

Map 5.1.4.2 Wimborne Minster Retail Allocations

5.2 Ferndown, West Parley and Longham

5.2.1 Introduction

5.2.1.1 This section examines a number of key issues regarding the future of the main settlements of Ferndown and West Parley and the village of Longham. These issues include the following:

- Where new housing should be accommodated to meet locally objectively assessed needs including the delivery of existing strategic housing allocations.
- The key infrastructure requirements to support new development including suitable alternative natural green space, open space, transport, education and health.
- Planning for the future of Ferndown Town Centre and West Parley Local Centre and improvements to retail provision.
- The delivery of strategic employment land provision at Blunts Farm, Ferndown.

5.2.2 Housing

Introduction

5.2.2.1 The Local Plan Key Strategy (Section 3) sets out the over-arching issues concerning housing need and strategic options for the delivery of new residential development to meet local needs over the plan period from 2013 - 2033. The Key Strategy also provides the reasoning regarding the approach to residential development in existing settlements and the identification of potential New Neighbourhoods currently in the Green Belt. This section

of the Options document sets out potential options for the delivery of new housing in the Ferndown, West Parley and Longham area which contributes toward the delivery of the overall objectively assessed needs for East Dorset.

5.2.2.2 The draft housing strategy presents options for how local needs can be addressed through a combination of new residential development within and adjoining the settlements of Ferndown, West Parley and Longham. This strategy has involved a review of the East Dorset Strategic Housing Land Availability Assessment (SHLAA) to identify remaining housing potential on sites within the existing settlement boundaries which also includes the New Neighbourhoods allocated through the Core Strategy. Following the initial consultation on the scope of this Local Plan (Regulation 18 Stage) an 'area of search' has been defined from which possible residential development options can be considered. Of the sites submitted at Regulation 18 stage, potentially sustainable options have been put forward for consultation at this stage.

Existing Housing Potential

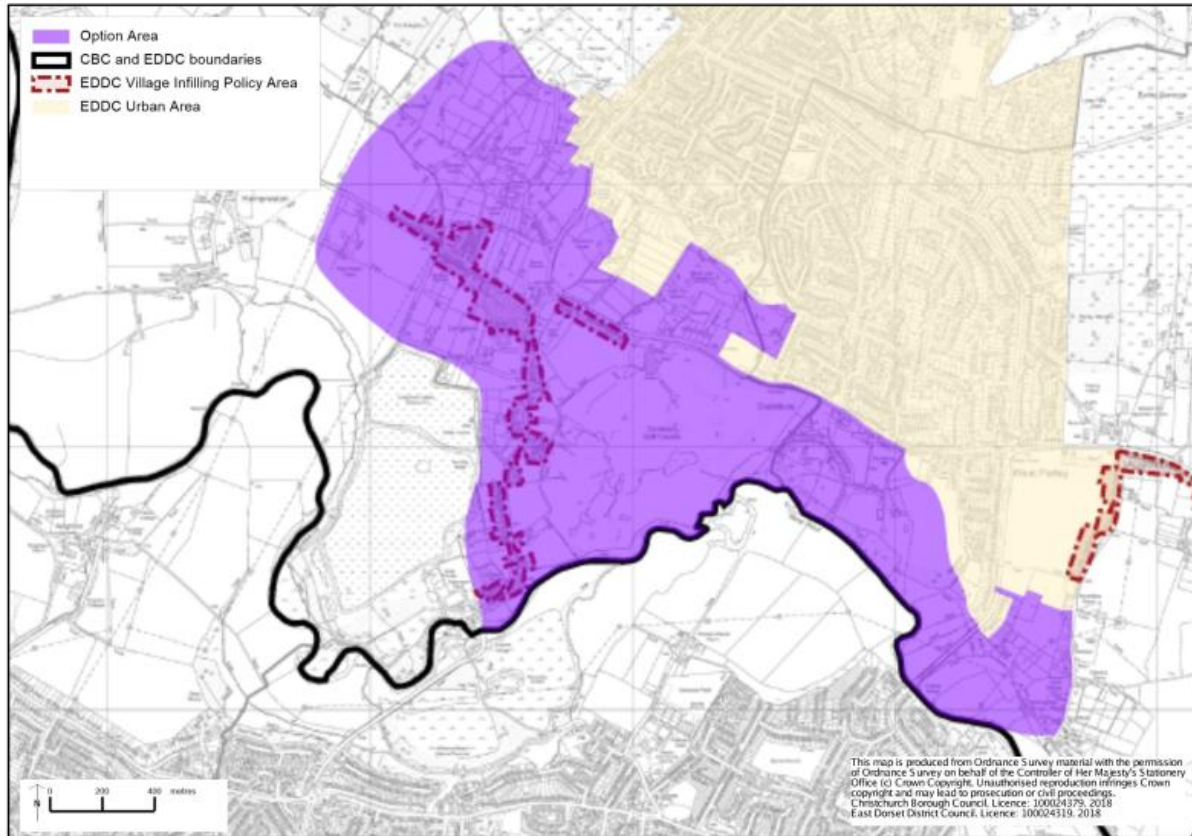
5.2.2.3 As part of the Local Plan review and associated evidence base the East Dorset Strategic Housing Land Availability Assessment (SHLAA) has been updated. The SHLAA includes an assessment of the physical capability of land to accommodate new housing development within the existing settlement boundaries of Ferndown, West Parley and Longham. A detailed review of the SHLAA has been undertaken in accordance with the latest government guidance to ensure that all opportunities are explored to meet local housing need within existing settlements prior to the consideration of potential Green Belt sites. The latest SHLAA report for East Dorset is published on www.dorsetforyou.gov.uk which sets out the full detailed finds of the SHLAA and methodology used.

5.2.2.4 This latest SHLAA update has identified potential to deliver 1,767 new homes within the existing settlements of Ferndown, West Parley and Longham. This housing potential figure includes the existing new Neighbourhoods of Holmwood House and the East and West of New Road, West Parley.

5.2.2.5 This assessed potential forms an important part of the housing supply to address local needs, however it is not sufficient in itself to address local housing need over the plan period. Therefore, it is necessary to explore potential housing sites adjoining these areas and these options are explored further in this area chapter.

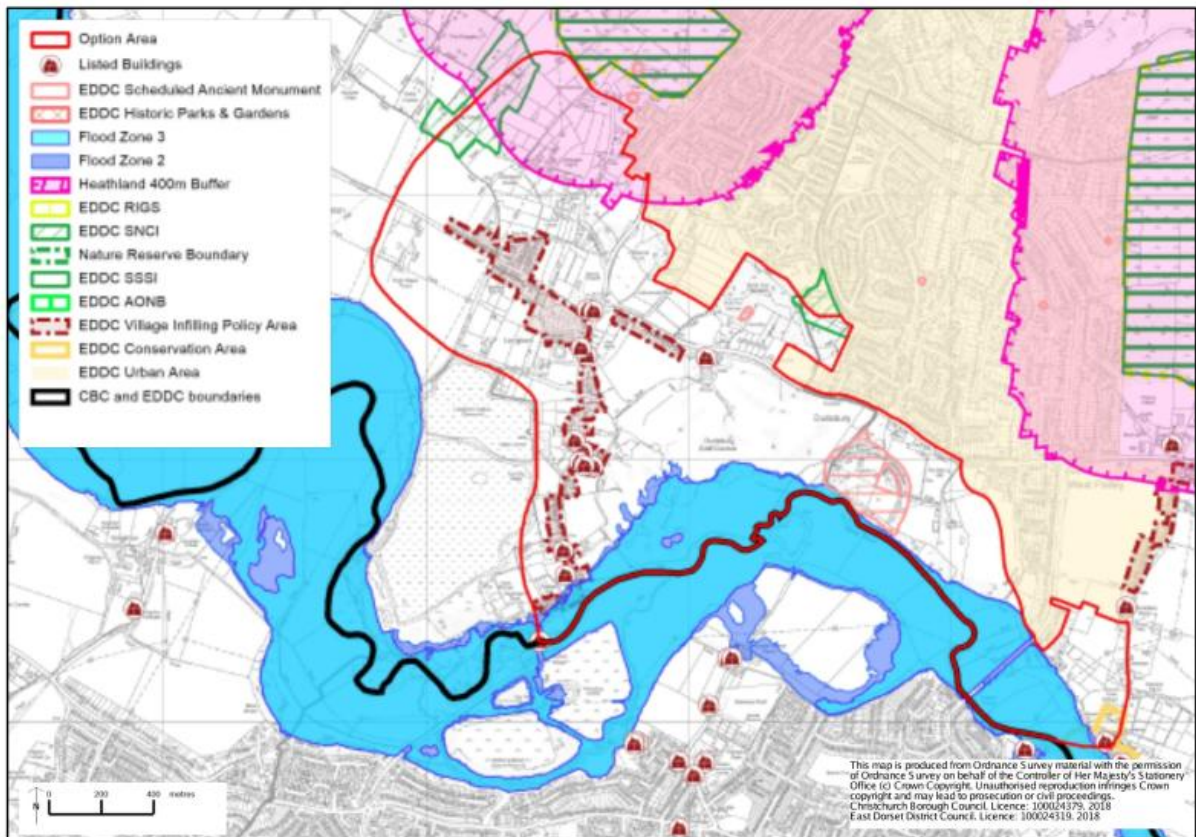
Ferndown, West Parley, Longham 'Area of Search'

