

18. Environmental Appraisal

Sustainable Development

- 18.1. The long term effects of development on the environment have in recent years become the subject of growing international attention and debate. The United Nations Conference on Environment and Development (the Earth Summit at Rio) in 1992 sought to establish a set of principles for sustainable development. Similarly in 1992, the European Community emphasised the need for sustainable development in its Fifth Environment Action Programme. Similar principles have been incorporated into the recent Government White Paper 'This Common Inheritance' (1990), which recognised the need for a commitment to the concept of sustainability and 'the moral duty to look after our planet and hand it on in good order to future generations'. This was followed by the government's 'Sustainable Development - The UK Strategy' early in 1994.
- 18.2. Sustainable development forms a key theme in the Planning Policy Guidance Notes (PPGs) through which the government has indicated that both structure and local plans must reflect this greater concern for the environment at both a local and national level, and that these plans have an important role in achieving sustainable development. Specifically they are required to contain policies for the conservation of natural beauty, the quality of the land, the improvement of the physical environment and the management of traffic.
- 18.3. In addition to the more traditional areas of nature conservation, built heritage, landscape quality, pollution control and the Green Belt, new areas of environmental concern, such as global warming, energy conservation and the consumption of non-renewable resources have been identified as topics to be addressed by plans.
- 18.4. All types of plan must therefore include an appraisal of the environmental implications and impacts of policies and proposals as an integral part of the plan-making process. PPG 12 describes an environmental appraisal as "the process of identifying, quantifying, weighing up and reporting on the costs and benefits of the measures which are proposed."
- 18.5. The overall level of development is established through Regional Planning Guidance and by the Structure Plan which includes a broad vision statement outlining how this development can be sustainable. Local plans must be in broad conformity with the structure plan and are required to set out the detailed policies and proposals which guide day-to-day planning decisions. It is for the local plan therefore to make a further, more detailed assessment of the impacts on the environment of the policies and proposals contained in it.
- 18.6. The Local Plan has to deal with not only protecting the environment and ensuring that development is sustainable, but also with other competing demands such as job creation, employment promotion, housing provision, social and community facilities provision and transportation improvements.

The Groups of Principles

- 18.7. Taking these areas of concern as a starting point, it becomes clear that the Plan requires a set of guiding principles against which it is possible to appraise policies and proposals to discover their costs and benefits. These principals fall broadly into three main areas -
- Environmental Factors

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- Social and Economic Factors
- Transport

Environmental Factors

18.8. Within this category there are three main levels of environmental concern which should be considered in the Local Plan area:

- A) Global Sustainability
- B) Natural Resources
- C) Local Environment

Global Sustainability

18.9. Global Sustainability includes:

- Aa) transport energy-efficiency both in terms of reducing trip lengths and the encouragement of alternative forms of travel, such as cycling, walking or public transport;
- Ab) improving energy efficiency of the built environment by reducing heat loss from buildings and reducing energy requirements;
- Ac) safeguarding renewable energy potential;
- Ad) increasing tree cover to promote carbon dioxide fixing;
- Ae) safeguarding wildlife habitats and increasing wildlife potential.

Natural Resources

18.10. Natural Resources cover:

- Ba) air quality;
- Bb) water conservation and quality;
- Bc) land and soil quality;
- Bd) minerals conservation.

Local Environmental Quality

18.11. Local Environmental Quality includes:

- Ca) protection of landscape and open land;
- Cb) improving 'liveability' of the urban and rural environment;
- Cc) safeguarding the cultural heritage and improving building quality;
- Cd) increasing and maintaining public open space.

Guiding Principles - Environmental Factors

18.12. Not only should proposals seek to minimise adverse effects on the environmental stock, but should also attempt to bring about improvements to that stock. Therefore the environmental guiding principles on which the Local Plan is based are:

- 1 Promoting energy efficiency and cutting emissions of greenhouse gases;
- 2 Protecting and husbanding the quality of air, water and the land;
- 3 Reducing the use of non-sustainable resources;

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- 4 Protecting and enhancing biodiversity, landscape and built environment quality and heritage;
- 5 Creating and maintaining a more attractive and liveable local environment;
- 6 Defending the Green Belt and the open countryside from encroachment.

Social & Economic Factors

- 18.13. Planning Policy Guidance advises that the environmental assessment of plans should not only include the effects of proposals on the natural and physical environment but also consider the economic and social implications. A key aim of the government is for continued economic development in a way that is compatible with environmental objectives and it sees the planning system playing an important role in integrating environmental and economic objectives.
- 18.14. The promotion of economic development is not confined to the urban areas. It is also relevant to the continuing prosperity of rural areas where the government wishes to see help given to rural businesses, including agriculture, allowing them to compete nationally and internationally.
- 18.15. In relation to housing, planning policy guidance makes it clear that development plans should identify an acceptable choice of housing sites which in turn should allow for the construction of a variety of house types both for rent and purchase.
- 18.16. Development plans should also cater for those unable to compete in the market place and take account of obligations to other sections of society such as Gypsies.

Guiding Principles - Social and Economic Factors

- 18.17. Taking this into account, the Local Plan should therefore seek to ensure that its policies and proposals are:
 - 7 Providing housing to meet the needs of all sectors of society;
 - 8 Promoting local economic employment opportunities.

Transport

- 18.18. 'Planning Policy Guidance Note 13 - Transport', gives advice on examining the relationship and co-ordination between land use and transportation and the need to plan effectively to reduce the need for travel. In particular, the advice advocates promoting integration and co-ordination of transport systems, promoting alternatives to the private car, and reducing the distance to travel to everyday destinations.
- 18.19. Additional guidance relating to specific forms of development and their relationship to the transportation network is contained in other Planning Policy Guidance Notes.

Guiding Principles - Transport

- 18.20. There is also a need to improve the transport infrastructure and reduce accidents. Consequently the general principle of the Plan in respect of transport is that of:
 - 9 Promoting improvements to the transport system which, increase choice, improve safety, increase accessibility and reduce delays to all transport users, and are less damaging to the environment.

The Guiding Principles

- 18.21. From an examination of these principles it can be seen that they are not fully compatible with each other. For instance the social, economic, housing objectives may well conflict with the environmental objectives. The appraisal process attempts to highlight these conflicts in order to provide a better understanding of the impacts on the environment of various policies and proposals in the Local Plan.

Policy Appraisal

Housing

- 18.22. Within the Plan area, housing proposals can be divided between the urban and rural village areas. The larger allocations fall within Ferndown and Verwood. Smaller amounts of housing are proposed at West Moors, Wimborne and Corfe Mullen.
- 18.23. Concentrating the majority of housing allocations within or adjoining the main settlements reduces the need to allocate housing in the more scattered settlements. This would contribute to the overall principal of defending the Green Belt and open countryside from further outward sprawl of settlements.
- 18.24. Generally these larger allocations are centred on settlements that have a good range of facilities and employment opportunities. Consequently there would be opportunities for residents to work and shop near their homes which would contribute to reducing the need for trips to other employment or shopping centres and thereby potentially reduce energy and fuel consumption.
- 18.25. Most of the larger sites proposed involve the development of otherwise open land which, although not part of the Green Belt, would involve the loss of open areas of land and some associated wildlife habitats. Only sites within the existing developed areas of Ferndown and Wimborne involve the use of currently developed sites, some of which would benefit local amenity by being tidied up through redevelopment.
- 18.26. The village areas rely upon the replacement of outworn dwellings and new infilling taking place within policy area boundaries. Generally these villages do not have a high level of community or shopping facilities or employment opportunities and therefore trips outside them would still be required.
- 18.27. However further development could help to support or enhance the character of a village and ensure that any facilities that do exist have a better chance of remaining viable thereby maintaining the attraction of the village as a place to live, and helping retain opportunities for local employment.
- 18.28. The Local Plan recognises the requirement from certain sectors of society for more specialised forms of housing such as elderly persons' accommodation, rest and nursing homes, 'granny annexes' and accommodation for Gypsies. The Local Plan includes policies that are intended to limit the negative impacts of these developments on the locality in which they are proposed, and provide a reasonable level of amenities for the intended residents. It is unlikely that these forms of development would involve any obvious detriment to the environmental principals of the Local Plan.
- 18.29. Housing for those who are not able to compete in the market place - 'affordable housing' - is proposed to be provided either as a proportion of normal housing developments or as an exception to policy.
- 18.30. This latter approach can only be operated in the more rural locations in the outer parts of the Green Belt and the countryside beyond. In this situation the aspirations of those residents wishing to remain in their communities would be met, but the potentially

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scattered location of these sites and the generally low level of facilities and employment opportunities in the villages would mean that the need to travel outside the community would remain with little reduction or increases in energy or fuel consumption. There is also a likelihood that some of these schemes would, by their nature, fall outside the policy area boundaries, which would be detrimental to the retention of the open countryside and wildlife habitats.

- 18.31. For those 'affordable' houses that form part of a larger housing scheme within normal policies or on allocated sites, there are unlikely to be any additional direct disbenefits over and above those already identified for the site generally.

