees, hedgerows and landscape design (draft Development Management Policy 9).

**Draft DM
Policy 5**

Tourist Accommodation

Tourist Accommodation

3.3.2 There is a range of tourist accommodation available within the District, including hotels, guest houses, bed and breakfast establishments, camp sites, chalets and self-catering accommodation. Such facilities bring economic benefits to the area and will be safeguarded as such; additional facilities will be permitted, in principle, within settlement boundaries.

3.3.3 Proposals for new tourist accommodation will be assessed against the countryside, landscape and amenity policies in this DPD. Static caravans and chalets can have a significant impact on the landscape as can touring caravan sites, during the summer months, and, to a lesser extent, camping sites. These impacts will be carefully considered in assessing any applications and will only be allowed if it can be demonstrated that they create no adverse landscape and environmental impacts.

Occupancy Conditions and Definition of Holiday Accommodation

3.3.4 The Council defines holiday accommodation as accommodation which is not occupied by any person or group of persons for a period in excess of 28 days, where no return is permitted within the following 28 days. Where conversion to holiday accommodation is permitted, the Council will control its use and occupancy by condition or agreement. The Council may also require a register of occupancy to be kept or other measures to be put in place to ensure that the accommodation is

not used for residential occupation, either on a permanent basis or for temporary periods of more than 28 days.

- 3.3.5 The use of holiday occupancy conditions is supported by the 'Good Practice Guide on Planning for Tourism'²⁸⁴ which advises that they should be used to ensure that premises are only used by visitors and do not become part of the local housing stock.
- 3.3.6 Where it is not possible to include matters in a planning condition, such as when there is a need to secure on-going management or financial payments, a legal agreement may be required.

DRAFT DEVELOPMENT MANAGEMENT POLICY 5: TOURIST ACCOMMODATION

Proposals for, and extensions of, sites for static caravans, touring caravans, tent camping and chalets will be permitted provided that the proposal:

- a) is compatible in character, design and scale with the area in which it is proposed;**
- b) any visual intrusion can be mitigated;**
- c) it does not have a detrimental effect on the amenity and the interests of local residents and visitors; and**
- d) the road network is adequate to serve the site in relation to the volume and type of traffic.**

Proposals for other holiday accommodation will be assessed against other Core Strategy and Development Management policies.

Holiday occupancy conditions will be placed on new unserviced holiday accommodation requiring that:

- e) it is used for holiday purposes only and shall not be occupied as the sole or main residence of the occupiers;**
- f) it shall be available for commercial holiday lets for at least 140 days a year and no let must exceed 28 consecutive days and there shall be no return by an such party within a further 28 days; and**
- g) a register of lettings/occupation and advertising will be maintained at all times and shall be made available for inspection to an officer of the local planning authority on request.**

²⁸⁴ Good Practice Guide on Planning for Tourism, DCLG (May 2006)

Introduction

3.3.7 This policy sets out specific criteria for the location of sites for Gypsies, Travellers and Travelling Showpeople but, as with any other form of development, its acceptability will also be considered against all other relevant planning policies, including those relating to design, amenity and the protection of the environment.

3.3.8 The policy seeks to ensure that sites are provided to meet the identified needs of the travelling community (and the needs of different groups within it) and to ensure that sites are laid out, designed and managed to fulfil their purpose. Draft Core Policy 20 establishes that it may be appropriate to locate such sites in the countryside, as an exception to the general policy of restraint, but regard must also be had to access to essential services and the potential impact on the environment.

Definition

3.3.9 The traditions and culture of Gypsies, Travellers and Travelling Showpeople mean that these groups usually live in mobile homes or caravans even if they have ceased travelling, either permanently or temporarily. This lifestyle gives rise to particular accommodation needs, not only for permanent residential sites but also for transit sites and emergency stopping places. The Council wishes to ensure that such sites are occupied only by Gypsies, Travellers or Travelling Showpeople, as defined in national planning policy²⁸⁵. In cases where the Council has concerns over occupancy, this may be controlled by condition or legal agreement.

Need

3.3.10 The emerging RSS sets out the residential and transit pitch requirements for Gypsies and Travellers in North Dorset for the period up to 2011 and also defines the number of plots required for Travelling Showpeople across Dorset as a whole. A better understanding of need will emerge as work progresses on a joint Gypsy and Traveller Site Allocations DPD, in terms of the needs of different groups, their locational requirements, and needs beyond 2011.

3.3.11 Applicants will be expected to demonstrate that there is a need for any proposed site and in this respect the Council will have regard to:

- the overall level of need in the District;
- the need for different types of site (i.e. permanent residential sites, transit sites and emergency stopping places); and
- the needs of different groups within the travelling community (for example: Romany Gypsies, Irish Travellers, 'New Age' Travellers

²⁸⁵ These definitions are included in the Glossary

etc.), both in terms of their site-based and locational requirements, taking account of their established travelling patterns.

3.3.12 Where a site is proposed in a location that has not been allocated in the joint Site Allocations DPD, the developer will need to demonstrate why none of the allocated sites could be developed for use by the intended occupants. Also, where pitches are proposed and there are vacant pitches elsewhere within the District (either available on established sites or likely to become available in the near future on as yet undeveloped sites with planning permission), the developer will need to demonstrate why none of these sites would be a suitable alternative.

3.3.13 Any application for a site should make clear whether it is intended to be a permanent residential site, a transit site or an emergency stopping place. The use and occupancy of sites may be controlled by condition or legal agreement to ensure that they perform the function for which they are intended.

Site Location and Access to Essential Services

3.3.14 National policy does not preclude the provision of sites within built-up areas and recognises that sites on the outskirts of built-up areas may be appropriate. It also recognises that sites may be found in rural or semi-rural settings and establishes that *“rural settings, where not subject to special planning constraints, are acceptable in principle”*²⁸⁶.

3.3.15 In the light of national policy, the Council recognises that the provision of sites within the countryside may be appropriate, but all sites, whether located in the countryside or not, need to have good access to local services, not only to ensure that they are sustainably located, but also to enable the intended occupants to meet their essential needs. National policy highlights that poor access to health and education is a major issue for Gypsies and Travellers. Permanent residential and transit sites should therefore be located so that good access can be gained to health and education services. The Council will also have regard to access to other essential services, such as local shops and employment sites, and the level of public transport provision when considering the suitability of the location of any site.

Vehicular Movements

3.3.16 The itinerant lifestyle of many Gypsies, Travellers and Travelling Showpeople means that they often have large or slow moving vehicles both to tow their homes and in connection with their employment. The access to any site and the local highway network in the immediate vicinity should be capable of safely accommodating movements from these types of vehicle. Any site should also be designed to enable these vehicles to manoeuvre and park without compromising the safety of the occupants.

²⁸⁶ Paragraph 54, Circular 01/2006: Planning for Gypsy and Traveller Caravan Sites, Office of the Deputy Prime Minister (February 2006)

Site Design

- 3.3.17 When assessing the proposed design of a site for Gypsies or Travellers, the Council will have regard to good practice²⁸⁷, which suggests that transit sites should have many of the services and facilities that would be found on a permanent site. Sites for Gypsies and Travellers should generally be for residential use only but areas for the servicing of vehicles or the keeping of horses that are used as a means of transport may be permitted if a developer can demonstrate that they are required by the intended occupants.
- 3.3.18 The needs of Travelling Showpeople are somewhat different, as their livelihood often depends on them being able to repair and test their equipment (when not holding fairs) at a permanent residential base. In line with emerging national policy²⁸⁸, sites for Travelling Showpeople may be permitted for mixed residential and business uses but, in considering such proposals, the Council will have regard to the safety and amenity of the occupants of the site and residents nearby. Where mixed use is permitted on a site for Travelling Showpeople, the business element usually should be separated from the residential element.

Site Management

- 3.3.19 Some sites are privately owned and occupied, often by a single family group, but more often they are managed by a local authority, a registered social landlord or a private landlord. Developers of managed sites will be expected to demonstrate that management arrangements will be put in place to ensure the well-being of the intended occupants, which is also likely to help foster good community relations²⁸⁹.
- 3.3.20 Developers should provide the Council with details of the arrangements for day-to-day site maintenance (for example the management of communal areas and the carrying out of minor repairs) and the arrangements for liaison with the intended occupants on matters relating to the site itself (such as the re-filling of vacant pitches) and social matters (such as support in securing access to education and healthcare).

²⁸⁷ As set out in *Designing Gypsy and Traveller Sites: Good Practice Guide* – DCLG (May 2008)

²⁸⁸ Consultation on Revised Planning Guidance in Relation to Travelling Showpeople – DCLG (January 2007)

²⁸⁹ One of the key points made in research produced by the Joseph Rowntree Foundation in (October 2007) (*Providing Gypsy and Traveller Sites: Contentious Spaces*) was that “well-managed sites were not only good places to live for Gypsies and Travellers, but also improved the perception of the travelling community in the eyes of the ‘settled community’, thereby allaying fears that might feed into public objections to future site proposals.”

DRAFT POLICY DEVELOPMENT MANAGEMENT 6: CARAVAN SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

Permanent caravan sites, transit caravan sites and emergency stopping places for Gypsies, Travellers and Travelling Showpeople will be permitted provided that:

- a) the occupation of the site is restricted to Gypsies, Travellers or Travelling Showpeople;**
- b) there is a demonstrable need for the site in North Dorset and there are no existing suitable sites elsewhere in the District that could meet the needs of the intended occupants;**
- c) the site is located within, on the outskirts of, or within a reasonable distance of, a settlement that offers local services and community facilities; and**
- d) there is safe access to the highway network and adequate space within the site for the parking and turning of vehicles.**

In addition, in the case of permanent residential and transit sites for Gypsies, Travellers and Travelling Showpeople:

- e) the proposal secures the provision of on-site facilities to meet the needs of the intended occupants including, if necessary, the servicing of vehicles and the keeping of horses that are used as a means of transport;**
- f) there is adequate space for the storage and servicing of rides, where it is intended that the site would be occupied by Travelling Showpeople; and**
- g) there are satisfactory arrangements for site management (where it is intended that the site would be managed), both in terms of site maintenance and liaison between the manager and the intended occupants.**

Draft DM Policy 7	Retention of Community Facilities
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Commercial and Public Community Facilities

3.3.21 Access to services is a key issue in North Dorset and the Council wishes to ensure that community facilities are retained. However, this is not always possible and this policy sets out the circumstances when the Council may permit the loss of a community facility. It draws the distinction between those facilities that are run as private commercial businesses and others. For private commercial facilities the key consideration is whether the business is viable or could be made viable. For other facilities, the main issues are whether there is a need for the current use and, if not, whether the facility could be put to an alternative community use, bearing in mind funding issues.

Commercial Community Facilities

3.3.22 The loss of commercial community facilities, such as neighbourhood shops in towns or village shops and public houses, reduces customer choice and can also necessitate people travelling further afield to meet their needs. This is a particular problem in rural areas, where village shops, post offices and pubs are central to village life, but the policy below applies to all community facilities. The Council does not seek the retention of unviable commercial community facilities but wishes to prevent the loss of those that are viable or could be made viable.

3.3.23 Where a change to another use or redevelopment is proposed, the Council will need to be convinced that the facility is not viable. Developers will be expected to show evidence of attempts to dispose of the property as a business. The Council will expect developers to provide evidence:

- of widespread advertising of the property as a business within North Dorset and neighbouring districts or counties for a minimum of 12 months;
- of the terms of disposal or the type of lease being offered;
- of the prices at which the disposal or lease of the business was being offered, which should reflect market values for such a business;
- of all offers received by the applicant or the estate agent marketing the business; and
- that no reasonable offer for the sale or lease of the business has been rejected.

Other Community Facilities

3.3.24 Existing community facilities should not be unnecessarily lost through re-use or redevelopment to non community-based uses, even if they are currently unused or underused. Where a change to another use or redevelopment is proposed, the Council will need to be convinced that the site or premises is no longer suitable or needed for the current or an alternative community use or that its continued community use cannot realistically be funded.

3.3.25 If it is considered that a facility is no longer needed for its current use, developers will be expected to demonstrate that the potential to use the site or building for other community uses had been investigated. Funding issues may relate both to the running of the facility itself and to its maintenance. In such cases, the Council will expect evidence to be provided of the running and / or capital costs and of the efforts made to secure adequate capital or revenue funding.

DRAFT DEVELOPMENT MANAGEMENT POLICY 7: RETENTION OF COMMUNITY FACILITIES

Development (including the change of use of an existing premises) which involves the loss of a commercial community facility (including a local shop or a public house), will only be permitted if it can be demonstrated that the use is no longer commercially viable, or cannot be made commercially viable.

Development (including the change of use of an existing premises) which results in the loss of a local community facility which is not run as a private business, will only be permitted if it can be demonstrated that it is no longer practical or desirable to use the facility for its existing use or another use likely to benefit the local community.

Draft DM Policy 8	Open Space
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Introduction

3.3.26 Open space, sport and recreational facilities²⁹⁰ all play an important role in creating sustainable communities and promoting healthier lifestyles. Local people should be provided with a network of accessible, high quality open space and sports and recreational facilities in both urban and rural areas which will meet the needs of both residents and visitors.

3.3.27 The Council will seek to retain, protect and enhance open space facilities and support the creation of additional provision as required by new housing development across the District.

Open Space Standards

3.3.28 In 2005/06 the Council undertook an Open Space Audit and Assessment of Local Need²⁹¹ following guidance in PPG17 and its Companion Guide. This study covered outdoor sports, children's play and informal open space and has been used to develop local standards of provision. These standards are set out in Appendix F. The quantity standards have been determined from an analysis of the existing quantity of provision, local and community views as to its adequacy, and details of levels and types of use. The standards for the provision of and access to greenspace are justified by Natural England's Accessible Natural Green Space Standards²⁹². The Companion Guide to PPG17 suggests that catchment areas (i.e. accessibility standards)

²⁹⁰ Refer to draft Core Policy 13 and the Glossary for a full definition of terms

²⁹¹ Open Space Audit and Assessment of Local Need,(February 2006)

²⁹² Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation, S Lindley (2003) - a research report funded by English Nature

should be based on the distance that 75-80% of people are willing to travel to open space. Standards for sport and play follow the 'Six Acre Standard'. These guidelines have been updated as a result of some independent research commissioned by the Field in Trust and some benchmark standards have been produced which are recommended as a tool for assisting in the development of local standards.

3.3.29 The Council recognises that allotments provide a key type of provision within the overall portfolio of open space, sport and recreation facilities as they provide residents with the opportunity of both physical activities and help to promote healthy eating. It is a statutory function for local authorities to provide allotments under a number of legislative acts, including the 1950 Allotment Act. Although the audit did not obtain information about allotment provision across the District, research undertaken by the National Society of Allotment and Leisure Gardeners suggests that at least 0.125 hectares of allotments should be provided per 1,000 people. However, subsequent research has shown that the demand outstrips supply and existing provision in the market towns is inadequate. This demand for additional plots is reflected in the open space standards.

Application of Open Space Standards

3.3.30 The amount of open space to be provided will vary between settlements as it will depend on existing provision and the needs of the population. The types of open space will include equipped play areas, amenity areas, open space and playing pitches. All new facilities should be accessible by a choice of mode of transport.

3.3.31 The standards will apply to all new dwellings across the District to ensure that adequate open space provision is made both in terms of quality and quantity of provision. Where the overall level of open space provision in the area is adequate and would still be adequate, after development has occurred, qualitative improvements will be made to existing open spaces to reflect the increased levels of usage that will occur at the sites. Where provision is made on-site, the level of open space provided to meet the standards applies to the net areas of usable space. In the case of provision of a new facility it should be designed to a high standard and provided at an early stage in the development.

Assessment of Need and Level of Contributions

3.3.32 When an application for a new dwelling is submitted, the Council will assess whether there is need for additional open space provision as a result of the proposal or a need for an enhancement of existing facilities.

3.3.33 The level of contribution will be based on the internal floor area of the new dwelling or conversion (or the number of occupants of the dwelling). A contribution will also be sought for long term maintenance of the site and agreement reached as to who will be responsible for maintaining the site.

3.3.34 The developer contributions will ensure that public open space is provided and paid for by the development. In cases where smaller developments are proposed these contributions may be pooled and used for the purpose of providing new or improved open space. The money will be spent where it is directly related to the development proposed or, if that is not possible, elsewhere in the District where an identified need has been recognised.

Quality of Open Space

3.3.35 The Council aims to ensure that all open space is of a high standard. To encourage the continuous improvement and management of open space across the District the Council will seek to achieve nationally agreed quality standards. Formal open space, recreational grounds and amenity space, together with less formal natural and semi-natural green spaces and outdoor sports facilities, should seek to achieve Green Flag²⁹³ status. The status is based on eight broad criteria ranging from sites being welcoming, clean and well maintained²⁹⁴.

3.3.36 Some less formal natural and semi-natural green spaces may be designated as Local Nature Reserves (LNRs). The main aim of a LNR is to care for the natural features which make the site special, but also to offer opportunities for study, research and enjoyment by the local community. Natural England recommends that there should be one hectare of LNR per 1,000 population. There are five LNRs across the District, namely: Woolland Hill; The Milldown in Blandford Forum; Castle Hill in Shaftesbury; and Riverside Meadows and Butts Pond in Sturminster Newton.

3.3.37 Guidance on the quality of equipped play areas and facilities for young people is provided by Play England in its publication 'Design for Play'²⁹⁵, which sets out some principles for designing successful play space, such as the need for sites in accessible locations which provide a wide range of play experiences for children of different ages to play together. The Council will seek to ensure that these principles are considered in any new play area provision and where necessary are used as a guide to bring existing play areas up to this standard.

3.3.38 Finally, for allotments, community gardens and in some instances parks, recreation grounds, village greens the Council will seek Green Pennant Status which is a more community-focused award comparable to the Green Flag award.

²⁹³ The Green Flag Award Scheme – www.greenflagaward.org.uk

²⁹⁴ Criteria are referred to in Appendix F

²⁹⁵ Design For Play - A Guide to Creating Successful Play Spaces, Play England (2008).

Loss of Open Space

3.3.39 The basis for the Council's approach towards all open spaces (not only those that have been identified in the Audit) is to protect them from alternative uses. Alternative uses will only be permitted if it can be demonstrated that there would be no qualitative or quantitative loss to the open spaces network or that the use is ancillary to the open space. Draft Development Management Policy 8 applies to all open spaces including new spaces that may be created and to those that were considered too small to be considered by the Audit.

DRAFT DEVELOPMENT MANAGEMENT POLICY 8: OPEN SPACE

Development will be permitted which:

- a) retains, protects and enhances all types of open space with an existing recreational use;**
- b) secures additional provision to meet the Council's open space standards;**
- c) requires new housing developments that do not meet the quality, quantity or accessibility standards for open space, to make appropriate provision to reflect the likely increased levels of usage. Where provision is made on-site, the level of open space provided to meet the standards applies to the net areas of usable open space, excluding access, parking, ancillary buildings, landscaping, safety margins and buffer areas;**
- d) ensures any open space provision is laid out and equipped to the quality standards set out in the reasoned justification at an early stage in the development; and**
- e) ensures satisfactory arrangements for the long term maintenance of the open space have been made.**

Proposal for development which will result in the loss of open space will not be permitted unless:

- f) it can be demonstrated that the site is no longer needed or is unlikely to be needed either now or in the future; and**
- g) the proposed development includes provision for alternative open space facilities of equivalent or better quantity or quality in an appropriate location.**

Introduction

3.3.40 This policy sets out the Council's approach to landscape design. Trees, hedgerows and other landscape features have the potential to enhance new developments; can help to retain a degree of local distinctiveness; and may be of wildlife value. The Council's general approach is to require the retention and long-term maintenance of these features on-site wherever possible and the integration of development into its surroundings with new hard and soft landscaping, where this is required.

Trees and Hedgerows

3.3.41 The Council will seek to retain and protect trees and hedgerows of landscape or amenity value on and adjacent to development sites. The desirability of retaining trees and hedgerows on these grounds will largely depend upon their aesthetic value (including any historic value); form; health / life expectancy; size; and whether they provide a screen or soften the visual impact of existing or proposed structures in the vicinity. In appropriate circumstances the Council will make Tree Preservation Orders²⁹⁶ and will seek to protect important hedgerows under the Hedgerow Regulations²⁹⁷. Trees and hedgerows may also be worthy of retention due to their wildlife value (for example veteran trees and trees used as roosts for bats), whether or not they merit protection on landscape or amenity grounds.

3.3.42 Developments should be designed to ensure that the health and future retention of existing trees or hedgerows is not compromised. Proposed developments should be designed to avoid the future need to fell trees where they could potentially place the development at risk, for example through root damage to foundations. Development will not be permitted which would physically impede the growth of or otherwise threaten existing or proposed trees and hedgerows resulting in future pressure for lopping or felling. Trees should be protected during the construction phase of developments and the Council will impose planning conditions where necessary to achieve this.

²⁹⁶ The Council has the power to make Tree Preservation Orders (TPOs) in the interests of amenity. TPOs protect trees and woodland from being cut down, lopped, uprooted, wilfully damaged or destroyed without the consent of the Council (unless the tree is dead, dying or dangerous). In addition, anyone proposing to cut down, top, lop or uproot or wilfully damage or destroy a tree in a conservation area that is not covered by a TPO is required to give six weeks' notice of their intention before the work is carried out.

²⁹⁷ The Hedgerow Regulations 1997 enable Councils to prohibit the removal of "important" hedgerows. Such hedgerows are defined as being in existence for 30 years or more, and satisfy at least one of the criteria specified under Schedule 1 (eg: the hedgerow marks an historic parish boundary, incorporates an archaeological feature or contains certain species).

- 3.3.43 The proximity of a building should not give rise to pressure to remove or undertake work to a tree and the distance required between the two will depend on both the position and potential future growth of the tree and the proposed end-use for the building. Development, particularly residential development, should not be so close to a tree that it causes overshadowing or is over-dominant so that it raises safety concerns (for example fears of damage through wind blow during storms).
- 3.3.44 Where there are trees on or adjacent to a proposed development site the Council may require an Arboricultural Impact Assessment to be submitted as part of a detailed planning application. The design of all developments where trees are present should be informed by the Council's guidelines²⁹⁸, which are based on British Standard BS 5837:2005 *Trees in Relation to Construction*.

On-Site Wildlife, Landscape and Amenity Features

- 3.3.45 On-site features of landscape or amenity value or local wildlife interest, such as streams, ponds or dry stone walls have the potential to enhance developments and may help to maintain biodiversity. Where present, such features should be considered in a development scheme from the outset and should be sympathetically incorporated into its overall design. The Council will seek the retention and long term management of such features but if it is intended to alter or remove them, developers will be expected to demonstrate why it is not possible or appropriate to retain them either in their entirety or in part.
- 3.3.46 The Council will apply national policy where development may affect a key biodiversity interest. However, where the wildlife interest of a development site is unknown, the Council may require an ecological survey (for example, a survey for bats or badgers).

New Landscaping

- 3.3.47 New landscape planting should be incorporated into development schemes in cases where the retention of existing vegetation on site is insufficient to ensure that the development integrates successfully into its local surroundings. All new hard and soft landscape features should be attractively and sensitively designed and belts of landscape planting of regular dimensions generally should be avoided.
- 3.3.48 Species and stock size should be appropriate to the location and any planting scheme should have regard to the likely size of trees and shrubs when mature. The planting of native species, particularly those of local provenance, is encouraged as these will usually integrate more successfully with local landscape character and will be of greater benefit to wildlife. Developers will be expected to make provision for aftercare until any new planting has become self-sustaining. Conditions will be imposed where necessary to ensure hard and / or soft landscaping is sufficient and adequately maintained in the future.

²⁹⁸ Trees and Development Guidelines – North Dorset District Council (2006)

3.3.49 Regard should be had to the potential effects of climate change when new landscaping is provided. Trees can help to reduce the effects of climate change by provide shading and cooling. Planting can also increase the scale and connectivity of green infrastructure in more urban environments²⁹⁹. Some species may be less able to adapt to climate change and this should be taken into account in any planting scheme.

DRAFT DEVELOPMENT MANAGEMENT POLICY 9: TREES, HEDGEROWS AND LANDSCAPE DESIGN

Development will be permitted provided that:

- a) it would not result in the loss of individual trees, groups of trees, woodlands or hedgerows of amenity or landscape value;**
- b) it would not prejudice the health and future retention of individual trees, groups of trees, woodlands or hedgerows of amenity or landscape value;**
- c) any other features of landscape or amenity value or local wildlife interest affected by the development should be retained and sympathetically incorporated into the overall design of the scheme; and**
- d) the development integrates successfully into its local surroundings through the provision of new hard and soft landscaping, which should be designed to incorporate any retained landscape, wildlife and amenity features and take account of the potential effects of climate change.**

²⁹⁹ See paragraph 32, A Strategy for England's Trees, Woodlands and Forests – DEFRA (2007)

3.4 Development Management Policies for the Countryside

Introduction

3.4.1 The Core Strategy establishes the core spatial strategy for North Dorset (draft Core Policy 3) and includes separate policies for: the four largest towns: Stalbridge and the larger villages; and the countryside including the District's smaller villages (draft Core Policies 15 to 20). More detailed policies that allocate specific sites will be included within the Site Allocations DPD. In the light of these other policies, specific development management policies are not needed for the market towns and villages.