5.2.2.6 An 'Area of Search' has been defined to explore potential options for new housing development in Ferndown, West Parley and Longham. This 'area of search' is defined in relation to the settlement hierarchy and reflects reasonable locations for new housing development at these settlements in the district. The definition of this 'area of search' builds upon the strategic planning work undertaken in the preparation of the Core Strategy and associated masterplanning work. The area of search wraps around the southern boundaries of Ferndown and West Parley extending from Longham in the west to the boundary of Bournemouth Airport in the east.



Area of Search Constraints & Land Use Considerations

5.2.2.7 As part of the assessment of potential development options within the 'area of search' an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations.



Map 5.2.2.2 Ferndown, West Parley, Longham Constraints

5.2.2.8 The western end of the area which includes Longham is closest to Ferndown Town Centre but more distant from the local centre at West Parley. This area includes a 400m buffer zone to the heathland where residential development is inappropriate.

5.2.2.9 The central part of the area of search does not include any sensitive environmental designations but includes the Dudsbury Hill Fort Scheduled Ancient Monument. Part of this central zone including a proportion of Dudsbury Golf Course is affected by floodrisk. The nearest centre to this area is the West Parley Local Centre.

5.2.2.10 The eastern end of the area of search does not include any sensitive environmental designations but includes the Dudsbury Hill Fort Scheduled Ancient Monument. Part of this area is also affected by flood risk around the River Stour. This part of the area of search is closest to the West Parley Local Centre. This eastern area also includes part of the West Parley Conservation Area.

Area of Search Infrastructure Considerations

5.2.2.11 A range of key infrastructure will need to be provided to support potential new development in the Ferndown, West Parley and Longham area. The key infrastructure considerations are set out below:

Suitable Alternative Natural Greenspace (SANG)

5.2.2.12 Suitable Alternative Natural Greenspace will need to be provided in perpetuity to mitigate the impact on the nearby heathlands for developments of 40 dwellings and above. Sufficient provision will need to be identified to mitigate the impact of development and be capable of coming forward in advance of the occupation of dwellings. Sites of 40 or more dwellings that have been submitted at Regulation 18 stage have included on site SANG provision.

Open Space

5.2.2.13 In addition to SANG provision new development will need to provide open space provision in accordance with the standards set out in the Local Plan and based on the level of provision locally.

Transport

5.2.2.14 In West Parley there are strategic transport improvements associated with the existing housing allocations which includes the link roads that will be delivered as part of the East and West of New Road allocations. Also as part of this strategic package of improvements an improvement scheme will also be delivered for Parley Crossroads.

5.2.2.15 The additional sites being considered in Ferndown, West Parley and Longham need to be assessed in terms of their impact on the highway network. Transport modelling work is currently being produced for the A348 corridor and more widely for the South East Dorset conurbation. This assessment work will examine the impact of potential new development in this area and also take into account the cumulative impact of development options in the wider sub region. It is anticipated that this transport modelling work will be complete this year which will then inform the refinement of housing options for the this draft Local Plan.

Education

5.2.2.16 The impact of new development on education provision is an important consideration. Existing allocations on the East of West of New Road do not require a new school but are making proportionate contributions to local education provision. The impact on education provision of potential new sites is being assessed may require the provision of a new first school in addition to enhancements to secondary school provision locally.

Health

5.2.2.17 An increase in population in the Ferndown, West Parley and Longham area will have an impact on local health services and a proportionate contribution will be required from new development to enhance local health facilities.

Local Shops and Facilities

5.2.2.18 Over the plan period to 2033 there will be a need for more shops to meet local needs and West Parley, Ferndown and Wimborne will be the focus of this new provision as main settlements. The Bournemouth, Christchurch and East Dorset Retail and Leisure Study

(2017) has identified future retail floorspace requirements for East Dorset as a whole. The study has also given consideration to how West Parley could contribute towards this overall future need.

5.2.2.19 There is scope to expand West Parley Local Centre to serve housing development in the future. Growth in population within the local catchment area could support expansion of the existing local centre. There is physical scope to expand the centre at the Parley Cross junction, which could create a new District Centre to serve the future needs of the West Parley area.

5.2.2.20 West Parley Local Centre currently provides about 2,000 sq.m gross of Class A1 to A5 floorspace within 20 units, of which about 500 sq.m is convenience retail (mainly Tesco Express). The current planning application for the East of New Road, West Parley includes provision of a Class A1 convenience floorspace (food store) - 2,200 sq.m gross; other Class A1 to A5 unit shops - 1,000 sq.m gross up to 20 units. This would create an enlarged centre of around 5,200 sq.m gross, which would be of a similar scale to designated district centres.

5.2.2.21 In addition to the potential for new retail development associated with the East of New Road development there is also scope to enhance provision on the West of New Road as part of the existing centre.

New Housing Options

5.2.2.22 This options consultation is exploring potential new areas for residential development within defined areas of search adjacent to existing settlements.

5.2.2.23 In response to the Regulation 18 consultation undertaken in 2016 a number of sites were submitted for consideration in West Parley, Ferndown and Longham as part of the Local Plan review. These sites have been subject to sustainability appraisal to assess their suitability against a wide range of social, economic and environmental factors. The overall assessment of these sites has also taken into account detailed infrastructure requirements, access to services and the impact of development on local communities.

5.2.2.24 At this stage we are seeking your views on the 'area of search' and potential development options within this area which may include alternative options to the site options presented at this stage. The sites that have been assessed and included in the option below are considered potentially suitable for development.