Industry

- 18.32. The main allocation of new land proposed in the Local Plan at Ferndown supports the aim of increasing local employment opportunities. This site is located adjoining an existing industrial area which in turn is located close to some of the larger settlements.
- 18.33. Whilst the need to travel to these areas is already established, their expansion, whilst focusing trip-generating uses within a few areas, would not reduce travel but rather would tend to increase it overall through additional job-creation, except to the extent that they provide local jobs to replace ones further away. Generally these existing and proposed employment areas are on the edge of settlements, or in the case of Ferndown, immediately to the west of the main settlement.
- 18.34. In built-up areas, redevelopment of established businesses or the introduction of new, would maintain or even increase the opportunity for employment close to people's homes. This would contribute to reducing the need to travel, but could lead to a reduction of the amenities of the areas in which they are located unless carefully designed and sited.
- 18.35. The proposed relocation of 'bad neighbour uses' would positively benefit the amenities of those living nearby, thereby increasing the 'liveability' of the area but could create additional travel requirements and consume open land and wildlife habitats, depending on the chosen new location.
- 18.36. The Ferndown industrial estate extension involves the loss of open land, some wildlife habitats and existing landscape features although in each case there is new planting proposed.
- 18.37. There is a risk of pollution caused by surface water run-off to watercourses and river systems that feed into the Moors River Site of Special Scientific Interest which would endanger wildlife. The Local Plan attempts to eliminate this possibility by the introduction of pollution control measures at the 'pipe end'.
- 18.38. In the more rural areas employment opportunities are broadly limited to the re-use of existing buildings, with the exception of the proposed new workshops at Cranborne, and the continued expansion of the Bailie Gate Industrial Estate at Sturminster Marshall. The latter two proposals would positively contribute to promoting local opportunities for employment in the local centres in which they are situated, thus reducing the need to travel. They also re-use sites that have been previously developed, thus contributing to preserving open land and habitats.

Tourism

- 18.39. The tourism policies in the Local Plan aim to encourage sustainable tourism development which does not damage the character of its surroundings. Whilst tourism can help support existing services, provide local employment opportunities and increase the opportunities for leisure and recreation, it can have detrimental effects on the landscape, agriculture and energy conservation.

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- 18.40. In this District the majority of visitors are short-stay or day visitors. New facilities and attractions in both the town and countryside will encourage trips with a corresponding increase in the consumption of fuel and energy and increasing the levels of vehicle-generated pollution. On reaching their destination, facilities will be required to park vehicles and provide basic amenities which, if not carefully designed, could impact upon the locality.

Shopping and Commerce

- 18.41. Generally shop, service or office uses are encouraged in commercial centres of towns which in turn would help promote and retain local employment opportunities and contribute to the viability and vitality of centres. In turn this would enhance their attractiveness, encouraging local shopping trips and thus reducing the need to travel to other, larger centres. The Local Plan also seeks to protect primary shopping frontages from non-shopping uses in some settlements, thus counteracting the danger of decline and loss of continuity which in turn would prejudice vitality and attractiveness.
- 18.42. However there could be possible adverse effects to amenity where these uses adjoin residential properties. The Local Plan attempts to mitigate these problems by controlling the height of new developments, the uses for upper floors and reducing the adverse effects on any residential properties.
- 18.43. The Local Plan generally supports the provision of local shops and businesses both in residential areas and village policy envelopes. This would generally be positive in providing local facilities and help reduce travel. It is also careful to ensure that these uses do not become bad neighbours. Adverse effects could arise from the vehicles that would need to service these outlets.
- 18.44. At both Verwood and Corfe Mullen there are specific proposals for the promotion of additional shopping and commercial facilities close to and within existing centres. Both proposals are beneficial to the principal of fuel saving as they locate travel generators in the centre of the settlements close to similar uses and within walking distance of much of the populations.
- 18.45. These centres are served by public transport which would provide an alternative to car born journeys. Additional facilities would increase choice are possibly reduce the need to travel outside the settlements.

Nature Conservation and Landscape

- 18.46. Generally the policies of the Local Plan promote the safeguarding of both statutorily designated nature conservation sites, as well as undesignated sites that are nonetheless valuable. These sites are varied and include some watercourses and rivers.
- 18.47. Among the positive proposals included are management measures at the area of woodland west of the A31 and south of Folly Farm Lane. Local nature reserves are proposed at Bugden's Copse and Stephen's Castle, Verwood and Leigh Common, Wimborne. Restoration of heathland is proposed at a number of locations.
- 18.48. The Document also includes policies seeking to enhance and protect landscape quality and visual amenities, to increase and maintain tree-cover, to manage heathlands and to promote water management to safeguard the quality of the rivers and prevent their pollution.
- 18.49. All these measures should increase wildlife potential, create a more liveable local environment and be generally beneficial to the environmental objectives of the Local

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Plan. None will have any particular relationship with the principals of energy conservation or developing the use of alternative forms of energy.

- 18.50. Disbenefits are likely to arise if their effect is to restrict housing provision, employment opportunities or the provision of additional community facilities.

Built Environment Conservation

- 18.51. The Local Plan includes policies to protect historic buildings and to safeguard the character of existing conservation areas and designates areas of special or distinctive character. There are also policies to protect archaeological remains and sites of archaeological value.
- 18.52. Overall these make a positive contribution to the Plan's objectives by seeking to safeguard the character of the built environment and enhancing townscape quality whilst creating a more attractive and liveable local environment. A well cared for historic environment is likely to be beneficial to culture, tourism and leisure and the general sense of well being, thus attracting inward investment.
- 18.53. However set against this, the possible additional costs of building to the required standard of design could prejudice the creation of employment opportunities or of certain types of housing.

Countryside Policies

- 18.54. The general policies for the countryside include all areas outside settlements, with or without special designations such as AONB. The policies seek to protect the countryside from inappropriate forms of development. New building would generally be limited to those that replace outworn dwellings, are directly associated with the needs of agriculture horticulture or forestry, or are ancillary to recreational uses, provided they are small. The reuse of redundant buildings is also encouraged.
- 18.55. Restricting development to that which is essential to the needs of agriculture, horticulture or forestry reduces the environmental impact of development on the countryside, retains and enhances landscape quality, wildlife diversity and protects the human environment. The level of development permissible through the policies should be sufficient to meet the needs of agriculture, to sustain existing and allow for the promotion of new employment opportunities in the countryside and to aid in the husbanding of the land which contribute towards the social principles of the Local Plan.
- 18.56. The policies for the countryside will improve liveability of East Dorset generally through the increase in opportunities for recreation, leisure and tourism.
- 18.57. There are negative environmental impacts associated with the conversion of buildings in the countryside for uses that provide employment or rely on patronage by people from outside the local area. In particular, the increase in rural businesses is likely to add to the number and length of motorised trips into the countryside, despite the attempts of other policies to reduce this impact. This will result in a greater consumption of fuel, pollution and environmental impacts of traffic. This is in conflict with the environmental principals of the Local Plan. Likewise limitation of new development in the open countryside will reduce the potential supply of land for housing.

Open Space and Recreation

- 18.58. The Local Plan provides for open space and recreation in both the countryside and on sites adjoining or within settlements. In the countryside these uses embrace facilities

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for outdoor sport and recreation such as private sports fields, golf courses and other forms of quiet recreation where they are compatible with the landscape and character of the area and require only minimal ancillary buildings.

- 18.59. Larger areas of open space and recreation are provided either within or adjoining settlements where they can be accessed relatively easily. Trailways and footways are proposed to increase access to these areas. Policies also require the provision of smaller amounts of open space for play directly associated to new housing developments.
- 18.60. Policies also provide for the retention of existing open space and its protection from development for other purposes. Motor sports, which can be detrimental to residential areas, continue to be catered for at the Matchams Stadium.
- 18.61. Overall, the policies for countryside recreation provide considerable benefits for the social and environmental aspects of the Local Plan. Retaining and promoting accessible recreation facilities provide leisure opportunities for local people with a corresponding improvement in amenities. The creation and safeguarding of areas of open space contributes to the safeguarding or increasing wildlife habitats, landscape and tree cover. In locations closer to settlements the benefits to the environmental principles of the Local Plan are greater. Such areas are either associated with development or are located close to residential areas. This ensures that the majority of users will be on foot and it is not expected that there should be any increase in car use to reach them contributing to energy and fuel saving.
- 18.62. Negative environmental impacts could occur for those recreational uses that are not close to centres of population, as many of these facilities are located beyond the public transport network. The long distances involved would preclude cycling and walking for many users, who would largely rely upon the use of the private car.

Community Facilities and Schools

- 18.63. There are proposals for a new first school and a new middle school in Verwood, the need for which arises from the proposed growth in population. A new middle school is also expected at Corfe Mullen. This would result from the redevelopment of the existing Lockyers School.
- 18.64. These sites have been chosen to be as close as possible to the settlements they serve in order to provide good access from the built-up area, reducing the need for school children to travel, which would tend to limit the number of car and bus trips and encourage more energy efficient forms of transport such as cycling and walking. However, these edge of settlement locations would still attract a number of car-borne trips. If parents do not use the off street parking and setting down and picking up areas provided, there may also be a disbenefit in the form of congestion and nuisance in the nearby residential streets at school start and finish times.
- 18.65. As the proposed schools are on the edges of the settlements which they serve, they could have a negative impact on the landscape of the surrounding countryside.
- 18.66. The Local Plan also includes proposals for new community facilities. These are located mainly within or adjoining the settlements where the principal housing allocations have been made. It also makes provision for the extension of existing community buildings in other settlements which would benefit the local populations.
- 18.67. These facilities would have a beneficial impact on the liveability of the settlements by introducing new community facilities and enhancing existing ones. The sites are generally close to existing populations and would therefore reduce the need for car use for local users. Only the sports hall and swimming pool at Verwood might generate additional jobs through its staff requirements; however adverse impacts

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could be attributed to it as it is a facility that is likely to draw users from further away, thus increasing travel and energy consumption.