3.4.2 The Council's strategic approach is to permit development in the countryside only if a countryside location is essential or if there is a clear justification for an exception to the general policy of restraint (as set out in draft Core Policy 20). This section sets out the Council's approach to agricultural, forestry and other occupational dwellings in the countryside (where a countryside location is essential) and also its approach to certain 'exceptions', which are:

- a) the replacement, alteration or extension of existing dwellings and ancillary buildings within existing domestic curtilages (draft Development Management Policy 10);
- b) the re-use of existing buildings (draft Development Management Policy 11);
- c) the expansion or redevelopment of existing employment sites (draft Development Management Policy 12); and
- d) equine-related developments (draft Development Management Policy 13).

3.4.3 National planning policy establishes that most of these forms of development may be appropriate in the countryside and indicates that planning authorities should provide more detailed policies in their Local Development Documents (LDDs). This section includes development management policies that seek to ensure that these forms of development can be sensitively brought forward to support rural communities without undermining the general policy of restraint.

Agricultural, Forestry and Other Occupational Dwellings in the Countryside

3.4.4 National policy³⁰⁰ establishes that isolated new houses in the countryside require special justification and one of the few cases where such residential development may be allowed is where there is an essential need for a worker to live permanently at or near their place of work in the countryside. The Council will make planning decisions relating to agricultural, forestry and other occupational dwellings in the countryside (including those related to commercial equine enterprises)

³⁰⁰ Paragraph 10 PPS 7 – Sustainable Development in Rural Areas (2004)

in accordance with national planning policy³⁰¹. Where the need for an occupational dwelling has been established, planning permission will be subject to an appropriate occupancy condition in order to ensure that the dwelling is kept available to meet that need for as long as possible.

- 3.4.5 An application to remove an agricultural, forestry or other form of occupancy condition will only be permitted if it can be demonstrated that the planning condition has outlived its usefulness. Any application will be considered based on an up-to-date assessment of demand for farm (or other occupational) dwellings in the locality. In the case of farm or forestry workers' dwellings, it is the need for a dwelling for someone solely, mainly or last working in agriculture or forestry in the area as a whole, and not just on the particular holding, that is relevant. Where a commercial equine (or other) enterprise has failed it must be demonstrated that no general need exists for an occupational dwelling in the locality before the Council would consider lifting an occupancy condition.
- 3.4.6 In all cases, the occupancy condition will only be lifted if it can be demonstrated that a reasonable and sustained attempt has been made to market the property in the locality at a price that reflects the occupancy condition. In most cases, the Council would expect the dwelling to have been advertised and marketed as a dwelling with occupancy restrictions for a period of at least six months. In this context, the term 'locality' means within 15 minutes travelling time by car (or about 8 miles) from the holding or enterprise concerned.

Draft DM Policy 10	Existing Dwellings in the Countryside
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Introduction

- 3.4.7 National policy³⁰² permits the replacement of buildings in the countryside as an exception to the general policy of restraint. In line with this overall approach, the Council may permit the replacement, alteration or extension of existing dwellings in the countryside and the construction of ancillary domestic buildings within an existing residential curtilage. The policy below seeks to ensure that:
- (a) these exceptions are not abused, for example by attempts to establish new or additional permanent dwellings in the countryside; and
 - (b) any development associated with existing dwellings in the countryside does not have a harmful effect on its surroundings.
- 3.4.8 Different types of works affecting existing dwellings in the countryside give rise to a number of common issues which are discussed together

³⁰¹ Currently Annex A of PPS 7 – Sustainable Development in Rural Areas (2004)

³⁰² Paragraph 19 PPS 7: Sustainable Development in Rural Areas

in the supporting text. However, for ease of use and clarity, the policy has been divided into three sections dealing with replacements, alterations and extensions and ancillary buildings separately.

Existing Permanent Dwellings

3.4.9 The policy only permits the replacement, alteration or extension of existing permanent dwellings or the construction of ancillary domestic buildings within the residential curtilages of existing permanent dwellings. This is to ensure that the policy is not used to establish a permanent residential use on a site where only temporary consent exists or where such a use has lapsed as a result of dereliction. A proposal to replace a temporary or derelict dwelling with a permanent dwelling would fall outside the remit of this policy and would not be permitted. However, the replacement of a dwelling which has been severely damaged or destroyed accidentally (for example by fire) in the recent past (within two years) and which was in occupation at the time of the accident may be permitted.

Additional Separate Dwellings

3.4.10 An additional separate permanent dwelling (or dwellings) should not be created on the site of an existing dwelling in the countryside as this would undermine the general policy of restraint outside settlement boundaries. The policy below permits replacement dwellings in the countryside on a 'one for one' basis (i.e. one existing dwelling to be replaced by one new dwelling). It also seeks to ensure that an additional separate dwelling (or dwellings) is not created through the alteration or extension of an existing dwelling or the construction of an ancillary building within an existing residential curtilage. Whilst the creation of ancillary residential accommodation for a dependent relative (sometimes known as a 'granny annex') may be acceptable, any proposal to increase the number of separate residential units (for example by replacing one existing dwelling with two or more dwellings or severing an extension from an original dwelling to form a separate unit) falls outside the remit of this policy and will not be permitted.

The Siting of Replacement Dwellings

3.4.11 A replacement dwelling in the countryside should normally be located on the footprint of the existing dwelling. If it is proposed to relocate the dwelling elsewhere within the existing residential curtilage, the developer will be expected to demonstrate that this is necessary in order to bring about a significant environmental benefit. For instance, relocation elsewhere within the existing residential curtilage may make the replacement dwelling less intrusive in the landscape or may be required in order to achieve safer access to the highway. In cases where a replacement dwelling is permitted within an existing residential curtilage, but not on the site of the original dwelling, the demolition of the original dwelling will be required by condition or legal agreement.

The Extension of Existing Residential Curtilages

3.4.12 The encroachment of domestic gardens into open countryside (and their associated structures, such as sheds, greenhouses, washing lines etc.) can have a significant impact on the rural landscape. Any

development associated with an existing dwelling in the countryside should, therefore, take place within the existing residential curtilage. The proposed extension of an existing residential curtilage into the countryside will not be permitted.

Size and Design

- 3.4.13 Size and design are key considerations when assessing the acceptability of proposals for replacement dwellings, alterations and extensions to existing dwellings and ancillary buildings within residential curtilages in the countryside. In all circumstances the design of any development associated with an existing dwelling in the countryside should be sympathetic to the site itself, the areas adjacent to the site (for example neighbouring properties, nearby farm buildings or nearby landscape features) and the wider area as a whole (i.e. Landscape Character Area, AONB or Conservation Area). Proposals, either individually or cumulatively, should not lead to over development of the site or, in the case of alterations, extensions and ancillary buildings, should not over dominate the existing dwelling.
- 3.4.14 The innovative, high-quality contemporary design of any development associated with an existing dwelling in the countryside that is sensitive to its immediate setting will be encouraged whereas poorly designed replacement dwellings, alterations and extensions or ancillary buildings will be refused permission, regardless of their size.
- 3.4.15 A replacement dwelling should not have a materially greater impact on its surroundings than the dwelling it replaces. Impact is likely to increase with size and in many cases a larger replacement dwelling would have a materially harmful impact that would not be acceptable. As a guide, a replacement dwelling should not be more than 50% larger than the existing dwelling it replaces (including any previously approved extensions or alterations to the original dwelling that have been constructed). When assessing the percentage increase in size, the floorspace (not the footprint) of the existing dwelling (measured externally) will be compared to the floorspace (not the footprint) of the proposed replacement dwelling (measured externally).
- 3.4.16 For alterations or extensions and ancillary buildings, the relationship with the existing dwelling is important. The scale, height and massing of any alteration or extension should appear subservient to the existing dwelling and the design should respect the character and appearance of the existing dwelling.
- 3.4.17 Ancillary domestic buildings within existing residential curtilages can have a variety of uses. They can be used for domestic purposes, such as a games / hobby room or workshop or as a residential annex for dependent relatives or domestic household staff. In order to be genuinely ancillary, such buildings should be no larger than necessary to perform the particular function for which they are intended.

3.4.18 Where successive alterations, extensions or ancillary buildings are proposed, the Council will have regard to the cumulative effect on the existing dwelling, its immediate setting and its wider surroundings.

Use and Occupancy

3.4.19 Whilst an increase in the floorspace of an existing dwelling in the countryside may facilitate home working or enable domestic hobbies to be pursued, such development to enable commercial or business activities will not be permitted. In the case of a residential annex, occupancy will be restricted by condition or agreement to ensure that it would not be occupied as a separate dwelling.

DRAFT POLICY DEVELOPMENT MANAGEMENT 10: EXISTING DWELLINGS IN THE COUNTRYSIDE

Replacement Dwellings in the Countryside

The replacement of an existing dwelling in the countryside will be permitted provided that:

- a) the existing dwelling is permanent, has not become derelict and is not the result of a temporary permission;
- b) the existing dwelling will be replaced by a single new dwelling;
- c) the replacement dwelling is located on the footprint of the existing dwelling unless the relocation of the dwelling within the existing residential curtilage will bring about a significant environmental benefit;
- d) there is no extension of the existing residential curtilage;
- e) the replacement dwelling is of a size and design that is no more visually intrusive in the landscape than the existing dwelling;
- and
- f) the replacement dwelling is of a size and design that respects the character and appearance of the existing residential curtilage, its immediate setting and its wider surroundings.

Alteration or Extension of Existing Dwellings in the Countryside

The alteration or extension of an existing dwelling in the countryside will be permitted provided that:

- g) the dwelling to be altered or extended is permanent, has not become derelict and is not the result of a temporary permission;
- h) the alteration or extension would not create an additional separate dwelling (or dwellings), or be capable of severance to form an additional separate dwelling (or dwellings);
- i) the alteration or extension would not require an extension of the existing residential curtilage;
- j) the dwelling as altered or extended would be of a size and design that is no more visually intrusive in the landscape than the existing dwelling; and
- k) the extension or alteration would be of a size that is subservient in scale to the existing dwelling and designed to be in character with the existing dwelling.

Ancillary Domestic Buildings Within Residential Curtilages in the Countryside

An ancillary domestic building within an existing residential curtilage in the countryside will be permitted provided that:

- l) the building is ancillary to an existing permanent dwelling;
- m) the building would not create an additional separate dwelling (or dwellings), or be capable of severance to form an additional separate dwelling (or dwellings);
- n) the building either would be used for purposes incidental to the enjoyment of the existing dwelling or would be a residential annex ancillary to the existing dwelling;
- o) the building would not require an extension of the existing residential curtilage;
- p) the building would be of a size and design that would not be visually intrusive in the landscape; and
- q) the building would be designed to be proportionately smaller in scale and subsidiary in form to the existing dwelling and designed not to detract from the character of the existing dwelling.

Draft DM Policy 11	The Re-use of Existing Buildings in the Countryside
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Introduction

3.4.20 The Government seeks to promote sustainable economic growth and diversification in rural areas and in support of that objective encourages the re-use of buildings in the countryside, particularly for economic development purposes. This policy sets out:

- a) the characteristics existing buildings should have to make them acceptable for re-use (criteria a to d);
- b) the Council's approach to different types of use, including occupational dwellings (criteria e to g);
- c) how the Council will assess the acceptability of any scheme for re-use (criteria h to l); and
- d) the exceptional circumstances when non-occupational residential re-use might be acceptable (criteria m and n).

The Permanency of the Existing Building

3.4.21 The Council only permits the re-use of existing permanent buildings under this policy to ensure that it is not used to establish a permanent use on a site where only temporary consent exists or where a permanent use has lapsed as a result of dereliction. However, exceptionally, the Council may permit the re-use of a derelict building if the developer can demonstrate that dereliction was the result of severe accidental damage or accidental destruction (for example by fire) in the recent past (within two years).

The Location of the Existing Building

3.4.22 The Government supports the re-use of ‘appropriately located’ buildings in the countryside, particularly those close to towns and villages, where this ‘would meet sustainable development objectives’³⁰³. In line with this approach, the Council generally will not permit the re-use of buildings in isolated locations, such as those that are located well away from the public highway network in locations that are not served by utilities (such as main sewerage, water and electricity) or well away from settlements. However, there are some businesses that already exist in isolated locations so development may be permitted where the re-use of a building could support an existing business in an isolated location.

The Merits of Retaining the Existing Building

3.4.23 The re-use of existing buildings for economic development purposes helps to support the rural economy. However, such re-use is only acceptable where the existing building is worthy of retention. The countryside includes many buildings of historic or architectural importance and buildings which contribute to local character. Such buildings enhance the countryside and the Council will actively encourage their retention and re-use.

3.4.24 The Council will oppose the retention and re-use of existing buildings where they have a harmful impact on their surroundings or the wider landscape. In such circumstances removal would be preferable to retention as this would bring about an environmental improvement. This is most likely to be the case with a modern building, whose retention and re-use is unlikely to be acceptable if it is large in scale, clad with unattractive materials (such as profiled steel or asbestos sheeting) or has a very utilitarian appearance.

3.4.25 A building also needs to be soundly constructed to merit retention and re-use. Derelict buildings are clearly no longer of sound construction, but some other buildings are also not suitable for re-use. These include buildings constructed with temporary or short-life materials and those built without proper foundations.

The Scale of the Proposal for Re-Use

3.4.26 All schemes for the re-use of existing buildings in the countryside should be designed with their rural location in mind and the potential impacts that re-use might have on the surrounding area. Certain types of re-use could potentially compete with existing services and facilities within towns and villages. Generally, these services and facilities are more sustainably located and schemes for the re-use of buildings that would adversely affect their viability should be avoided. Larger scale schemes are also more likely to impact upon rural roads (through increased traffic generation), the amenity of local residents (for example through noise) and the landscape. Such impacts will be considered against the relevant policies elsewhere in this DPD.

³⁰³ Paragraphs 17 and 18, PPS 7: Sustainable Development in Rural Areas (2004)

Re-use for Economic Development and Community Purposes

3.4.27 The Council's preferred re-use of a building in the countryside is for economic development purposes. Such uses can help significantly towards the diversification of the rural economy and in principle the Council may permit business use, storage, small-scale tourist attractions, holiday accommodation³⁰⁴, or non-residential uses associated with a caravan and/or camping site (for example toilets and washing facilities).

3.4.28 The Council also supports the re-use of buildings in the countryside for community activities and recreational uses (including equine-related developments), especially where this would improve accessibility to services for local people.

Re-use for Occupational Dwellings

3.4.29 National policy indicates that residential development in the countryside may be justified where there is an essential need for a worker to live permanently at or near their place of work in the countryside. The re-use of an existing building for such purposes can reduce the pressure for new occupational dwellings on greenfield sites. Where the re-use is proposed to support an existing business, such as an existing farm or forestry operation, it will be supported by the Council. In such cases, the Council will make planning decisions in accordance with national policy.

3.4.30 In cases where residential re-use is proposed as part of a scheme for the re-use of a building or group of buildings for economic development purposes, or where the residential use is proposed to support a rural business (such as an equine-related enterprise), developers will be expected to demonstrate that there is an essential need for the dwelling. Evidence of need in the form of both functional and financial tests will be required, in accordance with national policy. In cases where a dwelling is permitted as part of a scheme for business re-use, or to support a rural business, the Council will tie the occupation of the dwelling to the operation of the enterprise by condition or agreement to prevent it from being sold or otherwise severed from the business.

Assessing the Acceptability of the Proposed Scheme for Re-use

3.4.31 An existing building does not need to be redundant before a scheme for re-use would be considered. However, the Council will wish to ensure that any existing use or activities could be accommodated, either on- or off-site, without the need for an additional building to fulfil the function of the building being converted.

3.4.32 Developers should be realistic about the uses to which an existing building in the countryside might be put. The existing building should be large enough to accommodate the intended re-use but developers should also be aware that a building's design and construction may limit the type of use that can be accommodated. Any scheme should enable conversion to the intended use without the need for complete or

³⁰⁴ As defined in the supporting text to draft Development Management Policy 5 - Tourism

substantial reconstruction. The Council may require a structural survey to confirm the level of reconstruction required. As a guideline, the Council will generally not permit schemes for re-use which require more than 25% of the structural walls to be rebuilt or more than 50% of the wall cladding to be replaced.

3.4.33 Since the existing building should be large enough to accommodate the intended re-use, there should be no need for extensions, other than those which are modest in scale and ancillary in nature, such as extensions to accommodate a fire escape or entrance lobby or an external corridor that would be desirable to avoid the need to subdivide an attractive internal space.

3.4.34 Many buildings of historic or architectural importance or buildings which contribute to local character are listed. Schemes for their re-use will usually require listed building consent even in cases where planning permission is not required. The Council also wishes to ensure that the historic or architectural importance of unlisted buildings is not harmed by any scheme for re-use and that any such scheme would not erode the contribution an unlisted building made to local character.

3.4.35 Many existing buildings in the countryside have a well-defined 'curtilage' or an established site area (which may be defined on the ground or legally - for example, in a Certificate of Lawful Use or Development). In such cases, any activities associated with the re-use of the building should take place within that curtilage or site area. Where it is necessary to define a curtilage or operational site area as part of the scheme for re-use, this should be the minimum required to meet the operational needs of the intended re-use.

3.4.36 Where a scheme for the re-use of a building is permitted, the use should be capable of being accommodated to a large extent within the building itself. Incidental external ancillary uses such as essential operational parking are likely to be acceptable, provided that they are the minimum necessary to meet the needs of the development. Other ancillary uses, such as the outdoor storage of goods or materials are unlikely to be acceptable. In all cases, the use, layout and design of any outdoor areas should ensure that the development is not visually intrusive in the landscape.

Re-use for Non-Occupational Residential Purposes

3.4.37 The re-use of existing buildings in the countryside, where there is no essential need for a worker to live permanently at or near their place of work, will only be permitted in exceptional circumstances. The Council will not permit residential use (where there is no essential occupational need) when re-use for economic development or community uses is feasible.

3.4.38 Developers will be expected to demonstrate that each of the types of economic development or community uses that the Council considers acceptable in principle is impracticable before the Council would

consider residential use. The Council will expect developers to provide evidence:

- of widespread advertising of the property within North Dorset and neighbouring districts or counties for a minimum of 12 months;
- of the types of re-use that were being suggested for the property in the marketing material;
- of the prices at which the disposal or letting of the property was being offered, which should reflect market values for such buildings;
- of all offers received by the applicant or the estate agent marketing the property; and
- that no reasonable offer for the sale or letting of the property has been rejected.

3.4.39 Non-occupational dwellings should be in relatively sustainable locations where the residents have the opportunity to meet at least some of their essential needs locally. In considering the acceptability of such dwellings, the Council will have regard to access to health and education services, local shops and employment sites and the availability of public transport.

DRAFT POLICY DEVELOPMENT MANAGEMENT 11: THE RE-USE OF EXISTING BUILDINGS IN THE COUNTRYSIDE

The re-use of an existing building in the countryside will be permitted provided that:

Building Characteristics

- a) the existing building is permanent, has not become derelict and is not the result of a temporary permission; and**
- b) the existing building is not in an isolated location, unless the purpose of the re-use is to support an existing rural business in that particular isolated location; and**
- c) the existing building is of sound construction and is of a bulk and general design that are in keeping with its surroundings; and**
- d) the proposed re-use is of a scale that would not have an adverse impact on its surroundings or the viability of existing facilities or services in nearby settlements; and**

Proposed Uses

- e) the proposed re-use is for economic development or community purposes including: business use; storage; a small-scale tourist attraction; holiday accommodation; a non-residential use in association with a caravan and/or camping site; community activities; or recreational use (including equine-related recreational use); or**
- f) the proposed re-use is for residential purposes only where there is an essential need for a worker to have a dwelling in a countryside location (including an essential occupational**

dwelling that would form part of an otherwise acceptable re-use scheme); and

- g) the loss of the existing use would not give rise to a future need for another building to fulfil the function of the building being re-used; and

Assessment Criteria

- h) the existing building is inherently suitable, in terms of its size, design and construction for the intended re-use and the proposed scheme enables the intended re-use to be achieved without the need for complete or substantial reconstruction; and
- i) any extension to the existing building included in the proposed scheme is modest in scale, ancillary in nature, subordinate to the main building and necessary to meet the essential functional requirements of the intended re-use; and
- j) in cases where the existing building is of historic or architectural importance or contributes to local character, the proposed scheme would not adversely affect the character and appearance of the building or its setting; and
- k) the proposed scheme does not require an extension of the curtilage of the existing building; and
- l) the proposed scheme would not give rise to ancillary uses that could not be accommodated within the site and does not include, or would not give rise to, ancillary uses within the site, such as open storage, that would be visually intrusive.

Non-occupational Residential Re-Use

The re-use of an existing building in the countryside for residential purposes where there is no essential need for an occupational dwelling will not be permitted unless:

- m) the proposal meets criteria a) to d) and g) to l) above; and
- n) re-use for economic development or community purposes is not a practicable solution; and
- o) the dwelling is located on the outskirts of, or within a reasonable distance of, a settlement that offers local services and community facilities.

Introduction

3.4.40 The Government seeks to promote sustainable economic growth and diversification in rural areas and in support of that objective, encourages the replacement of buildings in the countryside for economic development purposes, particularly where this would bring about environmental improvements³⁰⁵. This policy:

- a) deals with the redevelopment of existing employment sites in the countryside for employment purposes; and
- b) also permits the limited expansion of existing businesses in the countryside.

3.4.41 It provides some flexibility to enable existing businesses in the countryside to expand but also seeks to ensure that such development does not have a harmful effect on its surroundings. Proposals for expansion beyond the scale appropriate to a rural location would usually necessitate relocation to alternative premises in a more suitable location, such as an industrial estate at a town or village.

Lawful Development and Use

3.4.42 The policy only permits the redevelopment of, or expansion within, existing employment sites that have been lawfully developed and have a lawful use. In cases where there is doubt over the lawfulness of existing activities, developers would be expected to seek a Certificate of Lawful Use or Development from the Council. In the event that the certificate was not issued, or the lawful development / use could not be established in some other way, development proposed under this policy would not be permitted.

The Extent of the Existing Employment Use

3.4.43 Many employment sites in the countryside have a well-defined 'curtilage' within which employment activities take place and for others the extent of the area within which employment activities can take place is defined by a planning consent or a Certificate of Lawful Use or Development. Any proposals for redevelopment or expansion should take place within the area which has a lawful employment use.

Ancillary Uses

3.4.44 Parts of some employment sites are used for ancillary uses such as parking and open storage of goods or materials. It may be appropriate to expand onto or to redevelop these areas, provided that they also have a lawful use. Expansion into areas that do not have a lawful use, even if they are currently used for ancillary uses, will not be permitted. Where it is proposed to expand onto or to redevelop an area with

³⁰⁵ See "The Government's Objectives" and paragraphs 10 and 20 of PPS 7: Sustainable Development in Rural Areas (2004)

ancillary uses, the developer will be expected to demonstrate that the scheme would not result in pressure for ancillary uses, including car parking, on land outside the existing lawful employment site.

- 3.4.45 Expansion or redevelopment could result in different employment activities taking place on site, some of which may require the open storage of goods or materials. In such cases, the developer would be expected to demonstrate how such uses could be accommodated on site without being visually intrusive. In cases where ancillary uses are an issue, such activities may be controlled by condition or agreement.

Size and Design

- 3.4.46 All schemes for development on existing employment sites in the countryside should be designed with their rural location in mind. They should not be visually intrusive and should be designed with regard to the potential impacts on areas adjacent to the site (for example impacts on nearby residential properties or agricultural holdings) and the potential impacts on the wider area (for example, impacts on an AONB or Conservation Area).

- 3.4.47 Existing employment sites in the countryside take a variety of forms ranging from attractive converted historic farm buildings to unsightly utilitarian buildings, many of which predate planning controls. The general approach to extensions and new buildings on existing employment sites is to ensure that they integrate with the existing development not only in terms of scale, height and massing but also in terms of architectural detailing and materials.