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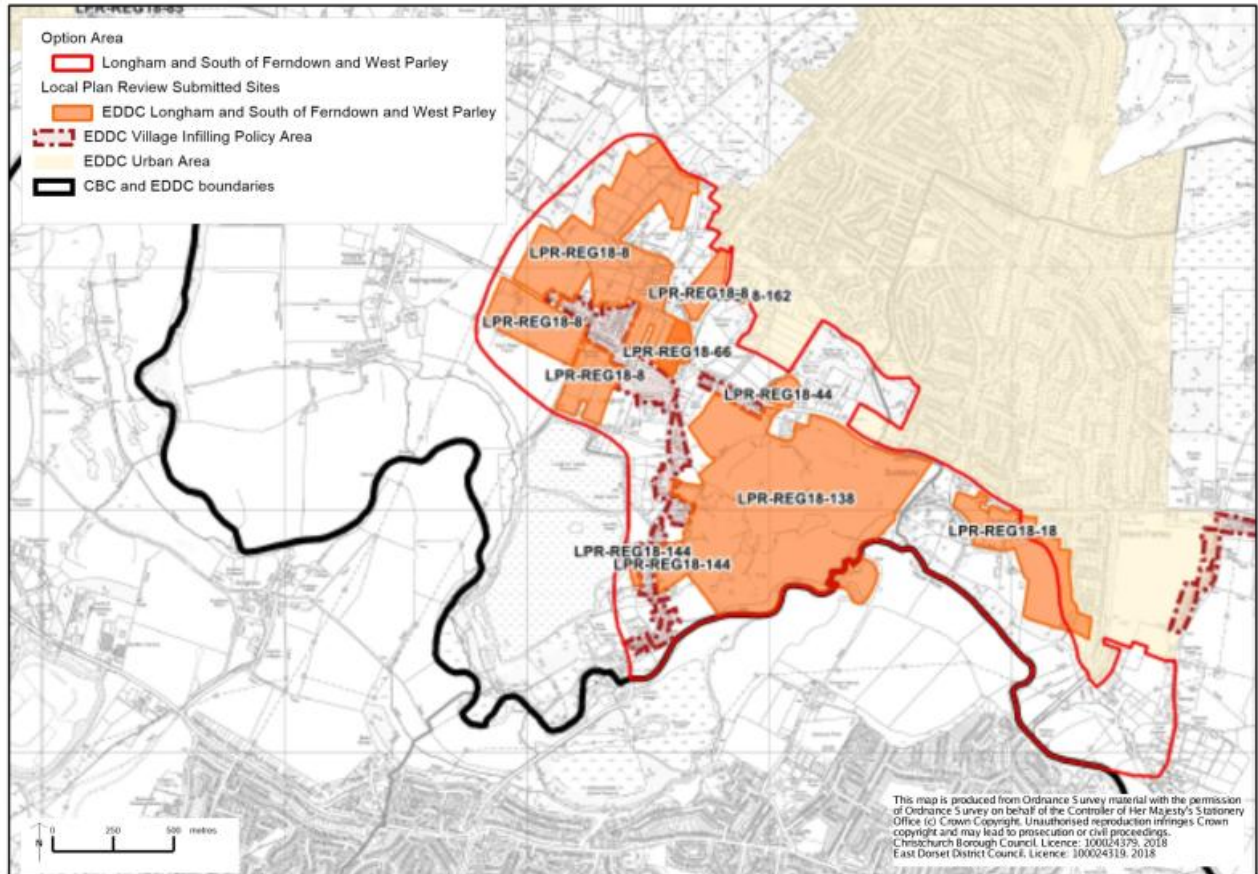
Ferndown, West Parley, Longham Housing Options

Land at Ferndown, West Parley and Longham is considered suitable for housing development to provide a minimum of **580 dwellings**. Development of land in this area may include but is not limited to, the following sites:

- West of New Road, West Parley (includes land currently allocated as part of Policy 5.12)
- Land at Dudsbury Golf Course
- Land Opposite Dudsbury Golf Course
- Land West of Holmwood Park
- Land off Angel Lane
- Land at Longham

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

- A design brief to be approved by the Council;
- Creation of high quality residential development, of an appropriate design and density;
- Up to 50% affordable housing in line with Policy 4.17;
- Provision of Suitable Alternative Natural Green Space in accordance with Policy 4.2 and Appendix B;
- Contributions towards open space provision in accordance with Policy 4.30;
- Contributions toward transport infrastructure in accordance with Policy 3.12;
- Contributions to education provision or a new school;
- Contributions toward the improvement of local health facilities.



Map 5.2.2.3 Ferndown, West Parley, Longham Housing Options

Existing Allocated New Neighbourhoods

5.2.2.25 The Core Strategy allocated four sites for residential development in Ferndown and West Parley these being the East and West of New Road New Neighbourhoods, West Parley and the Holmwood House and Coppins New Neighbourhoods, Ferndown. Significant progress has been made with these sites which are now coming forward for development in accordance with the Core Strategy. The Coppins site is now completed and the Holmwood House New Neighbourhood is well advanced with final completion of the scheme anticipated in January 2019. A planning application has now also been submitted for the East of New Road, West Parley and an application is anticipated for the West of New Road later this year. These sites were subject to extensive consultation and public examination and are currently coming forward for development. Therefore, with the exception of Coppins (which is now complete) it is appropriate to carry forward these allocations in the new Local Plan for East Dorset.

Ferndown

Land Adjacent to Holmwood House

5.2.2.26 As explained at paragraph 1.0.32 this allocation is “rolled forward” from the adopted Christchurch and East Dorset Core Strategy as development has not yet been completed. This site therefore forms part of the existing unconstrained housing/employment

supply set out in Policy 3.4. A planning application for this site has been approved and development is in progress. The Holmwood House New Neighbourhood remains a key site to deliver much needed housing and also add to open space provision at Poor Common.

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Holmwood House New Neighbourhood, Ferndown

A New Neighbourhood is allocated adjacent to Holmwood House, south of Ferndown to provide about 150 homes and large areas of informal open space.

Layout and design

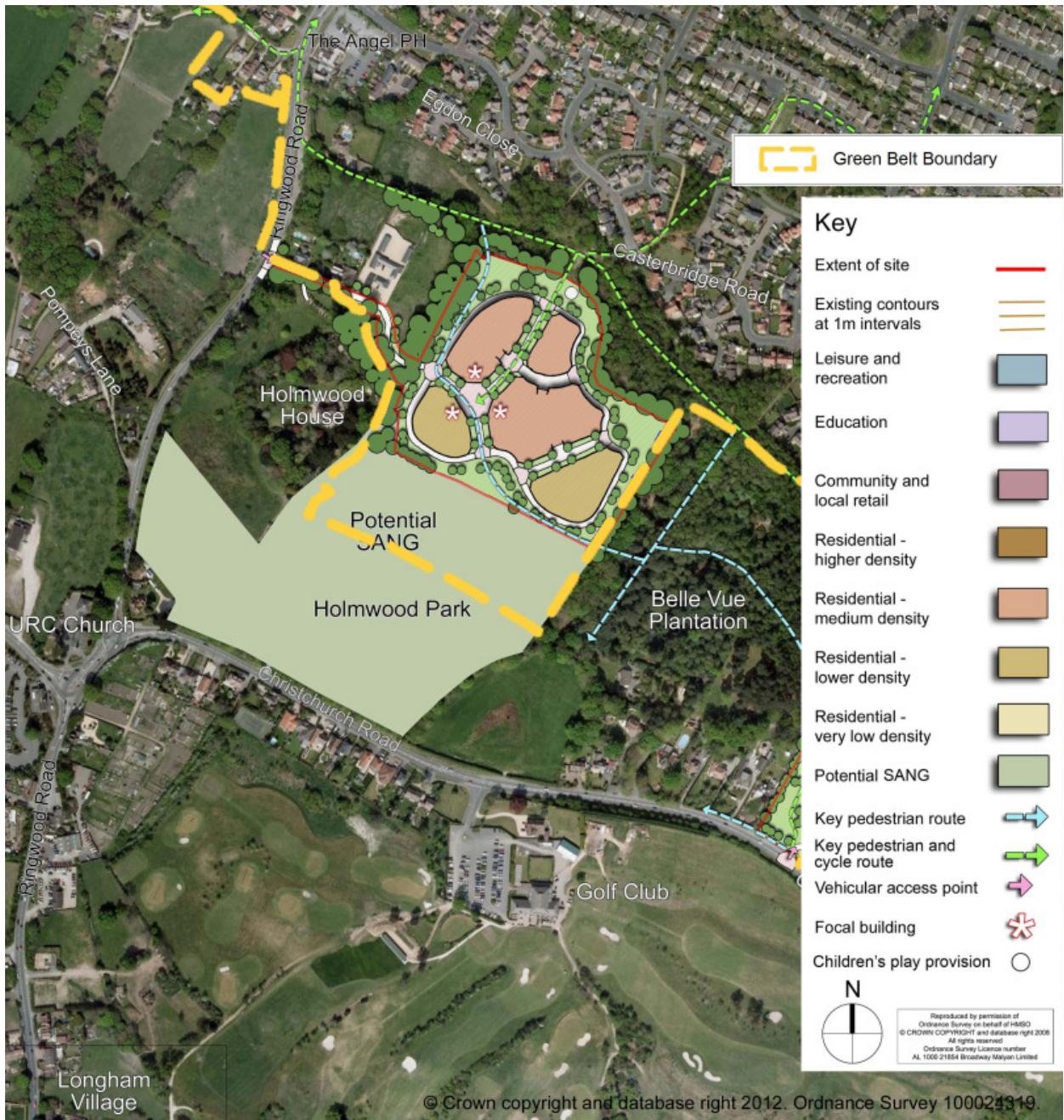
- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy 4.2 and Appendix B. This includes open space to be provided south of the allocated housing which will enhance the existing open space at Poor Common and protect the Green Belt gap between Ferndown and Longham.

