



North Dorset Local Plan - 2011 to 2026

Part 1

Pre-submission Document

Appendix A to D

North Dorset Local Plan - 2011 to 2026

Part 1

Pre-submission Document

November 2013

If you require further information on this document you can contact the Planning Policy Team:

By e-mail: planningpolicy@north-dorset.gov.uk

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

By phone: 01258 484201

Web: www.dorsetforyou.com

Published by North Dorset District Council, Nordon, Salisbury Road, Blandford Forum, Dorset DT11 7LL

© North Dorset District Council 2013

We can provide this document in alternative formats and languages. If you require this service please contact the Marketing and Communications Office on (01258) 484100.

North Dorset Local Plan - 2011 to 2026

Part 1

Contents

1. Introduction	4
2. North Dorset Context	13
Issues and Challenges.....	18
Vision for North Dorset	21
Objectives for the Local Plan Part 1	22
3. Sustainable Development Strategy	25
Introduction.....	25
Policy 1 - Presumption in Favour of Sustainable Development.....	26
Policy 2 - Core Spatial Strategy	34
4. Environment and Climate Change	40
Introduction.....	40
Policy 3 - Climate Change	41
Policy 4 - The Natural Environment	50
Policy 5 - The Historic Environment	69
5. Meeting Housing Needs.....	82
Introduction.....	82
Policy 6 - Housing Distribution	83
Policy 7 - Delivering Homes.....	89
Policy 8 - Affordable Housing	99
Policy 9 - Rural Exception Affordable Housing.....	109
Policy 10 - Gypsies, Travellers and Travelling Showpeople	118
6. Supporting Economic Development	122
Introduction.....	122
Policy 11 – The Economy.....	123
Policy 12 - Retail, Leisure and Other Commercial Developments	133
7. Infrastructure	145
Introduction.....	145
Policy 13 - Grey Infrastructure	149
Policy 14 - Social Infrastructure.....	162
Policy 15 - Green Infrastructure	173

8. Market Towns and the Countryside	182
Introduction.....	182
Policy 16 - Blandford	183
Policy 17 - Gillingham	196
Policy 18 - Shaftesbury	209
Policy 19 - Sturminster Newton	219
Policy 20 - The Countryside	229
9. Gillingham Southern Extension	236
Introduction.....	236
Policy 21 - Gillingham Strategic Site Allocation.....	238
10. Development Management Policies.....	267
Introduction.....	267
Policy 22 - Renewable and Low Carbon Energy	268
Policy 23 - Parking	277
Policy 24 - Design	280
Policy 25 - Amenity.....	289
Policy 26 - Sites for Gypsies, Travellers and Travelling Showpeople	297
Policy 27 - Retention of Community Facilities	302
Policy 28 - Existing Dwellings in the Countryside.....	307
Policy 29 - The Re-use of Existing Buildings in the Countryside.....	313
Policy 30 - Existing Employment Sites in the Countryside	321
Policy 31 - Tourist Accommodation in the Countryside.....	325
Policy 32 - Equine-related Developments in the Countryside	330
Policy 33 - Occupational Dwellings in the Countryside.....	337
11. Implementation	345
Introduction.....	345
Monitoring.....	345
Appendix A. Replaced and Saved Policies.....	362
Appendix B. Removal of Settlement Boundaries.....	380
Appendix C. Standards and Guidance for Parking Provision	383
Appendix D. Glossary of Terms	391

Appendix A. Replaced and Saved Policies

A.1 The following schedule lists those ‘saved’ policies from the North Dorset District-Wide Local Plan (1st Revision), that was adopted in 2003, and identifies the policy (or policies) from the North Dorset Local Plan – 2011 to 2026 Part 1 that replaces it.

North Dorset District-Wide Local Plan (1 st Revision) Adopted 2003	North Dorset Local Plan 2011 to 2026 Part 1
Part 1: District-Wide Policies	
1. Strategy and Environment	
1.1 Sustainable Development Strategy	Policy 1 and 2
1.2 Towns for Major Growth	Policy 2, 16, 17 and 18
1.3 Towns for Moderate Growth	Policy 2, 19 and 20
1.4 Village Development	Policy 2 and 20
1.5 Small Villages and Hamlets	Policy 2 and 20
1.6 Development in the Countryside	Policy 2 and 20
1.8 Standard Assessment Criteria	Policy 2, 3, 4, 5, 6, 13, 14, 15, 22, 23, 24 and 25
1.10 Re-use of Adaptation of Buildings in the Countryside	Policy 29 and 30
1.11 Farmyards in Settlement Boundaries	Policy 29 and 30
1.15 Foul Drainage Arrangements	Policy 13
1.17 Sewage Treatment Works Protection Areas	Policy 25
1.18 Waste Recycling Centres	Policy 13
1.19 Lighting Standards	Policy 25
1.21 Alterations to Listed Buildings	Policy 5
1.22 Demolition of Listed Buildings	Policy 5
1.23 Setting of Listed Buildings	Policy 5
1.24 Character of Conservation Areas	Policy 5
1.25 Demolition in Conservation Areas	Policy 5
1.26 Advertisements in Conservation Areas	Policy 24 and 25
1.27 Shop fronts in Conservation Areas	Policy 12, 24 and 25
1.28 Archaeological Remains of National Importance	Policy 5
1.29 Archaeological Remains of Local Importance	Policy 5
1.30 Archaeological Evaluations	Policy 5
1.31 Historic Parks and Gardens	Policy 5
1.32 Areas of Outstanding Natural Beauty	Policy 4