- 3.4.48 Redevelopment may enable unsightly buildings to be removed or for other improvements, such as safer access to the site, to be made. The general approach to redevelopment should be to use the opportunity to bring about an environmental improvement wherever possible. It may be appropriate to redevelop all of an existing site in phases but the partial redevelopment of a site will only be permitted where the developer has examined the redevelopment opportunities on the site as a whole and can demonstrate that complete redevelopment is neither appropriate nor necessary to achieve an environmental improvement. Whilst redevelopment may enable existing or new businesses to increase floorspace to some extent, the need for all developments on existing employment sites in the countryside to respect their rural location may mean that the scope for enlargement is at best limited and in some cases may not be possible at all.

Use and Occupancy

- 3.4.49 The redevelopment of an existing employment site in the countryside is permitted as an exception to the general policy of restraint and in order to assess the potential impacts on the rural area, the Council needs to know who the future occupier will be. Consequently, schemes for the redevelopment of existing employment sites should not be brought forward on a speculative basis. The Council would usually expect a redevelopment scheme to be brought forward by the existing occupier for their own use. However, a scheme for a different user may be

permitted provided that the developer can specifically identify the new user and it can be demonstrated that there is a realistic prospect of the potential new user occupying the site.

3.4.50 The isolated location of certain employment sites in the countryside may mean that un-neighbourly uses (such as noisy industrial activities) can be undertaken without causing harm. However, where the expansion or redevelopment of an employment site could give rise to amenity problems, the use and occupancy may be restricted by condition or agreement.

3.4.51 All existing employment sites in the countryside are located outside defined settlement boundaries where residential development is strictly controlled. Consequently, mixed use schemes, or individual residential units will not be permitted on existing employment sites in the countryside.

DRAFT POLICY DEVELOPMENT MANAGEMENT 12: EXISTING EMPLOYMENT SITES IN THE COUNTRYSIDE

Within existing employment sites in the countryside, the extension of an existing building, the construction of a new building, or the redevelopment of buildings or the site as a whole will be permitted provided that:

- a) the existing development and use is lawful;**
- b) the extent of the site in lawful employment use (including ancillary uses) is not increased;**
- c) the development would not include or give rise to ancillary uses within the site, such as open storage, that would be visually intrusive, or would not give rise to ancillary uses that could not be accommodated within the site;**
- d) the development is of a size and design that is no more visually intrusive in the landscape than the existing development and respects the immediate setting of the site and its wider surroundings;**
- e) in the case of an extension to an existing building or a new building, it is of a size that is not disproportionate to the existing building (or buildings). Any extension should be designed to be in character with the existing building (or buildings) and any new building should not detract from the character of the existing building (or buildings); and**
- f) where redevelopment is proposed, a specific need for the scheme has been identified, the scheme deals comprehensively with the site as a whole, and a significant environmental benefit will be achieved.**

Introduction

3.4.52 It is recognised in national policy³⁰⁶ that equine-related developments and uses can benefit the rural economy but they also have the potential to adversely affect environmental quality and countryside character. This policy sets out the Council's approach to equine-related activities in the countryside.

3.4.53 The policy and supporting text cover both the keeping of horses for private recreational purposes and commercial enterprises. They:

- outline the types of equine-related activities and developments that are likely to require planning permission;
- discuss general issues that apply to all equine-related development, such as site suitability and management, exercising horses and highway issues;
- set out the Council's approach to different types of development (i.e. field shelters and private stables; commercial recreation and leisure developments; and commercial training and breeding businesses); and
- discuss the issue of ancillary uses (i.e. riding arenas and occupational dwellings).

3.4.54 In the policy and supporting text the term 'equine' means any domestic horse, pony, donkey and hybrids (including mules) and where the word 'horse' is used the reference applies to all equines.

The Need for Planning Permission

3.4.55 Developments which normally require planning permission include:

- the use of land or a building to keep horses for recreational purposes;
- the erection of a building to shelter horses or their provisions;
- the erection of a building in which to exercise horses;
- the setting out of a riding arena or exercise area or to create other hard surfaces for a similar purpose;
- the putting up of lights to illuminate a riding arena or other area;
- any residential development associated with the keeping of horses, including the stationing of a mobile home or caravan in a field; and
- the laying out or surfacing of a vehicular access in connection with the keeping of horses.

3.4.56 Commercial establishments, such as riding schools, livery stables, racing stables and stud farms (and extensions to existing premises) also require consent.

³⁰⁶ Paragraph 32 PPS 7: Sustainable Development in Rural Areas (2004)

- 3.4.57 Planning permission is not usually required to graze horses, which is considered to be an agricultural use, but is required for the keeping of horses for recreational or commercial purposes. The distinction between 'grazing' and 'the keeping of' horses is not always clear but the Council will assume that horses are being 'kept' (rather than 'grazed') if:
- the animals are being fed by imported food rather than off the land; or
 - the land is being used (wholly or in part) as a recreational or exercise area; or
 - the stocking density is too high to support the horses by grazing alone. As a guideline horses cannot be supported by grazing alone where there is more than 1 horse per 0.4 hectares of pasture³⁰⁷.
- 3.4.58 Even where grazing is the primary use, any building (such as a field shelter) or other structure associated with the keeping of horses is likely to require permission.

Site Suitability and Site Management

- 3.4.59 Any land associated with any equine-related development should be inherently suitable for keeping horses and should be managed to maintain environmental quality, countryside character, the amenity of local residents and the welfare of the horses themselves³⁰⁸.
- 3.4.60 A site where the ground is wet and boggy or where poisonous plants, such as ragwort, are present is unlikely to be suitable for keeping horses unless these issues can be fully addressed through pasture management. Where it is proposed to keep horses close to residential properties they should not be able to gain access to garden waste (including lawn clippings) or garden plants that may be toxic (such as yew and laburnum). There should be sufficient land to support the number of horses proposed without causing problems such as overgrazing.
- 3.4.61 Horses require regular supervision and, as a minimum, should be visited at least once a day. Consideration therefore needs to be given to the site management regime, which will vary according to the size and nature of the development. However, in all cases consideration should be given to basic operational requirements. For instance, for field shelters or stables for private recreational use, the buildings should be reasonably close to the site access, with the water supply for the horses close to the buildings.
- 3.4.62 Sound pasture management usually requires droppings to be picked daily and any arrangements for the storage and disposal of manure should not cause amenity problems for neighbours (for example,

³⁰⁷ The Government considers that as a general rule a horse requires 0.4 to 0.6 hectares of good grazing if no supplementary feeding is being provided – Paragraph 1.9 in Consultation on Code of Practice for the Welfare of Equines, DEFRA (November 2008)

³⁰⁸ Under the Animal Welfare Act 2006 anyone who owns or is responsible for an animal (whether on a permanent or temporary basis) has a legal duty to take reasonable steps to ensure its welfare needs are met

through smells or flies) or adversely affect environmental quality (for example, through pollution). The Council will have regard to the advice of environmental health officers and the Environment Agency on issues of this nature when making planning decisions.

Exercising Horses

3.4.63 Where it is proposed to exercise horses primarily on-site, any exercise area should be separate from the area where the horses are kept or grazed. Where it is intended to exercise horses off-site, the routes or sites that will be used for exercise, such as nearby bridleways or areas of open land, should be safely accessible from the proposed development. Where there is, or is likely to be, a need for riding on public roads, the Council will have regard to any highway safety issues. The Council will also seek to ensure that routes and sites can be used for exercise without contributing to soil erosion (especially on well-used bridleways), harming vegetation or having a detrimental impact on wildlife interests.

Impact on the Highway Network

3.4.64 A site where horses are kept is likely to require access by towed horseboxes, horse carrying lorries, or other large vehicles with limited manoeuvrability. The vehicular access to such a site should be capable of safely accommodating such vehicles and the routes to the site should be capable of accommodating the type and volume of traffic likely to be generated without harming the character of the route itself.

Field Shelters and Stables for Private Recreation or Leisure Use

3.4.65 Certain hardier breeds can live outdoors throughout the year without the need for any built structure but for most horses shelter is necessary for their welfare. The Council will generally permit such a structure for the horses that are grazed or kept for private recreational use on a site provided that it is suitably designed and located.

3.4.66 Field shelters or stables will be permitted where they are intended to be used by the horses that are currently present on a site or the horses it is intended to graze or keep on a site for private recreational use.

3.4.67 The need for a field shelter or stable for private recreational use may cease after a period of time. With this in mind, such structures should be built, as far as possible, so that they can be removed when they are no longer needed. The Council may use conditions or seek an agreement to require the removal of such structures in the event that the equine-related use ceases. Such structures will not generally be suitable for re-use under draft Development Management Policy 11.

3.4.68 Shelters and stables should be built of wood or other similar lightweight material, although a concrete base may be acceptable, where this is required for the safety and comfort of the horses³⁰⁹. New stables of

³⁰⁹ Guidance on the design and recommendations on the size of stable accommodation can be found in Section 1 of Consultation on Code of Practice for the Welfare of Equines, DEFRA (November 2008)

stone, brick or block work will not generally be permitted for private use although the conversion of existing buildings to stables for private recreational use may be acceptable under draft Development Management Policy 11.

3.4.69 A separate ancillary structure of similar construction to store tack, feed and / or bedding may be permitted. The amount of tack stored on site should be kept to a minimum for security reasons.

Commercial Recreation, Leisure, Training and Breeding Developments

3.4.70 Commercial recreation or leisure equine-related developments (such as livery stables and riding schools) and commercial training or breeding equine-related developments (such as racing stables and stud farms) may be acceptable uses in the countryside. Small-scale businesses³¹⁰, such as riding schools, may provide a useful form of farm diversification but the Council may also permit larger-scale enterprises as they can help to diversify the wider rural economy.

3.4.71 Due to their scale, such enterprises can be difficult to accommodate within existing buildings. An existing building or group of buildings should form the basis for a development of this nature but the Council may permit, an additional element of new building where there is an essential need and there is no suitable alternative existing building or group of buildings available. Where an element of new build is permitted, it should be sensitively designed to integrate with the existing buildings. Elements of new building that are disproportionate in scale to, or out of character with, the existing buildings are unlikely to be acceptable.

Ancillary Development - Riding Arenas

3.4.72 A riding arena (or manege) may be permitted in association with a commercial equine-related development or for private recreation or leisure use. The Council will expect a developer or private individual to be able to explain why an arena is needed and to be able to justify its intended size and scale. Siting will be a key issue in the design. An arena should be sited close to the buildings where the enterprise to which it relates is located as this will limit the impact of the development on the landscape. Other key design issues include hard landscaping including fencing and surfacing, landscape planting, drainage and the potential impacts on the amenity of nearby residents. Given the rural nature of the District, floodlighting generally will not be permitted.

3.4.73 Approvals for riding arenas for private recreation or leisure use will be subject to conditions to prevent them from being used commercially. An arena used for commercial purposes has a far greater neighbouring amenity impact than one used solely for private recreation and leisure purposes.

³¹⁰ Defined in PPS 7 as enterprises involving up to 10 horses

Ancillary Development – Occupational Dwellings

3.4.74 National policy³¹¹ establishes that an isolated new house in the countryside may be justified where there is an essential need for a worker to live permanently at or near their place of work. The Council may permit occupational dwellings related to commercial equine-related enterprises in accordance with national planning policy³¹² but will not permit such dwellings to enable people to live close to horses that are kept for private recreation or leisure use. Any occupational dwelling approved will be tied via conditions or legal agreement to the use of the site.

Viability and Change of Use of Commercial Premises

3.4.75 Since commercial equine-related developments may be permitted in the countryside as an exception to the general policy of restraint, the Council will wish to ensure that any such enterprise is likely to be viable before allowing it. Such proposals should, therefore, be supported by a business plan that shows that the proposed enterprise has a sound financial basis. In the event that a commercial equine-related business fails, the owner or occupier will need to produce evidence that the business is not viable, or cannot be made viable, before a change of use may be permitted. Any change of use will be assessed against the criteria outlined in Policy Development Management 11 – The Re-use of Existing Buildings in the Countryside.

3.4.76 In cases where a commercial enterprise that includes an occupational dwelling (or dwellings) fails, the Council will expect the property to be advertised and marketed with the occupational dwelling (or dwellings). Regardless of whether the equine-related use continues or another use is permitted because the equine-related business is no longer viable, the Council will make every effort to retain the occupational dwelling. It will need to be demonstrated that there is no longer a need for the occupational dwelling in association with the business on site and that no general need exists for an occupational dwelling in the area, before the Council would consider lifting an occupancy condition. Further details on complying with the above test are outlined at the beginning of this chapter under the section titled Agricultural, Forestry and Other Occupational Dwellings in the Countryside.

³¹¹ Paragraph 10 PPS 7: Sustainable Development in Rural Areas (2004)

³¹² Currently Annex A of PPS 7: Sustainable Development in Rural Areas (2004)

DRAFT DEVELOPMENT MANAGEMENT POLICY 13: EQUINE-RELATED DEVELOPMENTS IN THE COUNTRYSIDE

Equine-related developments in the countryside will be permitted provided that:

General Criteria

- a) the site is suitable for the keeping of horses and capable of supporting the number of animals proposed, having taken account of the arrangements for site management;
- b) adequate provision has been made for the exercising of horses without causing harm to rights of way, other equestrian routes, or other areas, such as open land, that will be used for exercise; and
- c) vehicular access to the site and the road network in the vicinity are capable of accommodating horse-related transport in a safe manner.

Private Recreation and Leisure Uses

In the case of a new field shelter or stable used for private recreation or leisure use:

- d) it will be for the exclusive use of the horses that are grazed or kept on site;
- e) it should be of a scale that reflects the number of horses to be kept or grazed on site;
- f) it should be built of timber, or other similar material, so that it is capable of being easily removed if the equine-related use ceases; and
- g) any ancillary use, such as a tack room or food storage structure, should be the minimum required to meet the functional needs of the horses on site and should not give rise to security issues.

Commercial Recreation, Leisure, Training or Breeding Uses

In the case of commercial recreation, leisure, training or breeding enterprises, the development should re-use an existing building (or group of buildings) in the countryside. An element of new building may also be permitted alongside the re-use of an existing building (or group of buildings), provided that:

- h) it can be demonstrated that no other building (or group of buildings) is available that is capable of accommodating the proposed equine-related use;
- i) the element of new building is the minimum required to accommodate the proposed equine-related use (over and above the requirement to re-use the existing building or group of buildings); and
- j) any new buildings and ancillary facilities would be erected to integrate with the existing building (or group of buildings)

Ancillary Uses

In the case of an ancillary exercise or other facility:

- k) it is of a size and scale appropriate to the existing commercial enterprise, or the number of privately-kept horses that will use the facility; and**
- l) it is located close to other buildings on the site and is not visually intrusive in the landscape.**

Failure of a Commercial Enterprise

The change of use of an existing equine-related commercial site to another use (other than agriculture or forestry) will not be permitted, unless it can be demonstrated that the existing use is not, or cannot be made, viable.

In cases where there is an occupational dwelling associated with an equine-related commercial site, where the enterprise fails, the occupancy condition will only be lifted if it can be demonstrated that:

- m) the site has been advertised and marketed with the occupational dwelling;**
- n) the new owner or occupier has no requirement for an occupational dwelling (associated either with the continuing equine-related use or the proposed new use); and**
- o) there is no essential need for the dwelling to be retained for an agricultural, forestry or other full-time occupational countryside worker in the area.**

4. Delivery and Monitoring

4.1 Introduction

4.1.1 This section sets out the Council's approach to delivery and monitoring. It:

- explains the relationships between the core policies and the objectives identified in Section 2.2 (in Figure 4.2.1);
- explains the relationships between the core policies and the development management policies (in Figure 4.3.1);
- sets out the Council's overall approach to delivering infrastructure; and
- sets out a draft framework for monitoring progress on the delivery of policies (see Figure 4.5.1).

4.2 Delivering Objectives through Core Policies Introduction

4.2.1 Section 2.2 sets out five strategic objectives, which take forward the vision for North Dorset identified in Section 2.1. The purpose of the core policies is to deliver the objectives and Figure 4.2.1 highlights those core policies that will play a key role in delivering certain aspects of each objective, and those that will play a supporting role.

4.2.2 For example, Objective 1(a) seeks to make Blandford, Gillingham and Shaftesbury the main focus for housing development in the District. Draft Core Policy 3 plays a key role in delivery by identifying these towns as RSS Development Policy B Settlements. Draft Core Policy 4 also plays a key role by setting the housing (and affordable housing) figures for these towns. Draft Core Policy 2 plays a supporting role by promoting the use of brownfield land, as do draft Core Policies 15 to 17, which establish the broad location of the main areas of housing development at each of these three towns.

4.2.3 Details of the means of implementation for individual core policies and the main agencies and partners involved in their delivery are set out in the implementation and monitoring framework (Section 4.5).

Figure 4.2.1 - Objectives and Core Policies

The table below summarises the structure of the draft DPD, showing how the core policies are grouped by policy area and how these policy areas broadly relate to issues at: the national and regional; county and District; and more local spatial levels. The key at the bottom relates to the objective/core policy matrices in the table that shows which core policies achieve or support the strategic objectives identified in Section 2.2.

Spatial Level	Policy Area	Core Policy		
National & Regional	Sustainable Development Strategy	1	Tackling Climate Change	
		2	Delivering Sustainable Forms of Development	
		3	Core Spatial Strategy for North Dorset	
Rural Dorset & the District	Managing Growth	4	Housing (including Affordable Housing) Distribution	
		5	Managing Housing Land Supply	
		6	Economy	
		7	Retail and Other Town Centre Uses	
	Housing Needs	8	Housing Mix, Type and Density	
		9	Affordable Housing	
		10	Affordable Housing: Rural Exception Schemes	
	Infrastructure	11	Grey Infrastructure	
		12	Social Infrastructure	
		13	Green Infrastructure	
	Environment	14	Protecting and Enhancing the Environment	
	Local	Market Towns and Rural Areas	15	Blandford
			16	Gillingham
17			Shaftesbury	
18			Sturminster Newton	
19			Stalbridge and the Larger Villages	
20			The Countryside (including Smaller Villages)	

Objective 1 – Thriving Market Towns	Core Policy																			
The objective is to support the role and function of the market towns of Blandford Forum (and Blandford St. Mary), Gillingham and Shaftesbury as the main service centres for the District by:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
a) Making them the main focus in the District for housing development, including affordable housing;			✓✓	✓✓											✓	✓	✓			
b) Enhancing their employment and training opportunities, particularly through the provision of sufficient employment land, to meet the growing needs of the towns and their hinterlands;			✓			✓✓	✓					✓✓			✓	✓	✓			
c) Focusing an improved range of retail, cultural and leisure uses within the town centres;			✓			✓✓	✓✓					✓✓			✓	✓	✓			
d) Improving health, education and community services to meet the needs of the towns and their rural hinterlands;			✓									✓✓	✓		✓	✓	✓			
e) Improving sustainable transport links and accessibility within the towns; between the towns and the villages in their rural hinterlands; and, through improved linkages with strategic transport networks;		✓									✓✓		✓✓		✓	✓	✓			
f) Securing the delivery of mixed use regeneration on previously developed land in accessible locations;		✓✓			✓	✓									✓	✓	✓			
g) Ensuring that housing development is delivered in step with employment opportunities, community facilities and infrastructure; and		✓✓			✓	✓					✓	✓	✓		✓	✓	✓			
h) Taking account of the effects of any interaction between the towns themselves and with the SSCTs in neighbouring districts.							✓					✓	✓							

KEY	✓✓ Core Policy to achieve objective	✓ Supporting Core Policy to achieve objective
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Objective 2 – Sustainable Rural Communities	Core Policy																				
The objective is to create a network of sustainable smaller rural communities where local services and employment opportunities enable day-to-day needs to be met locally by:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
a) Taking forward the opportunities to both regenerate and expand Sturminster Newton and improve its town centre to support and enhance its function as the District’s largest local service centre;			✓✓	✓✓		✓✓	✓✓					✓							✓		
b) Focusing the remaining limited development potential in Stalbridge and other identified larger villages within the District that are well served by a range of local services;			✓✓	✓✓		✓✓	✓✓					✓		✓						✓	
c) Securing the retention, enhancement and future viability of local community facilities and local services; and		✓	✓				✓					✓✓		✓					✓	✓	
d) Adopting a general policy of restraint in the countryside, whilst also enabling essential rural needs to be met.			✓✓	✓		✓				✓				✓							✓✓

KEY	✓✓ Core Policy to achieve objective	✓ Supporting Core Policy to achieve objective
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Objective 3 – Protecting and Managing the Built and Natural Environment	Core Policy																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
The objective is to better manage and protect the environment of North Dorset by:																				
a) Encouraging the use of sustainable construction techniques, available renewable energy technologies and taking account of the effects of climate change;	✓✓	✓									✓									
b) Ensuring that North Dorset’s wildlife, landscape and cultural heritage are protected and enhanced;		✓											✓✓	✓✓						
c) Encouraging design that maintains the quality of the District’s built and natural environment; and		✓✓					✓						✓✓	✓✓						
d) Ensuring that the District’s residents are able to enjoy their homes and public places without undue disturbance or intrusion from neighbouring uses.		✓✓																		

KEY	✓✓	Core Policy to achieve objective	✓	Supporting Core Policy to achieve objective
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Objective 4 – Meeting the District’s Housing Needs	Core Policy																			
The objective is to deliver more housing, including more affordable housing, that better meets the diverse needs of the District by:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
a) Focusing provision to meet overall District needs on main and local service centres;			✓✓	✓✓											✓	✓	✓	✓	✓	
b) exceptionally allowing affordable housing to meet strictly local needs elsewhere;			✓	✓						✓✓										✓
c) Ensuring that all new dwellings contribute to overcoming the affordable housing shortfall;				✓					✓✓											
d) Ensuring that the type, design and mix of housing reflects housing needs in up-to-date assessments;								✓✓		✓										
e) Ensuring that housing is designed to support the changing needs of its occupants and users; and								✓✓												
f) Ensuring that sufficient, sustainably-located sites are provided to meet the needs of Gypsies, Travellers and Travelling Showpeople in the District.										✓*										

KEY	✓✓	Core Policy to achieve objective	✓	Supporting Core Policy to achieve objective
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* A separate Gypsy, Traveller and Travelling Showpeople Site Allocations DPD is jointly being prepared with other local authorities in the Dorset sub-region.

Objective 5 – Improving the Quality of Life	Core Policy																			
The objective is to improve the quality of life of North Dorset's residents, particularly the older population and the young by:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
a) Encouraging the provision of viable community, leisure and cultural facilities focused on main and local service centres;		✓	✓				✓					✓✓			✓	✓	✓	✓	✓	
b) Retaining the current range of healthcare and education services and ensuring that additional healthcare and education facilities are provided in accessible locations;		✓										✓✓			✓	✓	✓	✓	✓	
c) Ensuring that a network of quality sports and recreation facilities and public open space are distributed throughout the District in locations that are most accessible to the community;		✓										✓	✓✓		✓	✓	✓	✓	✓	
d) Securing an integrated approach to private and public transport (including parking provision and management), which improves accessibility to services; and		✓									✓✓		✓		✓	✓	✓	✓	✓	
e) Ensuring that development makes a positive contribution to enhancing existing and providing new transport infrastructure.		✓									✓									

KEY	✓✓ Core Policy to achieve objective	✓ Supporting Core Policy to achieve objective
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4.3 Development Management Policies and Delivery

4.3.1 Section 3 of this DPD contains a number of development management policies and Figure 4.3.1 shows which development management policies support which core policy.

4.3.2 The development management policies aid delivery by:

- expanding on the general principles established in core policies. For example draft Core Policy 2 sets out the Council's general commitment to high quality design and draft Development Management Policy 3 provides more detail on how the design merits of individual development schemes will be assessed;
- providing a clear framework for assessing the acceptability of certain types of development that core policies permit in principle. For example draft Development Management Policy 13 sets out the framework for assessing equine-related developments in the countryside, which draft Core Policy 20 allows in principle; and
- setting the standards for the provision of certain items, that are required by core policies, for example parking standards (in draft Development Management Policy 2) and open space standards (in draft Development Management Policy 8).

4.3.3 The growth proposed for North Dorset will deliver economic and social benefits to the District. However, the Sustainability Appraisal (SA) Report recognises that growth could also have potentially adverse impacts on the environment if not properly managed. The development management policies play an important role in ensuring that these environmental issues are fully taken into account and that the most sustainable outcomes are achieved. For example, the SA Report highlights the need for policies to ensure the delivery of high quality design and to ensure that particular forms of development aimed at supporting rural communities do not harm the countryside.