Transportation

- 18.68. The Local Plan contains a number of proposals for new roads and for the improvement of existing roads. These would have beneficial impacts in relieving traffic congestion and improving road safety. The enhanced safety could encourage more walking and cycling. Improvements to the amenities and the environment of settlements would flow from the reduction in traffic congestion and vehicle-generated pollution. Increasing the free flow of traffic would also have benefits in allowing vehicles to travel at their most energy efficient speeds and thus reduce fuel consumption. The environmental benefits will be at their greatest where new roads are proposed to remove traffic from environmentally sensitive areas such as towns or town centres. Junction improvements and other measures will also provide benefits although not to the same extent. However, increased roadspace and reduced congestion will also encourage increased car use so that these local benefits could be countered by increases in car journeys and travel distances overall.
- 18.69. The schemes for new roads will have some adverse impacts upon the countryside, particularly on the landscape. In some cases they could impact upon nearby SSSI's and other sites of nature conservation importance, depending on their alignment.
- 18.70. There are a number of proposals for cycling and walking, either as part of new road schemes or as separate schemes. These will contribute to the safety of pedestrians and cyclists and offer encouragement to travel by means other than the private car. These benefits may well be less in respect of railway proposals on the edge of settlements or in the countryside where the principal benefits will be to recreational opportunities and increased amenity.
- 18.71. Car parking proposals in the Local Plan would benefit car drivers' convenience but would do little to encourage travel by alternative modes of transport and thus achieve energy and fuel savings. Generally the proposals are sited close to shops and facilities and thus will support the role of the town centres and community life.

Appendix A: Proposed Road Hierarchy in 2011

Primary Roads

- A1 Following completion of the roads proposed by the Department of Transport, and in the Structure Plan, the Primary Routes traversing the District Plan area will comprise:
- A31T including
 - A31 to Poole Link Road,
 - Stag Gate improvement
 - Lions Gate to Roundhouse improvement,
 - Winterborne Zelston improvement.
 - A338 Spur Road
 - A350 (including Charlton Marshall, Spetisbury and Sturminster Marshall Bypass)
 - A354

County Distributor Roads

- A2 Following completion of the roads proposed by the Department of Transport and in the Structure Plan, the County Distributor Road network in the District Plan area will comprise:
- A347 south of Palmersford
 - B3072 Verwood to A31 (including proposed proposed Verwood Distributor Road (South), West Moors Bypass and B3072 improvements)
 - B3073 south of the A31
 - B3078 south of B3081 (including Julian's Bridge, Julian's Road, St. Margaret's Hill and Stone Lane)
 - B3081 (including Sixpenny Handley Bypass)

District Distributor Roads

- A3 An effective network of District Distributor Roads will be maintained and improved where necessary. In exceptional cases, by-passes will be provided by settlements served by non-strategic routes.
- A4 The District Distributor network in the Plan area will include:
- the present A350 north of the A31
 - A348 south of Penny's Hill
 - the present B3072 from its junction with the A31 to its junction with the West Moors By-Pass
 - B3072 Victoria Road and West Moors Road, Ferndown
 - B3073 north of the A31
 - B3074

Appendix A: Proposed Road Hierarchy in 2011

- B3078 north of the B3081
 - B3082 (including the Wimborne Distributor Road)
 - C2 from Ashley Heath to Thickthorn Down
 - C5 from the A350 to the A31
 - C50 from Wimborne to Three Legged Cross
 - C50 from Wimborne to Trickett's Cross Roundabout
 - C57 from Sixpenny Handley to the County boundary
 - C104 south of the B3078 to the B3081
 - C104 from Cranborne to the County boundary
 - C156 Matchams Lane and Hurn Road
 - Woolsbridge Road, St. Ives
 - the new Verwood Distributor Road (North) and Edmondsham Road
 - Boundary Lane, St. Leonards
 - Burnbake Road and Black Hill, Verwood
 - Newtown Road, Verwood, between the B3072 Manor Road and Burnbake Road.
- A5 Financial constraints mean it is not possible, and indeed may not be desirable, to bypass all villages through which District Distributor Roads pass. In such cases the Highway Authority will endeavour to ensure that the interests of the community are provided for.

Urban Local Distributor Roads

- A6 Urban local distributor roads distribute traffic in urban areas within the district. They form the main connection between residential and industrial areas and the district distributor network and thence to the county distributor and primary roads. The urban local distributor network is defined in each chapter dealing with local areas of the Plan.
- A7 The urban local distributor network in the Plan area will include:

Corfe Mullen

- C64 Springdale Road, Corfe Mullen

Ferndown and West Parley

- Cobham Road (south of A31)
- Bracken Road, Leeson Drive, Ameysford Road (south of Leeson Drive)
- Church Road
- Turbary Road
- Dudsbury Road
- Dudsbury Avenue
- Glenmoor Road

St. Leonards and St. Ives

- Sandy Lane
- Lions Lane

West Moors

- C124 Pinehurst Road

Appendix A: Proposed Road Hierarchy in 2011

- Elmhurst Road, Uplands Road, Oakhurst Lane.

Figure A1 East Dorset Road Hierarchy in 2011

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Wimborne, Colehill and Hayes

- West Borough (south of Priors Walk); West Street; King Street; East Street (west of Park Lane); Park Lane
- Allenvie Road and Burt's Hill (west of its junction with Allenvie Road)
- New Borough and Station Road

Appendix A: Proposed Road Hierarchy in 2011

- Cranfield Avenue; Wesley Road; Beaucroft Lane (between Wesley Road and Beaucroft Road); and Beaucroft Road
- Hayes Lane
- Lonnen Road (between Middlehill Road and Sandy Lane); Sandy Lane and Pilford Heath Road (south of its junction with Sandy Lane)
- Avenue Road and St. Johns Hill.

Verwood and Three Legged Cross

- Springfield Road and Springfield Road extension (Manor Road to Howe Lane)
- Dewlands Way
- Dewlands Road (between Station Road and Dewlands Way)
- Margards Lane (north of Howe Lane)
- Road connecting Church Hill and Dewlands Way
- Church Hill (from Dewlands Hill southwards to Manor Road)
- Howe Lane (between Springfield Road extension and Margards Lane)
- Woodlinken Drive
- Lake Road (between Newtown Road and Woodlinken Drive)
- Black Moor Road, Ebblake Distributor Road
- Woolsbridge Industrial Estate spine road.

Appendix B: Guide to Car Parking Provision for Developments

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B1 Introduction

- B1.1 The County Council as local Highway Authority provides advice to district Planning Authorities and developers regarding the appropriate levels of car parking to be provided for new development. The development of sustainable transport policies, indicates that a review of these standards is needed and that reconsideration of new parking space provision is required.
- B1.2 Until the publication of PPG13 in March 1994 it was normal practice for highway and planning authorities to recommend car parking standards which were the minimum requirements in order to ensure that car parking demand could be adequately accommodated in a development site. As a result large areas of car parking were approved in association with development, particularly outside town centres.
- B1.3 A limit on the level of new parking provided has been identified as a fundamental element in the control of the use of private motor vehicle and influencing travel choices. Car parking policies are seen as a vital link in the process of moving towards sustainable development through integrating land use and transport policies. This overall message comes through in planning policy guidance PPG3, PPG6 and PPG13.
- B1.4 The basic tenet of this approach is that car parking provided with new development should be limited to the minimum necessary space for the operation of that development. The aim is to encourage developers and users to consider using alternative means of transport where appropriate.

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- B1.5 It is recognised that in certain situations, such as development close to town centres, it may be appropriate to reduce the level of parking still further given the potential for increased accessibility to other modes of transport, population densities and the ability to walk to local facilities. In these circumstances it is suggested that the developer should undertake a *Parking Provision Assessment* to establish the appropriate car parking requirement.

Car Parking for New Developments

- B1.6 In recent years the Government has realised that the control and management of development associated vehicle parking has a major influence on modal choice.
- B1.7 In accordance with the Government's concepts as put forward in "Transport - The Way Forward", the Planning Policy Guidance Notes and the Structure Plan; the location, extent and availability of car parking for development is to be an integral part of the transportation and land use measures that aim to reduce car travel. Although the fundamental concept is to reduce car travel by the non-availability of parking spaces it is accepted that in rural areas the private car will remain a dominant mode of travel.

Hierarchy of Accessibility

- B1.8 All new development needs to be accessed safely, and to provide for access by a range of means of travel. The design of the development can assist in altering the relative attractiveness of different transport modes, and in encouraging means of access other than the private car, without impediment to the local environment and the essential users of the highway in the vicinity of the development.
- B1.9 In considering the design of new development developers should adopt a hierarchy in terms of providing for access by employees, residents and the general public. This should give first priority to providing convenient access for pedestrians and cyclists. This may be through, for example, the siting of the main access to buildings adjacent to the main street, or other pedestrian and cycle routes, rather than behind a large car park.
- B1.10 Priority should also be given to the ease of access by public transport including, where necessary, the provision of additional infrastructure or services. In town centres, other shopping areas and developments attracting large numbers of users (e.g. schools, hospitals, leisure centres and major employers) the walking distance should not exceed 200 metres or, desirably, 100 metres. The design and layout of new development should be such that the maximum walking distance to the nearest bus stop is not greater than 400 metres. Where possible development should be designed to a depth of at least 200 metres on both sides of a bus route, with safe and convenient walking routes to stops. Higher density housing should be located nearer to bus routes than lower density.
- B1.11 Finally the needs of potential access by private cars should be assessed. This will include the layout of parking areas and access roads.
- B1.12 Potential will often exist to encourage accessibility by foot, cycle or public transport as opposed to the private car through the provision of off-site improvements. These may include, for example, the provision of cycle paths, a contribution towards the construction of a new rail station, or funding the cost of providing additional bus/rail services for a number of years until they are viable. The provision of appropriate infrastructure can benefit developers in a number of ways, such as: - enabling higher density development through reduced needs for car parking; thereby attracting or encouraging greater numbers of people to use the development.
- B1.13 The parking standards set out have regard to Draft RPG 10, PPGs11, 13 and PPG3. In view of the national policy development in this field, the guidance should be

Appendix B: Guide to Car Parking Provision for Developments

considered as interim maximum, pending the publication of RPG10, PPG13 and the DETR Good Practice Guidance on Transport Assessments. The latter should provide a methodology for assessing latent demand and departures from the guidance where justified. Whilst the guidance herein is currently at variance with Draft RPG 10, PPGs11, 13 and PPG3 it is considered sensible to await the final versions of these advice notes before fundamentally altering the guidance. Developers should note, however, that where there is parity between the development and the Use Classes identified in the PPGs there will be a general presumption in favour of the PPG level of provision.