Transport and access

- Vehicular access is to be provided from Ringwood Road to the north of Holmwood House.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area connecting into the existing and proposed networks.



Map 5.2.2.4 Holmwood House New Neighbourhood, Ferndown

West Parley

Land to the East of New Road, West Parley

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

5.2.2.28 The New Neighbourhood must provide traffic alleviation through provision of a new link road and pedestrian and cycle links through the development to the existing highway network. Substantial areas of Suitable Alternative Natural Greenspace will also be provided to attract people away from the protected heathland at Parley Common. This will include parkland to both the east and west of Church Lane as well as the south of the new housing extending to about 25 hectares (60 acres). Additionally, a more formal park is to be provided adjacent to an extension to the village centre which can provide a village square and additional shops and services.

5.2.2.29 As explained at paragraph 1.0.32 this allocation is “rolled forward” from the adopted Christchurch and East Dorset Core Strategy as development has not yet been completed. This site therefore forms part of the existing unconstrained housing/employment supply set out in Policy 3.4.

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East of New Road New Neighbourhood, West Parley

A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 800 - 900 sq metres.

Layout and design

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

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy 4.2 and Appendix B. This is to incorporate very significant areas of open space to the east of Church Lane, to the south of the allocated housing area and between the allocated development area and housing on Church Lane.
- A park is to be provided adjacent to the village centre.

Transport and access

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

Phasing

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



Map 5.2.2.5 East of New Road New Neighbourhood, West Parley

Land to the West of New Road, West Parley

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

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

5.2.2.32 As explained at paragraph 1.0.32 this allocation is “rolled forward” from the adopted Christchurch and East Dorset Core Strategy as development has not yet been completed. This site therefore forms part of the existing unconstrained housing/employment supply set out in Policy 3.4.

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West of New Road, New Neighbourhood, West Parley

A New Neighbourhood is allocated to deliver about 150 homes, and facilitate major improvements to the village centre.

Layout and design

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

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy 4.2 and Appendix B. This will significantly extend and enhance public access, providing green links along the southern fringe of the urban area.

Transport and access

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

Phasing

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



Map 5.2.2.6 West of New Road, New Neighbourhood, West Parley

Residential development proposal at Green Worlds, Ringwood Road, Ferndown.

5.2.2.33 This site at Green Worlds was previously allocated in the 2002 East Dorset Local Plan and remains capable of coming forward for residential development. A total of up to 100 dwellings could be accommodated on the site subject to the preparation of a satisfactory scheme and depending on the proportion of the site which is developed for flats.

5.2.2.34 The site is enclosed within the built-up area and part has been developed as 'Amberwood'. It is proposed that the remainder should also be developed for housing. However, the site is well-treed and forms an important local landmark on the main approach into Ferndown from the north east. Therefore, it is essential to retain its wooded appearance when seen from the adjoining main roads and to screen the new development from the housing to the west.

5.2.2.35 Development for a mixture of flats and houses will permit the achievement of the densities appropriate to a site which lies well within the built-up area, while allowing a relatively large proportion of the land to be retained for necessary landscaping. Due to the importance and position of the site within the town and the relatively high density of development, an especially high standard of design will be essential.

5.2.2.36 The site was allocated prior to the preparation of the Dorset Heathlands Planning Framework and as such could come forward for development now without the provision of its own SANG. The site is not within 400m of the heathland but would require mitigation to avoid adverse impacts on the Dorset Heathlands and the nearby Parley Common. Therefore, it is proposed that the development would pay CIL which could contribute towards appropriate strategic SANG provision in the Wimborne / Colehill / Ferndown area.

5.2.2.37 Suitable points for safe vehicular access would be from the roundabout at the junction of Ringwood Road and Turbary Road or through Amberwood.

5.2.2.38 Because of the need to integrate the new housing with the important trees on the site, no development will be permitted except as part of a comprehensive design for the whole of the site embracing the siting and massing of buildings, the spaces between them, pedestrian and vehicular circulation and the protection of trees and landscaping.

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Residential development proposal at Green Worlds, Ringwood Road, Ferndown

Land at Green Worlds between Wimborne Road East and Ringwood Road is identified as a housing site to provide a minimum of **100 dwellings**. The following requirements must be met:

- a. a range of dwelling types should be provided;
- b. Affordable housing will be provided in accordance with Policy 4.17;
- c. a treebelt of at least 20 metres in width must be retained or established around the edges of the site;
- d. the woodland character of the site must not be undermined. To that end any scheme should provide for the retention of a substantial proportion of the existing tree cover.