Figure 4.3.1 - Core and Development Management Policies

Core Policy			Relevant Development Management Policies							
Sustainable Development Strategy	1	Tackling Climate Change	DM1							
	2	Delivering Sustainable Forms of Development	DM2	DM3	DM4					
	3	Core Spatial Strategy for North Dorset								
Managing Growth	4	Housing (including Affordable Housing) Distribution								
	5	Managing Housing Land Supply								
	6	Economy	DM5	DM11	DM12	DM13				
	7	Retail and Other Town Centre Uses								
Housing Need	8	Housing Mix, Type and Density	DM2	DM3	DM4					
	9	Affordable Housing								
	10	Affordable Housing: Rural Exception Schemes	DM3	DM9						
		Gypsies, Travellers & Travelling Showpeople	DM6							
Infrastructure	11	Grey Infrastructure	DM2							
	12	Social Infrastructure	DM7							
	13	Green Infrastructure	DM3	DM4	DM8					
Env	14	Protecting and Enhancing the Environment	DM3	DM9						
Market Towns and Rural Areas	15	Blandford								
	16	Gillingham								
	17	Shaftesbury								
	18	Sturminster Newton								
	19	Stalbridge and the Larger Villages								
	20	The Countryside (including Smaller Villages)	DM1	DM2	DM5	DM6	DM9	DM10	DM11	DM12

4.4 Securing Infrastructure

Introduction

- 4.4.1 Draft Core Policy 2 sets out the Council's overall approach to the provision of infrastructure, establishing that it should be delivered at the right time and in the right place to support growth.
- 4.4.2 Draft Core Policies 11 to 13 set out the Council's overall approach to the spatial distribution and provision of different types of infrastructure including grey infrastructure (including transport and utilities); social infrastructure (including community, healthcare and education facilities) and green infrastructure (including open spaces). The main items needed at the District's market towns and in rural areas are set out in Draft Core Policies 15 to 20.
- 4.4.3 The Council will use these draft policies to develop an Infrastructure Delivery Plan (IDP), which will set out the main infrastructure requirements for the District when they need to be delivered, what the likely costs will be and who will deliver them. Consultation on the draft DPD provides an opportunity for representations to be made on the Council's approach to infrastructure provision and for suggestions to be fed into the IDP, which will be prepared alongside the revised DPD.
- 4.4.4 Much work has already been undertaken on infrastructure planning, but uncertainties remain, particularly in relation to the emerging RSS and the Community Infrastructure Levy (CIL), which is due to be introduced in April 2010. These issues are discussed in more detail below.

Establishing Infrastructure Needs and Costs

- 4.4.5 The infrastructure needs of the community are established from a number of sources including:
- The North Dorset District-Wide Local Plan and interim planning guidance³¹³. The current Local Plan establishes infrastructure requirements to 2011 and the accompanying interim guidance sets out the needs and sets levels for developer contributions towards the provision of education facilities, community buildings, recreational open space, play areas, indoor sports facilities and transport improvements in different parts of the District;
 - The community planning process. Each Local Community Partnership has its own community strategy which establishes community needs for the District's four largest towns and their rural hinterlands. Local communities are active in formulating concepts (such as the idea of a 'community hub' for Shaftesbury), and in

³¹³ Planning Guidance Notes: Planning Obligations for the Provision of Community Infrastructure – Edition 6, North Dorset District Council (June 2003, costs updated annually) and Interim Planning Guidance: The Development of Areas of Amenity Open Space, Play Areas and Commuted Sums, North Dorset District Council (October 2005)

looking in more detail as specific proposals (for example the sports pitches north of the by-pass at Blandford);

- Evidence base studies. Studies such as the Audit of Open Space have examined the adequacy of existing provision, whilst others (such as the Gillingham study) have looked at the infrastructure needed to support the growth proposed in this DPD;
- Negotiations with service providers. The Council has already discussed the need for additional infrastructure to support growth with service providers, such as the Local Education Authority and the Primary Care Trust.

4.4.6 Although much work on future needs has been done, further work is still needed. For example, North Dorset's transport strategy is still emerging and the Council is also committed to preparing a green infrastructure strategy for the District. The Council's current interim planning guidance on community infrastructure provision includes information on costs for projects that will be taken forward in the near future but further work is required to cost the longer term projects needed to support future growth.

Infrastructure Provision and the Emerging RSS

4.4.7 The emerging RSS³¹⁴ recognises the importance of providing key infrastructure to support growth but the Secretary of State also highlighted the need for more work to establish regional and sub-regional infrastructure requirements³¹⁵. What infrastructure is required at the regional level and the arrangements that will be put in place to deliver it are unclear because of uncertainties surrounding both the future of the emerging RSS and the future of the regional planning process. The production of RSS has been delayed following a legal challenge and both the RSS and regional planning could be abolished if there is a change of Government in 2010.

4.4.8 The Council will continue to work on establishing the infrastructure needs for the District and will take account of the implications of any work on infrastructure provision undertaken at the regional level as and when it is produced.

Infrastructure Provision and the Community Infrastructure Levy (CIL)

4.4.9 The Community Infrastructure Levy (CIL) is a charge that local authorities will be empowered, but not required, to place on most types of development in their area to support local and sub-regional infrastructure associated with growth. A consultation document and draft Regulations setting out how CIL should operate have already been published³¹⁶ and the Government intends to bring the new levy into force in April 2010.

³¹⁴ Development Policy D and New Supporting Text, RSS Proposed Changes (July 2008)

³¹⁵ As set out in the covering letter in the front of the RSS Proposed Changes (July 2008)

³¹⁶ Detailed Proposals and Draft Regulations for the Introduction of the Community Infrastructure Levy: Consultation, DCLG (July 2009)

- 4.4.10 Any Council wishing to use CIL will have to produce a 'charging schedule' setting out the amount to be raised from each main class of development (i.e. £ per dwelling or £ per square metre of commercial floorspace). The charging schedule, the contents of which must be examined at a public inquiry, can only be brought into force once a core strategy is adopted. The Infrastructure Delivery Plan that the Council intends to produce would provide the fundamental evidence base to support the setting of CIL through a charging schedule should the Council decide to adopt this process.
- 4.4.11 Although the general principles behind CIL have been established, the precise details of its operation will not be known until the Regulations are finally published. A change in Government in 2010 could also have implications for the timing of the introduction of CIL or the contents of the CIL Regulations.
- 4.4.12 Since contributions are already taken from developers to fund infrastructure in North Dorset through interim planning guidance, it is highly likely that the Council will take CIL forward and prepare a charging schedule. However, given the current uncertainties, this approach may need to be reviewed. Prior to CIL coming into force in North Dorset, the Council will continue to take contributions towards community infrastructure through interim planning guidance.

4.5 Implementation and Monitoring Framework

Introduction

4.5.1 This section includes a table (Figure 4.5.1) which sets out:

- The **intended outcomes** of implementing each core policy;
- **Indicators** that will be used to assess the achievement of performance against the intended outcomes;
- **Targets** that establish the level of performance that is being sought in relation to each relevant indicator;
- **Means of implementation** for each policy including the main processes and plans at work; and
- **Agencies and partners** that will play a key role in the delivery of policies.

4.5.2 Each year the Council will produce an Annual Monitoring Report (AMR), to assess the extent to which the intended outcomes of planning policies are being achieved and targets are being met. The Council has produced an AMR each year since 2005³¹⁷.

Achievement Indicators

4.5.3 Some achievement indicators are National Indicators (identified as NIs in Figure 4.5.1), which are set by the Government³¹⁸. A number of NIs (for example NI 154 - net additional homes provided) form the basis of the Local Area Agreement (LAA) between central government and the many partners represented on the Dorset Strategic Partnership. These are used to assess the overall performance of the partnerships between public bodies and community groups across Dorset.

4.5.4 National indicators are not sufficient to assess performance against the locally distinctive policies of the core strategy and consequently Figure 4.5.1 also includes a number of more local indicators. Some of these are derived from regional policy (for example, percentage of on-site renewable energy requirements to be met from renewable sources), whilst others have been developed through the sustainability appraisal process in order to ensure that a range of economic, social and environmental factors are monitored.

Targets

4.5.5 Some targets (for example the delivery of an average of 350 net additional dwellings per annum across the District) are taken directly from regional policy, whereas others (such as 35% of all new housing

³¹⁷ All past Annual Monitoring Reports can be found on the Council's website at the following link: http://www.north-Dorset.gov.uk/index/living/building_planning/planning_policy/local_development_framework/annual_monitoring_report.htm

³¹⁸ National Indicators for Local Authorities and Local Authority Partnerships: Updated National Indicator Definitions, DCLG (February 2009)

to be built on previously developed land) have been derived from an analysis of local circumstances.

- 4.5.6 Where possible, the Council has endeavoured to set realistic yet challenging targets. If performance falls below target, the Council will need to investigate the reasons why and to consider the need for remedial action, or the need to amend policy. In some cases it has not been possible to set a numerical or percentage target and in such cases the Council will monitor trends to give an indication of performance (for instance, whether housing waiting lists are going up or down).

Means of Implementation

- 4.5.7 Many of the intended outcomes, such as the provision of additional market homes or new employment premises, will be delivered by the development industry and private businesses). In many cases these outcomes will be guided by other strategies (for example economic development strategies) or plans (such as AONB management plans). The 'means of implementation column' also outlines the main processes involved (for example the determination of planning applications or the identification of sites through the Site Allocations DPD).

Agencies and Partners

- 4.5.8 The delivery of many outcomes (for example the delivery of affordable homes, or business start-up units) are likely to require the involvement of partners (such as registered social landlords or local business partnerships) acting together with the Council and private businesses. Community-based organisations also have a role to play, particularly in the delivery of infrastructure, and some issues such as flooding or waste management require the involvement of public organisations with statutory responsibilities. These relevant key partners are listed in the 'agencies and partners' column.

Figure 4.5.1 – Implementation and Monitoring Framework

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
Core Policy 1: Tackling climate change	○ Reduced greenhouse gas emissions	○ Greenhouse gas emissions	○ 30% reduction by 2026 relative to 2005 levels	○ Determination of planning applications ○ Application of Building Regulations ○ Private sector activities/ development industry	○ North Dorset District Council ○ Private developers ○ Utility providers
	○ Improved energy efficiency in buildings	○ Average SAP rating for new dwellings	○ Zero carbon emissions in domestic and non-domestic new build by 2016; zero carbon emissions in non-domestic new build by 2019	○ Determination of planning applications ○ Application of Building Regulations ○ Private sector activities/ development industry	○ North Dorset District Council ○ Private developers ○ Utility providers
	○ Reduced carbon emissions from new build properties	○ % carbon emissions in domestic and non-domestic new build by 2016	○ Zero carbon development by 2016 (25% improvement by 2010, 44% improvement by 2013)	○ Determination of planning applications ○ Application of Building Regulations ○ Private sector activities/ development industry	○ North Dorset District Council ○ Private developers ○ Utility providers
	○ Measures put in place to cope with climate change	○ NI 188 - planning to adapt to climate change ○ Renewable energy generation installed	○ Achieve Code Level 3 by 2013 ○ Increase	○ Wessex Water's Water Resources Management Plan ○ Determination of planning applications ○ Community Infrastructure Levy ○ Developer contributions ○ Private sector activities/ development industry	○ North Dorset District Council ○ Dorset County Council ○ Wessex Water ○ Private developers ○ Environment Agency ○ Energy providers
	○ More household waste reused/ recycled/ composted	○ NI 191 - residual household waste per head ○ NI 192 - % household waste sent for reuse/	○ Decrease ○ Increase : • 53 per cent by 2010	○ Dorset Joint Municipal Waste Management Strategy	○ North Dorset District Council ○ Dorset County Council ○ Private developers ○ Wessex Water

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		<ul style="list-style-type: none"> recycling/ composting ○ Recycling rates for household and mini-recycling centres 	<ul style="list-style-type: none"> • 67 per cent by 2015 • 75 per cent by 2020 ○ Increase 		<ul style="list-style-type: none"> ○ Neighbouring local authorities
Core Policy 2: Delivering sustainable forms of development	○ Fewer flooding incidents	<ul style="list-style-type: none"> ○ Number of properties at risk from flooding ○ Number of new properties built in flood Zones 2 and 3 without appropriate mitigation measures ○ Number of development schemes incorporating SUDS where required and feasible ○ Number of planning applications approved contrary to Environment Agency advice 	<ul style="list-style-type: none"> ○ Reduce ○ None ○ 100% ○ None 	<ul style="list-style-type: none"> ○ Environment Agency Catchment Flood Management Plans ○ Wessex Water's Water Resources Management Plan ○ Determination of planning applications ○ Strategic Flood Risk Assessment ○ Private sector activities/ development industry ○ Community Infrastructure Levy ○ Developer contributions 	<ul style="list-style-type: none"> ○ Environment Agency ○ Wessex Water ○ North Dorset District Council ○ Dorset County Council ○ Private developers ○ Neighbouring local authorities
	○ Appropriate infrastructure provided in a timely and efficient manner	<ul style="list-style-type: none"> ○ Amount of developer contributions received ○ Amount of identified infrastructure delivered on time ○ Cost of identified infrastructure delivered 	<ul style="list-style-type: none"> ○ Monitor ○ 100% of identified infrastructure delivered on time ○ No schemes delivered over budget 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Community Infrastructure Levy ○ Developer contributions via S.106 ○ Private sector activities/ development industry 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ Private developers ○ Local Strategic Partnerships ○ Utility providers
	○ Best and most versatile agricultural land protected from development	<ul style="list-style-type: none"> ○ Amount of agricultural land subject to planning applications 	<ul style="list-style-type: none"> ○ No loss of Grades 1, 2 and 3a agricultural land 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/ development industry 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ Private developers
	○ Extent of development on brownfield sites	<ul style="list-style-type: none"> ○ Amount of development on brownfield sites 	<ul style="list-style-type: none"> ○ 35% of new development on brownfield sites 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/ 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
	maximised			development industry	<ul style="list-style-type: none"> Private developers
	<ul style="list-style-type: none"> Overall improvement in the character of settlements 	<ul style="list-style-type: none"> % of planning applications submitted with design statements Number of completed Town/Village Design Statements 	<ul style="list-style-type: none"> No relevant development proposals to be permitted without an acceptable design statement Monitor 	<ul style="list-style-type: none"> Determination of planning applications Private sector activities/development industry NDDC Village and Town Design Statements Timetable 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Private developers Town and Parish Councils Natural England
Core Policy 3: Core spatial strategy for North Dorset	<ul style="list-style-type: none"> Concentration of development in RSS Category B settlements 	<ul style="list-style-type: none"> % new development in Category B settlements 	<ul style="list-style-type: none"> All development in accordance with Site allocations DPD 	<ul style="list-style-type: none"> Site allocations DPD Determination of planning applications Private sector activities/development industry 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Private developers RSLs Local Strategic Partnerships
	<ul style="list-style-type: none"> Limited development in RSS Category C settlements 	<ul style="list-style-type: none"> % new development in Category C settlements 	<ul style="list-style-type: none"> All development in accordance with Site allocations DPD 	<ul style="list-style-type: none"> Site allocations DPD Determination of planning applications Dorset AONB Management Plan Cranborne Chase and West Wiltshire Downs AONB Management Plan Private sector activities/development industry 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Private developers RSLs Local Strategic Partnerships AONB Partnership Boards Cranborne Chase and West Wiltshire Downs AONB Partnership Panel
	<ul style="list-style-type: none"> Restricted amounts of development in countryside areas 	<ul style="list-style-type: none"> % new development in countryside areas 	<ul style="list-style-type: none"> All countryside development meets local need 	<ul style="list-style-type: none"> Site allocations DPD Determination of planning applications Dorset AONB Management Plan Cranborne Chase and West Wiltshire Downs AONB Management Plan 	<ul style="list-style-type: none"> North Dorset District Council Town and Parish Councils Dorset County Council Private developers RSLs Local Strategic

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
				<ul style="list-style-type: none"> ○ Private sector activities/ development industry 	<ul style="list-style-type: none"> Partnerships ○ Dorset AONB Partnership Board ○ Cranborne Chase and West Wiltshire Downs AONB Partnership Panel
	<ul style="list-style-type: none"> ○ Enhanced character of area and sense of place 	<ul style="list-style-type: none"> ○ Number of planning applications with appropriate Design and Access Statements 	<ul style="list-style-type: none"> ○ Monitor 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/ development industry 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Local Strategic Partnerships ○ Private developers ○ RSLs
Core Policy 4: Housing (including affordable housing) distribution	<ul style="list-style-type: none"> ○ Housing targets in the Regional Spatial Strategy met 	<ul style="list-style-type: none"> ○ NI 154 - net additional homes provided 	<ul style="list-style-type: none"> ○ 7000 net additional homes provided by 2026 ○ 35.7% of homes (2000) provided as affordable by 2026 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/ development industry ○ Sustainable Community Strategies ○ SHLAA 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Private developers ○ RSLs ○ Local Strategic Partnerships
	<ul style="list-style-type: none"> ○ Appropriate distribution of housing land achieved 	<ul style="list-style-type: none"> ○ Distribution of new development across district 	<ul style="list-style-type: none"> ○ By 2026 levels of new development will be: <ul style="list-style-type: none"> ● Blandford 1500 new dwellings (21%) ● Gillingham 2300 new dwellings (33%) ● Shaftesbury 1200 new dwellings (17%) ● Remainder of district 2000 new dwellings (29%) 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/ development industry ○ Sustainable Community Strategies ○ SHLAA 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ Private developers ○ RSLs ○ Local Strategic Partnerships

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
Core Policy 5: Managing housing land supply	○ Appropriate supply of housing land maintained	○ Overall annual average provision of new dwellings	○ Average annual net additional dwellings : <ul style="list-style-type: none"> • District-wide 350 dpa • RSS Cat B settlements 250 dpa • Remainder of district 100 dpa 	○ SHLAA ○ Determination of planning applications ○ Private sector activities/ development industry	○ North Dorset District Council ○ RSLs ○ Private developers
	○ Extent of development on brownfield sites maximised	○ Amount of development on brownfield sites	○ 35% of new housing development on brownfield sites	○ Determination of planning applications ○ Private sector activities/ development industry	○ North Dorset District Council ○ Dorset County Council ○ Private developers
Core Policy 6: Economy	○ North Dorset's potential for economic development and employment maximised	○ NI 151 - overall employment rate ○ NI 152 - working age people on out of work benefit ○ NI 166 - average earnings of employees in the area ○ NI 171 - new business registration rate ○ NI 172 - Percentage of small businesses in an area showing employment growth ○ NI 174 - skills gap in the current workforce reported by employers ○ Net change in number of jobs	○ Increase ○ Decrease ○ Increase ○ Increase ○ increase ○ Reduce gap ○ 4700 additional jobs by 2026	○ Determination of planning applications ○ Private sector activities/ development industry ○ Bournemouth, Dorset and Poole Economic Development Strategy ○ Economic Development Strategy for North Dorset	○ Business Link South West ○ Learning and Skills Council ○ Federation of Small Businesses ○ Job Centre Plus ○ National Farmers' Union ○ North Dorset District Council ○ Dorset County Council ○ Regional Development Agency ○ Dorset Chamber of Commerce and Industry ○ Bournemouth, Dorset and Poole Economic Partnership ○ Local business associations and partnerships ○ Private developers

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
	<ul style="list-style-type: none"> ○ Extended range of businesses in North Dorset 	<ul style="list-style-type: none"> ○ Type of VAT registrations recorded per annum involving rural businesses ○ Number of jobs by sector 	<ul style="list-style-type: none"> ○ Greater variety of types of businesses registering for VAT ○ Wider spread of jobs by sector 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/development industry ○ Bournemouth, Dorset and Poole Economic Development Strategy ○ Economic Development Strategy for North Dorset 	<ul style="list-style-type: none"> ○ Business Link South West ○ Federation of Small Businesses ○ North Dorset District Council ○ Dorset County Council ○ Regional Development Agency ○ Dorset Chamber of Commerce and Industry ○ Bournemouth, Dorset and Poole Economic Partnership ○ Local business associations and partnerships ○ Private developers
	<ul style="list-style-type: none"> ○ Support provided for a range of rural businesses 	<ul style="list-style-type: none"> ○ Number of VAT registrations recorded per annum involving rural businesses ○ Number of change of use consents granted for village pub/shop 	<ul style="list-style-type: none"> ○ Increase ○ Monitor 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/development industry ○ Bournemouth, Dorset and Poole Economic Development Strategy ○ Economic Development Strategy for North Dorset 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ National Farmers' Union ○ Private developers ○ Bournemouth, Dorset and Poole Economic Partnership
	<ul style="list-style-type: none"> ○ Existing and future commercial and industrial development safeguarded 	<ul style="list-style-type: none"> ○ Provision of industrial land 	<ul style="list-style-type: none"> ○ 38 ha of employment land developed by 2026 of which at least : <ul style="list-style-type: none"> ● Blandford 7 ha ● Gillingham 22 ha ● Shaftesbury 3 ha ● Remainder of district 6.3 ha 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/development industry ○ Bournemouth, Dorset and Poole Economic Development Strategy ○ Economic Development Strategy for North Dorset 	<ul style="list-style-type: none"> ○ Business Link South West ○ Federation of Small Businesses ○ North Dorset District Council ○ Dorset County Council ○ Regional Development Agency

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		<ul style="list-style-type: none"> ○ Amount of employment land lost to non-employment uses ○ Amount of employment land developed per annum ○ Net industrial/commercial floorspace completions 	<ul style="list-style-type: none"> ○ 0 ha of development land lost to non-employment uses ○ Monitor ○ Monitor 		<ul style="list-style-type: none"> ○ Dorset Chamber of Commerce and Industry ○ Bournemouth, Dorset and Poole Economic Partnership ○ Local business associations and partnerships ○ Private developers
Core Policy 7: Retail and other town centre uses	<ul style="list-style-type: none"> ○ Retail viability of town centres safeguarded and market town functions strengthened 	<ul style="list-style-type: none"> ○ Net retail/commercial floorspace completions ○ Amount of primary town centre retail frontage lost ○ Amount of retail/town centre uses floorspace allowed outside town centres 	<ul style="list-style-type: none"> ○ Additional net floorspace provided by 2016 : <ul style="list-style-type: none"> ● 2,300m2 convenience goods District wide ● 5,000m2 comparison goods at Gillingham ● 4,500m2 comparison goods elsewhere ○ None ○ None 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/development industry ○ Bournemouth, Dorset and Poole Economic Development Strategy ○ Economic Development Strategy for North Dorset 	<ul style="list-style-type: none"> ○ Business Link South West ○ Federation of Small Businesses ○ North Dorset District Council ○ Dorset County Council ○ Regional Development Agency ○ Dorset Chamber of Commerce and Industry ○ Bournemouth, Dorset and Poole Economic Partnership ○ Local business associations and partnerships ○ Private developers
	<ul style="list-style-type: none"> ○ Visual quality of town centre environments protected and enhanced with no negative effects from new development 	<ul style="list-style-type: none"> ○ % of planning applications with design statements 	<ul style="list-style-type: none"> ○ No relevant development proposals to be permitted without an acceptable design statement 	<ul style="list-style-type: none"> ○ Shop Front Design Guide ○ Private sector activities/development industry 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Private developers
Core Policy 8:	<ul style="list-style-type: none"> ○ Appropriate provision made for 	<ul style="list-style-type: none"> ○ Mix of types, sizes and tenures of new housing 	<ul style="list-style-type: none"> ○ Monitor 	<ul style="list-style-type: none"> ○ Determination of planning applications 	<ul style="list-style-type: none"> ○ North Dorset District Council