B2 Basis for Guidelines and Significant Exceptions

- B2.1 The basic premise in the setting of minimum parking guidelines is to ensure that all developments can accommodate the vehicles they attract on site, and no parking on the highway should occur.
- B2.2 Car parking must accommodate all frequent peaks in demand but will not be expected to cope with exceptional circumstances. Thus, for example, the parking guidelines for golf courses should provide for typical good weather weekends, but would not allow for an international golf tournament. Certain events which occur for less than 14 days per year do not require planning permission, and the same general approach is used by the highway authority in setting these parking guidelines.
- B2.3 In assessing the needs of a development, an allowance is made for likely growth in traffic attracted over the first ten years. Most new buildings will last for longer than this, but traffic forecasts for the distant future are unreliable. Traffic using retail developments in particular may fluctuate due to competition.
- B2.4 Planning permission is usually given for the type of development rather than a specific occupier. Where a specific occupier has non-standard parking requirements it may be possible for the development to be designed to meet them, but the highway authority would request appropriate conditions to be attached to the planning permission. Thus in order not to constrain the future use of the buildings it is usually preferable to adopt normal parking guidelines.
- B2.5 The main exceptions to the basic premise of paragraph 2.1 are as follows:
- (a) Developments with major shared parking areas: These usually occur in town centres, often with major public car parks controlled by the local authority. Provided that any development proposals can be accommodated by the shared parking, individual parking spaces for the new or redeveloped site will not be required. Typical exceptions that could be considered are restaurants, bars, some leisure facilities and similar developments.
 - (b) Education establishments: The parking provision (based on previous standards) at schools has proved to be totally inadequate to accommodate the demand for parents short term parking to set down and pick up students. This demand is concentrated into two short periods of the day and can lead to unacceptable levels of traffic congestion and reductions in road safety on the highway network in the vicinity of the school. Due to the often restricted nature school sites, it is recognised that the total demand for short term parking cannot always be satisfied without serious detrimental effects on the provision of other necessary educational facilities at the school and that a level of on-street parking will have to be accepted at some locations. However, provision should be made for the operational parking for staff and general visitors at all schools.
 - (c) Parking restraint areas: In these areas, parking provision at land-use class B1 and some other land-use types will be restricted to operational needs only and parking for those with a mobility handicap (see Section 3). Developers may be required to provide, or contribute to the provision of, parking space elsewhere, which may be at a park and ride site on the periphery of the urban area. For B1

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- the parking for operational purposes is one tenth of the normal parking requirement.
- (d) Conservation Areas and Historic Buildings: Parked vehicles may spoil the setting of special or historic buildings, thus normal parking guidelines may be relaxed in these areas provided that safety is not compromised.
- B2.6 For the purposes of the application of these principles, 'Gross Floor Area' is defined as the total area of a building as measured externally. In calculating the scale of car parking provision, due allowance has been made for the parts of buildings which are not available for the predominant use, e.g. lift shafts, stairwells, plant rooms, circulation space, etc.
- B2.7 Where a building is used for a number of separate or mixed uses (e.g. shops and flats), the appropriate car parking requirement will be considered in each case. Where, however, a number of uses occur ancillary to a main use in a single planning unit (e.g. office and store ancillary to a shop), the appropriate car parking requirement for the whole development will be that attributable to the main use.
- B2.8 For the purposes of calculating the appropriate provision of car parking, fractions of car spaces shall be ignored and the requirements rounded up to the nearest whole number.
- B2.9 Where a development involves multi-storey or underground car parking, the proposed layouts should conform with 'Design Recommendations for Multi-storey and Underground Car Parks' published by the Institute of Structural Engineers.
- B2.10 The dimensions of parking and turning facilities for Heavy Goods Vehicles shall be provided in accordance with the Freight Transport Association's publication 'Design for Deliveries'.
- B2.11 Full landscaping proposals for parking areas must be submitted with all applications. Planting should be used in parking areas to relieve the monotony of large tarmac/paved areas and to provide visual features. Grass, ground cover plants, shrubs and trees should be pollution-resistant varieties, and in the case of trees should not be liable to heavy leaf-fall, fruit dropping or branch shedding. Care should be taken that planting does not obscure sight lines at junctions or reduce the effective length or width of the parking spaces.
- B2.12 Cycle parking facilities should be provided at locations such as shopping centres, transport interchanges, office complexes, public buildings and tourist attractions. They must be located in a secure environment where they are highly visible and frequently observed. Good lighting is important and the location of stands should be clearly signposted.
- B2.13 The provision of cycle parking facilities should
- help to eliminate the haphazard chaining of cycles to railings and lamp posts
 - remove unsightly clutter and reduce inconvenience to pedestrians and the blind
 - assist greater utilisation of cycle routes by removing one of the factors which discourage cycling: lack of a safe place to leave a cycle at the end of a trip
 - reduce the incidence of theft of cycles and accessories
- B2.14 Cyclists' needs will vary between short, medium and long-stay requirements
- Short/Medium Term Parking (visits up to 2 hours in duration)
 - A small number of racks at frequent intervals will be better used than a large group and should ideally be placed no more than 30m from the destination
 - Long Term Parking (visits longer than 2 hours)

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- Long term parking should be located so as to enable formal supervision. Where possible, it should be protected from weather and provide secure locking systems. Ideally it should be located no more than 70m from the destination. There may be a demand for shower facilities.

B2.15 The preferred cycle stands are shown in Figure B3 at the end of this Appendix. The 'Sheffield Type' design supports the cycle frame, takes locks easily and enables both wheels to be secured against theft without risking damage to the cycle and should be used for all long term parking. Given judicious spacing, this type of stand can accommodate two cycles per stand (one on either side) and Figure B4 shows typical parking stand layouts. The wall stand is primarily for short-term parking or where space is limited.

B3 Parking and Access for those with a Mobility Handicap

B3.1 Car parking for the disabled must be provided in any situation where the public are likely to use a building. It should be close to the main pedestrian access to the building and laid out in accordance with the dimensions indicated in Figure B1. By avoiding the use of steps and steep gradients, access to buildings will be facilitated for the elderly and parents with young children, as well as the disabled. If a proposed development is of a type likely to be visited by disabled people, special parking and access arrangements will need to be shown as part of the detailed application for planning permission. Developers and designers are reminded of the requirement of Building Regulations - Part M - to provide satisfactory access for disabled people to certain buildings.

B3.2 Car Parking for Disabled People should be:

- (a) Provided at developments likely to be visited by disabled people to the relevant standard.

For Employment Premises including Schools and Colleges:

Up to 200 spaces - ratio of 5% of all spaces (minimum of 2 spaces)

Over 200 spaces - minimum of 6 spaces plus a ratio of 2% of all spaces

For Public Parking at Shopping, Leisure, and Recreational Premises:

Up to 200 spaces - ratio of 6% of all spaces (minimum of 3 spaces)

Over 200 spaces - minimum of 4 spaces plus ratio of 4% of all spaces

- (b) Located close to an accessible entrance
- (c) Ideally under cover
- (d) In pedestrianised areas, located within 50 metres of destination if the route is uncovered, or 100 metres if the route is covered
- (e) Via dropped kerbs and ramps in order that wheelchair access from the parking bay to the building can be achieved.

Parking Bays should be:

- (f) Wide enough for wheelchair transfer to and from the car
- (g) Clearly designated for use by disabled people and signposted at the car park entrance.

B4 Residential Development

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B4.1 General Residential

	In Curtilage	+	Nearby Unassigned
1 Bedroom House or Flat	1	+	1
	2	+	0
	0	+	1.5
2 Bedroom House or Flat	1	+	1.5
	2	+	0.5
	garage + 1	+	0.5
3 Bedroom House or Flat	2	+	1
	garage + 1	+	1
	3	+	0
4/5 Bedroom House or Flat	double garage +2	+	0
	garage + 2	+	1

B4.2 Flat Conversions

As appropriate guidelines above.

B4.3 Elderly Persons' Rest Homes and Nursing Homes

The bedspace calculation will be based on the standards adopted by Dorset County Council Social Services Department for single and double rooms for elderly residents and likewise the Area Health Authority standard for nursing homes. Owner's bedspace provision will be based on the County Council's flat conversion standard.

1	space per 4 bedspaces
+1	per resident staff member
+1	per 2 non-resident staff member

B4.4 Sheltered Flats [with wardens' accommodation]

The following parking requirements for sheltered residential accommodation provides a range of standards, in accordance with PPG13, to be applied having regard to the accessibility profile of the site being considered. The accessibility of the site and any variations in parking requirements would need to relate to the ease of access to the shops, public transport and other essential services whereby the need to travel by, or own a car is reduced by locational factors. The assessment of accessibility should be based upon recognised national or regional benchmarks and must be applied to each development to validate any deviation from the maximum level.