North Dorset District-Wide Local Plan (1 st Revision) Adopted 2003	North Dorset Local Plan 2011 to 2026 Part 1
1.33 Landscape Character Areas	Policy 4
1.34 International Sites of Nature Conservation Interest	Policy 4
1.35 National Sites of Nature Conservation Interest	Policy 4
1.36 Sites of Nature Conservation Importance	Policy 4
1.37 Other Landscape Features of Nature Conservation Importance	Policy 4
1.38 Protected Species and their Habitats	Policy 4
1.39 Tree Preservation Orders	Policy 24
1.40 Landscaping of New Development	Policy 15 and 24
1.41 Amenity Tree Planting	Policy 15 and 24
2. Housing	
2.1 Housing Provision	Policy 6
2.2 Making best use of housing land	Policy 7
2.3 Distribution of Development	Policy 6
2.5 Form of major housing development	Policy 7 and 24
2.6 Infill/Windfall Development within Defined Settlement Boundaries	Policy 7
2.7 Renewal of Unimplemented Consent	Not considered necessary to retain
2.8 Monitoring the Availability of Land for Housing	Monitoring is dealt with in Chapter 11 of the Local Plan Part 1.
2.9 Phasing the Release of Land for Development	Not considered necessary to retain
2.10 Density of New Development	Policy 7
2.11 Extension to Dwellings	Policy 24 and 28
2.12 Size of Site on which Affordable Housing will be sought	Policy 8
2.13 Affordable Housing within defined Settlement Boundaries	Policy 8
2.14 Rural Exception Sites for Affordable Housing	Policy 9
2.15 Replacement dwellings in the Countryside	Policy 28
2.16 Agricultural & Forestry Workers Dwellings	Policy 33
2.17 Removal of Agricultural Occupancy Conditions	Policy 33
2.18 Temporary mobile homes to meet special needs	Policy 33

North Dorset District-Wide Local Plan (1 st Revision) Adopted 2003	North Dorset Local Plan 2011 to 2026 Part 1
2.19 Conversion of Property to Multiple Units	Policy 7
2.20 Residential Care Homes	Policy 7
2.21 Gypsy Sites	Policy 10 and 26
3. The Economy	
3.1 Overall Employment Strategy	Policy 11
3.3 Retention of Employment Areas and Uses	Policy 11 and 30
3.4 Employment Development within Defined Settlements	Policy 11, 16, 17, 18 and 19
3.5 Employment Development within the Countryside	Policy 30
3.6 Relocation of poorly sited village industries	Policy 30
3.7 Restrictions on employment development	Policy 25
3.8 Working from home	Policy 24
3.10 Livestock Units	Policy 24 and 25
3.11 New Livestock Markets	Not considered necessary to retain
3.12 Renewable Energy	Policy 3 and 22
3.13 Advertisements	Policy 24 and 25
3.14 Telecommunication development	Policy 13 and 20
3.15 Promotion of shopping centres	Policy 12
3.18 Local centres in Marnhull and Stalbridge	Policy 20 and 27
3.19 Out of town centre retail development	Policy 12
3.20 Design of shop fronts	Policy 12 and 24
3.21 The Retention of Village Facilities	Policy 27
3.22 Development of Local Shopping Facilities	Policy 20
3.23 Retailing within employment areas	Policy 11
3.24 Farm shops	Policy 29
3.27 Space over Commercial Premises	Not considered necessary to retain
3.28 Development of Tourist Attractions	Policy 11
3.29 Development of Built Holiday Accommodation	Policy 11 and 31
3.30 Development of Chalet, Caravan & Camping Sites	Policy 31
4. Community Facilities & Recreation	
4.1 Provision of Specialised Services	Policy 14, 16, 17, 18 and 19

North Dorset District-Wide Local Plan (1 st Revision) Adopted 2003	North Dorset Local Plan 2011 to 2026 Part 1
4.2 Land Required for Educational Use	Not considered necessary to retain
4.4 Percent for Arts	Policy 13
4.6 Loss of Outdoor Sports Pitches & Other Recreational Space	Policy 15
4.7 Indoor Sports and Leisure Provision	Not considered necessary to retain
4.8 Play Areas and Amenity Open Space for Residential Estates	Policy 15
4.9 Countryside Recreation Proposals	Policy 20
4.10 Long Distance Footpaths and Cycleways	Policy 13
5. Transportation	
5.1 Non- Strategic Road Network	Policy 13
5.2 New District Distributor Road	Policy 13
5.3 Existing District Distributor Road	Policy 13
5.4 Other Rural Roads	Policy 13
5.5 New Urban Local Distributor Roads	Policy 24
5.7 Provision for Cyclists	Policy 13 and 24
5.8 Provision for Pedestrians	Policy 13 and 24
5.9 People with Mobility Impediment	Policy 13 and 24
5.10 Traffic Management & Pedestrian Priority	Policy 13 and 24
5.11 General Traffic Management	Policy 13 and 24
5.12 Traffic Calming	Policy 13 and 24
5.13 Restrictions on HGVs	Policy 13
5.14 Environmental Improvements to Highways	Policy 13
5.15 Bus Services	Policy 13
5.16 Rail Network	Policy 13
5.17 Parking Standards	Policy 23
5.18 Parking for the Disabled	Policy 23
5.19 Servicing	Policy 23
5.20 Development Obligations	Policy 13
5.33 B3092 Hinton St Mary-Sturminster Newton	Not considered necessary to retain

North Dorset District-Wide Local Plan (1 st Revision) Adopted 2003		North Dorset Local Plan 2011 to 2026 Part 1
Part 2: Local Area Policies		
Blandford Forum & St Mary		
BL1		Policy 16
BL2		Policy 16
BL4		Not considered necessary to retain
BL8		Not considered necessary to retain
BL11		Not considered necessary to retain
BL13		Not considered necessary to retain
BL14		Not considered necessary to retain
Gillingham		
GH1		Policy 17
GH2		Policy 17
GH4		Policy 21
GH5		Not considered necessary to retain
GH29		Policy 17
Milton on Stour		
MS1		Policy 13
Motcombe		
MC1		Policy 13
Pimperne		
PM1		Not considered necessary to retain
Shaftesbury		
SB1		Policy 18
SB7		Not considered necessary to retain
SB14		Not considered necessary to retain