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
Housing mix, type and density	present and future housing needs			<ul style="list-style-type: none"> Private sector activities/development industry 	<ul style="list-style-type: none"> Private developers RSLs
	<ul style="list-style-type: none"> New housing developed at average density of between 30 and 50 dwellings per hectare 	<ul style="list-style-type: none"> Average housing density % of new dwelling built at less than 30 dwellings per hectare % of new dwellings built at more than 50 dwellings per hectare 	<ul style="list-style-type: none"> Average housing density achieved of between 30 and 50 dwellings per hectare Monitor Monitor 	<ul style="list-style-type: none"> Determination of planning applications Private sector activities/development industry 	<ul style="list-style-type: none"> North Dorset District Council Private developers RSLs
	<ul style="list-style-type: none"> Needs of future occupiers of new dwellings met 	<ul style="list-style-type: none"> % of new dwellings built to Lifetime Homes standards 	<ul style="list-style-type: none"> 100% 	<ul style="list-style-type: none"> Determination of planning applications Private sector activities/development industry 	<ul style="list-style-type: none"> North Dorset District Council Private developers RSLs
Core Policy 9: Affordable housing	<ul style="list-style-type: none"> Appropriate provision of affordable housing 	<ul style="list-style-type: none"> NI155 - number of affordable homes delivered 	<ul style="list-style-type: none"> 35% of housing to be provided as affordable at Gillingham 40% of housing to be provided as affordable elsewhere 	<ul style="list-style-type: none"> Private sector activities/development industry Site Allocations DPD 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council RSLs Local Strategic Partnerships Private developers
	<ul style="list-style-type: none"> Council waiting list reduced 	<ul style="list-style-type: none"> Size of Council waiting list 	<ul style="list-style-type: none"> Annual reduction 	<ul style="list-style-type: none"> Private sector activities/development industry Site Allocations DPD 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council RSLs Local Strategic Partnerships Private developers
Core Policy 10: Affordable housing: Rural exception sites	<ul style="list-style-type: none"> Local rural housing needs met 	<ul style="list-style-type: none"> Number of dwellings granted planning permission on exception sites 	<ul style="list-style-type: none"> Monitor 	<ul style="list-style-type: none"> Determination of planning applications Private sector activities/development industry 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Private developers
	<ul style="list-style-type: none"> Nature of rural settlements not compromised 	<ul style="list-style-type: none"> Number of dwellings granted planning permission on 	<ul style="list-style-type: none"> Zero 	<ul style="list-style-type: none"> Determination of planning applications Private sector activities/ 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		exception sites outside rural settlements		development industry	<ul style="list-style-type: none"> Private developers
Core Policy 11: Grey infrastructure	<ul style="list-style-type: none"> Improved linkages between where people live and their workplace together with the shopping and recreational facilities they use 	<ul style="list-style-type: none"> NI 176 - working age people with access to employment by public transport (and other specified modes) NI 178 - bus services running on time Development of a range of Travel Plans 	<ul style="list-style-type: none"> Increase Increase Increase 	<ul style="list-style-type: none"> Dorset Local Transport Plan Determination of planning applications Private sector activities/development industry Community Infrastructure Levy Sustainable School Travel Strategy 	<ul style="list-style-type: none"> South West Trains Network Rail Public transport operators Local Strategic Partnerships Neighbouring local authorities Sustrans Private developers
	<ul style="list-style-type: none"> Enhanced provision of public transport, especially in rural areas 	<ul style="list-style-type: none"> Develop indicators through the Dorset Local Transport Plan Place Survey - % satisfaction with local bus services 	<ul style="list-style-type: none"> Develop targets through the Dorset Local Transport Plan Improve 	<ul style="list-style-type: none"> Dorset Local Transport Plan Community Infrastructure Levy 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Public transport operators
	<ul style="list-style-type: none"> Effectively managed car parking 	<ul style="list-style-type: none"> Car park usage levels Percentage of completed development complying with parking standards 	<ul style="list-style-type: none"> Maintain at current levels 100% 	<ul style="list-style-type: none"> NDDC Car Parking Strategy Community Infrastructure Levy Developer contributions Private sector activities/development industry Sustainable Community Strategies Rights of Way 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Private developers
	<ul style="list-style-type: none"> Greater consideration of transportation impact of development Less use of the private car 	<ul style="list-style-type: none"> Number of planning permissions with transportation related conditions attached Proportion of new housing within 30 minutes by public transport of key facilities 	<ul style="list-style-type: none"> Monitor Increase 	<ul style="list-style-type: none"> Determination of planning applications Private sector activities/development industry Dorset Local Transport Plan Private sector activities/ 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Private developers North Dorset District Council Dorset County Council Public transport operators

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		○ Car ownership levels	○ Decrease	development industry	○ Private developers
	○ Improved passenger rail services	○ Develop indicators through the Dorset Local Transport Plan	○ Develop targets through the Dorset Local Transport Plan	○ Dorset Local Transport Plan	○ North Dorset District Council ○ Dorset County Council ○ South West Trains ○ Network Rail
	○ Development of new and improved pedestrian and cycling links and networks	○ Develop indicators through the Dorset Local Transport Plan	○ Develop targets through the Dorset Local Transport Plan	○ Dorset Local Transport Plan ○ Private sector activities/development industry	○ North Dorset District Council ○ Dorset County Council ○ Sustrans ○ Private developers
	○ Improved integration of different transport modes	○ Develop indicators through the Dorset Local Transport Plan	○ Develop targets through the Dorset Local Transport Plan	○ Dorset Local Transport Plan	○ North Dorset District Council ○ Dorset County Council ○ Public transport operators ○ South West Trains ○ Network Rail
	○ Extended use of North Dorset Trailway	○ Length of Trailway available for use	○ Increase	○ Sustainable Community Strategies ○ Community Infrastructure Levy ○ Dorset Local Transport Plan	○ North Dorset District Council ○ Dorset County Council
Core Policy 12: Social infrastructure	○ Appropriate and sufficient community facilities available and accessible	○ % of households within 800m of a community centre ○ Amount of community building floorspace ○ Proportion of new housing within 30 minutes by public transport of community facilities ○ NI 5 - Overall / general satisfaction with local area	○ Increase ○ Increase ○ Monitor ○ Increase	○ Sustainable Community Strategies ○ Community Infrastructure Levy	○ North Dorset District Council ○ Dorset County Council ○ Local Strategic Partnerships ○ Private developers ○ Sport England ○ Local community groups

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
	<ul style="list-style-type: none"> ○ Appropriate and sufficient leisure facilities available and accessible 	<ul style="list-style-type: none"> ○ % of households within 400m of a play area for young children ○ Sport England Facilities Planning Model ○ Patronage levels at local leisure centres ○ Loss of local sports facilities 	<ul style="list-style-type: none"> ○ Increase ○ Meet forecast demand ○ Monitor ○ None 	<ul style="list-style-type: none"> ○ Sustainable Community Strategies ○ Community Infrastructure Levy 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ Local Strategic Partnerships ○ Private developers ○ Sport England ○ Local community groups ○ Sports and Leisure Clubs/Associations
	<ul style="list-style-type: none"> ○ Culture 	<ul style="list-style-type: none"> ○ Use of public libraries ○ Number of arts events held 	<ul style="list-style-type: none"> ○ Increase ○ Increase 	<ul style="list-style-type: none"> ○ Dorset Cultural Strategy 2009-2014 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council
	<ul style="list-style-type: none"> ○ Healthier population 	<ul style="list-style-type: none"> ○ NI 8 - Adult participation in sport and active recreation ○ NI 119 - self-reported measure of people's overall health and well-being ○ Proportion of new housing within 30 minutes by public transport of sports/leisure facilities ○ Length of Trailway available for use ○ Develop cycling indicators through the Dorset Local Transport Plan ○ % of households within 1000m of greenspace that is at least 0.25 hectares in size ○ % of households within 	<ul style="list-style-type: none"> ○ Increase ○ Increase ○ Increase ○ Increase ○ Monitor ○ Increase ○ Increase 	<ul style="list-style-type: none"> ○ Increase ○ Increase ○ Increase ○ Increase ○ Monitor ○ Increase ○ Increase 	<ul style="list-style-type: none"> ○ Strategic Framework for Improving Health in Dorset ○ Site Allocations DPD ○ Private sector activities/development industry ○ Community Infrastructure Levy ○ Dorset Local Transport Plan ○ Determination of planning applications

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		400m of a play area for young children ○ Patronage levels at local leisure centres	○ Monitor		
	○ Enhanced healthcare facilities	○ Number of new facilities/ extended facilities available ○ Number of GPs in North Dorset	○ Monitor ○ Provision of accommodation for 9.5 whole time equivalent GPs by 2026 : ● Blandford 2 ● Gillingham 3 ● Shaftesbury 1.5/2 ● Remainder of district 2.5/3	○ Strategic Framework for Improving Health in Dorset ○ Site Allocations DPD	○ North Dorset District Council ○ NHS ○ Dorset Primary Care Trust
	○ More accessible healthcare facilities	○ Proportion of new housing within 30 minutes by public transport of key healthcare facilities	○ Increase	○ Strategic Framework for Improving Health in the South West ○ Site Allocations DPD	○ North Dorset District Council ○ NHS ○ Dorset Primary Care Trust
	○ Sure Start places safeguarded	○ Adequate size and location of Sure Start centres to meet North Dorset's needs ○ 1 registered childcare place for every 3 children in 0-2, 3-4 and 5-7 age groups in accessible locations	○ Monitor ○ Monitor	○ Planning applications	○ North Dorset District Council ○ Dorset County Council
	○ Appropriate and sufficient school places available and accessible	○ Adequate size and location of Primary school places to meet North Dorset's needs ○ Adequate size and	○ By 2026 additional Primary Forms of Entry: ● Blandford 1.5 ● Gillingham 2 ● Shaftesbury 1 ○ By 2026 additional	○ Planning applications	○ North Dorset District Council ○ Dorset County Council

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		location of Secondary school places to meet North Dorset's needs	Secondary Forms of Entry: <ul style="list-style-type: none"> • Blandford 1 - 1.5 • Gillingham 2 • Shaftesbury 1 		
	<ul style="list-style-type: none"> ○ Increased opportunities for skills training and improvement 	<ul style="list-style-type: none"> ○ NI 79 - achievement of Level 2 qualification by age 19 ○ NI 80 - achievement of Level 3 qualification by age 19 ○ NI 165 - working age population qualified to at least Level 4 or higher ○ NI 174 - skills gap in the current workforce reported by employers ○ NI 117 - 16-18 year olds who are not in education, training or employment 	<ul style="list-style-type: none"> ○ Increase ○ Increase ○ Increase ○ Reduce gap ○ Reduction 	<ul style="list-style-type: none"> ○ Economic Development Strategy for North Dorset ○ Site Allocations DPD ○ Private sector activities/development industry ○ Dorset 14-19 strategy 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ Business Link South West ○ Learning and Skills Council ○ FE establishments ○ Job Centre Plus ○ Yeovil College ○ Blandford Camp
Core Policy 13: Green infrastructure	<ul style="list-style-type: none"> ○ Appropriate and sufficient amenity greenspace available and accessible 	<ul style="list-style-type: none"> ○ % of households within 500m of a greenspace connecting route ○ Extent of developers' contributions towards provision of green infrastructure ○ Amount of open space lost within settlements ○ % of open space managed to Green Flag standard 	<ul style="list-style-type: none"> ○ Monitor ○ Monitor ○ Zero ○ Monitor 	<ul style="list-style-type: none"> ○ Community Infrastructure Levy ○ Site Allocations DPD ○ Private sector activities/development industry ○ Community Infrastructure Levy 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ Local Strategic Partnerships ○ Private developers ○ Sport England ○ Local community groups
	<ul style="list-style-type: none"> ○ Allotments generally available to meet 	<ul style="list-style-type: none"> ○ Length of local waiting lists for allotments 	<ul style="list-style-type: none"> ○ Waiting list lengths reduced 	<ul style="list-style-type: none"> ○ Parish/Town Council activities 	<ul style="list-style-type: none"> ○ North Dorset District Council

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
	local demand			<ul style="list-style-type: none"> Site Allocations DPD 	<ul style="list-style-type: none"> Dorset County Council Parish/Town Councils
Core Policy 14: Protecting and enhancing the environment	<ul style="list-style-type: none"> Internationally important wildlife sites protected 	<ul style="list-style-type: none"> Number of internationally important wildlife sites adversely affected by development Condition of sites Number of new sites designated 	<ul style="list-style-type: none"> Zero No sites affected adversely by development Monitor 	<ul style="list-style-type: none"> Dorset Biodiversity Strategy Planning applications Site Allocations DPD Private sector activities/development industry English Heritage Wetland Strategy 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Dorset Wildlife Trust Dorset Biodiversity Partnership Natural England Environment Agency RSPB
	<ul style="list-style-type: none"> Nationally important wildlife and geological sites protected 	<ul style="list-style-type: none"> Number of nationally important wildlife sites adversely affected by development Condition of SSSIs Number of new SSSIs designated 	<ul style="list-style-type: none"> Zero No SSSIs affected adversely by development Monitor 	<ul style="list-style-type: none"> Dorset Biodiversity Strategy Planning applications Site Allocations DPD Private sector activities/development industry English Heritage Wetland Strategy 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Dorset Wildlife Trust Dorset Biodiversity Partnership Natural England Environment Agency RSPB
	<ul style="list-style-type: none"> Local biodiversity Improved 	<ul style="list-style-type: none"> NI 197 - Proportion of Local Sites where positive conservation management has been or is being implemented Number of declared Local Nature Reserves Extent of Local Nature Reserves Extent of any changes to areas of biodiversity importance Number of planning applications approved against Natural 	<ul style="list-style-type: none"> Increase Monitor 1 hectare per 1000 population Monitor Monitor 	<ul style="list-style-type: none"> UK Biodiversity Action Plan Dorset Biodiversity Strategy Planning applications Site Allocations DPD Private sector activities/development industry Community Infrastructure Levy English Heritage Wetland Strategy 	<ul style="list-style-type: none"> North Dorset District Council Dorset County Council Natural England Dorset Wildlife Trust Dorset Biodiversity Partnership Dorset Natural History and Archaeological Society

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		England advice			
	<ul style="list-style-type: none"> ○ Areas of Outstanding Natural Beauty protected from inappropriate development 	<ul style="list-style-type: none"> ○ Number of planning permissions granted in AONBs ○ Number of planning applications approved against Natural England advice 	<ul style="list-style-type: none"> ○ Monitor ○ Zero 	<ul style="list-style-type: none"> ○ Planning applications ○ Site Allocations DPD ○ Private sector activities/development industry ○ Dorset AONB Management Plan ○ Cranborne Chase and West Wiltshire Downs AONB Management Plan 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ Dorset AONB Partnership ○ Cranborne Chase and West Wiltshire Downs AONB Partnership ○ Country Landowners Association
	<ul style="list-style-type: none"> ○ Sites/monuments/buildings of archaeological/historical importance protected 	<ul style="list-style-type: none"> ○ Number of nationally important archaeological sites/monuments/buildings adversely affected by development ○ Condition of archaeologically important sites ○ Number of new sites/monuments of archaeological importance designated ○ Number of Listed Buildings 'at risk' ○ Number of planning permissions for works to Listed Buildings ○ Number of new designated Conservation Areas ○ Number of Conservation Areas with up to date 	<ul style="list-style-type: none"> ○ Zero ○ No archaeologically important sites/monuments/buildings affected adversely by development ○ Monitor ○ Reduce ○ Monitor ○ Monitor ○ 100% 	<ul style="list-style-type: none"> ○ Planning applications ○ Private sector activities/development industry ○ Site Allocations DPD ○ Dorset Sites and Monuments Record ○ British Archaeologists' and Developers' Code of Practice. 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ English Heritage ○ Dorset Biodiversity Partnership ○ Natural England ○ Dorset Natural History and Archaeological Society ○ Dorset Archaeological Committee ○ National Trust

Policies	Intended Outcomes	Achievement Indicators	Targets	Means of Implementation	Agencies and Partners
		Appraisals and Management Proposals			
	<ul style="list-style-type: none"> ○ Historic parks and gardens protected 	<ul style="list-style-type: none"> ○ Number of historic parks and gardens lost ○ Number of historic parks and gardens adversely affected by development 	<ul style="list-style-type: none"> ○ Zero ○ Zero 	<ul style="list-style-type: none"> ○ Determination of planning applications ○ Private sector activities/development industry ○ Site Allocations DPD ○ Register of Parks and Gardens of special historic interest in England. 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council ○ National Trust ○ English Heritage ○ Garden History Society ○ Dorset Gardens Trust
	<ul style="list-style-type: none"> ○ Tree Preservation Orders maintained 	<ul style="list-style-type: none"> ○ Number of occurrences of unauthorised works to protected trees ○ Number of new TPOs made 	<ul style="list-style-type: none"> ○ Reduce ○ Monitor 	<ul style="list-style-type: none"> ○ Planning applications ○ Private sector activities/development industry ○ Site Allocations DPD 	<ul style="list-style-type: none"> ○ North Dorset District Council ○ Dorset County Council

NB Delivery / Implementation via determination of planning applications includes the outcome of appeals against refusal of planning permission and against imposed conditions and monitoring those decisions.

Appendix A – Saved and Replaced Local Plan Policies

Schedule of Saved Local Plan Policies that will be replaced by
Core and Development Management Policies

Local Plan Policy	Replacement Core / Development Management Policy / Policies
Strategy/Environment	
1.1 Sustainable Development Strategy	CP 1 & 2, DMP 1, 2 & 4
1.2 Towns for Major Growth	CP 3, 15 - 17
1.3 Towns for Moderate Growth	CP 3, 18 & 19
1.4 Village Development	CP 3 & 19
1.5 Small Villages and Hamlets	CP 3 & 20
1.6 Development in the Countryside	CP 3 & 20
1.8 Standard Assessment Criteria	CP 2 & 3, DMP 2 - 4
1.9 Important Open/Wooded Areas	DMP 3
1.10 Re-use of Adaptation of Buildings in the Countryside	DMP 11 & 12
1.11 Farmyards in Settlement Boundaries	DMP 11 & 12
1.12 River Valleys	CP 14
1.15 Foul Drainage Arrangements	CP 2 & 11
1.16 Groundwater Source Protection	CP 2
1.17 Sewage Treatment Works Protection Areas	CP 2
1.18 Waste Recycling Centres	CP 1
1.19 Lighting Standards	DMP 4
1.20 Contaminated Land	CP 2
1.21 Alterations to Listed Buildings	CP 14
1.22 Demolition of Listed Buildings	CP 14
1.23 Setting of Listed Buildings	CP 14
1.24 Character of Conservation Areas	CP 14
1.25 Demolition in Conservation Areas	CP 14
1.26 Advertisements in Conservation Areas	DMP 4
1.27 Shopfronts in Conservation Areas	CP 7 & DMP 4
1.28 Archaeological Remains of National Importance	CP 14
1.30 Archaeological Evaluations	CP 14
1.31 Historic Parks and Gardens	CP 14
1.32 Areas of Outstanding Natural Beauty	CP 14
1.33 Landscape Character Areas	CP 14
1.34 International Sites of Nature Conservation Interest	CP 14
1.35 National Sites of Nature Conservation Interest	CP 14
1.36 Sites of Nature Conservation Importance	CP 14
1.37 Other Landscape Features of Nature Conservation Importance	CP 14, DMP 9
1.38 Protected Species and their Habitats	CP 14
1.39 Tree Preservation Orders	DMP 9
1.40 Landscaping of New Development	DMP 9
1.41 Amenity Tree Planting	DMP 9

Local Plan Policy	Replacement Core / Development Management Policy / Policies
Housing	
2.1 Housing Provision	CP 4
2.2 Making best use of housing land	CP 5
2.3 Distribution of Development	CP 4
2.5 Form of major housing development	CP 8, DMP 3
2.6 Infill/Windfall Development within Defined Settlement Boundaries	DMP 3
2.7 Renewal of Unimplemented Consent	Not considered necessary to retain
2.8 Monitoring the Availability of Land for Housing	CP 5
2.9 Phasing the Release of Land for Development	CP 5
2.10 Density of New Development	CP 8
2.11 Extension to Dwellings	DMP 3 & 10
2.12 Size of Site on which Affordable Housing will be sought	CP 9
2.13 Affordable Housing within defined Settlement Boundaries	CP 9
2.14 Rural Exception Sites for Affordable Housing	CP 10
2.15 Replacement dwellings in the Countryside	DMP 10
2.16 Agricultural & Forestry Workers Dwellings	Covered by National Policy
2.17 Removal of Agricultural Occupancy Conditions	Introductory paragraph to Section 3.4 DMP for the Countryside
2.18 Temporary mobile homes to meet special needs	Not considered necessary to retain
2.19 Conversion of Property to Multiple Units	CP 8
2.20 Residential Care Homes	CP 8
2.21 Gypsy Sites	DM 6

Local Plan Policy	Replacement Core / Development Management Policy / Policies
The Economy (Employment/Shopping/Tourism)	
3.1 Overall Employment Strategy	CP 6
3.3 Retention of Employment Areas and Uses	CP 6, DMP 12
3.4 Employment Development within Defined Settlements	CP 6, CP 15 - 20
3.5 Employment Development within the Countryside	DMP 12
3.6 Relocation of poorly sited village industries	DMP 12
3.7 Restrictions on employment development	Not considered necessary to retain
3.8 Working from home	CP 6
3.10 Livestock Units	Not considered necessary to retain
3.11 New Livestock Markets	Not considered necessary to retain
3.12 Renewable Energy	CP 1, DMP 1
3.13 Advertisements	DMP 4
3.14 Telecommunication development	CP 11
3.15 Promotion of shopping centres	CP 7
3.16 New retail outlets in town centres	CP 7
3.17 Change of use in retail areas	CP 7
3.18 Local centres in Marnhull and Stalbridge	CP 19
3.19 Out of town centre retail development	CP 7
3.20 Design of shopfronts	CP 7, DMP 3
3.21 The Retention of Village Facilities	CP 12, DMP 7
3.22 Development of Local Shopping Facilities	CP 7, DMP 3
3.23 Retailing within employment areas	CP 7
3.24 Farm shops	CP 7
3.27 Space over Commercial Premises	Not considered necessary to retain
3.28 Development of Tourist Attractions	CP 6
3.29 Development of Built Holiday Accommodation	DMP 5
3.30 Development of Chalet, Caravan & Camping Sites	DMP 5
Community Facilities & Recreation	
4.1 Provision of Specialised Services	CP 12, 15 - 18
4.2 Land Required for Educational Use	CP 12
4.3 New Community Buildings, Village Halls and Libraries	CP 12, 15 - 19, DMP7
4.4 Percent for Arts	Chapter 4: Delivery and Monitoring
4.5 Provision of Outdoor Sports Pitches and other Recreational Open Space	CP 13, DMP 8
4.6 Loss of Outdoor Sports Pitches & Other Recreational Space	DMP 8
4.7 Indoor Sports and Leisure Provision	CP 12
4.8 Play Areas and Amenity Open Space for Residential Estates	DMP 8
4.9 Countryside Recreation Proposals	CP 13
4.10 Long Distance Footpaths and Cycleways	CP 11, 13
4.11 The Use of Redundant Railway Lines	CP 11, 13

Local Plan Policy	Replacement Core / Development Management Policy / Policies
Transportation	
5.1 Non Strategic Road Network	CP 11
5.2 New District Distributor Road	CP 11
5.3 Existing District Distributor Road	CP 11
5.4 Other Rural Roads	CP 11
5.5 New Urban Local Distributor Roads	CP 11
5.7 Provision for Cyclists	DMP 2
5.8 Provision for Pedestrians	DMP 2
5.9 People with Mobility Impediment	DMP 2
5.10 Traffic Management & Pedestrian Priority	DMP 2
5.11 General Traffic Management	DMP 2
5.12 Traffic Calming	DMP 2
5.13 Restrictions on HGVs	CP 11
5.14 Environmental Improvements to Highways	CP 11
5.15 Bus Services	CP 11
5.16 Rail Network	CP 11
5.17 Parking Standards	CP 11, DMP 2
5.18 Parking for the Disabled	DMP 2
5.19 Servicing	DMP 2
5.20 Development Obligations	Chapter 4: Delivery and Monitoring
5.21 Safeguarding of Land	Not considered necessary to retain
Blandford Forum & St Mary	
BL1	CP 15
BL2	CP 14 & 15
BL7	CP 13, 15 & 20
BL8	Not considered necessary to retain
BL10	CP 11, 13 & 15, DMP 2
BL12	CP 11, 13 & 15, DMP 2
BL14	Site now built out. Not considered necessary to retain this policy
Gillingham	
GH1	CP 3 & 16
GH2	CP 16
GH5	Site now built out. Not considered necessary to retain this policy
GH13	CP 16
GH21	CP 12 & 16
GH29	CP11, 16 & DMP 2
GRF1	CP13, 14 & 16
Hazelbury Bryan	
HB1	CP 20
Kings Stag	
KS1	CP11 & 20
Milton on Stour	
MS1	CP 11
Motcombe	
MC1	CP 11

Local Plan Policy	Replacement Core / Development Management Policy / Policies
Okeford Fitzpaine	
OF1	CP 6 & 19
Pimperne	
PM1	Cycle track developed. Not considered necessary to retain this policy
PM2	Footway improved. Not considered necessary to retain this policy
Shaftesbury	
SB1	CP 17
SB7	Scheme completed. Not considered necessary to retain this policy
SB11	Chapter 4: Delivery and Monitoring
Stalbridge	
ST1	CP 3 & 19
ST3	Site now developed. Not considered necessary to retain this policy
Stour Provost	
SP1	CP 11
Stour Row	
SR1	CP 11
Stourpaine	
SE1	Not considered necessary to retain
Sturminster Newton	
SN1	CP 3 & 18
SN2	Scheme completed. Not considered necessary to retain this policy
SN3	CP 18, DMP 3 and Sturminster Newton Town Design Statement SPD
SN7	Site now developed. Not considered necessary to retain this policy

Schedule of Saved Local Plan Policies that will continue to be retained

Local Plan Policy	Notes
Strategy/Environment	
1.7 Development within Settlement Boundaries	See CP 3. Settlement boundaries around defined RSS Development Policy B and C settlements will continue to be “saved” and used for development management purposes until they are reviewed in the Site Allocations DPD. Other settlements with defined boundaries identified in the Local Plan will be treated as part of the countryside for development management purposes until they are formally removed through the Site Allocations DPD.
Housing	
2.4 Settlement Allocations	Local Plan Policy 2.4 allocates a number of sites for housing development, some of which have yet to be developed and / or completely built out. These sites are taken forward as broad locations for development in the Core Strategy and will be reallocated in the Site Allocations DPD, if necessary. Local Plan Policy 2.4 will continue to be “saved” (and the sites will remain allocated for housing as part of the Local Plan) until replaced by policies in the Site Allocations DPD
The Economy (Employment/Shopping/Tourism)	
3.2 Development of Defined Employment Areas	Local Plan Policy 3.2 identifies a number of existing employment sites and also allocates a number of new employment sites. These sites will continue to be protected / allocated under this policy until reviewed through the Site Allocations DPD.