Category 1 sheltered housing (or equivalent)

In order to reflect the level of care provided in such developments, and the normal occupation restriction to age 55 years or more, the provision of car parking spaces would be expected to fall within the range of 1 space for every 2 apartments, with a norm of 1 space per apartment. The actual provision will be influenced by the accessibility of the proposed development to shops and other essential services and the level of public transport serving the site.

Category 2 sheltered housing (or equivalent)

The provision of parking for this form of development should reflect the higher level of care provided when compared with Category 1 housing and the higher age restriction of 60 years or more. The provision of car parking spaces would be expected to fall within the range of 1 space for every 4 apartments to 1 space for every

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2 apartments. The actual provision will be influenced by the accessibility of the proposed development to shops and other essential services and the level of public transport serving the site.

- B4.5 Houses with Multiple Occupancy
- 1 space per 2 habitable rooms

B5 Commercial and Retail Development

B5.1 Use Class A1 - Retail Development

B5.1.1 Food and Non-food Retail

- 500 m² GFA or less
- 1 space per 20 m²
+1 staff space per 100 m²
+1 HGV space per 500 m²

B5.1.2 Food Retail

- 500 m² - 5,000 m² GFA
- 1 space per 10 m²
+1 staff space per 100 m²
+1 HGV space per 500 m²
- 5,000 m² - 10,000 m² GFA
- 1 space per 10 m²
+1 staff space per 100 m²
+1 HGV space per 750 m²
- over 10,000 m² GFA
- 1 space per 10 m²
+1 staff space per 100 m²
+1 HGV space per 1,000 m²

B5.1.3 Non-food Retail

- over 500 m² GFA
- 1 space per 20 m²
+1 staff space per 100 m²
+1 HGV space per 1000 m²

B5.1.4 Garden Centres

- covered area (GFA)
- 1 space per 20 m²
- outside area
- +1 space per 30 m²
+1 HGV space per 500 m²

B5.2 Use Classes A2 & B1 - B8 - Commercial Development

B5.2.1 Offices, Banks, Building Societies, Estate Agents, etc.

- first 300 m² GFA
- 1 space per 20 m²
- remainder GFA over 300 m²
- +1 space per 30 m²
+10% for visitor parking

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B5.2.2 Light Industrial, Hitech

first 300 m ² GFA	1	space per 20 m ²
remainder GFA over 300 m ²	+1 +10%	space per 30 m ² for visitor parking
	+1	HGV space per 500 m ²

B5.2.3 General Industrial

first 300 m ² GFA	1	space per 20 m ²
remainder GFA over 300 m ²	+1 +10%	space per 30 m ² for visitor parking
	+1	HGV space per 200 m ²

B5.2.4 Storage and Distribution

This standard is only used for stand-alone units not located on industrial estates

	1	space per 100 m ² GFA
	+1	HGV space per 225 m ² GFA

B5.3 Motor Repair Garages, Car Showrooms and Service Stations

B5.3.1	Showrooms	1	space per 90 m ² GFA
B5.3.2	Workshops	1	space per 15 m ² GFA
B5.3.3	Stores	1	space per 35 m ² GFA
B5.3.4	Offices	1	space per 30 m ² GFA
B5.3.5	Shops	1	space per 20m ² GFA
B5.3.6	Motorist Centres (tyre and exhaust fitting etc non-appointment system)	2 +1	spaces per repair bay space per 2 staff members
B5.3.7	Filling Stations:	5 +1 + 1	spaces for cars to wait per car wash space per 2 staff members space per 20m ² GFA for shop

B6 Leisure Facilities

B6.1	Places of Worship	1	space per 5 m ² GFA
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B6.2 Libraries

Where a library is sited in a shopping centre, the public would be expected to make use of existing public car parking facilities and the only parking required for the library would be for operational purposes. The only exception would be where the library was sited apart from shopping facilities and there was no safe parking nearby. In these cases a visitor parking provision of 1 space per 25m² will be required.

Minimum number of car parking spaces to be provided:

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B6.7.7	Swimming Pools/Ice Rinks	1	space per 10 m ² pool/rink
		+1	space per 2 staff members
	Spectators (for centres that expect large numbers of spectators)		
		1	space per 4 seats or
		1	space per 8 m ² GFA (spectator area)
B6.7.8	Health Clubs, Gymnasiums	1	space per 7 m ² GFA
B6.7.9	Golf Courses	4	spaces per hole
	(Bar and Restaurant parking is to be calculated using the appropriate standards)		
B6.7.10	Golf Driving Ranges	1.5	spaces per tee
B6.7.11	Marinas	1.5	spaces per berth
		+1	trailer space per 10 berths
	(Bar and Restaurant parking is to be calculated using the appropriate standards)		
B6.7.12	Camping Sites	1	space per pitch [on pitch]
		+1	visitor space per 10 pitches (adjacent to office)
		+1	space per 2 staff members

(Bar and Restaurant parking is to be calculated using the appropriate standards)

B7 Health Establishments

B7.1	Doctor's, Dentist's and Veterinary Surgeries	1	space per GP
		+1	space per Ancillary Medical Staff
		+1	space per 2.5 Ancillary Staff (non-medical)
		+2	spaces per consulting room (appointment system)
		or 4	spaces per consulting room (no appointment system)

Notes

1) The car parking provision should be available for professional staff, ancillary/support staff and patients.

2) A nurse room should be counted as a consulting room.

B7.2	Hospitals		
B7.2.1	In-patient	1.25	spaces per bed
B7.2.2	Day Surgery	1.5	spaces per bed
B7.2.3	Outpatient	5	spaces per suite

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B7.2.4	Accident Units	5 +1	spaces minimum additional space for every 5,000 attendances planned per annum
B7.2.5	Diagnostic X-ray	5	spaces per X-ray room
B7.3	Private Hospitals and Hospices	2	spaces per bed

Notes

- 1) At a preliminary planning stage, prior to detailed consideration, health care provision on-site to a standard of 2 spaces per bed would be appropriate.
- 2) The above standards include parking for staff, hospital administration, management, visitors and patients.
- 3) These standards represent those which the Highway Authority would wish to achieve as a County Standard. It is recognised that in applying these standards to a particular site sensitivity will be required, according to the merits and constraints of the site.
- 4) The Highway Authority will wish to ensure that long stay car parking spaces are allocated for staff parking requirements and that suitable parking is available for patients and visitors. Overall, long stay parking for staff should be displaced to more remote parts of the site, whilst parking for visitors and patients should be located within easy walking distance of health care facilities.
- 5) Whilst not wishing to prescribe the exact proportion of staff spaces allocated, the Highway Authority would expect this to approximate to half the total car parking provision.
- 6) Areas should be allocated not only for ambulances but also taxis, hospital helpers and relatives to pick up/set down patients close to entrances.
- 7) For non-hospital administration and management the appropriate office or educational establishment standard should be applied. This includes:
 - Regional and District Health Authorities
 - Consultants' Offices
 - Social Services Offices (Community Hospitals only)
 - Post Graduate Medical Centres (General Hospitals only)
 - Nurse Colleges
 - Research Units
 - Community Health Units
- 8) Whilst it is not intended to apply the above standards retrospectively to a whole site, a proposal to redevelop part of an existing site should not result in a loss of parking available to the other facilities on-site.

B8 Educational Establishments

B8.1	Schools	1 +10% +1 +1	space / FTE (teaching) staff member for visitor parking space per 10 pupils for setting down and picking up space per 10 pupils for student parking (for students over the age of 17 years)
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B8.2	Colleges, Language Schools	1 +10% +1	space / FTE (teaching) staff member for visitor parking space per 4 students
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Note

Where it can be shown that there is a high usage of public transport by students or they are bussed to the establishment, then the level of parking required for setting down or picking up or for student parking will be reviewed.

B8.3	Halls of Residence	1	space per 2 habitable rooms
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B9 Cycle Parking

B9.1	General Retail	1 + 1	space per 45m ² GFA staff space per 45m ² GFA
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B9.2	General Office	1 + 1	space per 100m ² GFA staff space per 200m ² GFA
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B9.3	General Industrial		
	first 200m ²	1	space per 45m ² GFA
	1000m ²	+ 1	space per 250m ² GFA
	5000m ²	+ 1	space per 400m ² GFA

B9.4	Storage and Distribution		
	first 200m ²	1	space per 45m ² GFA
	1000m ²	+ 1	space per 250m ² GFA
	5000m ²	+ 1	space per 800m ² GFA

B9.5	Libraries, Museums	1 + 1	space per 100m ² GFA staff space per 200m ² GFA
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B9.6	Public Houses, Restaurants and Licensed Clubs		
		1	space per 10m ² GFA

B9.7	Hotels and Guest Houses	1 + 1	space per 10 beds staff space per 10 beds
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B9.8	Theatres, Cinemas, Assembly Halls etc.		
		1 + 1	space per 50 seats staff space per 100 seats

B9.9	Sport, Leisure Centres etc.	1 + 1	space per 10 players space per 4 staff members
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B9.10	General Health Establishments	1	space per 10 beds
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B9.11	Educational Establishments	1	space per 5 students
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See Figures B1 to B4 for Parking Space Dimensions and Layouts