North Dorset District-Wide Local Plan (1 st Revision) Adopted 2003		North Dorset Local Plan 2011 to 2026 Part 1
Stalbridge		
ST1		Policy 5 and 20
ST3		Not considered necessary to retain
Stour Provost		
SP1		Policy 13
Stour Row		
SR1		Policy 13
Stourpaine		
SE1		Not considered necessary to retain
Sturminster Newton		
SN1		Policy 19
SN2		Not considered necessary to retain
SN7		Not considered necessary to retain
SN9		Not considered necessary to retain
SN11		Not considered necessary to retain

- A.2 The following schedule of ‘saved’ policies from the North Dorset District-Wide Local Plan (1st Revision) lists those policies that will continue to be retained until reviewed in either Part 2 of the North Dorset Local Plan – 2011 to 2026 that deals with site allocations or through a neighbourhood plan.
- A.3 The Council will also have regard to the supporting text relating to the retained ‘saved’ policies from the 2003 Local Plan when making development management decisions.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
1. Strategy/Environment	
1.7 Development within Settlement Boundaries	Settlement boundaries around the four main towns in the North Dorset District-Wide Local Plan 2003 are retained and will continue to be used for development management purposes until they are reviewed either: through the North Dorset Local Plan – Part 2: Site Allocations or a neighbourhood plan. The settlement boundaries defined around all other settlements in the North Dorset District-Wide Plan 2003 are removed and these settlements (listed in Appendix X) will be subject to countryside policies unless new settlement boundaries are defined in neighbourhood plans or the North Dorset Local Plan – Part 2: Site Allocations where a community has decided to ‘opt in’.
1.9 Important Open/Wooded Areas (IOWA's) within Settlements	IOWA were designated to protect the amenity and character of settlements from the pressure of infill development. They will continue to be saved until they are reviewed either: through the North Dorset Local Plan – Part 2: Site Allocations or a neighbourhood plan.
1.12 River Valleys	River valleys are an important landscape feature in North Dorset; the Stour and its tributaries. Policy 1.12 states that development will not be permitted within the River Valley areas that are defined on the Proposal Maps. The policy and areas identified on the Proposals Map are retained and will continue to be used for development management purposes until they are reviewed through the North Dorset Local Plan – Part 2: Site Allocations or a neighbourhood plan.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
1.16 Groundwater Source Protection	Local Plan Policy 1.16 states that development which would have an unacceptable risk upon the water quality, quantity or natural flow patterns of a groundwater resource will not be permitted. It specifically identifies the Ground Water Source Protection Areas defined on the Proposals Map. The policy and areas identified on the Proposals Map are retained and will continue to be used for development management purposes until they are reviewed through the North Dorset Local Plan – Part 2: Site Allocations in association with the Environment Agency.
1.20 Contaminated Land	Contamination is a material planning consideration and Policy 1.20 will be retained and will continue to be used for development management purposes until updated national guidance is published.
2. Housing	
2.4 Settlement Allocations	<p>Local Plan Policy 2.4 allocates a number of sites for housing development of which two sites have yet to be developed:</p> <ul style="list-style-type: none"> • South of the Meadows (H/15/2) shown as site E on the inset map for Gillingham • North of Livestock Market (H/47/2) shown as C on the inset map for Sturminster Newton <p>For Gillingham the site has been reallocated in Policy 21 of the North Dorset Local Plan – Part 1, but for the site in Sturminster Newton Local Plan Policy 2.4 will be retained until it is replaced by an allocation in the North Dorset Local Plan – Part 2: Site Allocations.</p>

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
3. The Economy	
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. Existing and developed sites will continue to be protected and the sites allocated under this policy that have not been developed to date will be retained until they are reviewed through the North Dorset Local Plan – Part 2: Site Allocations.
3.16 New retail outlets in town centres	Local Plan Policies 3.16 and 3.17 refer to primary and secondary shopping frontages that have been defined in the Districts four main shopping centres at Blandford, Gillingham, Shaftesbury and Sturminster Newton. These defined areas are shown on the Proposal Maps and will continue to be used for development management purposes until they are reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan. In the interim, in making judgements about whether a site should be considered to fall within a primary or secondary shopping frontage, the Council will also have regard to the recommended primary and secondary shopping frontages, as identified in the Joint Retail Study. In making any decisions the Council will use the most update to policy in relation to uses in these areas and this is Policy 12 of North Dorset Local Plan – Part 1 that is in keeping with national policy at this time.
3.17 Change of use in retail areas	