Local Plan Policy	Notes
Transportation	
5.22 The A350 Corridor	CP 17 indicates that the route of the Shaftesbury Outer Bypass will be safeguarded, but there is no policy in the Core Strategy to safeguard the Spetisbury & Charlton Marshal Bypass. Local Plan Policy 5.22 will continue to be saved until the need for these schemes is reviewed. If the safeguarded routes continue to be retained, they will be shown in the Site Allocations DPD.
5.23 Durweston Cross	These Local Plan policies, which identify a number of minor highway improvement schemes, will continue to be “saved” until the need for the schemes is fully reviewed. Those that are retained will be included in the Site Allocations DPD.
5.24 B3092 Primrose Hill/Hunger Hill East Stour	
5.26 A30/C21 Stour Hill Crossroads	
5.27 A350 Blandford Bypass/Milldown Road	
5.28 A30/B3092 Road Junction at East Stour	
5.29 A354/C78 Junction at Thornicombe	
5.30 B3092 Madjeston Bends	
5.31 B3092 Stour Provost Crossroads	
5.32 A357 Poolestown Bends	
5.33 B3092 Hinton St Mary-Sturminster Newton	

Local Plan Policy	Notes
Blandford Forum & St Mary	
BL4	CP 15 identifies land off Shaftesbury Lane for housing development. This site will continue to be allocated for housing development under Local Plan Policy BL 4 until superseded by an allocation in the Site Allocations DPD.
BL5	CP 15 identifies land off Shaftesbury Lane for employment development. This site will continue to be allocated for employment development under Local Plan Policy BL 5 until superseded by an allocation in the Site Allocations DPD.
BL6	CP 15 identifies land north of the Blandford Bypass for sports pitches. This site will continue to be allocated for recreation and sports use under Local Plan Policy BL 6 until superseded by an allocation in the Site Allocations DPD.
BL9	These Local Plan policies for cycling schemes at Blandford will continue to be “saved” until the need for the schemes is fully reviewed or they are implemented. Those unimplemented schemes that are retained will be included in the Site Allocations DPD.
BL10	
BL12	
BL13	
BL16	Proposed Minor highway improvement at Blandford Heights Industrial Estate.
Bourton	
BN1	As yet unimplemented employment allocation on land south of Lilac Cottage

Local Plan Policy	Notes
Gillingham	
GH3	Local Plan Policy GH 3, which identifies “areas of local character” at Gillingham, will be retained. The character of the town is being re-evaluated through the preparation of a town design statement. The approach to protecting the town’s character will be reviewed in the Site Allocations DPD.
GH4	CP16 identifies land south of The Meadows for housing development. This site will continue to be allocated for housing under Local Plan Policy GH 4 until superseded by an allocation in the Site Allocations DPD.
GH8	CP 16 identifies land at Park Farm for employment development. This site will continue to be allocated for employment under Local Plan Policy GH 8 until superseded by an allocation in the Site Allocations DPD.
GH15	CP 16 identifies land around the Leisure Centre for sports pitches. This site will continue to be allocated for recreation and sports use under Local Plan Policy GH 15 until superseded by an allocation in the Site Allocations DPD.
GH16	These Local Plan policies for recreation, sport and cycling schemes at Gillingham will continue to be “saved” until the need for the schemes is fully reviewed or they are implemented. Those unimplemented schemes that are retained will be included in the Site Allocations DPD.
GH17	
GH19	
GH20	
GH22	Land allocated for cemetery provision of Stour Meadows
GH23	Land safeguarded for extension of existing sewage treatment works
GH25	These Local Plan policies for minor highway improvements and cycling schemes at Gillingham will continue to be “saved” until the need for the schemes is fully reviewed or they are implemented. Those unimplemented schemes that are retained will be included in the Site Allocations DPD.
GH27	
GH28	
Kings Stag	
KS1	Provision of a footway in the village
Milton on Stour	
MS2	Footway provision along the River Stour to link with Gillingham

Local Plan Policy	Notes
Shaftesbury	
SB2	These policies, which seek to safeguard the character of different parts of Shaftesbury Conservation Area, will be retained. The approach to protecting the town's character will be reviewed in the Site Allocations DPD.
SB3	
SB4	
SB5	
SB6	
SB8	CP 17 identifies land to the east of Shaftesbury for mixed use, mainly housing development. This site will continue to be allocated for development under Local Plan Policies SB 8-10 until superseded by an allocation in the Site Allocations DPD.
SB9	
SB10	
SB12	CP 17 identifies land south of the A30 for employment development. This site will continue to be allocated for employment under Local Plan Policy SB 12 until superseded by an allocation in the Site Allocations DPD.
SB14	Development of land for recreational purposes at Wincombe Lane
SB15	These Local Plan policies for minor highway improvements and cycling schemes at Shaftesbury will continue to be "saved" until the need for the schemes is fully reviewed or they are implemented. Those unimplemented schemes that are retained will be included in the Site Allocations DPD.
SB16	
SB17	Policies CP 11 & 17 refer to a link road between the A30 and B3081 at Enmore Green. Local Plan Policy SB17 also refers to such a link and a route is defined on the Local Plan Proposals Map. This Local Plan policy and the route will be retained, until reviewed in the Site Allocations DPD.
SB18	CP11 discusses the need to manage movements on the A350 and CP 17 indicates that the route of the Shaftesbury Outer Eastern Bypass will continue to be safeguarded. Local Plan Policy SB17 also refers to safeguarding this route, which is defined on the Local Plan Proposals Map. This Local Plan policy and the safeguarded route corridor will be retained, until reviewed in the Site Allocations DPD.
Stalbridge	
ST2	This policy, which seeks to safeguard the character of different parts of Stalbridge Conservation Area, will be retained. The approach to protecting the town's character will be reviewed in the Site Allocations DPD.
ST5	Extension to St. Mary's CE Primary School and parking provision
ST6	Footpath links between the Jarvis Way area and the Town Centre

Local Plan Policy	Notes
Sturminster Newton	
SN4	CP 18 identifies land north of the Livestock Market for housing development. This site will continue to be allocated for housing under Local Plan Policy SN4 until superseded by an allocation in the Site Allocations DPD.
SN6	CP 18 identifies land at Rolls Mill (now known as North Dorset Business Park) from employment development. This site will continue to be allocated for employment under Local Plan Policy SN6 until superseded by an allocation in the Site Allocations DPD.
SN9	CP 18 identifies that a green buffer should be provided between the proposed housing on land north of the Livestock Market and Butt's Pond Industrial Estate. This site will continue to be allocated for informal public open space under Local Plan Policy SN9 until superseded by an allocation in the Site Allocations DPD.
SN10	These Local Plan policies for minor highway improvements and cycling schemes at Sturminster Newton will continue to be "saved" until the need for the schemes is fully reviewed or they are implemented. Those unimplemented schemes that are retained will be included in the Site Allocations DPD.
SN11	
Winterborne Whitechurch	
WW1	This policy which seeks to prevent permanent housing on the Lady Bailey residential caravan site will be retained and reviewed through the Site Allocations DPD.

Appendix B – Glossary of Terms

This Glossary of Terms is intended as a user friendly guide to explain common planning terms as well as defining some other terms which feature in the Development Plan Document. It does not necessarily provide the legal definition of each term as set out in statute or national planning policy statements or guidance. This Glossary includes excerpts from the Planning Portal (www.planningportal.gov.uk) which provides an extensive online Glossary document of planning and related terms.

Abbreviation	Term	Explanation (where necessary)
	Advertisement	Section 336(1) of the Town and Country Planning Act 1990, as amended by Section 24 of the Planning and Compensation Act 1991, defines advertisements as: <i>“any word, letter, model, sign, placard, board, notice, awning, blind, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction, and (without prejudice to the previous provisions of this definition) includes any hoarding or similar structure used, or designed or adapted for use, and anything else principally used, or designed or adapted principally for use, for the display of advertisements”.</i>
	Affordable housing	Affordable housing is defined in Annex B of Planning Policy Statement 3 (PPS 3): Housing (ODPM, December 2005) as: <i>“Affordable housing includes social rented and intermediate housing, provided to specified 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; and 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”.</i>
	Agriculture	Agriculture is defined under Section 336(1) of the Town and Country Planning Act 1990, as amended by Planning and Compensation Act 1991, as including: horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or furs, or for the purpose of its use in the farming of land), the use of land as grazing land, meadowland, osier land, market gardens and nursery grounds, and the use of land for woodlands (where ancillary to other agricultural purposes).

Abbreviation	Term	Explanation (where necessary)
	Amenity	A positive element or elements that contribute to the overall character or enjoyment of an area. In this DPD the main aspects of amenity are considered to be: privacy and private open space; sunlight and daylight; artificial light intrusion; noise; and unpleasant emissions (such as odour, fumes etc.).
AMR	Annual Monitoring Report	A report submitted to the Government by local planning authorities or regional planning bodies assessing progress with and the effectiveness of a Local Development Framework.
AONB	Area of Outstanding Natural Beauty	An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, AONBs represent the nation's finest landscapes. Historically, AONBs were designated by the Countryside Agency (now part of Natural England) and have their own Management Plans.
	Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
	Brownfield land and sites	Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. Also see 'Previously-Developed Land'.
BTCV	British Trust for Conservation Volunteers	Practical conservation charity in the United Kingdom.
CO₂	Carbon dioxide	Increased emissions of this gas are believed to be one of the major causes of climate change.
	Class A Uses Class B Uses Class C Uses Class D Uses	The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories or classes. Class A Uses include shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways. Class B Uses include business, industrial, storage and distribution uses. Class C includes Uses such as hotels, residential care homes, hospitals and prisons. Class D covers Uses which include health centres, day nurseries, places of worship, schools, gyms and cinemas.
	Climate change	Commonly used term to imply a significant change over time in global, national and local climate, primarily as a result of man-made greenhouse gas emissions. Previously, climate change has been used synonymously with the term global warming; scientists now, however, tend to use the term in the wider sense to also include natural changes in climate.

Abbreviation	Term	Explanation (where necessary)
	Code for Sustainable Homes	A new national standard for sustainable design and construction of new homes launched in December 2006.
	Comparison goods	Retail items that are not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc). Customers often compare items and prices between several of these stores before making a purchase.
CPO	Compulsory Purchase Order	An order issued by the Government or a local authority to acquire land or buildings for public interest purposes, such as the construction of a major road or the redevelopment of certain brownfield sites.
CIL	Community Infrastructure Levy	The Community Infrastructure Levy (CIL) is a new charge which local authorities in England and Wales will be empowered, but not required, through Part 11 of the Planning Act 2008 to charge on most types of new development in their area. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the area.
CPEND	Community Partnerships Executive for North Dorset	The Community Partnerships Executive for North Dorset co-ordinates the work of the four Local Community Partnerships in North Dorset to take key local priorities forward through the Dorset Strategic Partnership.
	Community travel exchange centres	Community Travel Exchange Centres are a concept promoted through the North and north East Dorset Transport Study, which aims not only to enable residents to travel to other services and facilities outside their village but also seeks to bring services to rural settlements.
CA	Conservation Area	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
	Convenience goods	Everyday essential items, such as food.
	Constraint	A limiting factor that affects development, such as an environmental designation.
	Contaminated land	Land that has been polluted or harmed in some way making it unfit for safe development and use unless cleaned.
	Core Strategy	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy
	Countryside	In this DPD 'the countryside' is defined as all land outside the RSS Development Policy B and C settlements. In planning terms, many of the District's smaller villages fall within the countryside.
	Curtilage	The area normally within the boundaries of a property surrounding the main building and used in connection with it. In terms of a house and garden, the garden normally forms the curtilage of the property.

Abbreviation	Term	Explanation (where necessary)
DCLG	Department for Communities and Local Government	Successor to the Office of the Deputy Prime Minister (ODPM) and includes the former Department of the Environment, Transport and the Regions (DETR).
DfT	Department for Transport	Involved in a wide variety of transport matters, including providing strategic transport guidance, dealing with safety issues and publishing a wide range of statistics.
	Design and Access Statement	A design and access statement is a short report accompanying and supporting a planning application to illustrate the process that has led to the development proposal, and to explain and justify the proposal in a structured way. Design and access statements help to ensure development proposals are based on a thoughtful design process and a sustainable approach to access; they allow the applicant to explain and justify their proposals; and they help all those assessing the application to understand the design and access rationale that underpins them.
	Developer contribution	The provision of services, infrastructure, facilities etc. by a developer, either on site or through a financial contribution to the Local Authority. Typically, any financial contribution will be paid to the Council who will then use the money to provide the necessary facilities within an agreed timescale.
	Development	Development is defined under the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, as: <i>"the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land."</i> Most forms of development require planning permission.
	Development brief	A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.
DM	Development Management	The process whereby a local planning authority receives and considers the merits of a planning application and whether it should be given permission having regard to the development plan and all other material considerations. The DM policies: build on the Core Strategy Policies; provide a clear framework for assessing the acceptability of certain types of development that core policies permit in principle; and set the standards for the provision of certain items that are required by the core policies themselves.

Abbreviation	Term	Explanation (where necessary)
	Development Plan	The Development Plan comprises a set of documents which set out a local authority's planning policies for its area. The Development Plan guides and informs day to day decisions as to whether or not planning permission should be granted. Section 54A of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, requires that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
DPD	Development Plan Document	Development Plan Documents are prepared by local planning authorities and include core strategies (which set out a Council's main planning policies) and any other documents that allocate land for development. DPDs are accompanied by a key diagram or a proposals map to show the spatial extent of planning policies.
	(RSS) Development Policy B Settlements (or Towns)	These are the District's main service centres, defined on the basis of Development Policy B in the emerging RSS. In North Dorset, Blandford, Gillingham and Shaftesbury have been defined as RSS Development Policy B settlements.
	(RSS) Development Policy C Settlements (or Towns)	These are the District's local service centres, defined on the basis of Development Policy C in the emerging RSS. In North Dorset, Sturminster Newton, Stalbridge and 18 of the District's larger villages have been defined as RSS Development Policy C settlements.
	Diversification	The action of diversifying existing economic activity into new areas of business in order to broaden the return on capital or assets.
DPCT	Dorset Primary Care Trust	Primary Care Trusts (PCTs) manage the provision of primary care services in a specific area. These include services provided by doctors' surgeries, dental practices, opticians and pharmacies. NHS walk-in centres and the NHS Direct phone service are also managed by the local PCT. The DPCT covers the same geographical area as Dorset County Council.
DSP	Dorset Strategic Partnership	Local strategic partnerships (LSPs) bring together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding and discuss strategies and initiatives. They aim to encourage joint working and community involvement (and prevent different agencies from working in isolation) with the general aim of ensuring resources are better allocated at a local level. The DSP covers Dorset (excluding Bournemouth and Poole).

Abbreviation	Term	Explanation (where necessary)
EDS	Economic Development Strategy	An Economic Development Strategy identifies the overarching priorities for economic development in an area. The EDS that covers Bournemouth, Dorset and Poole (including North Dorset) is titled 'Raising the Game' and covers the period 2005-2016. An EDS is also being prepared for the District.
	Edge-of-centre	A location that is within easy walking distance (often considered to be 200 - 300 metres) of the primary shopping area.
ELR	Employment Land Review	An assessment of the demand for and supply of land for employment purposes. The suitability of sites for employment development are assessed to safeguard the best sites in the face of competition from other higher value uses and help identify those which are no longer suitable for employment development which should be made available for other uses.
EA	Environment Agency	A government body that aims to prevent or minimise the effects of pollution on the environment and issues permits to monitor and control activities that handle or produce waste. It also provides up-to-date information on waste management matters and deals with other matters such as water issues including flood protection advice.
EIA	Environmental Impact Assessment	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.
EqIA	Equality Impact Assessment	An Equality Impact Assessment (EqIA) is a systematic way of examining whether a new or existing function, policy or process differentially affects any person or group of persons. It enables the potential and actual processes and effects of policy to be examined, and improvements or changes introduced, to ensure fairness and encourage diversity.
	Evidence base	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
EiP	Examination in Public	An opportunity for comments on submitted Development Plan Documents or Regional Spatial Strategies to be considered by an independent Inspector, or Panel of Inspectors, appointed by the Government. The purpose of the examination is to consider if the document is "sound", that it "shows good judgment" and "is able to be trusted".

Abbreviation	Term	Explanation (where necessary)
	Fascia	Part of the face or elevation of a building, where the shop or occupier's name is usually displayed.
FRA	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 Risk Zones	Areas of land prone to flooding, usually in times of excessive rainfall. Divided into: Zone 1 - Low Probability; Zone 2 - Medium Probability; Zone 3a - High Probability; and Zone 3b - The Functional Floodplain. The zones are explained more fully in PPS 25: Development and Flood Risk.
	Geodiversity	The number and variety of the non-living earth features found within a specified geographic region, including the variability within and between these features.
	Grey infrastructure	'Grey infrastructure' is the term used to describe the physical works required to support development. Definitions can vary, as in PPS12: Local Spatial Planning (DCLG, June 2008) it is described as 'physical infrastructure' and the RSS Proposed Changes refer to it as 'hard infrastructure', but for the purposes of this DPD, grey infrastructure is taken to include: transport - including roads, cycleways, footpaths and measures to facilitate public transport use; utilities - including telecommunications, electricity, gas and water supply, sewerage and wastewater treatment; and drainage - including Sustainable Drainage Systems (SuDS) and flood prevention.
GOSW	Government Office for South West	The integrated Government Office that serves the South West Region (including Dorset).
	Greenhouse gases	A range of gases, including carbon dioxide and methane, which contribute to the greenhouse effect or global warming.
	Greenfield land and sites	Land (or a defined site), usually farmland, that has not previously been developed.
GI	Green infrastructure	Green infrastructure is the strategic network of accessible multifunctional sites (such as parks, gardens, woodlands, formal and informal open spaces and nature reserves) and the linkages between them (such as rivers and their floodplains, footpaths, cycle ways and other transport routes and wildlife corridors) that improve quality of life and enhance the environment.
	Groundwater	Water held in water-bearing rocks and spaces underground. It sustains the flow of water in rivers and is an essential source of water for public supply, industry and agriculture.

Abbreviation	Term	Explanation (where necessary)
	Gypsies and travellers (see also Travelling showpeople)	In Circular 01/2006, Gypsies and Travellers are defined (for planning purposes) as <i>“persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependents’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such”</i> .
	Habitat	The natural home or environment of a plant or animal, which may be terrestrial, freshwater or marine.
HRA	Habitats Regulations Assessment	A Habitats Regulation Assessment is an assessment to ensure that proposed policies do not adversely affect internationally important wildlife sites, including Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). A HRA will also identify any key mitigation measures that need to be implemented.
HSE	Health and Safety Executive	The Health and Safety Executive (HSE) is the public body responsible for the encouragement, regulation and enforcement of workplace health, safety and welfare, and for research into occupational risks.
HIA	Health Impact Assessment	Health Impact Assessment (HIA) is defined by the European Centre for Health Policy, as <i>“a combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.”</i> HIA seeks to maximise the positive health impacts and minimise the negative health impacts of proposed policies, programmes or projects.
Ha	Hectare	A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One hectare is approximately equal to 2.5 acres.
	Highway Authority	A local authority (County Council or Unitary Authority) with the responsibility of planning and maintaining the highway network (except trunk roads and motorways, which are the responsibility of the Highways Agency) and transportation within their areas. Dorset County Council is the Highway Authority in North Dorset.
HA	Highways Agency	An executive agency of the Department for Transport responsible for operating, maintaining and improving the strategic road network in England.

Abbreviation	Term	Explanation (where necessary)
	High value businesses (or high value added businesses)	High value (added) activities are any activities that are knowledge-intensive, irrespective of whether they involve products, processes or services. These activities create high-value jobs that lead to increased productivity and drive innovation.
HMA	Housing Market Areas	Geographical areas defined by household demand and preference for housing. They reflect the key functional linkages between places where people live and work. The emerging RSS places North Dorset entirely within the Bournemouth and Poole Housing Market Area (HMA).
	Housing Stock	The total amount of housing within a plan area, but this may be divided into components such as private housing stock or rented housing stock.
	Independent Examination	An examination held in public by a Government appointed Inspector from the Planning Inspectorate. (See Examination in Public)
IMD	Index of Multiple Deprivation	A ward-level index made up by the following indicators: housing; geographical access to services; health deprivation and disability; education; skills and training; income; and employment.
	Issues and Options	Prior to recent changes in Planning Regulations, national planning policy advised local planning authorities to undertake consultation on issues and alternative options in the early stages of the preparation of a core strategy. The Council consulted on the issues and alternative options for a 'stand alone' core strategy in June 2007, prior to deciding to produce a single merged core strategy and development management policies DPD.
	Intermediate housing	Housing at prices or rents above those of social rent but below market prices or rents. This can include shared equity products (for example HomeBuy) and intermediate rent (i.e. rents above social rented level but below market rents). Intermediate housing differs from low cost market housing (which Government does not consider to be affordable housing).
	Key Diagram	A diagram to illustrate the proposals of the Core Strategy. The key diagram for this DPD includes 'inset diagrams' showing proposals for different places within the District in more detail.
	Key workers	People who work in certain public sector jobs, like NHS clinical staff, who are eligible for help to buy a home through one of the Homebuy Schemes.

Abbreviation	Term	Explanation (where necessary)
LCAA	Landscape Character Area Assessment	An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement. The District-wide Landscape Character Area Assessment (LCAA) provides an overview of landscapes across the District.
	Legal Agreement	A legally binding contract, between a developer and a local planning authority that constitutes a planning obligation.
	Lifetime Homes	Criteria developed by a group convened by the Joseph Rowntree Foundation in 1991 to help house builders produce new homes flexible enough to deal with changes in life situations of occupants - for example, caring for young children, temporary injuries, declining mobility with age.
	Listed Building	A Listed Building is a building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building and any buildings or permanent structures (e.g. wells within its curtilage). English Heritage is responsible for designating buildings for listing in England.
LAA	Local Area Agreement	LAAs are voluntary, three-year agreements between central government, local authorities and their partners, which seek to deliver national outcomes in a way that reflects local priorities.
LCP	Local Community Partnership	In addition to the Dorset Strategic Partnership (DSP) there are four Local Community Partnerships (LCPs) in North Dorset. The LCPs also bring together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding and discuss strategies and initiatives.
LDD	Local Development Document	The collective term for 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.