PARKING SPACE DIMENSIONS AND LAYOUT

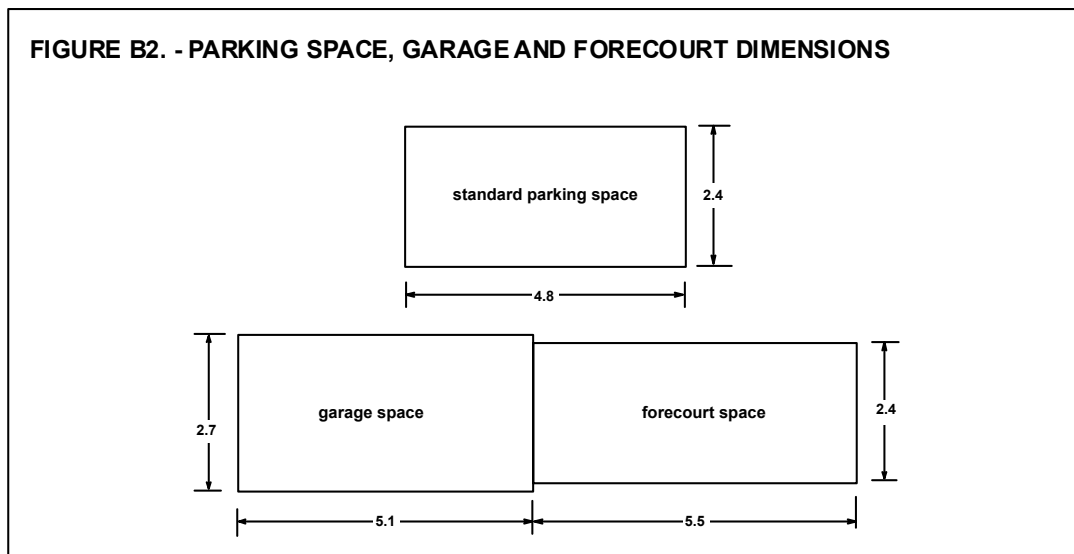
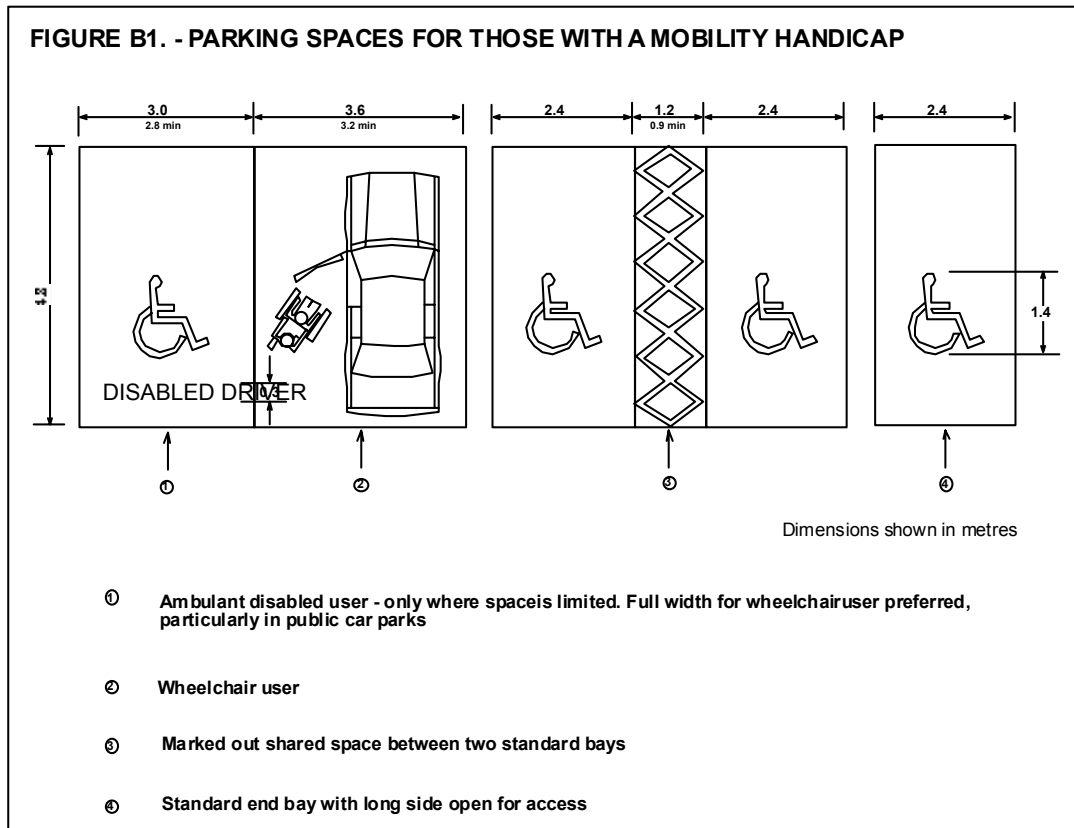
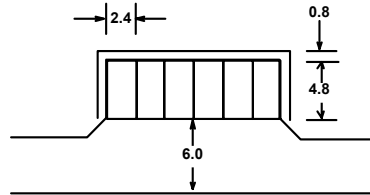


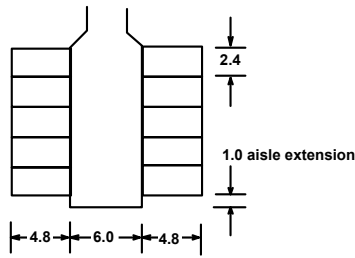
FIGURE B3. - PARKING AREAS



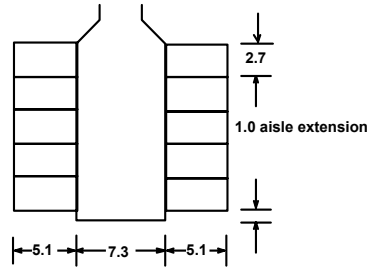
minimum parallel parking bays



minimum perpendicular parking bays

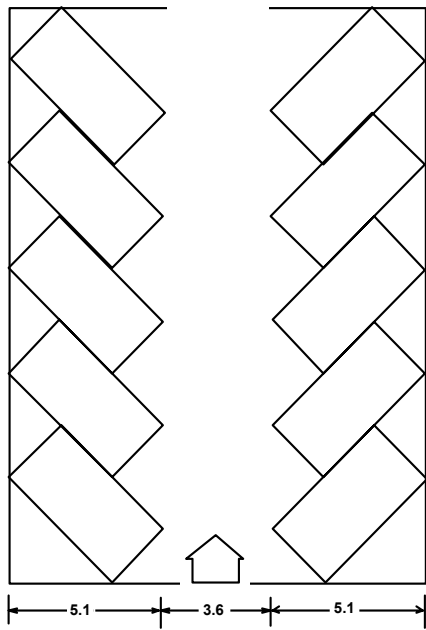


minimum grouped parking area

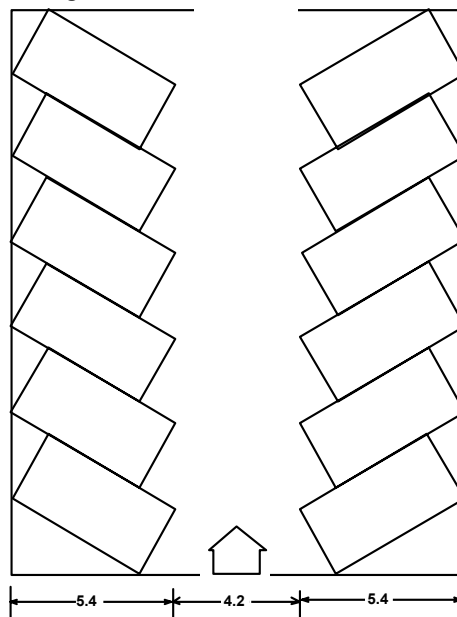


minimum garage court area

45 degree



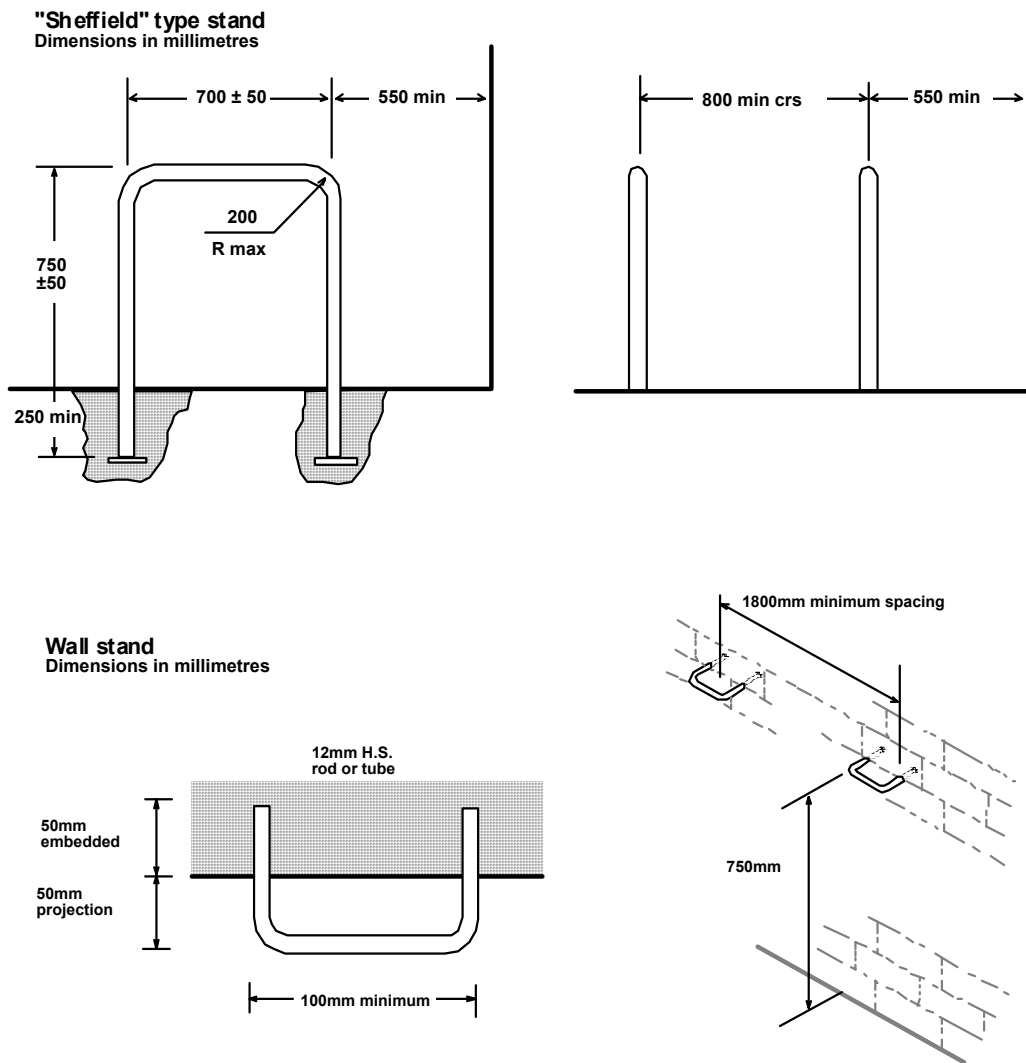
60 degree



Note: Car spaces can only be interlinked properly at 45 degrees. Angled parking spaces should be on a one-way system.