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
4. Community Facilities & Recreation	
4.3 New Community Buildings, Village Halls and Libraries	Local Plan Policy 4.3 identifies land that has been reserved for new community buildings and libraries. In the towns of Shaftesbury and Gillingham the decision on the need or final location of community buildings has yet to be decided and in Blandford the site for the library on West Street has yet to be developed. These defined areas, as shown on the Proposal Maps, together with the associated policies will therefore continue to be used for development management purposes until they are reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan. Plans for neighbourhood halls in Blandford and Blandford St Mary have been superseded and expansion of the youth centre in Gillingham has taken place.
4.5 Provision of Outdoor Sports Pitches and other Recreational Open Space	Sites for outdoor sports pitches and other recreational uses have been reserved by Local Plan Policy 4.5. The sites, identified on the Proposals Maps, in Blandford and Gillingham have yet to be developed so until they are reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan they will continue to be used for development management purposes.
4.11 The Use of Redundant Railway Lines	Local Plan Policy 4.11 identifies the route of the disused Somerset and Dorset railway line and its potential for recreational purposes. The route is shown on the Proposal Map and is protected from development. The policy and the identified route are retained and will continue to be used for development management purposes until it is reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
5. Transportation	
5.21 Safeguarding of Land	North Dorset Local Plan – Part 1: Policy 18 indicates that the route of the Shaftesbury Outer Bypass will be safeguarded, but there is no policy to safeguard the Spetisbury & Charlton Marshal Bypass. Therefore Local Plan Policies 5.21 and 5.22 will continue to be saved until the need for both schemes is reviewed. If the safeguarded routes are to be retained long term, they will be shown in the North Dorset Local Plan – Part 2: Site Allocations.
5.22 The A350 Corridor	
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 North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
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	
Blandford Forum & St Mary	
BL5	North Dorset Local Plan – Part 1: Policy 16 identifies land off Shaftesbury Lane for employment development. This site will continue to be allocated for employment development under Local Plan Policy BL5 until superseded by an allocation in the North Dorset Local Plan – Part 2: Site Allocations.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
BL6	There is a need for further sports pitches in Blandford. Local Plan Policy BL6 identifies land north of the Blandford Bypass to be developed for recreational use but the Council has been unsuccessful in taking this scheme forward. Consequently Blandford Football Club and the Town Council are developing an alternative approach, but until this has been successfully delivered and identified in the North Dorset Local Plan – Part 2: Site Allocations Local Plan Policy BL6 will be retained and used for development management purposes.
BL7	Local Plan Policy BL7 seeks to protect the Crown Meadows and land north of the Milldown from encroaching development which would jeopardise their use as informal recreation areas. Additional informal open space is proposed at Crown Meadows in association with the development to the west of Blandford Forum Under Policy 16. Local Plan Policy BL7 is retained and will be reviewed through the North Dorset Local Plan – Part 2: Site Allocations or a neighbourhood plan.
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 North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
BL10	
BL16	Local Plan Policy BL16 proposes minor highway improvements at Blandford Heights Industrial Estate. This policy will continue to be “saved” until the need for the scheme is fully reviewed and included in the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
Bourton	
BN1	Local Plan Policy BN1 is an unimplemented employment allocation on land south of Lilac Cottage Local that was identified in Local Plan Policy 3.2 above. Existing and developed sites will continue to be protected and the sites allocated under this policy that have not been developed to date will be retained until they are reviewed through the North Dorset Local Plan – Part 2: Site Allocations or a neighbourhood plan.
Gillingham	
GH3	Local Plan Policy GH3 identifies “areas of local character” at Gillingham. The Gillingham Town Design Statement (TDS) also identifies areas of character in the town. The Local Plan Policy GH3 will be retained and used for development management purposes along with the TDS until it is reviewed through the neighbourhood planning process.
GH8	Local Plan Policy GH8 allocates employment land at Park Farm that has now been partially developed. The developed portion will remain allocated employment land and the undeveloped portion will be retained as employment land if the Local Centre as proposed in Policy 21 is not located at that site.
GH13	Local Plan Policy GH13 allocates land west of Station Road South as a site for mix use regeneration. This policy, as shown on the Proposal Maps, will continue to be used for development management purposes until it is reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
GH15	North Dorset Local Plan - Part 1: Policy 17 seeks to retain, enhance and extend the sports pitches at and around the secondary school. Local Plan Policy GH15 will be retained and used for development management purposes until it is reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
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 North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
GH17	
GH19	
GH20	
GH21	Local Plan Policy GH21 protects three alternative sites for a central community hall for Gillingham. All sites, as shown on the Proposal Maps, will continue to be safeguarded until a review of the overall provision in the town is undertaken as part of the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
GH22	Land allocated for cemetery provision at Stour Meadows, Local Plan Policy GH22, will continue to be retained until a review of the overall provision in the town is undertaken as part of the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
GH23	Land safeguarded for extension of existing sewage treatment works , Local Plan Policy GH23, will continue to be retained until a review of the overall provision in the town is undertaken as part of the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
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 North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
GH27	
GH28	

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
GRF1	Local Plan Policy GRF1 identifies the Gillingham Royal Forest Project Area to the east of the town and seeks to enhance the landscape through additional woodland planting. It also promotes low-key countryside recreation and tourism activities in the area. The policy will be retained until it is reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
Kings Stag	
KS1	Local Plan Policy KS1 is a minor highway improvement scheme. It is identified in the IDP/LTP3 and will continue to be “saved” until the scheme is completed and if necessary will be included in the North Dorset Local Plan – Part 2: Site Allocations.
Milton on Stour	
MS2	Local Plan Policy MS2 proposes a footpath/bridleway alongside the River Stour to link Milton-on-Stour with Gillingham. The proposal will continue to be retained and included in the North Dorset Local Plan – Part 2: Site Allocations, Green Infrastructure Strategy or through the neighbourhood planning process.
Okeford Fitzpaine	
OF1	Local Plan Policy OF1 is an unimplemented employment site on land at Shillingstone Lane. Allocated in Local Plan Policy 3.2 and linked to an existing employment site off Higher Street it will continue to be retained until it is reviewed through the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan. The existing employment site is no longer in existence.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
Shaftesbury	
SB2	These policies, which seek to safeguard the character of different parts of Shaftesbury Conservation Area, will be retained and used for development management purposes. The approach to protecting the town’s character will be reviewed in the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
SB3	
SB4	
SB5	
SB6	
SB8	North Dorset Local Plan – Part 1: Policy 18 continues to identify land to the east of Shaftesbury for housing development. Local Plan Policies SB8 to SB10 will be retained and used for development management purposes until superseded by an allocation in the North Dorset Local Plan – Part 2.
SB9	
SB10	
SB11	Local Plan Policy SB11 seeks contributions towards the necessary provision of community facilities in conjunction with the additional development on the eastern side of Shaftesbury. This policy will be retained as some projects are unimplemented and will be reviewed through the North Dorset Local Plan – Part 2: Site Allocations.
SB12	North Dorset Local Plan – Part 1: Policy 18 identifies land south of the A30 for employment development. This site will continue to be allocated for employment under Local Plan Policy SB12 until superseded by an allocation in the North Dorset Local Plan – Part 2: Site Allocations.
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 North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
SB16	

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
SB17	North Dorset Local Plan – Part 1: Policy 18 refers 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 policy and the route will be retained, until reviewed in the North Dorset Local Plan – Part 2: Site Allocations.
SB18	North Dorset Local Plan – Part: Policy 18 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 North Dorset Local Plan – Part 2: Site Allocations.
Stalbridge	
ST2	This policy, which seeks to safeguard the character of different parts of Stalbridge Conservation Area, will be retained and used for development management purposes until the protection of the town’s character is reviewed in a neighbourhood plan.
ST5	Local Plan Policy ST5 will be retained as it considers the development of an additional permanent classroom at Stalbridge Primary School (formally known as St. Mary’s CE Primary School) and parking provision. It will be reviewed in the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
ST6	Local Plan Policy ST6 seeks to improve footpath links between the Jarvis Way area and the Town Centre. The policy will be retained for development management purposes until it is reviewed in the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.