Abbreviation	Term	Explanation (where necessary)
LDF	Local Development Framework	The Local Development Framework (LDF) is a term used to describe a folder of documents, which includes all the Local Planning Authority's Local Development Documents. An LDF is comprised of: Development Plan Documents (DPDs); Supplementary Planning Documents (SPDs); a Council's Statement of Community Involvement (SCI); its Local Development Scheme (LDS); its Annual Monitoring Reports (AMRs) and any 'saved' plans that affect the area.
LDS	Local Development Scheme	The Local Planning Authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with Government and reviewed every year.
LNR	Local Nature Reserve	Local Nature Reserves (LNRs) contain habitats of at least local significance. They are designated by local authorities where protection and public understanding of nature conservation is encouraged
	Local Plan	The North Dorset District-Wide Local Plan (1 st Revision) was adopted in January 2003. It forms part of the current development plan for North Dorset and will be largely replaced by the Core Strategy and Development Management Policies DPD once adopted.
LPA	Local Planning Authority	The local authority or council empowered by law to exercise planning functions. County Councils are the planning authority for waste and minerals matters.
LSP	Local Strategic Partnership	Local strategic partnerships (LSPs) bring together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding and discuss strategies and initiatives. They aim to encourage joint working and community involvement (and prevent different agencies from working in isolation) with the general aim of ensuring resources are better allocated at a local level.
LTP	Local Transport Plan	The LTP is a five-year integrated transport strategy, prepared by County Council in partnership with the community. LTPs are consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the Regional Spatial Strategy.
	Market housing	Private housing for rent or for sale, where the price is set in the open market.
	Material consideration	A matter that should be taken into account in deciding a planning application or an appeal against a planning decision.
	Mitigation measures	These are measures requested / carried out in order to limit the damage by a particular development / activity.
	Mixed use (or Mixed use development)	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

Abbreviation	Term	Explanation (where necessary)
	Modal shift	The term is used in relation to different 'modes' (i.e. means and methods) of transport. More sustainable transport can be achieved by encouraging a 'shift' from use of the private car to public transport, walking and cycling.
MAA	Multi Area Agreement	A Multi-area agreement (MAA) aims to encourage cross boundary partnership working at the regional or sub-regional level. An MAA is a voluntary agreement between two or more top tier or unitary local authorities, their partners and the Government to work collectively to improve local economic prosperity.
N2K	Natura 2000	A European wide network of internationally important wildlife sites which play a key role in maintaining Europe's biodiversity.
NDD	Net dwelling density	This is calculated by including only those parts of a housing site, which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas where these are provided.
	Non B-Class uses	Uses other than those falling within Class B of The Town and Country Planning (Use Classes) Order 1987. Non B-Class uses include residential development, retail, health, education and leisure uses, hotels, restaurants, cafes and drinking establishments.
ODPM	The Office of the Deputy Prime Minister	The Office of the Deputy Prime Minister (replaced by DCLG in May 2006).
	Open space	The term 'open space' includes: parks and gardens; natural and semi-natural urban green spaces; green corridors; outdoor sports facilities; amenity green space; allotments; cemeteries and churchyards; accessible countryside in urban fringe areas; civic spaces, including civic and market squares; and other hard surfaced areas designed for pedestrians.
	Parish Plans	A parish plan is a statement of how the local community sees itself developing over the next few years. It should reflect the views of all sections of the community, identify local problems and opportunities, and say how the residents want their community to develop. Most parishes in the District have produced or are producing a parish plan.
PD	Permitted Development (or Permitted Development Rights)	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.

Abbreviation	Term	Explanation (where necessary)
	Planning condition	A written condition on a planning permission that restricts the development in some way to achieve a stated purpose.
	Planning Obligation (and Agreement)	A legal agreement between a planning authority and a developer, or an undertaking offered unilaterally by a developer, that ensures that certain extra works related to a development are undertaken, such as the provision of highway improvements. Sometimes called a "Section 106" agreement as they are enabled under Section 106 of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991.
PPG	Planning Policy Guidance	Issued by central government setting out its national policies for England on different areas of planning. These are gradually being replaced by Planning Policy Statements.
PPS	Planning Policy Statement	Issued by central government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.
PDL	Previously developed 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. A detailed definition is set out in Annex B of PPS 3: Housing (ODPM, December 2005).
	Primary shopping frontage	An area where retailing and the number of shops in a town centre are most concentrated.
	Proposals Map	A proposals map is a map on an Ordnance Survey base which shows how the policies and proposals of a plan apply to an area. The current Proposals Map forms part of the Local Plan. The proposals in the Core Strategy are shown on a key diagram (i.e. not on an OS base map). The Proposals Map will be amended when the Site Allocations DPD is produced.
	Ramsar Site and Ramsar Convention	A site designated under the Convention on Wetlands of International Importance Especially as Waterfowl Habitat. The original Convention was signed in Ramsar, Iran in 1971, although it has been amended subsequently. The UK is a contracting party to the Ramsar Convention.
RDA	Regional Development Agency	The primary role of regional development agencies is to be strategic drivers of economic development in the regions. The RDAs aims are to: co-ordinate regional economic development and regeneration; enable the regions to improve their relative competitiveness and; reduce the imbalances that exist within and between regions.

Abbreviation	Term	Explanation (where necessary)
RES	Regional Economic Strategy	Statutory strategy produced by the RDA providing a regional framework for economic development, skills and regeneration.
RSS	Regional Spatial Strategy	Statutory Strategy produced by the Regional Planning Body under the Planning and Compulsory Purchase Act 2004. In future, the published RSS and DPDs will form the statutory development plan.
RPB	Regional Planning Body	The Regional Planning Body (RPB) is responsible for the review and monitoring of the Regional Spatial Strategy. The South West Regional Assembly was the RPB until May 2009, when the South West Leaders' Board (the executive arm of South West Councils) took over this role.
RTS	Regional Transport Strategy	The RTS is part of the statutory RSS. It identifies the key transport issues for the region and outlines the policies and priorities for transport investment in response to those issues.
RSLs	Registered Social Landlords	These are independent housing organisations registered with the Housing Corporation under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.
	Renewable energy	Renewable energy is energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun. Renewable energy can be generated either by (large or smaller-scale) 'stand alone' installations or by micro-renewable technology that can be integrated into new or existing development
	Representations	Comments made on consultation documents by members of the public, statutory bodies and so on.
RIGS	Regionally Important Geological and Geomorphological Sites	Regionally Important Geological and Geomorphological Sites (RIGS) are the most important places for geology and geomorphology outside statutorily protected sites such as Sites of Special Scientific Interest (SSSIs). They are designated on the basis of locally developed criteria and are one way of recognising and protecting important earth science and landscape features for future generations to enjoy. See: www.ukrigs.org.uk
	Rural diversification	The expansion, enlargement or variation of the range of products or fields of operation of a rural business (branching out from traditional farming activities, for example new income generating enterprises like renewable energy, tourism and food processing).
	Rural exception sites	Sites solely for the development of affordable housing on land within or adjoining existing small rural communities and which would not otherwise be released for general market housing.

Abbreviation	Term	Explanation (where necessary)
	Rural hinterland	An area of largely undeveloped countryside around a larger town, which relies on the town for the provision of higher level services, such as shopping and education.
	Saved policy	A policy from an existing development plan that has been saved on commencement of the Planning and Compulsory Purchase Act 2004 or from the date of adoption. It will remain in force until replaced by new LDD policies or the transitional period has expired.
SAM	Scheduled Ancient Monument	Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.
	Secondary shopping frontage	A retailing area, secondary to the primary shopping frontage, that provides greater opportunities for a diversity of uses.
	Sequential test	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.
	Settlement hierarchy	The arrangement of settlements within a given area in order of importance, usually in terms of the services and facilities they provide. The RSS identifies the 21 most important settlements in the South West as Strategically Significant Cities and Towns (subject to RSS Development Policy A), none of which are in North Dorset. It is for local councils to define 'Market and Coastal Towns' within its area (in accordance with RSS Development Policy B) and other 'Small Towns and Villages' (on the basis of RSS Development Policy C). Many smaller villages and hamlets fall outside this regional settlement hierarchy and in planning terms are considered to form part of 'the countryside'.
	Service providers	The public sector agencies and private sector organisations that provide services to the public, such as water, drainage, electricity and gas.
	Social infrastructure	Social infrastructure includes: public community facilities (e.g. town and village halls, places of worship, neighbourhood centres, libraries and museums); leisure centres; 'urban' indoor leisure facilities (e.g. restaurants, bowling alleys, health and fitness clubs); 'rural' leisure facilities (e.g. nature reserves, country parks, clay pigeon shooting, paint balling etc.); commercial community facilities (e.g. village shops and public houses); education facilities (e.g. children's centres, schools and further education colleges); and health facilities (e.g. doctors' surgeries and community hospitals).

Abbreviation	Term	Explanation (where necessary)
	Social-rented housing	Social rented housing is defined in Annex B of PPS 3: Housing (ODPM, December 2005) as <i>“Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. 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 Housing Corporation as a condition of grant.”</i>
	Soundness (of plan)	PPS 12: Local Spatial Planning (DCLG, June 2008) indicates that to be considered sound, a Development Plan Document must be: justified (founded on robust and credible evidence and the most appropriate strategy for an area); effective (deliverable, flexible and able to be monitored); and consistent with national planning policy.
	Spatial planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.
	Spatial portrait	The spatial portrait in this DPD gives a brief overview of the District and the settlements nearby that exert an influence over it. It provides a description of the District's spatial characteristics at the sub-regional and local level.
SAC	Special Areas of Conservation	A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.
SPA	Special Protection Area	A site classified under the European Community Directive on Wild Birds to protect internationally important bird species.
SSSI	Site of Special Scientific Interest	A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).
SNCI	Site of Nature Conservation Interest	A locally important site for nature conservation adopted by a local authority for planning purposes. (See also Local Nature Reserve).
	Stakeholders	Individuals and organisations with an interest in a particular area or issue.

Abbreviation	Term	Explanation (where necessary)
SCI	Statement of Community Involvement	A Statement of Community Involvement (SCI) sets out the processes to be used by a local authority in involving the community in the preparation, alteration and continuing review of Local Development Documents (LDDs) and development management decisions.
	Statement of Compliance	A report or statement issued by the Local Planning Authority explaining how they have complied with the Town and Country Planning Regulations 2004 and their Statement of Community Involvement (SCI) during consultation on Local Development Documents (LDDs).
	Statutory	Required or enabled by law (statute), usually through an Act of Parliament.
SEA	Strategic Environmental Assessment	An assessment of the environmental effects of policies, plans and programmes, required by European legislation (EU Directive 2001/42/EC). The Sustainability Appraisal (SA) of this DPD fully incorporates the requirement for SEA under European legislation.
SFRA	Strategic Flood Risk Assessment	A 'Level 1' Strategic Flood Risk Assessment (SFRA) is a desk-based study that uses existing information and climate change modelling. Where development is proposed in locations where flooding may be an issue, site-specific flood risks should be examined in more detail in a 'Level 2' SFRA.
SHMA	Strategic Housing Market Assessment	A Strategic Housing Market Assessment (SHMA) provides information on the level of need and demand for housing and the opportunities that exist to meet it. It determines how the distribution of need and demand varies across the plan area and considers future demographic trends and identifies the accommodation requirements of specific groups. The Bournemouth / Poole SHMA covers the whole of the District.
SHLAA	Strategic Housing Land Availability Assessment	A technical study that seeks to: identify potential housing sites in an area; assess how much housing development each site could accommodate; and assess when each site could be brought forward for development.
SSCTs	Strategically Significant Cities and Towns	Cities and towns that have been identified as playing a critical strategic role regionally or sub-regionally. There are no SSCTs in North Dorset
	Structure Plan	A Structure Plan sets out a county council's general strategy, policies and main proposals for land use and transport over a period of about 15 years. It consists of a statutory written statement (the policies) and key diagram together with a non-statutory explanatory memorandum. Structure plans are being phased out and replaced by regional spatial strategies.
SOA	Super Output Area	A unit of geography designed to improve the reporting of small area statistics in England and Wales.

Abbreviation	Term	Explanation (where necessary)
	Sure Start	Sure Start is a Government initiative with the aim of <i>"giving children the best possible start in life"</i> through improvement of childcare, early education, health and family support, with an emphasis on outreach and community development. The Sure Start programme aims to provide a network of children's centres across the country for children under five years old and their families with early education, childcare and parental support.
	Sustainable Construction	New building and refurbishment that promotes environmental, social and economic gains now and for the future. It involves the use of design and construction methods and materials that are resource efficient and that will not compromise the health of the environment or the associated health of building occupants, builders, the general public or future generations.
SuDS	Sustainable Drainage Systems	A wide range of drainage techniques (for example, the use of grass swales, porous paths, wet and dry ponds, storm water wetlands etc.) used with developments to help return excess surface run-off to natural watercourses (rivers, streams, lakes etc.) without negatively affecting people and the environment.
SPDs	Supplementary Planning Documents	These cover a wide range of issues on which a local planning authority wishes to provide policies or guidance to supplement the policies and proposals in development plan documents. They do not form part of the development plan and they are not subject to independent examination.
SA	Sustainability Appraisal	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.
SCS	Sustainable Community Strategy	A strategy which promotes the economic, environmental and social well being of the area. It co-ordinates the actions of local public, private, voluntary and community sectors.

Abbreviation	Term	Explanation (where necessary)
	Sustainable development	A widely used definition drawn up by the World Commission on Environment and Development in 1987 is: " <i>Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.</i> " 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; and maintenance of high and stable levels of economic growth and employment.
	Sustainable transport	The term "sustainable transport" is used to describe modes of transport, and systems of transport planning, which are consistent with wider concerns of sustainability. It often means walking, cycling and public use of transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.
SWRDA	South West Regional Development Association	A government-funded public body set up in 1999 to help improve the quality of life and economic prosperity in the South West region.
	Tenure	Refers to the way in which a property is held e.g. freehold, leasehold, shared equity or rented.
	Topic Papers	Papers prepared by the Council as a basis for ongoing dialogue with the community as the draft DPD was prepared. Topic papers for the spatial strategy, housing, economy, environment and transport were first published in August 2009.
TA	Travel Assessment	An assessment of the availability of, and levels of access to, all forms of transportation.
TP	Travel Plan	A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety.
	Travelling showpeople	In Circular 04/07 Travelling Show People are defined (for planning purposes) as " <i>members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined in ODPM Circular 1/2006</i> ".

Abbreviation	Term	Explanation (where necessary)
TPO	Tree Preservation Order	A mechanism for securing the preservation of single trees or groups of trees of acknowledged 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
UCO	Use Class Orders	The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.
	Validation checklist	A checklist used by officers from the Council when registering planning applications to ensure that all relevant documents are submitted with a planning application.
	Viability	An economic measure of health.
VDS or TDS	Village or Town Design Statement	A VDS is a document that describes the distinctive characteristics of a village or parish, and provides design guidance to influence future development and improve the physical qualities of the area. A TDS is similar in concept to a VDS, but due to the scale and complexity of towns, may contain guidance on several different character areas. If adopted by the District Council as a Supplementary Planning Document / Guidance, a VDS or TDS will be a material consideration when planning decisions are made.
	Vitality	A social and cultural measure of health.

Appendix C – List of Main Evidence Base Studies

Abbreviation	Title, Publisher, Date
	A Framework for the Future: Dorset AONB Management Plan 2009 – 2014, Dorset AONB Partnership (March 2009)
	A Strategy for England's Trees, Woodlands and Forests, DEFRA (2007)
AMR	Annual Monitoring Report 2008, North Dorset District Council (December 2008)
	Assessing the Growth Potential of Gillingham, Dorset, Atkins (December 2009)
	Assessment of Settlements Based on Population and Community Facilities: Supporting Document to the Core Strategy Issues and Options Paper, North Dorset District Council (May 2007)
	Biodiversity: The UK Steering Group Report, HMSO (1995)
	Blandford United Football Club, Facility Development (January 2009)
SHMA	Bournemouth / Poole Strategic Housing Market Area Assessment Summary Report – Dorset Housing Market Area Partnership (March 2008)
	Bournemouth Dorset Poole Workspace Strategy and Delivery Plan, GVA Grimley (2008)
SFRA	Bournemouth, Christchurch, East Dorset, North Dorset and Salisbury: Level 1 Strategic Flood Risk Assessment, Halcrow Group (February 2008)
	Bournemouth, Dorset & Poole Energy Efficiency Strategy & Action Plan, Centre for Sustainable Energy (November 2009)
	Bournemouth, Dorset & Poole Renewable Energy Strategy & Action Plan (Final Version), Centre for Sustainable Energy (December 2005)
	By Design – Commission for Architecture & the Built Environment and the Department of the Environment, Transport & the Regions (May 2000)
	Can Work – Can't Buy: Steve Wilcox for the Joseph Rowntree Foundation (May 2003)
	Can't Supply – Can't Buy: Steve Wilcox for the Joseph Rowntree Foundation (Summer 2008)
	Community Action Plan, Three Rivers Partnership (2007)

Abbreviation	Title, Publisher, Date
	Connecting Local Communities: Route Plans 2009 (Route 4 - Wessex Routes) Network Rail (March 2009)
I&O	Core Strategy: Issues and Alternative Options, North Dorset District Council (June 2007)
	Corporate Plan 2008-2013: 2009 Refresh, North Dorset District Council (2009)
	Cranborne Chase & West Wiltshire Downs AONB Management Plan 2009 – 2014: Final Draft, Cranborne Chase & West Wiltshire Downs AONB Partnership (November 2008)
	Cranborne Chase & West Wiltshire Downs AONB: Historic Landscape Characterisation Project, E Rouse (July 2008)
	Defence Estates Development Plan 2008, Defence Estates (June 2008)
LTP	Dorset (Excluding South East Dorset) Local Transport Plan 2006 – 2011, Dorset County Council (2006)
	Dorset Biodiversity Strategy, Dorset Biodiversity Partnership (2002)
	Dorset County Council's 2007 Childcare Sufficiency Assessment
	Dorset Data Book 2008, Dorset County Council (2008)
GTAA	Dorset Gypsy and Traveller Accommodation Assessment, Anglia Ruskin University (March 2007)
	Dorset Residential Car Parking Study, WSP Development and Transportation and Phil Jones Associates (2009)
	Dorset Survey of Housing Need and Demand: Bournemouth & Poole Housing Market Area, Fordham Research (June 2008)
DSHND	Dorset Survey of Housing Need and Demand: Local Authority Report for North Dorset District Council, Fordham Research (June 2008)
RSS	Draft Revised Regional Spatial Strategy for the South West Incorporating the Secretary of State's Proposed Changes, Government Office for the South West (GOSW) (July 2008)
	Economy Topic Paper, Version 1 (August 2009)

Abbreviation	Title, Publisher, Date
ELR	Employment Land Review: Review of Existing Sites, North Dorset District Council (April 2007)
	English Indices of Deprivation 2007, Department of Communities and Local Government (March 2008)
	Environment Topic Paper, Version 1 (August 2009)
EqIA	Equality Impact Assessment on Core Strategy Policies, North Dorset District Council (December 2009)
	Gas Transportation Ten Year Statement - National Grid (December 2009)
	GB Seven Year Statement 2009/10 to 2015/16 inclusive, National Grid Electricity Transmission (May 2009)
	Gillingham Landscapes & Open Spaces Assessment Report, Richard F Burden (November 2003)
	Housing Market Areas in the South West Region, DTZ Piedad (2004)
	Housing Topic Paper, Version 1 (August 2009)
SA Report	Initial Sustainability Appraisal Report for the Draft Core Strategy and Development Management Policies DPD, North Dorset District Council (January 2010)
	Joint Municipal Waste Management Strategy for Dorset, Dorset County Council (April 2009)
	Joint Retail Assessment: Christchurch Borough Council and East, North and Purbeck District Councils, Nathaniel Lichfield and Partners (March 2008)
	Land to the Eastern Side of Shaftesbury, Supplementary Planning Guidance, North Dorset District Council (January 2003)
	Learning and Skills Council Bournemouth, Dorset and Poole Annual Plan 2007-08
	Local Geodiversity Action Plan, Dorset County Council (2005)
	Managing Dorset's Rural Roads: Our new approach to road management in a high quality environment, Dorset County Council (April 2008)
	Managing Housing Land Supply in North Dorset: Supplementary Planning Document, North Dorset District Council (July 2007)

Abbreviation	Title, Publisher, Date
NLUD	National Land Use Database website http://www.nlud.org.uk/index.htm
N&NEDTS	North and north East Dorset Transport Study: Emerging Transport Strategy, Buro Happold (November 2009)
	North and north East Dorset Transport Study: Existing Conditions Report, Buro Happold (July 2009)
	North and north East Dorset Transport Study: Modelling Report, Buro Happold (July 2009)
	North Dorset District Council: Affordable Housing Provision and Developer Contributions in Dorset, Three Dragons (April 2009)
Local Plan	North Dorset District-Wide Local Plan (First Revision), North Dorset District Council (January 2003)
	North Dorset Economy & Labour Market Profile (Summer 2009)
LCAA	North Dorset Landscape Character Area Assessment, North Dorset District Council (March 2008)
	North Dorset Local Accessibility Study, Dorset County Council (March 2010)
	North Dorset Profile, Dorset County Council & North Dorset District Council (Summer 2009)
SHLAA	North Dorset Strategic Housing Land Availability Assessment, North Dorset District Council (February 2007)
	North Dorset Young People Strategy, North Dorset District Council (March 2006)
	Open Space Audit & Assessment of Local Need, Strategic Leisure Ltd (February 2006)
	Operating the Electricity Networks in 2020 - Initial Consultation Document, National Grid Electricity Transmission (June 2009)
	Parish Plans (including Town Plans) for North Dorset can be found on the website http://www.north-dorset.gov.uk/parish_and_town_plans

Abbreviation	Title, Publisher, Date
PPS & PPG	Planning Policy Statements and Planning Policy Guidance Notes are all available to download from the DCLG website http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements
	Providing Gypsy and Traveller Sites: Contentious Spaces, Joseph Rowntree Foundation (October 2007)
EDS	Raising the Game; Economic Development Strategy 2005-2016, Bournemouth, Dorset & Poole Economic Partnership (November 2005)
RES	Regional Economic Strategy for South West England 2006 – 2015, The South West Regional Development Agency (SWRDA) (May 2006)
	Rural Reach: Addressing rural access to services For Dorset Area of Outstanding Natural Beauty and Dorset County Council, Addison and Associates (April 2008)
	Screening Report for Appropriate Assessment of Forthcoming Local Development Documents, North Dorset District Council (Dec 2009)
	Securing Water Supplies - Wessex Water (June 2008)
SCS	Shaping Our Future: The Community Strategy for Dorset 2007 – 2016, Dorset Strategic Partnership (June 2007)
	Shaping the Future: Community Strategic Plan Consultation Document, DT11 Forum Community Partnership (2008)
	Station Road Area Design and Development Brief, prepared for SturQuest by Matrix Partnership (April 2008)
	Sturminster Newton Area Action Plan, SturQuest (December 2003)
TDS	Sturminster Newton Town Design Statement Supplementary Planning Document, prepared for SturQuest by Matrix Partnership (July 2008)
	Sustainability Checklist for the South West, Future Foundations & BRE website http://www.checklistsouthwest.co.uk
	Spatial Strategy for North Dorset Topic Paper, Version 1 (August 2009)
	The Code for Sustainable Homes: Setting the standard in sustainability for new homes, DCLG (published in December 2006 and updated in February 2008)

Abbreviation	Title, Publisher, Date
	The Dorset Rural Roads Protocol, Dorset County Council (April 2008)
	The View of the Hill: The Shaftesbury Area Community Plan, Shaftesbury District Task Force (June 2005)
	Open Spaces Group Report for Gillingham, The Three Rivers Partnership, Dorset (2005)
	Tourism in Dorset: District Summary North Dorset, The Market Research Group (March 2006)
	Transportation Topic Paper, Version 1 (August 2009)
	UK Biodiversity Action Plan, UK Biodiversity Partnership website http://www.ukbap.org.uk
	Urban Potential Study, North Dorset District Council (February 2004)
	Water Resource Management Plan, Wessex Water (2009)

Appendix D – Parking Standards

Introduction

This Appendix provides guidance on parking standards for new development in respect of cars, motorcycles and bicycles as well as provision for people with disabilities. It supports Draft Core Policies 2 and 11, which aim to promote more sustainable transport in North Dorset, and connects directly to Draft Development Management Policy 2, which relates parking requirements to the acceptability or otherwise of development proposals. The levels of parking to be provided reflect the need to promote sustainable travel choices and reduce reliance on the private car. This Appendix reflects and draws from existing policy and national and other guidance.

Car Parking

Residential

The Council's residential car parking standards are based on detailed car parking evidence contained in the Dorset Residential Car Parking Study (DRCPS), which is used in making calculations using a standardised, tabulated, approach that draws on tables of derived local data. The basic approach has moved on from the concept of a set of basic standards applied in a broad-brush way to greater consideration of the location of individual sites, dwelling types and their relationship to actual levels of allocated and unallocated car parking demand.

Parking for developments of 5 dwellings or less

On smaller developments there is unlikely to be sufficient land to enable the effective use of allocated and unallocated spaces. Consequently, the following standards for allocated spaces will be applied to developments of 5 dwellings or less in the District:

<i>No. of bedrooms</i>	<i>No. of parking spaces</i>
1	1
2	1 or 2
3	2
4	2 or 3

Table 1: Parking provision for developments of 5 dwellings or less

In terms of unallocated spaces, a minimum of 1 space will be required in the above circumstances.

Garages³¹⁹ with internal dimensions of 6m x 3 m or above will count as allocated parking spaces. However, evidence shows that garages are often not used for

³¹⁹ Car ports are not included

parking cars so extra unallocated parking of 0.5 spaces per garage will be required to take account of this.

Parking for developments of more than 5 dwellings

The calculations follow a logical path through the process of setting the level of allocated parking spaces followed by the calculation of unallocated parking spaces necessary for a development³²⁰. The process is illustrated in the worked example in this Appendix.

The total allocated and unallocated spaces are added together to generate the parking demand of the development.