Map 5.2.2.7 Green Worlds, Ringwood Road, Ferndown

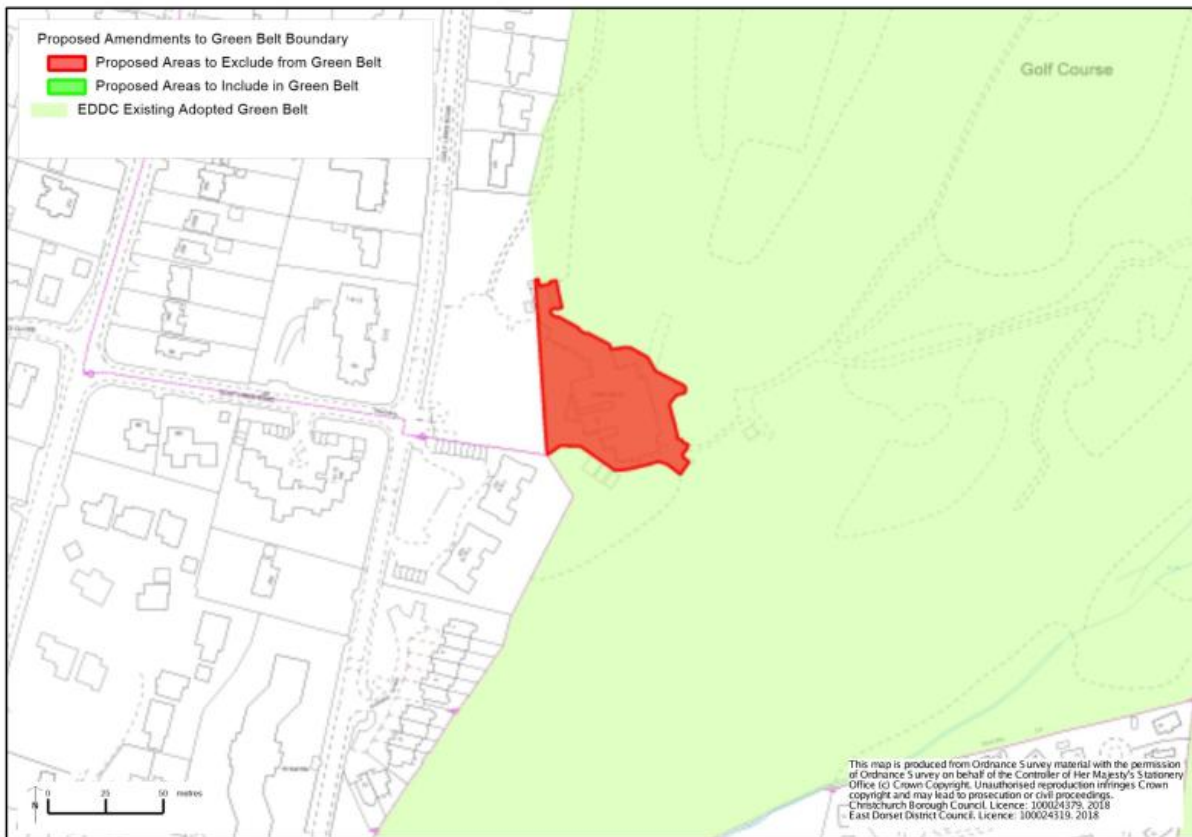
Green Belt Anomalies

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

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

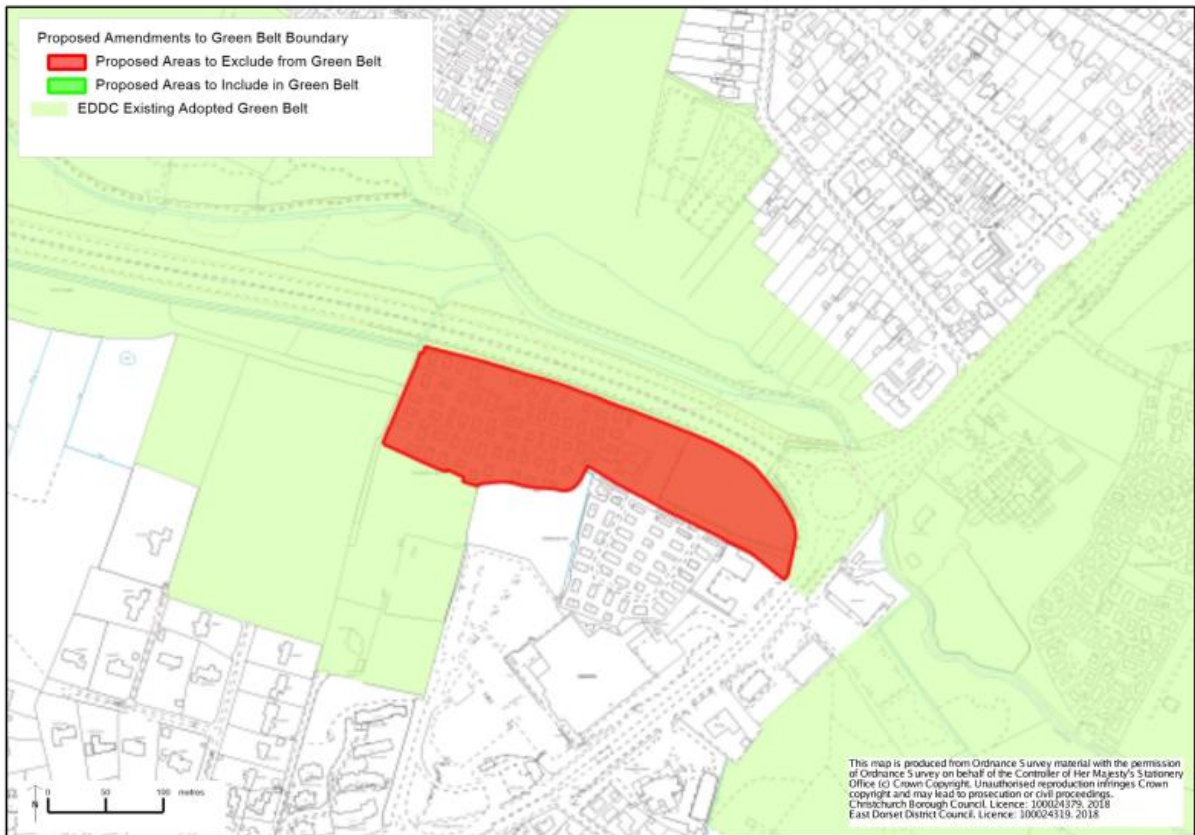
5.2.2.40 The maps below show a number of minor Green Belt amendments proposed around Ferndown and West Parley which have been identified through the Green Belt anomalies review. Where land has been proposed to be excluded from Green Belt this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.

Exclusion of the Clubhouse and remainder of car park at Ferndown Golf Course to be consistent with existing built development and to create a more logical and defensible boundary.



Map 5.2.2.8 Ferndown East

5.2.2.41 Exclusion of the remaining part of Gladelands mobile home park to be consistent with the rest of the park being already outside the Green Belt.



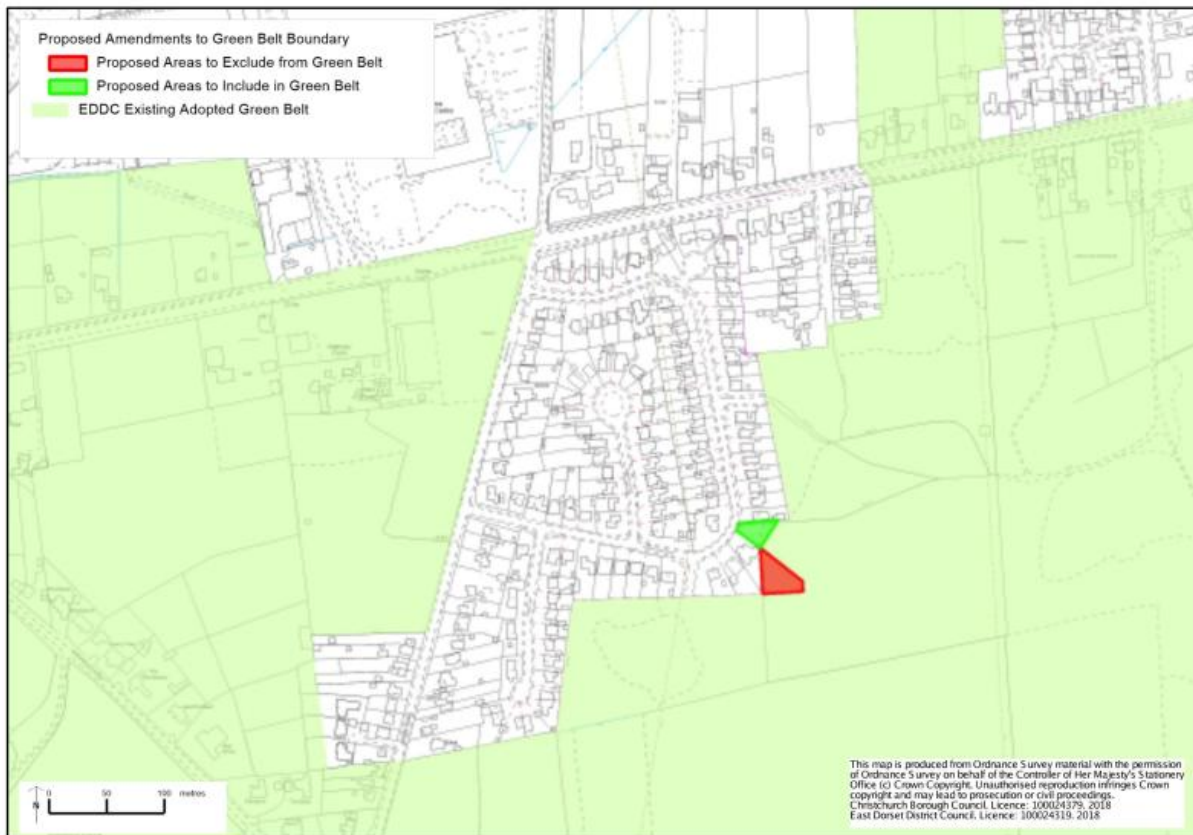
Map 5.2.2.9 Ferndown North

5.2.2.42 Exclusion of the approach road and part car park of Ferndown Upper School to create more logical and defensible boundary, and inclusion of part of Millenium Park, Peter Grant Way, for the same reason.