Retained policies from the North Dorset District-Wide Local Plan (1st Revision) Adopted 2003	Notes
Sturminster Newton	
SN3	This policy, which seeks to safeguard the character of different parts of Sturminster Newton Conservation Area, will be retained and used for development management purposes until the protection of the town’s character is reviewed through the neighbourhood planning process.
SN4	North Dorset Local Plan – Part 1: Policy 19 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 it is superseded by an allocation in Part 2 of the North Dorset Local Plan.
SN6	North Dorset Local Plan – Part 1: Policy identifies land at North Dorset Business Park (formally known as Rolls Mill) for employment development. This site will continue to be allocated for employment under Local Plan Policy SN6 until superseded by an allocation Part 2 of the North Dorset Local Plan.
SN10	This Local Plan policy for cycling schemes at Sturminster Newton will continue to be “saved” until the need for the schemes is fully reviewed or they are implemented. This unimplemented scheme that is retained will be included in the North Dorset Local Plan – Part 2: Site Allocations or in a neighbourhood plan.
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 North Dorset Local Plan – Part 2: Site Allocations.

Appendix B. Removal of Settlement Boundaries

Retained Settlement Boundaries

B.1 Policy 2 – Core Spatial Strategy states that the settlement boundaries around the four main towns as shown on the Proposals Map of the North Dorset District Wide Local Plan (2003) will be retained. The settlement boundaries will be retained around:

- Blandford Forum and Blandford St Mary, (on Inset Maps 2 and 2A);
- Gillingham (Inset Maps 15 and 15A);
- Shaftesbury (Inset Maps 37 and 37A); and
- Sturminster Newton (Inset maps 47 and 47A).

B.2 These settlement boundaries will continue to be used for development management purposes until reviewed either through the North Dorset Local Plan Part 2: Site Allocations or a neighbourhood plan.

Removed Settlement Boundaries

B.3 Policy 2 also indicates that the settlement boundaries around all other settlements as shown on the Proposals Map of the North Dorset District Wide Local Plan (2003) have been removed. The settlement boundaries that have been removed are listed in Figure B.1 below.

Figure B.1 – List of Settlements from Which Settlement Boundaries Have Been Removed

Settlement	2003 Local Plan Inset Map Number
Ashmore	1
Bourton (and part of Zeals)	3
Bryanston	4
Buckhorn Weston	5
Cann Common	6
Charlton Marshall	7
Child Okeford	8
Compton Abbas	9
Durweston	10
East Stour	11
Farnham	12
Fifehead Magdalen	13
Fontmell Magna	14

Settlement	2003 Local Plan Inset Map Number
Glanvilles Wootton	16
Hazelbury Bryan (Kingston)	17a
Hazelbury Bryan (Pidney and Wonston)	17b
Hilton	18
Hinton St. Mary	19
Ibberton	20
Iwerne Courtney (Shroton)	21
Iwerne Minster	22
Kings Stag	23
Kington Magna	24
Lydlinch	25
Manston	26
Mappowder	27
Marnhull	28
Melcombe Bingham and Ansty	29
Milborne St. Andrew	30
Milton Abbas	31
Milton on Stour	32
Motcombe	33
Okeford Fitzpaine	34
Pimperne	35
Pulham	36
Shillingstone	38
Spetisbury	39
Stalbridge	40
Stalbridge – Gibbs Marsh Trading Estate	41
Stour Provost	43
Stour Row	44
Stourpaine	45
Stourton Caundle	46
Sutton Waldron	48
Tarrant Gunville	49
Tarrant Hinton	50

Settlement	2003 Local Plan Inset Map Number
Tarrant Keyneston	51
Tarrant Monkton and Tarrant Launceston	52
Tarrant Rushton	53
West Stour	55
Winterborne Houghton	56
Winterborne Kingston	57
Winterborne Stickland	58
Winterborne Whitechurch	59
Winterborne Zelston	60

- B.4 The removal of these boundaries means that the settlements in the figure above are subject to countryside policies. A local community would, however, be able to establish a new settlement boundary, within which infill development could take place, either in a neighbourhood plan, or, if they have 'opted in', in the site allocations of the North Dorset Local Plan Part 2.

Changes to the Proposals Map

- B.5 The removal of the settlement boundaries from the settlements listed in the figure above requires changes to the adopted Proposals Map from the 2003 Local Plan. The Council has produced a set of maps showing the individual boundaries that have been removed.

Appendix C. Standards and Guidance for Parking Provision

Introduction

- C.1 This appendix provides guidance on the provision of parking associated with new development in respect of cars, motorcycles and bicycles as well as provision for people with impaired mobility. It supports policies in the Local Plan Part 1 which aim to promote more sustainable transport in North Dorset and should be read in conjunction with Policy 33 - Parking, 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; national and other guidance; and examples of best practice.

Residential Car Parking

- C.2 The Council's residential car parking guidance is based on detailed car parking evidence contained in the Dorset Residential Car Parking Study (DRCPS)³⁷¹, 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.

Garages

- C.3 Garages³⁷² with internal dimensions of 6 metres x 3 metres or above will count as allocated parking spaces. However, evidence shows that garages are often not used for parking cars so extra unallocated parking of 0.5 spaces per garage will be required to take account of this.

Car Parking for Developments of More Than 5 Dwellings

- C.4 For larger developments (of more than 5 dwellings) calculations are required to set the level of allocated and unallocated parking spaces necessary for a development³⁷³. The process is illustrated in the worked example in the DRCPS. The total allocated and unallocated spaces are added together to generate the parking demand of the development.
- C.5 When looking at parking requirements, developers may wish to explore different options with regard to the relative proportions of allocated and unallocated parking

³⁷¹ This can be found at <http://www.dorsetforyou.com/media.jsp?mediaid=147523&filetype=pdf>

³⁷² Car ports are not included

³⁷³ The various Tables used in the calculations are contained in Volume 1 of the Dorset Residential Car Parking Study

provision and the number of garages in pre-application discussions with Planning Officers.