Note: Landscaping proposals should be submitted with all applications: see section B211

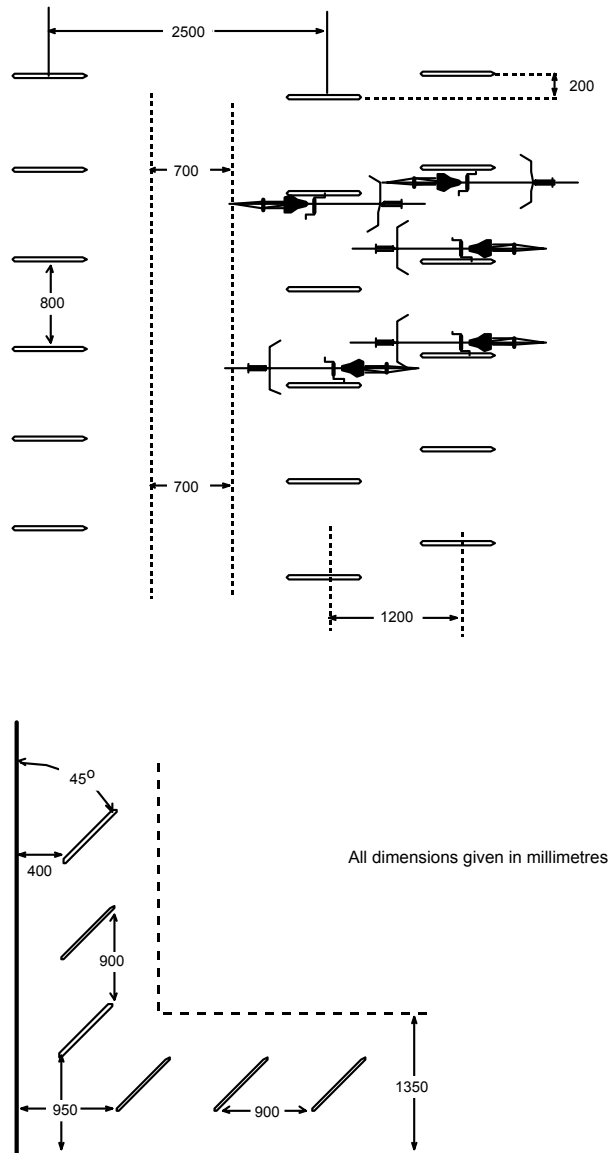
FIGURE B4. - CYCLE PARKING FACILITIES



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FIGURE B5. - CYCLE PARKING STAND LAYOUT

Note: The dimensions given in these figures will give an optimum use of space. If closer spacing is used, problems may arise because of carelessly parked cycles obstructing some stands. Dimensions may be increased where space is not limited.



Appendix C: Standards for Open Space Provision

C1 Children's play provision should be to the following standards:

- a) On housing sites of 15 dwellings or more, one or more Local Areas for Play (LAPs) designed for use by young children under the age of 6, so that at least one is within 1 minute's walking time (100m walking distance) of all new housing on the site, using routes which do not cross any roads other than access and service roads. Each LAP should include:
 - (i) a 100sqm activity zone; and
 - (ii) a buffer zone between the edge of the activity zone of a minimum of 5m depth to ground floor windows and a minimum of 1m depth, densely planted, to house walls;
 - (iii) seating for carers;
 - (iv) fencing and entrances to exclude dogs and to separate the activity area from areas used by cyclists or motor vehicles.
- b) On sites of 50 dwellings or more, in addition to the provision of adequate LAPs, one or more Local Equipped Area for Play (LEAP) designed for use by accompanied children of early school age (approximately 4 to 8 years) so that at least one is within 5 minutes walk (400m walking distance) of all new housing on the site, using routes which do not cross any roads above the level of local distributor roads. Each LEAP should include:
 - (i) at least 5 types of play equipment and surfacing complying with the relevant British Standards;
 - (ii) a 400 sqm activity zone; and
 - (iii) a buffer zone between the edge of the activity zone and the boundary of any residential property of a minimum of 20m depth (which could include footpaths and planted areas);
 - (iv) seating for accompanying adults;
 - (v) fencing and entrances to exclude dogs and to separate the activity area from areas used by motor vehicles.
- c) On sites of 150 dwellings or more, in addition to the provision of adequate LAPs and LEAPs, one or more Neighbourhood Equipped Area for Play (NEAP), designed for use mainly by unaccompanied and unsupervised children aged between 8 and 14, with opportunities for play by some slightly younger children, older children and those with special needs, so that at least one is within 1000 metres walking distance (maximum 600m airline) of all new housing on the site, using routes which do not cross any roads above the level of local distributor roads. Each NEAP should include an activity zone of at least 1000 sqm, including:
 - (i) at least 8 types of play equipment and surfacing complying with the relevant British Standards;
 - (ii) a kickabout area;
 - (iii) opportunities for wheeled play;
 - (iv) seating for accompanying adults;
 - (v) a buffer zone between the edge of the activity zone and the boundary of any residential property of a minimum of 30m depth (which could include footpaths and planted areas);

Appendix C: Standards for Open Space Provision

- (vi) fencing and entrances to exclude dogs and to separate the activity area from areas used by motor vehicles.
- C2 In many cases a large site, which may be considered as a single unit in planning terms, is subdivided between developers because of market and financial considerations. In such cases, the site will be treated as one for the purposes of considering the proper provision of play space. Provision will need to be planned between the separate developers to a comprehensive overall plan.
- C3 It will usually be the case that any individual housing site will be too small to provide playspaces at all the levels of the hierarchy set out above. In some instances there will be existing play and open space provision nearby which already meets these standards as far as the housing site is concerned in terms of quality of the facilities and walking distance. In these circumstances there will be no need for additional provision. However, where this is not the case, the planning authority may seek contributions towards provision off site. These will be sought only where:
- (a) a firm proposal by the Local Planning Authority exists on an identified site, which will serve the development;
 - (b) the contribution to be made is not disproportionate to the benefit which will be enjoyed by the housing site in question;
 - (c) the contribution will be reserved for the identified provision and shall not be diverted, unless with the developer's consent, to any other play provision.
- A particular case where such a contributions system may be required is where there are several housing sites in an area, physically separated from each other, but which in aggregate will give rise to substantially increased needs for play space.
- C4 In addition to children's play space, new housing development requires the provision of space for outdoor sport. The NPFA standard for this is for a level of 1.6 - 1.8 ha for each 1000 population. This Local Plan adopts a standard of 1.6 ha per 420 dwellings. As no identified housing sites will be so large as to provide this within their own boundaries, contributions will be sought from developers towards this provision on the same terms that are set out in paragraph C3 for children's play space, namely:
- (a) a firm proposal by the Local Planning Authority exists on an identified site, which will serve the development;
 - (b) the contribution to be made is not disproportionate to the benefit which will be enjoyed by the housing site in question;
 - (c) the contribution will be reserved for the identified provision and shall not be diverted, unless with the developer's consent, to any other sports provision.
- C5 In addition to these areas for sport and for children's play, which are for active recreation, housing and other developments may need to include amenity space for more passive recreation. This will be particularly the case where there are features within the site which should be retained because of their value in establishing the intrinsic character or visual quality of the area, such as treebelts, woodland or the margins of watercourses. Where sites are identified for development in this plan, specific proposals for these are included. It may be possible for these areas to include provision for children's play.

Appendix D: Allocated Housing Sites

Without Planning Permission as of 31st June 2001

Site	Proposal	Area (Ha) (Acres)		Dwellings	Affordable Housing
Green Worlds, Ferndown	FWP1	2.8	6.9	60	15
Victoria Rd / Old Road, Wimborne	WIMCO1	0.2	0.5	15	4
Canford Bridge, Wimborne	WIMCO2	0.7	1.7	25	6
Brook Road, Wimborne	WIMCO4	2.0	4.9	60	15
Aggis Farm, Verwood	V1	3.7	9.1	111	28
Hainault Farm, Verwood	V2	2.3	5.7	70	18
Horton Road, Three Legged Cross	TLC1	1.0	2.5	30	8
Opposite the Smithy, Gussage St Michael	CHASE5	0.85	2.1	10	3
Back Lane, Sixpenny Handley	CHASE6	0.8	2.0	20	5
Frogmore Lane, Sixpenny Handley	CHASE7	0.5	1.2	15	4
Between PO & Mount Pleasant Cottages, Witchampton	CHASE13	0.16	0.4	2	0
North of Downley Cottages, Witchampton	CHASE14	0.07	0.17	1	0
Total	15.08	37.17419		106	

With Planning Permission as of 31st June 2001

Site	Dwellings
The Warren, Wimborne Rd East, Ferndown	69
Poor Common, Ferndown	190
Hill Ford / Kings Garage, Wimborne	20
Doe's Lane North, Verwood	20
Eastworth Road, Verwood	79
Edmondsham Road, Verwood	10
Sandringham Park, Off Crane Drive, Verwood	22
Old Sawmills, Dewlands Road, Verwood	46
Land rear of Dewlands Road, Verwood	11
St Stephens Lane West, Verwood	25
Ebblake, Verwood	186
Total	678

Glossary

WARNING: this glossary seeks to give a plain explanation of some of the technical or 'jargon' phrases used in the Plan. It does not try to provide a legal definition of these terms or phrases and should not be relied upon for this.