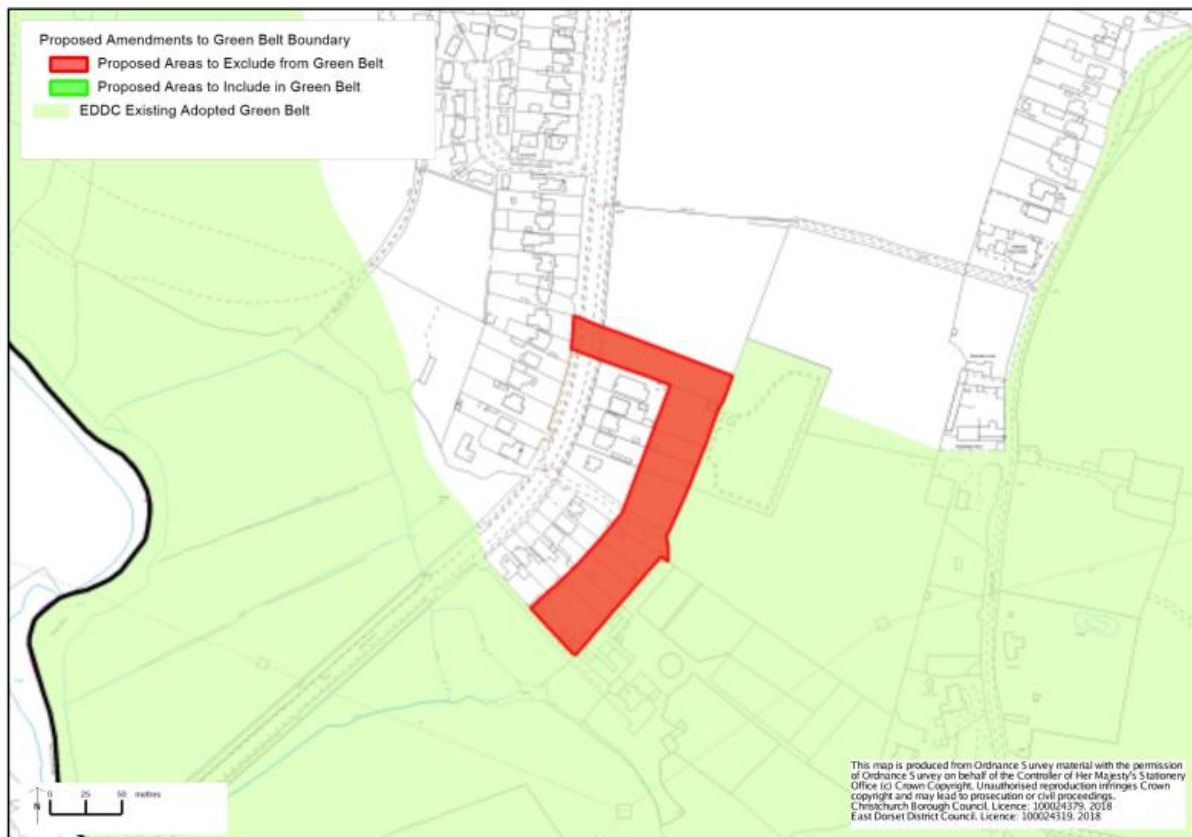
Map 5.2.2.10 Ferndown West

5.2.2.43 Inclusion of land between 55a and 57 Forest View Drive which lies outside a residential curtilage, but exclusion of land within the curtilage of 57 Forest View Drive, again to create logical and defensible boundaries.



Map 5.2.2.11 Forest View Drive

5.2.2.44 Exclusion of land within residential curtilages of 88-108 New Road West Parley where boundary cuts through the curtilages, and also cuts across New Road itself.



Map 5.2.2.12 West Parley

5.2.3 Open Space

5.2.3.1 The adopted Local plan policies map showed a number of existing open space sites that are currently protected for open space uses by adopted Core Strategy Policy HE4. These sites will continue to be protected for open space by a revised generic policy to protect existing open space sites (Policy 4.30).

5.2.4 Town, District & Local Centres

Ferndown Town Centre

5.2.4.1 Ferndown is designated as a town centre the top tier in the District's retail hierarchy, alongside Verwood and Wimborne. It provides an important shopping, service and employment function. Ferndown has a reasonable selection of retail and service uses, and its key roles include the provision of convenience retail with a large Tesco store which is supported by smaller convenience units. There is also a large out of centre Sainsbury's and an M&S Foodhall. The town has a relatively small range of comparison shops, comprising primarily of small independent specialist traders and charity shops. In terms of Services, there is a range of service uses, including, a post office, betting shops, banks, estate agents, hairdressers, travel agents and a dry cleaner.

5.2.4.2 Ferndown has 110 Class A retail/service uses. The proportion of Class A1 comparison units within Ferndown is consistent with the national average, but the proportion of Class A1 convenience units is much lower than average. This does not suggest Ferndown's convenience good offer is deficient because these facilities are concentrated within large food stores.

5.2.4.3 In terms of comparison goods retailers, this sector primarily comprises charity shops and small independent specialist traders. There are some national multiples present, including Boots, Savers, Wilko's and Holland and Barrett.

5.2.4.4 Ferndown has a high proportion of Class A1 and A2 services, but a below average provision of Class A3 /A4 uses. Ferndown has a slightly lower than average vacancy rate, with 10 vacant units, which indicates a reasonable balance between the supply and demand for units.

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

5.2.4.6 In terms of strengths, the centre has a good range of food and grocery shopping provision and a reasonable range of independent specialist shops. The proportion of vacant units is below the national average, suggesting a good balance between supply and demand for units. There are also a number of convenient and public car parks located in close proximity to the town centre.

5.2.4.7 In terms of weaknesses, the centre has a limited comparison offer, attracting a low market share of comparison goods spending and the centre has a small selection of national multiple retailers. Victoria Road and Ringwood Road are busy main roads that can create conflict for pedestrians and detract from the overall shopping environment.

5.2.4.8 Looking ahead to opportunities, there is potential to make Improvements to the public realm and pedestrian environment to increase visitors to the centre. The large Tesco store is a key anchor to the centre that may help to attract more national multiple retailers to complement the existing retail offer. There is also potential to extend retail/leisure offer on sites within the town centre.

Ferndown Town Centre Primary Shopping Area and Shopping Frontages

5.2.4.9 The Ferndown Primary Shopping Area forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Cores. The defined Primary Shopping Area boundary was originally informed by the 2008 Joint Retail Study and has been further reviewed through subsequent retail study updates in 2012 and 2017.

5.2.4.10 The Primary Shopping Frontages cover the busier streets and includes Penny's Walk and the Ferndown Centre where A1 retail uses will be supported. The streets covered by the Secondary Shopping Frontages, where footfall is lower, will allow a more flexible approach to uses, including Class A1, A2 and A3 in order to contribute to the overall vitality of the centre.

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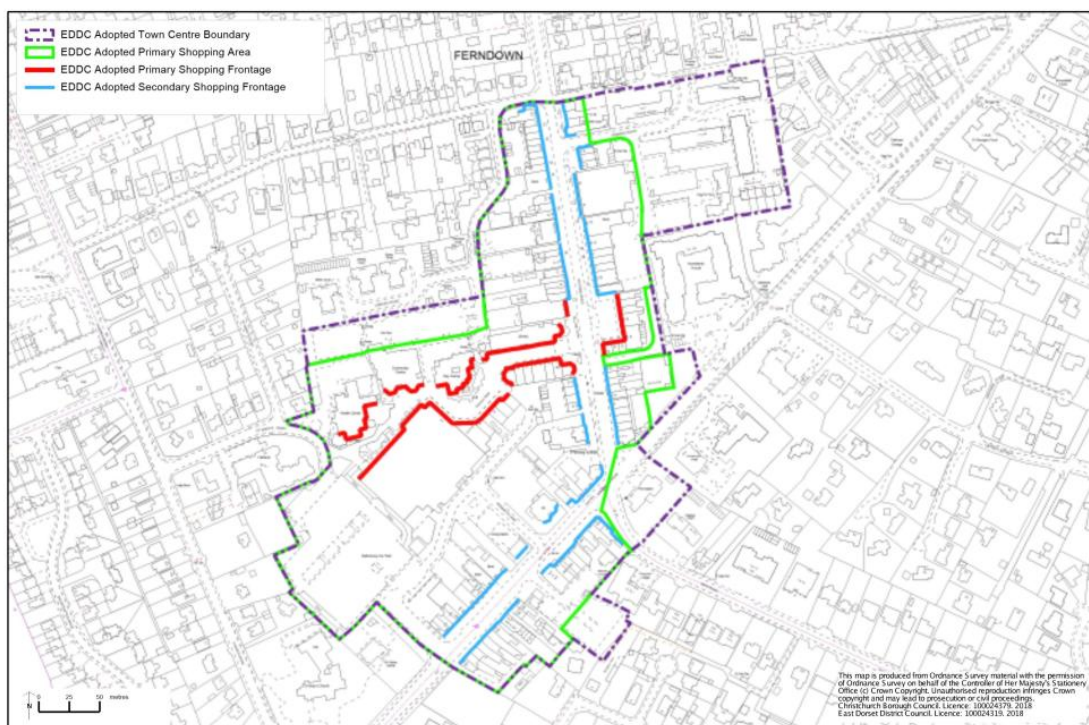
Ferndown Town Centre Vision

Ferndown will continue to act as a key Town Centre in the District and will remain a key focus for retail development alongside Wimborne and West Parley. The comparison and convenience retail offer will be enhanced and the shopping environment improved to provide a more pleasant and pedestrian friendly townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location for residents and visitors to the town.