Car Parking for Developments of 5 Dwellings or Fewer

- C.6 There is unlikely to be sufficient land on smaller developments to enable the effective use of allocated and unallocated spaces so the standards for allocated spaces shown in Figure A.1 will be applied to developments of 5 dwellings or fewer in the District:

Figure C1- Parking Provision for Developments of 5 dwellings or Fewer

Number of bedrooms	Number of parking spaces
1	1
2	1 or 2
3	2
4	2 or 3

- C.7 In terms of unallocated spaces, a minimum of 1 space will be required in the above circumstances.

Residential Cycle Parking

- C.8 Cycling is a leisure pursuit which has seen substantial growth in recent years. The greatest increase has been in 'off-road' cycling but road based trips have increased in frequency and distance. Cycling is encouraged as a sustainable means of transport - some 15% more vehicle miles were travelled in 2010 than in 2007 and 2% of adults travelled to work by cycle in 2011³⁷⁴, 40% of all miles cycled being trips to work in 2010³⁷⁵. It is anticipated that more facilities will be required in the future for parking cycles. In North Dorset, more people cycle at least once a month than the national average.
- C.9 The 'Manual for Streets' states³⁷⁶ 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.
- C.10 The majority of all car journeys made are less than five miles. One viable alternative for those journeys is the bicycle. 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

³⁷⁴ Statistical Release 16, Department for Transport (April 2013)

³⁷⁵ House of Commons Library: Road Cycling Statistics (February 2012)

³⁷⁶ Manual for Streets, Department for Transport (March 2007)

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 Space Provision

- C.11 To this end, the Council expects residential cycle parking provision to meet the minimum requirements presented in Figure A2 which have been developed from the Code for Sustainable Homes³⁷⁷ to ensure that new development includes adequate provision for cycling as a sustainable means of travel.
- C.12 Where individual or communal cycle storage is provided, it should be adequate with respect to security, weather-proofing and convenience of location and operation for the following numbers of cycles:

Figure A2 - Cycle Parking Provision for Residential Development

Development type	Cycle storage requirement
Studios or 1 bedroom dwellings	1 cycle space for every two dwellings
2 and 3 bedroom dwellings	1 cycle space per dwelling
4 bedrooms and above	2 cycle spaces per dwelling
Studios or 1 bedroom dwellings	1 cycle space per dwelling
2 and 3 bedroom dwellings	2 cycle spaces per dwelling
4 bedrooms and above	4 cycle spaces per dwelling

- C.13 The Council encourages as high a level of provision as possible to be achieved and, in recognition of the continuing growth in the use of cycles, will seek significant provision of cycle parking/storage wherever possible.

Residential Cycle Storage Standards

- C.14 The nature of storage made available will be expected to be at least to the standards set out below. Cycles may be stored in any of the following:
- garage or shed;
 - external or internal communal cycle store; or
 - proprietary system.
- C.15 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

³⁷⁷ Code for Sustainable Homes - Technical Guide (Version 2), DCLG (May 2009) (Energy and CO₂ Emissions category, Issue Ene 8)

- C.16 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 garage³⁷⁸, adequate space must be provided to store both the cycle(s) and the car(s) at the same time.
- C.17 Storage areas above should be added to the typical minimum garage sizes:
- 2.4m x 4.9m for a single garage; and
 - 5m x 5.2m for a double garage.
- C.18 Under the residential car parking standards, a garage will only count as a parking space if its dimensions are a minimum of 6m x 3m. This would enable parking to be incorporated to standard for up to 4 cycles.
- C.19 Secure storage - Secure storage is defined as the provision of a fully enclosed solid structure with a secure entrance lock³⁷⁹ and/or secure fixings³⁸⁰ depending on the situation and solution³⁸¹.
- C.20 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 at most from the front door of a dwelling or the main entrance to a block of flats.
- C.21 Weather protection - Adequate protection from the elements should be provided. This would normally mean at least a roof and three sides/walls.

Residential Motorcycle Parking

- C.22 Developers should be aware that demand for motor cycle parking is rising. Some 5% of new registered vehicles³⁸² now are powered two wheelers³⁸³, of which the great majority are motorcycles. Consequently, the Council will promote specific provision for motorcycle parking where possible. Guidance is available³⁸⁴ to assist developers in making that provision.

³⁷⁸ For double garages, it must be assumed that each garage space is occupied by a car

³⁷⁹ This must be a permanent lock (not a padlock) that conforms to BS 3621:2004

³⁸⁰ 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

³⁸¹ Further details may be found in the Code for Sustainable Homes

³⁸² Transport Statistics Great Britain: 2009 edition, Department for Transport (26 November 2009)

³⁸³ Motorcycles, scooters and mopeds predominantly

³⁸⁴ For example, Traffic Advisory Leaflet 02/2002: Motorcycle Parking, Department for Transport (March 2002) and Guidelines for Motorcycling - Institute of Highway Incorporated Engineers (March 2008)

- C.23 In private residential parking situations, motorcyclists may be able to use car parking spaces but it will usually 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.
- C.24 Where more than 5 car parking spaces are being provided to serve a new development, the Council will expect a minimum of 1 motorcycle space to be provided or 1 motorcycle space for every 20 car parking spaces, whichever is the greater, unless a different level of provision can be justified by local or site-specific circumstances.

Residential Parking for People with Impaired Mobility

- C.25 In communal parking areas or residential developments designed for older people, 2 parking spaces for disabled people should be provided for every 25 spaces. At residential developments for elderly people, 1 parking space for disabled people should be provided for every 10 spaces.

Non-Residential Parking

- C.26 Non-residential parking has different requirements to residential due to the focussing of demand in specific locations and the variety of land uses which attract car-borne users. In addition, parking may be required for staff and delivery vehicles as well as visitors.