(q.v.) indicates a cross reference to another entry in the Glossary.

Affordable Housing

Housing available below the rent or purchase price which it would fetch on the open market. The reduced cost must be low enough to allow it to be afforded by those on low incomes. This form of housing is typically provided by Housing Associations (or 'Registered Social Landlords') and other 'Social Housing' (q.v.) providers, but can also be low-cost housing available for private purchase.

Area of Great Landscape Value

An area defined by the local planning authority as being of high landscape quality which should be protected because of its local importance. The quality of the landscape is not necessarily any less than that of an Area of Outstanding Natural Beauty, but usually covers a smaller area and is not nationally important.

Area of Outstanding Natural Beauty

Area designated by the Countryside Agency under the 1949 National Parks and Access to the Countryside Act as being of particularly high and unspoilt landscape quality, and which should be protected as part of the national heritage.

Conservation Area

Area designated as being of special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act 1990. It may include both buildings and the spaces between or around them. Inside Conservation Areas 'permitted development' rights (see 'General Permitted Development Order') are less extensive, and other operations such as tree-felling (even trees which do not have a specific Tree Preservation Order on them) require permission. Often a high proportion of buildings inside a Conservation Area are 'Listed' buildings (q.v.). Inside Conservation Areas "Conservation Area Consent" is required in addition to, or instead of, normal planning permission, for the demolition of buildings.

Density of Development

The measure of density will depend on the type of development concerned. In the case of industrial buildings, it is often expressed in terms of floorspace per hectare or the proportion of a site covered by buildings. The

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	<p>measure used in this Plan for proposed housing sites is the number of dwellings per hectare over the site taken as a whole: the site will also contain roads and local open spaces such as children's playspace so that a density of 25 dwellings per hectare will result in housing on plots of less than 1/25th of a hectare each. Density may also vary above and below the figure without changing the overall average.</p>
Development	<p>A basic concept of the planning system, Development is defined in the Planning Act as "the carrying put of building, engineering, mining or other operations in, on, over or under land, or the making of any material change of use of any buildings or other land." Interior works to a building are not development although they may require Listed Building Consent (q.v.).</p>
Environmentally Sensitive Area (ESA)	<p>An area designated under the Agriculture Act 1986, which may be of special landscape, wildlife or historic interest. Measures and programmes may be supported within the area to protect and enhance it through agricultural practices.</p>
Floodplains	<p>The land beside a river or other watercourse over which water flows in time of flood or would flow if there were no flood defences. Washlands form part of the floodplain where water is stored in time of flood. The area considered to be so much at risk from flooding that it should not be used for housing or other occupied buildings is generally taken to be that which, on average, is flooded once in 100 years or more often. It is important to recognise that even areas outside the floodplain may be at risk from flooding, although from higher and less frequent floods.</p>
General Permitted Order (GPD)	<p>Order made by government in 1995, replacing earlier Orders, under which some forms of 'development' (q.v.) are automatically permitted. Most commonly a range of extensions or alterations to dwellings is permitted development. The Planning Act also allows changes of use of land or buildings within the same 'use class' without this constituting 'development' (see 'Use Classes Order'). Permitted development rights (q.v.) can be removed by an 'Article 4 Direction'. These apply in some parts of East Dorset District.</p>
General Prerequisite	<p>A requirement to be provided by all developments within a specified area.</p>
GNP and GDP	<p>Gross National Product (GNP), term in economics used to describe in monetary value the total annual flow of goods and services in</p>

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the economy of the nation. The GDP (Gross Domestic Product) measures the value of all goods and services produced within a nation's borders regardless of the nationality of the producer.

Green Belt

Green Belts are a planning policy zoning around the edges of some major urban areas, including the South East Dorset Conurbation. Policy on development in Green Belts is tightly defined by government and is very restrictive (see Planning Policy Guidance Note 2, January 1995: 'Green Belts'). The first essential characteristic of Green Belts is that they are mainly open land, although they may and do contain buildings, including small or scattered settlements, mineral workings, cemeteries, sewage works and other uses which often give them a character very different from more remote countryside. They are not a landscape designation (unlike Areas of Outstanding Natural Beauty (q.v.)). A second essential characteristic is that the areas are protected by Green Belt policy in the long term, usually longer than the life of an individual plan.

Groundwater Source Protection Area

A Groundwater Source Protection Area is defined by the Environment Agency and covers the complete catchment area of a Groundwater Source. All groundwater within it will eventually discharge to the source and they are defined as an area needed to support abstraction from long term annual groundwater recharge.

Gypsy

In planning terms, a Gypsy is not a racial designation but refers to someone who travels purposefully to make their living.

Habitats Directive

See 'Special Area of Conservation'.

Infill

Infill development can be defined in a narrow or a wider sense. In the narrow sense, it is development of individual houses or buildings on sites which are gaps in an otherwise developed road frontage. In the wider sense, it can be applied to any development on spaces within towns or villages. (See also 'Windfall' sites).

Infrastructure

The structures, facilities and services which provide the support for town and country life, and particularly for new developments. Physical infrastructure usually includes roads, drainage, water and power supplies. Facilities which can be considered as infrastructure can include such things as meeting places, open spaces and sports grounds. Services such as policing and education are sometimes seen as social infrastructure, as is the presence of a cohesive

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	local society.
Listed Building	A building of special architectural or historic interest identified by the Secretary of State for Culture, Media and Sport with the advice of English Heritage on a list drawn up under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Local Nature Reserve	Area designated by a Local Authority under Section 21 of the National Parks and Access to the Countryside Act 1949 to protect and to enable people to see, enjoy and learn about wildlife.
National Nature Reserve	Area designated by English Nature as of national or international importance for nature conservation, and owned or leased by them or managed under their agreement. The Reserve will always be a Site of Special Scientific Interest. In the Local Plan area, Holt Heath and Holt Forest are such a Reserve.
Particular Prerequisite	A requirement to be provided that is specific to a development.
PPG	Planning Policy Guidance, taking the form of a series of notes issued by central government. Effectively these establish national policies on various planning issues, although they do not have the same legal status as the Development Plan.
Permitted Development Rights	While Planning Permission is generally needed for the development of land or for changes of use from one use class to another, the General Permitted Development Order 1995 (q.v.) allows some types of development to be deemed to have planning permission without a planning permission being expressly granted by the Planning Authority.
Ramsar Site	A site designated by the government under the Convention signed at Ramsar to protect wetlands of international importance, especially as waterfowl habitats. See also 'Special Areas of Conservation' and 'Special Protection Areas'.
Site of Special Scientific Interest (SSSI)	Sites identified by English Nature as being of nature conservation or geological interest. All Ramsar sites (q.v.), SPA's (q.v.) and SAC's (q.v.) are also SSSI's. English Nature has the responsibility of notifying owners and occupiers, the local planning authority, the Environment Agency and the Secretary of State when designating these sites.
Social Housing	Public or private sector housing of all types and sizes for rent or sale provided with public

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	subsidy to meet a housing need.
Special Protection Area (SPA)	An area designated by the government under Article 4 of the European Birds Directive as one of the most suitable to ensure the survival and reproduction of a limited number of bird species listed in Annex 1 of the Directive. The Dartford Warbler is a notable local bird on this list. See also Ramsar Site and Special Area of Conservation.
Special Area of Conservation (SAC)	An area designated under Article 3 of the European Habitats Directive by the government as being either important as a natural habitat type, or as a habitat of the species listed in Annexes I and II of the Directive. See also Ramsar Sites and Special Protection Areas.
Sustainable Development	Sustainable Development is the concept that mankind should live off the Earth's income rather than erode its capital. The consumption of renewable resources must be kept within the limits which allow them to be replaced and future generations handed down not only man-made wealth such as buildings roads and railways, but natural wealth such as clean and adequate water supplies, good arable land, wildlife and ample forests. (Definition based on This 'Common Inheritance' 1990, para 4.4; a British Government publication). Sustainable development is usually seen as having social, economic and environmental aspects.
Tree Preservation Order	Order made under the Town and Country Planning Act to protect an individual tree, groups of trees, or a wooded area which are of importance for public amenity. Permission is then required to lop, top or fell the tree, sever its roots or damage it in any way.
Use Classes Order	The Town and Country Planning Use Classes Order 1987, establishes classes of uses of land or buildings. A change within the same class does not constitute 'development' requiring planning permission, while a change that crosses from one use class to another does.
Windfall Sites	Windfall sites are development sites, particularly those for housing, which have not been allocated in development plans but which are brought forward from time to time by land owners or developers and granted planning permission. They are often 'infill' sites (q.v.). Individual windfall sites are often unforeseen, but over time the flow of new windfall sites can provide a predictable supply of new development.

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