To achieve this vision:

1. The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts, culture and tourism development, subject to compliance with other national and local policy.
2. A Primary Shopping Area is designated in Ferndown which forms the area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages.
3. Ferndown will perform a key role in contributing towards delivering East Dorset's requirements for retail floorspace. Retail uses will be expanded and enhanced to promote the vitality and viability of the centre. The strategy will seek to enhance the niche retail offer and, with a mix of unit sizes, improve the presence of national multiples, to provide for better choice in comparison shopping. An enhanced pedestrianised Penny's Walk will help to attract national multiple chains whilst niche retail shops will continue to thrive on Victoria Road.
4. Residents of the town will continue to have access to a variety of important community services and cultural facilities located in the town centre, such as the Barrington Theatre and the Library. These will be retained and where possible enhanced.
5. The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping locations to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the centre will be improved to achieve a safe, high quality and attractive environment that will give the centre a distinct character and enhance its sense of identity. This will benefit residents, visitors and businesses, improving ease of movement around the town for pedestrians and cyclists and offering better legibility.
7. Higher density residential and commercial development will take place alongside the projected requirement for retail growth to provide for a balanced, mixed use environment.

8. In order to improve the vitality of the town centre and improve vulnerable road user safety around the town, public realm improvements will be made to reduce conflict and improve air quality, and sustainable modes of transport will be supported.
9. The Council will ensure that appropriate public parking levels and accessibility are maintained within the town to maintain the vitality and viability of the centre, with an appropriate signage strategy.



Map 5.2.4.1 Ferndown Town Centre

Ferndown Town Centre Retail Allocations

5.2.4.11 As stated in the Ferndown Town Centre Vision, this retail centre will perform an important role in contributing towards East Dorset's requirements for retail floorspace over the plan period. The 2017 Joint retail Study has identified overall requirements for retail floorspace in East Dorset (including comparison, Convenience and food and beverage floorspace) which is set out in Key Strategy Policy 3.7.

5.2.4.12 In order to effectively address local needs for new retail floorspace in East Dorset and enhance the vitality and viability of Ferndown Town Centre, retail allocation options have been identified within the town centre boundary.

Draft Policy 5.15

Ferndown Town Centre Retail Allocations

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

1. Service Yards, Car Parks, Library Road, Ferndown (1,000 sqm, floorspace at ground floor)
2. Victoria Road and land to the rear of Victoria Road, Ferndown (1,500sqm, floorspace at ground floor)

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

- Creation of high quality road frontages along Library Road and Victoria Road;
- Contributions toward transport infrastructure in line with Policy 3.12 as appropriate.



Map 5.2.4.2 Ferndown Town Centre Retail Allocations

West Parley

5.2.4.13 The centre of West Parley and the Crossroads suffers from congestion and is also compromised by a poor urban environment, dominated by roads and hard-standing. Consequently, the centre of West Parley is very unattractive, particularly for pedestrians and cyclists. There is a need to address both the need for environmental enhancements to the centre and to provide a strategic solution to address congestion issues which can be delivered in tandem.

5.2.4.14 The existing West and East of New Road housing allocations (Policies 5.11 and 5.12) include the provision of link roads which form part of the overall strategic transport mitigation package to address congestion in West Parley. The link roads for these allocations will be delivered in step with these new developments which are anticipated to come forward in the short term. An improvement to the Parley Cross Roads itself is also required to function in conjunction with the link roads.

5.2.4.15 The mechanism and options for the delivery of the Parley Cross improvements are currently being considered by the Council and Dorset County Council in association with the DLEP. It is anticipated that the improvement to Parley Cross Roads itself would be delivered following the construction of the west and east link roads. Once the link roads and cross roads improvement have been implemented this will create a much improved pedestrian environment with wider paved areas, landscaping and crossing points where people will not have to wait excessive amounts of time to cross New Road and Christchurch Road. At this point a detailed scheme has not been identified for Parley Crossroads, however it is envisaged that this will involve the removal of traffic lanes and turning movements.

5.2.4.16 The package of transport improvements for West Parley links into the Dorset Local Enterprise Partnership (DLEP), Bournemouth International Growth Programme (BIG). The LEP programme is currently bringing forward a package of junction improvements along the A338 / B3073 corridor which in conjunction with the West Parley improvements, will address current congestion issues and also help facilitate housing growth at West Parley and further employment development at the Bournemouth Airport Business Park.

5.2.4.17 In addition to the consideration of transport and environmental enhancements there is also a need to consider improvements to facilities and shops within the local centre. Currently, many of the shop units are occupied by specialist home improvement retailers that do not provide for the retail needs of the local area. In conjunction with the East of New Road housing allocation there is an opportunity to enhance the centre through an improved retail offer located on the existing New Road retail frontage and through the provision of new retail units on the existing East of New Road housing allocation. This also provides the opportunity to elevate West Parley from a local centre to a district centre in order to better meet the needs of local people through enhanced retail facilities. The proposed change of in status of West Parley from a Local Centre to a District Centre is reflected in Key Strategy Policy 3.8.

West Parley Village Enhancement

Draft Policy 5.16

West Parley Enhancement Scheme

A major environmental enhancement of West Parley Centre is to be implemented to improve its vitality and viability. New public spaces, shops, services and facilities are to be provided in conjunction with wholesale changes to the Parley Crossroads and the associated service roads. This relies upon new link roads to be provided in conjunction with the New Neighbourhoods allocated in policies 5.11 and 5.12.



Map 5.2.4.3 West Parley Enhancement Scheme

West Parley District Centre

5.2.4.18 The centre at West Parley is currently designated as a 'local centre' in the East Dorset 'Town Centre Hierarchy'. The centre currently offers a limited retail offer and there is significant opportunities for the range of shops and facilities to be enhanced to meet the needs of a growing local population and new development. Growth in population within the local catchment area could support expansion of the centre in the future. There is physical scope to expand the centre at the Parley Cross junction, which could create a new District Centre to serve the West Parley area. West Parley Local Centre currently provides about 2,000 sq.m gross of Class A1 to A5 floorspace within 20 units, of which about 500 sq.m is convenience retail (mainly Tesco Express). Combined with the level of retail development being considered on the East of New Road and improvements to the existing retail provision could collectively create an enlarged centre of around 5,200 sq.m gross, which would be of a similar scale to designed district centres.

Draft Policy 5.17

West Parley District Centre

This policy designates the district centre and boundary for West Parley



Map 5.2.4.4 West Parley District Centre

5.2.5 Employment

Blunts Farm, Ferndown Industrial Estate

5.2.5.1 Blunts Farm is an existing strategic employment allocation that performs a key role in meeting future employment land needs identified for Eastern Dorset in the Bournemouth, Dorset and Poole Workspace Strategy (2016). The allocation remains in the Local Plan and will be delivered over the plan period.

5.2.5.2 Blunts Farm is owned by the Forestry Commission and is well related to the existing Ferndown and Uddens Industrial Estates, which forms the largest area of employment in Dorset, with about 5,000 employees and permission for a further 9 hectares of employment development.

5.2.5.3 Blunts Farm is well connected to the A31 Strategic Highway network which is a key positive locational characteristic to attract inward investment, however this part of the network also suffers from congestion. Local facilities are nearby, but further support services,

such as eating and small shopping establishments would be beneficial. The land is close to regular bus services. A small part of the land is identified as a Site of Nature Conservation Interest.

Draft Policy 5.18

Blunt's Farm Employment Allocation, Ferndown

30 hectares of land to the west of Ferndown and Uddens Industrial Estates is allocated for employment development.

This should involve:

- The provision of B1 (Office and Light Industrial), B2 (General Industrial) and B8 (Warehousing and Distribution) employment uses.
- Ancillary support services, such as cafés.