Non-residential Car, HGV and Cycle Parking Guidelines

- C.27 Car parking for non-residential uses should be provided to the extent set out in Figure A3 (which also indicates, where appropriate, the level of HGV and cycle parking which will be expected)³⁸⁵.

³⁸⁵ Note: Floorspace relates to Gross Floor Area

Figure A3 - Parking Provision for Non-residential Development

Use Class		Car and HGV parking	Cycle parking
A1 Retail	Food and non-Food Retail: less than 500m ²	1 per 20m ² + 1 per 100m ² for staff	1 per 250m ²
A1a	Non-Food Retail: greater than 500m ²	1 per 20m ² + 1 per 2 full-time staff + 1 HGV space per 1000m ²	First 500 m ² at 1 per 250m ² , then 1 per 1000m ²
A1b	Food Retail: greater than 500m ²	1 per 14m ² + 1 per 2 full-time staff + 1 HGV space per 1000m ²	1 per 350m ²
A2	Financial & Professional Services/Banks/Estate Agents/Building Societies	1 per 30m ²	1 per 125m ²
A3/A4/A5 Food and Drink	Restaurants/Cafes/Public Houses/Bars/Takeaways	1 per 15m ² 1 per 2 full-time staff	1 per 100m ²
B1	Business Offices	1 per 30m ²	1 per 125m ²
B2	General Industrial	1 per 30m ² + 1 HGV space per 250m ²	1 per 500m ²
B8	General Warehouse and Distribution	1 per 200m ² + 1 HGV space per 250m ²	1 per 500m ²
C1	Hotels and Hostels	1 per bedroom + 1 per 2 full-time staff	Individual assessment
C2 C2a	Residential Institutions and Hospitals	1 per 4 staff + 1 per 3 visitors	Individual assessment
C2b	Nursing Homes/Care Homes	1 per 4 beds + 1 per 2 full-time staff	Individual assessment
D1 D1a	Non-Residential Institutions/Places of Worship/Church Halls/Public Halls	1 per 5m ²	Individual assessment
D1b	Clinics/Health Centres/Surgeries	2 per consulting room + 1 for every full-time staff	Individual assessment
D1c	Libraries	1 per 25m ²	Individual assessment
D1d	Art Galleries and Museums	1 per 40m ²	Individual assessment

Use Class		Car and HGV parking	Cycle parking
D1e & f	Schools	1 per 2 full-time staff + visitor + disabled provision	Individual assessment
D2 D2a	Assembly and Leisure Cinemas/Conference Halls	1 per 5 seats	Individual assessment
D2c	Function Rooms	1 per 20m ²	Individual assessment
Sui Generis	Petrol Filling/Service stations	1 per 2 staff + 1 per 3 service bays	Individual assessment
	Car Dealerships (with external display)	1 per 2 staff + 1 per 10 forecourt cars (+ consider transporter delivery provision)	Individual assessment
	Commercial Display Showrooms	1 per 100m ² + 1 per 2 full-time staff	Individual assessment

Non-residential Cycle Parking

C.28 Cycle parking for non-residential uses should be provided in line with Cycling England guidance³⁸⁶ and cycle parking providers generally should refer to Department for Transport advice³⁸⁷. However, if individual assessment is indicated in Figure 3 then the Council will look for at least 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; that cycle parking 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. It may be better on larger sites to design clusters of cycle parking.

Non-residential Motorcycle Parking

- C.29 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.
- C.30 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

³⁸⁶ This can be found at <http://www.dft.gov.uk/cyclingengland/gallery/engineering-planning/cycle-parking/>

³⁸⁷ Traffic Advisory Leaflet 05/2002: Key Elements of Cycle Parking Provision, Department for Transport (July 2002)

spaces but this is not an efficient use of parking areas and designated motorcycling parking spaces are especially 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.

C.31 Where more than 5 car parking spaces are being provided to serve a new development, the Council will expect at least 2 motorcycle spaces to be provided or 1 motorcycle space for every 20 car parking spaces, whichever is the greater, unless a different level of provision can be justified by local or site-specific circumstances.

Non-residential Parking for People with Impaired Mobility

C.32 The Council recognises the needs of people who do not have full mobility and seeks to provide adequate parking for them. Parking spaces for those people should be provided with reference to Figure 4, based on guidance from the Department for Transport³⁸⁸, and should be located as close as possible to the access points of the development or facilities they serve.

Figure A4 - Non-residential Parking Provision for People with Impaired Mobility

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

C.33 These are minimum levels of provision and additional spaces may be required for hotels and other places that cater for large numbers of people with impaired mobility, especially food superstores.

³⁸⁸ Traffic Advisory Leaflet 05/1995: Parking for Disabled People, Department for Transport (April 1995)

Appendix D. Glossary of Terms

- D.1 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 Local Plan. It does not necessarily provide the legal definition of each term as set out in statute or national guidance.
- D.2 This glossary includes excerpts from the Planning Portal which provides an extensive online glossary document of planning and related terms <http://www.planningportal.gov.uk/general/glossaryandlinks/glossary/> and from the National Planning Policy Framework.

Term	Explanation
Affordable housing	Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. A full definition is available on page 50 of the National Planning Policy Framework (March 2012) .
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).
Amenity	A positive element or elements that contribute to the overall character or enjoyment of an area. In the Local Plan the main aspects of amenity are considered to be: privacy and private open space; sunlight and daylight; artificial light intrusion; noise and vibration; and unpleasant emissions (such as odour, fumes etc.).
Annual Monitoring Report (AMR)	A report produced by local planning authorities assessing progress with and the effectiveness of Local Plans.
Area of Outstanding Natural Beauty (AONB)	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. AONB are designated by Natural England .
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Term	Explanation
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'.
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.
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Community Travel Exchange Hubs	Community Travel Exchange Hubs 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.
Conservation Area (CA)	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.
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.
Designated heritage asset	World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation
Department for Communities and Local Government (DCLG)	DCLG is a ministerial department, supported by 11 agencies and public bodies , that seeks to move decision-making power from central government to local councils.
Department for Transport (DFT)	DFT is a ministerial department, supported by 23 agencies and public bodies , involved in a wide variety of transport matters, including providing strategic transport guidance, dealing with safety issues and publishing a wide range of statistics.
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.