Illustrative Example - Development in Blandford

It is assumed for the purpose of this example that the Local Planning Authority, highway authority and applicant have agreed on the overall layout of urban form and associated movement framework of a development in North Dorset.

The illustrative proposal is for a development of 54 dwellings in Blandford which will consist of:

- 3 x 1 bed flats
- 15 x 2 bed flats
- 2 x 1 bed houses
- 20 x 2 bed houses
- 12 x 3 bed houses
- 2 x 4 or more bed houses

Determining the area type within which a development site lies is the first stage in assessing the parking for a proposal. On the basis of the map reproduced at Map 1 it has been determined that the development lies within the ‘Town and Fringe’ area category as summarised in Table 2.

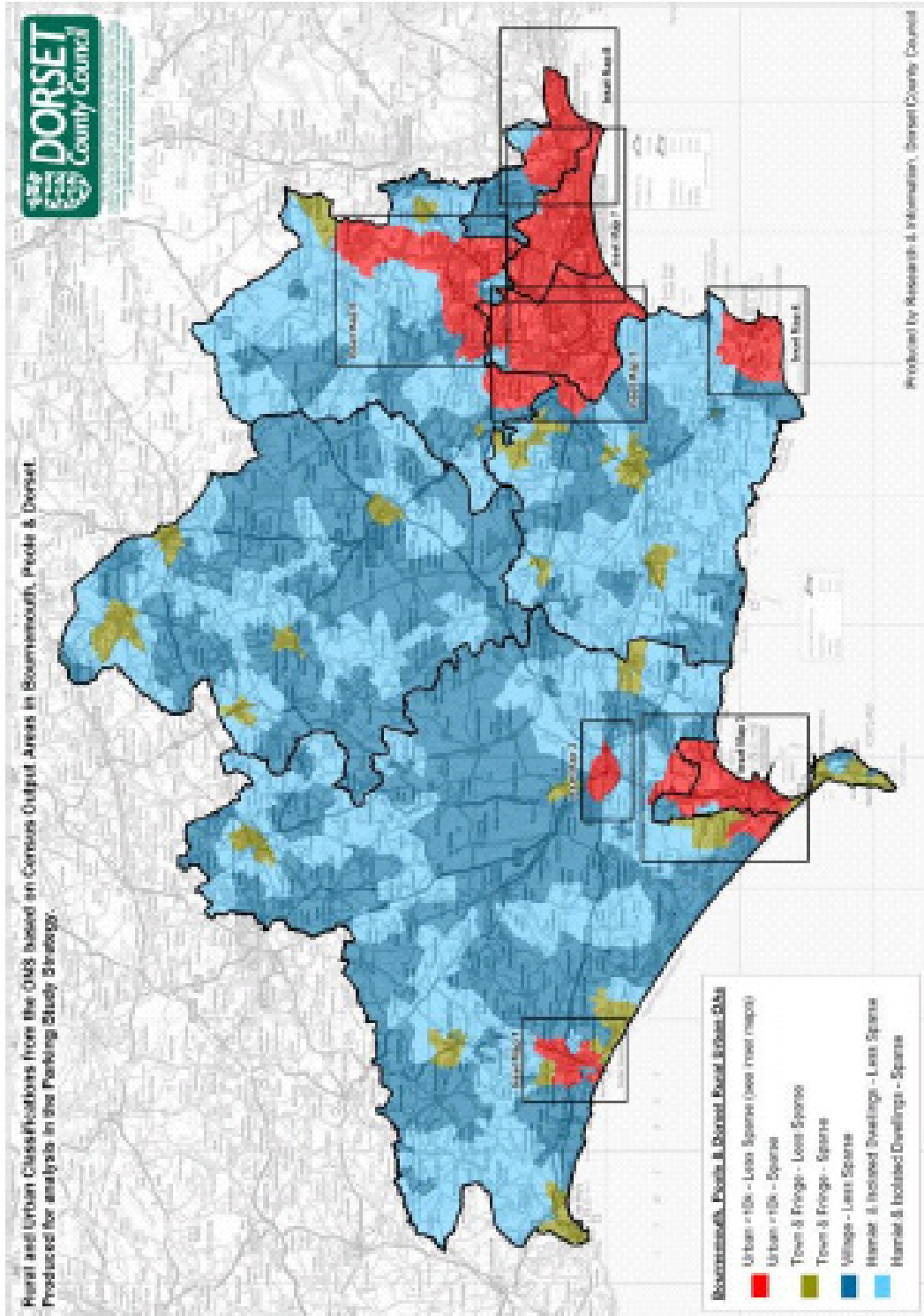
RURAL	URBAN
<i>Town and Fringe</i>	Town Centre
Village	Local Centre
Hamlet and Isolated Dwelling	Suburban

Table 2: Area types

For each dwelling type, the developer should determine the level of allocated parking provision they wish to provide. This is no longer prescriptive and neither the Local Planning Authority nor Local Highway Authority will stipulate the allocated parking requirement. However, some allocated parking levels are not permitted to avoid overprovision of parking. For example, a developer could not allocate 2 spaces to a 2 bed flat in North Dorset³²¹.

³²⁰ The various Tables used in the calculations are contained in Volume 1 of the Dorset Residential Car Parking Study.

³²¹ This is indicated by the greyed-out cells in the tables in Appendix B of Volume 1 of the Dorset Residential Car Parking Study and seen in Table 4 below.



Map 1 Rural and urban classification



Figure 1 Proposed development

The allocated provision can be presented in a parking schedule as seen in Table 3 for the example development. Only garages with internal dimensions of greater than 6m by 3m are counted as allocated parking spaces.

Dwelling types		
Flats	Number of allocated spaces	Number of dwellings
One Bed Flat	1 Space	3
Two Bed Flat	0 Spaces	10
Two Bed Flat	1 Space	5
Houses		
One Bed House	1 Space	2
Two Bed House	0 Spaces	4
Two Bed House	1 Spaces	4
Two Bed House	2 Spaces	12
Three Bed House	1 Space	7
Three Bed House	2 Spaces	5
Four or more Bed House	2 Spaces	2

Table 3 Allocated parking provision- dwelling types

For each of the dwelling/parking combinations shown in Table 3 there is a related unallocated provision given in the tables in Appendix B Volume 1 of the Dorset Residential Car Parking Study. The relevant table for flats is reproduced below at Table 4.

Dwelling types		
Flats	Number of allocated spaces	Number of dwellings
One Bed Flat	1 Space	3
Two Bed Flat	0 Spaces	10
Two Bed Flat	1 Space	5
Houses		
One Bed House	1 Space	2
Two Bed House	0 Spaces	4
Two Bed House	1 Spaces	4
Two Bed House	2 Spaces	12
Three Bed House	1 Space	7
Three Bed House	2 Spaces	5
Four or more Bed House	2 Spaces	2

Table 4 Unallocated parking demand - North Dorset flats

A one bed flat with one allocated space, in a 'Town and Fringe' area, can be seen to need an additional 0.1 unallocated spaces per dwelling. Each two bed flat with no allocated spaces requires 0.8 unallocated spaces and so on.

Table 3 can be expanded to include this information obtained from

Appendix B Volume 1 of the Dorset Residential Car Parking Study, as shown the below.

Dwelling type			
Flats	Number of allocated spaces	Number of dwellings	Unallocated parking provision (from Appendix B)
One Bed Flat	1 Space	3	$(0.1 \times 3) = 0.3$
Two Bed Flat	0 Spaces	10	$(0.8 \times 10) = 8$
Two Bed Flat	1 Space	5	$(0.1 \times 5) = 0.5$
Houses			
One Bed House	1 Space	2	$(0.3 \times 2) = 0.6$
Two Bed House	0 Spaces	4	$(1.2 \times 4) = 4.8$
Two Bed House	1 Spaces	4	$(0.3 \times 4) = 1.2$
Two Bed House	2 Spaces	12	$(0.1 \times 12) = 1.2$
Three Bed House	1 Space	7	$(0.7 \times 7) = 4.9$
Three Bed House	2 Spaces	5	$(0.1 \times 5) = 0.5$
Four or more Bed House	2 Spaces	2	$(0.3 \times 2) = 0.6$
			Total = 22.6

Table 5 Allocated and unallocated parking provision - dwelling types

To take account of the lack of use of garages for parking, 0.5 extra unallocated parking spaces will need to be provided per garage. In the case of the example there are 27 garages ,leading to a requirement for an additional 13.5 unallocated spaces. The final unallocated provision is therefore 36 (ie $22.6 + 13.5 = 36.1$)

Visitor parking requirements of 0.2 spaces per property should be provided for dwellings where the number of allocated spaces per dwelling is greater than or equal to the recommended unallocated provision per dwelling. For the purposes of the example, this is all dwellings apart from those with no allocated spaces, a total 40 dwellings. This equates to 8 visitor spaces (ie 40×0.2).

Developers may wish to explore different options with regard to the relative proportions of allocated and unallocated parking provision.

Non-Residential

Non-residential car parking will be the subject of a forthcoming study; however, in the short term the Council will expect non-residential car parking provision to accord with the standards set out in the current Local Plan³²² :

³²² North Dorset District Wide Local Plan - North Dorset District Council (January 2003)

Development Type	All development Town centres and within 400m of the public transport network Maximum	Elsewhere Maximum
EMPLOYMENT		
Space per employee	1	1
Space per visitor	1	1
RETAIL/COMMERCIAL		
Space per customer @ 1 per 10m ² GFA	1	1
Space per staff	1	1
COMMUNITY FACILITIES & LEISURE/RECREATION		
Space per user	1	1
Space per staff	1	1

Table 6 Parking provision for non-residential development

The use of maximum levels of provision accords with Policy EC8 of PPS4³²³.

Parking for the Disabled

The Council recognises the needs of disabled people and seeks to provide adequate parking for them. Parking spaces for disabled people should be provided on the basis of guidance from the Department for Transport³²⁴ and should be located as close as possible to the development or facilities they serve:

Car park use	Car park size	
	Up to 200 spaces	Over 200 spaces
Employees and visitors	Individual bays for each disabled employee plus 2 spaces or 5% of total capacity whichever is greater	6 spaces plus 2% of total capacity
Shopping, recreation and leisure	3 spaces or 6% of total capacity whichever is greater	4 spaces plus 4% of total capacity

Table 7 Parking provision for disabled people

These are minimum standards and additional spaces may be required for hotels and other places that cater for large numbers of disabled people.

³²³ Planning Policy Statement 4 : Planning for Sustainable Economic Development

³²⁴ Traffic Advisory Leaflet 5/95 - Parking for Disabled People - Department for Transport (April 1995)

Cycle parking

Cycling is encouraged as a sustainable means of transport and it is anticipated that more facilities will be required in the future for parking bicycles. The 'Manual for Streets' states³²⁵ that authorities should provide enough convenient and secure cycle parking, for both occupiers and visitors, at people's homes and other locations to encourage the use of cycles. In residential developments, access to cycle storage should be at least as convenient as access to car parking.

The majority of all car journeys made are less than five miles. One viable alternative for those journeys is the bicycle. PPG 13 stresses³²⁶ that the amount of good quality cycle parking in developments should be increased to promote more cycle use. This will not only reduce air/noise pollution and provide more space on the streets but also improve the health and fitness of the cyclist. In order to make cycling a practical alternative, people need somewhere convenient and safe to store their bicycles when they are at home.

Residential cycle parking

To this end, the Council expects residential cycle parking provision to meet the minimum requirements of the Code for Sustainable Homes³²⁷ to ensure that new development includes adequate provision for cycling as a sustainable means of travel :

Where individual or communal cycle storage is provided that is adequate, secure, convenient and weather-proof for the following number of cycles:

<i>Development</i>	<i>Storage requirement</i>	<i>Credit*</i>
Studios or 1 bedroom dwellings	1 cycle for every two dwellings	1
2 and 3 bedroom dwellings	1 cycle per dwelling	
4 bedrooms and above	2 cycles per dwelling	
Studios or 1 bedroom dwellings	1 cycle per dwelling	2
2 and 3 bedroom dwellings	2 cycles per dwelling	
4 bedrooms and above	4 cycles per dwelling	

** The Code assigns one or more performance requirements to the environmental issues identified. A credit is awarded (except for the four mandatory requirements with no associated credits) for achievement of each performance requirement. The total number of credits available to a Category is the sum of credits available for all the issues within it. The Code uses a sustainability rating system, indicated by 'stars', to demonstrate the overall sustainability performance of a dwelling. A dwelling can achieve a sustainability rating from one 'star' to six 'stars' depending on the extent to which it has achieved Code standards.*

Table 8 Cycle parking provision for residential development

³²⁵ Manual for Streets - Department for Transport (March 2007)

³²⁶ Paragraph 49 of Planning Policy Guidance 13 : Transport

³²⁷ Code for Sustainable Homes - Technical Guide (Version 2) - Department for Communities and Local Government (May 2009) (Energy and CO₂ Emissions category, Issue Ene 8)

The Council encourages as high a level of performance as possible to be achieved and will therefore seek the higher level of provision of cycle parking wherever possible.

The nature of storage made available will be expected to be to the standards set out in the Code³²⁸, of which the key elements are:

Cycle storage

Cycles may be stored in any of the following:

- garage or shed
- external or internal communal cycle store
- proprietary system

Adequately sized storage

The minimum storage area required to store cycles on the floor should include space to allow the cycles to be moved independently :

- 1 cycle: 2m long x 0.75m wide
- 2 cycles: 2m long x 1.5m wide
- 4 cycles: 2m long x 2.5m wide

Alternatively, where a proprietary storage or hanging system is provided, the space requirements are flexible but the system must allow each cycle to be removed independently and meet all other criteria. Where cycle storage is provided in a shed, a minimum of 1m² is required for garden tools (in addition to the above dimensions). The shed should be securely fixed on a concrete foundation. Where cycle storage is provided in a garage³²⁹, adequate space must be provided to store both the cycle(s) and the car(s) at the same time.

Storage areas above should be added to the typical minimum garage sizes below:

- 2.4m x 4.9m for a single garage; and
- 5m x 5.2m for a double garage

Under the residential car parking standards, a garage will only count as a parking space if its dimensions are a minimum of 6m x 3 m. This would enable cycle parking to be incorporated to Code standards for up to 4 cycles.

Secure storage

Secure storage is defined as the provision of a fully enclosed solid structure with a *secure entrance lock*³³⁰ and/or *secure fixings*³³¹ depending the situation and solution³³².

³²⁸ Definitions : Code for Sustainable Homes - Technical Guide (Version 2) - Department for Communities and Local Government (May 2009) (Energy and CO₂ Emissions category, Issue Ene 8)

³²⁹ For double garages, it must be assumed that each garage space is occupied by a car

³³⁰ This must be a permanent lock (not a padlock) that conforms to BS 3621:2004

Convenient access

There should be easy and direct access from/to the dwelling(s) and from/to the cycle store to a public right of way. Communal cycle store(s) should be located within 100m (from the front door or the main entrance to a block of flats).

Weather protection

Adequate protection from the elements should be provided. This would normally mean at least a roof and three sides/walls.

Non-Residential cycle parking

For non-residential development there should be a minimum provision of 1 cycle parking space for every 5 car parking spaces with a minimum of 1 space. The needs of short stay users and long stay users vary and ease of access needs to be balanced with security. Staff and other long stay cycle parking should be located close to entrances and closer than any car parking; it needs to be secure and well lit. Short stay cycle parking should also be secure and close to the building but may not be covered. On larger sites it may be better to design clusters of cycle parking.

Cycle parking for non-residential uses should be provided in line with Cycling England guidance³³³ and cycle parking providers generally should refer to Department for Transport advice³³⁴.

Motorcycle parking

Developers should be aware that demand for motor cycle parking is rising. Some 5% of new registered vehicles³³⁵ now are powered two wheelers³³⁶ of which the great majority are motorcycles. The Council will therefore encourage developers to make specific provision for motorcycle parking where possible. Guidance is available³³⁷ to assist developers in making that provision.

³³¹ A steel fixing set in concrete (or similar solid foundations/hardstanding) to manufacturer's instructions, which allows both the wheel and frame to be locked securely. An example of a secure fixing would be the 'Sheffield' type frame.

³³² Further details may be found in the code for Sustainable Homes

³³³ This can be found at <http://www.dft.gov.uk/cyclingengland/gallery/engineering-planning/cycle-parking/>

³³⁴ Key Elements of Cycle Parking Provision - Traffic Advisory Leaflet 05/02 - Department for Transport (July 2002)

³³⁵ Transport Statistics Great Britain: 2009 edition - Department for Transport (26 November 2009)

³³⁶ Motorcycles, scooters and mopeds predominantly.

³³⁷ For example, Traffic Advisory Leaflet 02/02 : Motorcycle Parking - Department for Transport (March 2002);

Guidelines for Motorcycling - Institute of Highway Incorporated Engineers (March 2008)

Residential motorcycle parking

In most private residential parking situations, motorcyclists will be able to use car parking spaces but in some situations it will be appropriate to provide designated motorcycle parking areas, particularly:

- where there is a high density of development and where car parking is likely to be intensively used; and
- where demand for motorcycle parking is expected to be significant.

Non-Residential motorcycle parking

Motorcyclists prefer to park close to their destination, in places where they can secure their machine. Motorcycle parking facilities that fail to meet these requirements will probably be overlooked in favour of informal spaces that are considered more suitable by owners but which may be inconvenient if not hazardous to others.

As in residential situations, security is an important issue - visible locations will be preferable to others which may be out of the way. Motorcyclist may use car parking spaces but this is not an efficient use of spaces and designated motorcycling parking areas are preferable for:

- town centre developments and large developments such as superstores where there is a high density of development and where car parking is likely to be intensively used; and
- leisure and other facilities or venues where there is likely to be substantial demand for motorcycle parking.

Appendix E – Building for Life Criteria and Relevant Core and Development Management Policies

Building for Life Criterion		Core Policy		Development Management Policy	
No.	Question	No.	Title	No.	Title
<i>Environment and Community</i>					
01	Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?	CP 12 CP 13	Social infrastructure Green infrastructure	DM 7 DM 8	Retention of community facilities Open space
02	Is there an accommodation mix that reflects the needs and aspirations of the local community?	CP 8 CP 9	Housing mix, type and density Affordable housing	-	
03	Is there a tenure mix that reflects the needs of the local community?	CP 8 CP 9	Housing mix, type and density Affordable housing	-	
04	Does the development have easy access to public transport?	CP 2 CP 11	Delivering sustainable forms of development Grey infrastructure	DM 2	Transport assessments, travel plans and parking
05	Does the development have any features that reduce its environmental impact?	CP 1 CP 2 CP 5	Tackling climate change Delivering sustainable forms of development Managing housing land supply	DM 1 DM 9	Renewable energy Trees, hedgerows and landscape design
<i>Character</i>					
06	Is the design specific to the scheme?	CP 2	Delivering sustainable forms of development	DM 3	Design
07	Does the scheme exploit existing buildings, landscape or topography?	CP 2	Delivering sustainable forms of development	DM 3	Design
08	Does the scheme feel like a place with distinctive character?	CP 2	Delivering sustainable forms of development	DM 3	Design
09	Do the buildings and layout make it easy to find your way around?	CP 2	Delivering sustainable forms of development	DM 3	Design
10	Are streets defined by a well-structured building layout?	CP 2	Delivering sustainable forms of development	DM 3	Design

Building for Life Criterion		Core Policy		Development Management Policy	
No.	Question	No.	Title	No.	Title
Streets, Parking and Pedestrianisation					
11	Does the building layout take priority over the streets and car parking, so that the highways do not dominate?	CP 2 CP 11	Delivering sustainable forms of development Grey infrastructure	DM 2 DM 3	Transport assessments, travel plans and parking Design
12	Is the car parking well integrated and situated so it supports the street scene?	CP 2 CP 11	Delivering sustainable forms of development Grey infrastructure	DM 2 DM 3	Transport assessments, travel plans and parking Design
13	Are the streets pedestrian, cycle and vehicle friendly?	CP 2 CP 11	Delivering sustainable forms of development Grey infrastructure	DM 2 DM 3	Transport assessments, travel plans and parking Design
14	Does the scheme integrate with existing streets, paths and surrounding development?	CP 2	Delivering sustainable forms of development	DM 3	Design
15	Are public spaces and pedestrian routes overlooked and do they feel safe?	CP 2	Delivering sustainable forms of development	DM 3	Design
Design and Construction					
16	Is public space well designed and does it have suitable management arrangements in place?	CP 13	Green infrastructure	DM 8	Open space
17	Do the buildings exhibit architectural quality?	CP 2	Delivering sustainable forms of development	DM 3	Design
18	Do internal spaces and layout allow for adaptation, conversion or extension?	CP 8	Housing mix, type and density	-	
19	Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?	CP 1	Tackling climate change	DM 1	Renewable energy
20	Do buildings or spaces outperform statutory minima, such as building regulations?	CP 1 CP 8	Tackling climate change Housing mix, type and density	DM 1 DM 3 DM 4	Renewable energy Design Amenity

Appendix F – Open Space Standards

These local open space standards are based on the assessment of open space needs in North Dorset³³⁸. The assessment considered the supply, quality and value of all types of open space provision and levels of demand for playing pitch and allotment provision. The standards will be used to ensure adequate levels of provision for each type of open space based on existing and future needs, by protecting and promoting existing open space where appropriate and identifying those areas where additional open space is required.

Quality standards have also been applied to each type of open space to not only ensure high quality design, but to also include management and maintenance plans for their long term future.

The consultation for the audit revealed that the majority of residents walk to facilities. Distances are based on an average walking speed of 4km per hour.

The Green Flag Award Scheme is based on eight broad criteria. Parks and greenspaces should:

- 1) Be welcoming;
- 2) Be healthy safe and secure;
- 3) Be clean and well maintained;
- 4) Be managed in a sustainable manner;
- 5) Promote the conservation of wildlife and the built heritage;
- 6) Reflect community needs and promote community involvement;
- 7) Be well marketed in accordance with a marketing plan; and
- 8) Be well managed in accordance with a clear management plan.

Criteria set out by Play England in its publication “Design for Play’ are that successful play spaces:

- 1) Are bespoke;
- 2) Are well located;
- 3) Make use of natural elements;
- 4) Provide a wide range of play experiences;
- 5) Are accessible to both disabled and non-disabled children;
- 6) Meet community needs;
- 7) Allow children of different ages to play together;
- 8) Build in opportunities to experience risk and challenge;
- 9) Are sustainable and appropriately maintained; and
- 10) Allow for change and evolution.

³³⁸ Refer to the Open Space Audit and Assessment of Local Need. February 2006

Open Space Standards			
Open Space Type	Accessibility Standard	Quantity Standard	Quality Standard
Formal Space Recreational Grounds and Amenity Space	<p>New housing developments in Blandford, Gillingham, Shaftesbury and Sturminster Newton should be within a minimum of 1 km walk of a good quality recreation ground and within 500 m walk to an amenity space of at least 0.2 ha. in size.</p> <p>In rural areas residents should have access to good quality amenity space within 5 minutes travel by car and a good quality recreation ground within 10 minutes travel by car.</p>	1.38 ha. per 1,000 population	Green Flag or Green Pennant Status
Natural and Semi Natural Greenspace Spaces managed to promote a countryside experience (including woodlands and managed commons)	<p>All new dwellings should be within a 1 km walk of a good quality natural / semi natural greenspace.</p>	1 ha. per 1,000 population	Green Flag Status Local Nature Reserve Designation
Outdoor Sports Facilities	<p>All residents in the District should have access to a playing pitch within 1,200 metres of home in urban areas and 15 minutes drive time in rural areas.</p> <p>Community tennis courts should be available within 20 minutes travel time (walking in urban areas, by car in rural areas).</p> <p>A bowling green should be available within 20 minutes travel time (walking in urban areas and by car in rural areas).</p>	1.72 ha. of pitch space per 1,000 population	Benchmark Standards for Outdoor Sport - Fields in Trust

Open Space Standards			
Open Space Type	Accessibility Standard	Quantity Standard	Quality Standard
Designated Equipped Areas of Play (DEAPs), Local Areas for Play (LAPs) and Local Equipped Areas for Play (LEAPs)	All residents should be within 500 m of an informal or formal play area.	DEAPs - 0.25 ha. per 1,000 population LAPs - 0.55 ha. per 1,000 population LEAPs - 0.80 ha. per 1,000 population	Children's Play Council's Quality Assessment Tool
Allotment Gardens	All residents within NDDC should have access to an allotment within 2.5 km from home in urban areas and 5 km in rural areas.	0.2 ha. per 1,000 population	Green Pennant Status for community gardens Open Space Audit and Assessment of Local Need - five criteria



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North Dorset District Council
Nordon
Salisbury Road
Blandford Forum
DT11 7LL

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