Term	Explanation
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 (see also “permitted development”).
Development and Design briefs	A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.
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 Development Management Policies (Policies 22 to 33) provide a clear framework for assessing the acceptability of certain types of development that Topic-based Policies (1 to 15) and Place-based Policies (16 to 20) permit in principle. In some circumstances they also set the standards for the provision of certain items that are required by policies themselves.
Development Plan	A document setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. This includes adopted Local Plans and neighbourhood plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. 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.
Development Plan Documents (DPDs)	Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of an inspector's report. Once adopted, development management decisions must be made in accordance with them unless material considerations indicate otherwise.
Diversification	The action of diversifying existing economic activity into new areas of business in order to broaden the return on capital or assets.

Term	Explanation
Edge-of-centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land Review (ELR)	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.
English Heritage	Government advisors with responsibility for all aspects of protecting and promoting the historic environment. English Heritage is responsible for advising the government on the listing of historic buildings.
Environment Agency	The Environment Agency is 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.
Environmental Impact Assessment (EIA)	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
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.
Flood Risk Assessment (FRA)	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. There is no green belt in North Dorset.
Greenfield land	Land (or a defined site), usually farmland or residential gardens that have not previously been developed. Not to be confused with the term 'green belt'.

Term	Explanation
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.
Gypsies and travellers (see also Travelling showpeople)	In Planning Policy for Traveller Sites, DCLG (March 2012) 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> .
Hectare (Ha)	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.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Highways Agency	The Highways Agency is an executive agency of the Department for Transport responsible for operating, maintaining and improving the strategic road network in England.
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.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Intermediate housing	See “Affordable Housing”.
Key workers	People who work in certain public sector jobs, like NHS clinical staff, who are eligible for help to buy a home through Government schemes.
Legal Agreement	A legally binding contract, between a developer and a local planning authority that constitutes a planning obligation.
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.

Term	Explanation
Local Centre	A small group of shops and perhaps limited service outlets of a local nature (for example, a suburban housing estate) serving a small catchment. Sometimes also referred to as a local neighbourhood centre.
Local Community Partnership	There are four Local Community Partnerships in North Dorset that bring together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding and discuss strategies and initiatives.
Local Enterprise Partnership (LEP)	A LEP is a voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area. North Dorset is part of the Dorset LEP .
Local Housing Need	Housing requirements generated by the resident population rather than by in-migration.
Local Nature Reserve (LNR)	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 plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted or saved under the Planning and Compulsory Purchase Act 2004.
Local Plan Part 1	Part 1 of the North Dorset Local Plan – 2011 to 2026 (this document) sets out the strategic planning policies for the District.
Local Plan Part 2	Part 2 of the North Dorset Local Plan – 2011 to 2026 (a subsequent document) will allocate specific sites for housing and employment growth in the main towns and will include a review of other land allocations and settlement boundaries. Work will commence on Part 2 of the Local Plan following adoption of Part 1 (this document).
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.
Local Transport Plan (LTP)	The LTP is an integrated transport strategy, prepared by County Council in partnership with the community.
Localism Act	The Localism Act has devolved greater powers to councils and neighbourhoods and given local communities more control over housing and planning decisions.
Market housing	Private housing for rent or for sale, where the price is set in the open market.

Term	Explanation
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.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
Neighbourhood Plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
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 a parish plan.
Permitted Development (PD)	Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order 1995 as amended. Also known as Permitted Development Rights.
Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning Obligation (and Agreement)	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Sometimes called 'Section 106' agreements.

Term	Explanation
Previously developed land (PDL)	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary Shopping Area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Primary shopping frontage	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
Ramsar Sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Registered Social Landlords (RSLs)	Organisations that provide affordable housing. Most Housing Associations are RSLs.
Renewable energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Representations	Comments made on consultation documents by members of the public, statutory bodies and so on.
Rural exception sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
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.

Term	Explanation
Scheduled 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 such as restaurants, cinemas and businesses.
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.
Social-rented housing	See “Affordable Housing”.
Special Areas of Conservation (SAC)	Areas given special protection under the European Union’s Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010
Special Protection Area (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Site of Special Scientific Interest (SSSI)	A site designated by Natural England under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (plants, animals and natural features relating to the Earth's structure).
Site of Nature Conservation Interest (SNCI)	A locally important site for nature conservation adopted by a local authority for planning purposes. (See also Local Nature Reserve).
Strategic Flood Risk Assessment (SFRA)	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.
Strategic Housing Market Assessment (SHMA)	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.

Term	Explanation
Strategic Housing Land Availability Assessment (SHLAA)	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.
Sustainable Drainage Systems (SuDS)	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.
Supplementary Planning Documents (SPDs)	Supplementary Planning Documents add further detail to the policies in the Local Plan and can cover a range of issues, both thematic and site specific. They do not form part of the development plan and they are not subject to independent examination, but they are capable of being a material consideration in planning decisions.
Sustainable Community Strategy (SCS)	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.
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 believe that the purpose of the planning is to help achieve sustainable development.
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. Sustainable transport modes include any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.
Tenure	Refers to the way in which a property is held e.g. freehold, leasehold, shared equity or rented.
Travel Plan (TP)	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Term	Explanation
Travelling showpeople	In Planning Policy for Traveller Sites, DCLG (March 2012) Travelling Show People are defined (for planning purposes) as “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 above”.
Use Class Order	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.
Viability	An economic measure of health. In terms of retailing, a centre that is capable of commercial success.
Village or Town Design Statement (VDS or TDS)	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, a VDS or TDS will be a material consideration when planning decisions are made.
Vitality	A social and cultural measure of health. In terms of retailing, the capacity of a centre to grow or develop its likeliness and level of activity.



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

www.dorsetforyou.com

Published November 2013

© North Dorset District Council 2013