Prerequisites for development include:

- Approval of a detailed development brief, subject to public consultation.
- Agreement of a comprehensive travel plan including the provision of regular bus services and cycle links towards Wimborne and Ferndown Centres.
- A strategy to be agreed with the Council that ensures no harm to the nearby designated nature conservation sites including Uddens Heath SSSI and the Moors River System SSSI will derive from the estate. Particular regard to the water environment will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of the strategy.
- Protection of the Site of Nature Conservation Interest.
- Retention of significant landscape buffers within the northern and western parts of the site. This buffer should include heathland habitat which will go towards protecting, enhancing and expanding the habitats of European protected species of which there is a known presence nearby.



Map 5.2.5.1 Blunts Farm

5.3 Verwood, St Leonards, St Ives & West Moors

5.3.1 Introduction

5.3.1.1 This section examines a number of key issues regarding the future of the settlements of Verwood, St Leonards and West Moors which include the following:

- where new housing could be accommodated to meet locally objectively assessed needs, including proposals carried forward from the Core Strategy for the two new neighbourhoods at Verwood;
- key infrastructure requirements to support new development including suitable alternative natural green space, open space, transport, education and health;
- proposals to retain existing open space;
- planning for the future of Verwood Town Centre and West Moors District Centre and improvements to retail and library provision;
- Enhanced education provision in Verwood; and
- Planning for the future of Matcham's Stadium, St Leonards.

5.3.2 Housing

Introduction

5.3.2.1 The Local Plan Key Strategy (Section 3) sets out the over-arching issues concerning housing need and strategic options for the delivery of new residential development to meet local needs over the plan period from 2013 - 2033. The Key Strategy also provides the reasoning regarding the approach to residential development in existing settlements and the identification of potential new neighbourhoods currently in the Green Belt. This section of the Options document sets out potential options for the delivery of new housing at Verwood and West Moors, which could contribute toward the delivery of the overall objectively assessed needs for East Dorset; and sets out the proposals for new neighbourhoods at North Western Verwood and North Eastern Verwood that are carried forward from the adopted Core Strategy.

5.3.2.2 The draft housing strategy presents options for how local needs can be addressed through a combination of new residential development within and adjoining the settlements of East Dorset. This strategy has involved a review of the East Dorset Strategic Housing Land Availability Assessment (SHLAA) to identify remaining housing potential on sites within the existing settlement boundaries which also includes the New Neighbourhoods allocated through the Core Strategy. Following the initial consultation on the scope of this Local Plan (Regulation 18 Stage) an 'area of search' has been defined at Verwood, and another at West Moors, from which possible residential development options can be considered. Potential housing sites have been identified within those 'areas of search' at Manor Road Verwood and Land North of Azalea Roundabout (A31) West Moors.

Existing Housing Potential

5.3.2.3 As part of the Local Plan review and associated evidence base the East Dorset Strategic Housing Land Availability Assessment (SHLAA) has been updated. The SHLAA includes an assessment of the physical capability of land to accommodate new housing development within the existing settlement boundaries of Verwood and West Moors. A detailed review of the SHLAA has been undertaken in accordance with the latest government guidance to ensure that all opportunities are explored to meet local housing need within existing settlements prior to the consideration of potential Green Belt sites. The latest SHLAA report for East Dorset is published on www.dorsetforyou.gov.uk which sets out the full detailed finds of the SHLAA and methodology used.

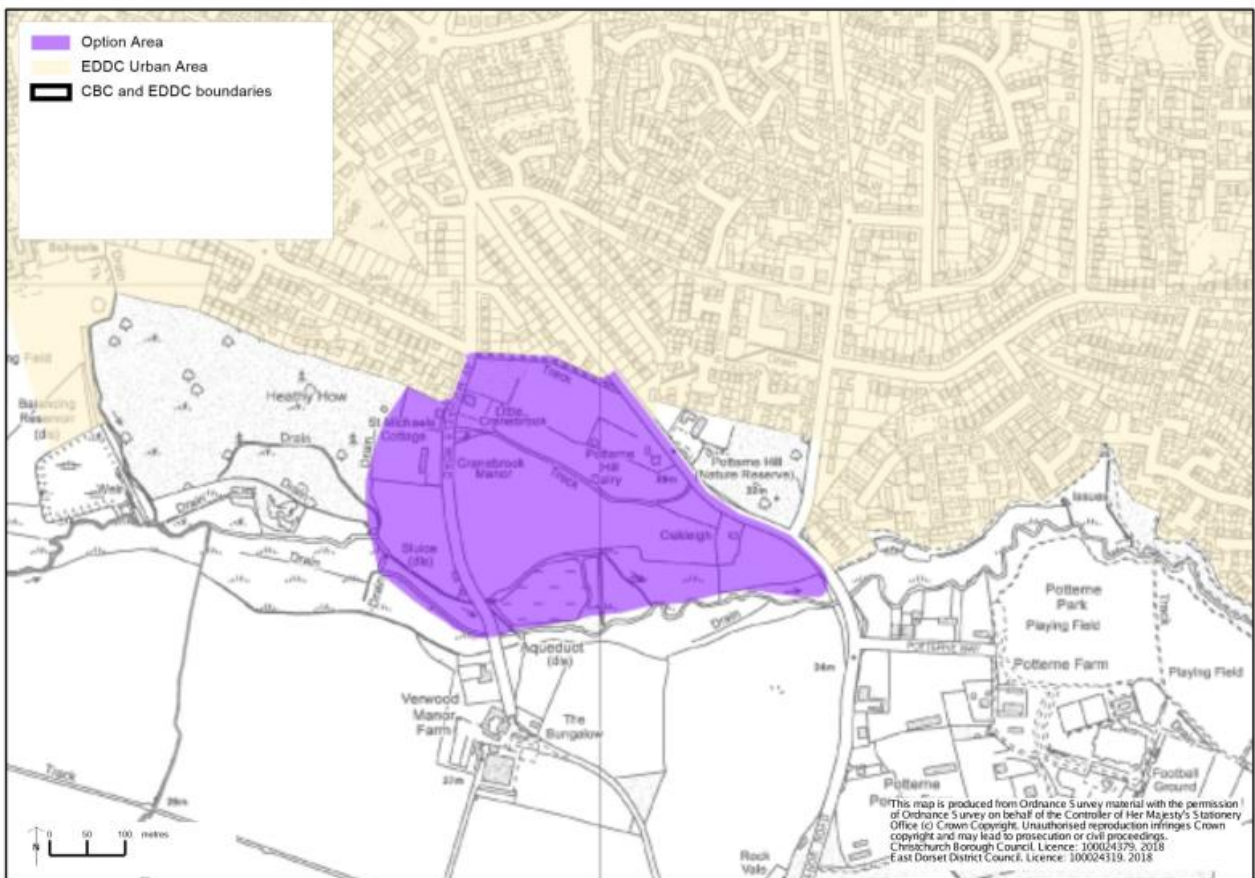
5.3.2.4 Verwood and West Moors lie adjacent to significant areas of heathland that is protected under European legislation. Housing development is not permitted within 400m of these protected areas due to the impacts of nearby residential development on the heathland. This eliminates the potential for additional housing development within some large areas around and within the existing built up areas of Verwood and West Moors.

5.3.2.5 The latest SHLAA update has identified potential to deliver 523 new homes within the existing settlement boundary of Verwood and 187 new homes in West Moors. This housing potential figure includes the new Neighbourhoods that have been carried forward from the Core Strategy, at North Western Verwood and North Eastern Verwood. Housing potential identified in the SHLAA forms an important part of the housing supply to address

local needs, however it is not sufficient in itself to address local housing need over the plan period to 2033. Therefore, it is necessary to explore potential housing sites adjoining these areas and these options are explored further in this area section of the Local Plan.

Verwood Area of Search

5.3.2.6 An 'Area of Search' has been defined to explore potential options for new housing in Verwood. This 'Area of Search' has been informed by strategic planning work previously undertaken in the preparation of the Core Strategy and now excludes land south of Howe Lane that has planning permission for housing, and the area of Heathy How which is heavily wooded and is unsuitable for development. This 'area of search' benefits from being well related to the urban area; in reasonable proximity to the town's shops and services; has good road access; and avoids the 400m heathland protection zones which affect much of the urban edge of Verwood.

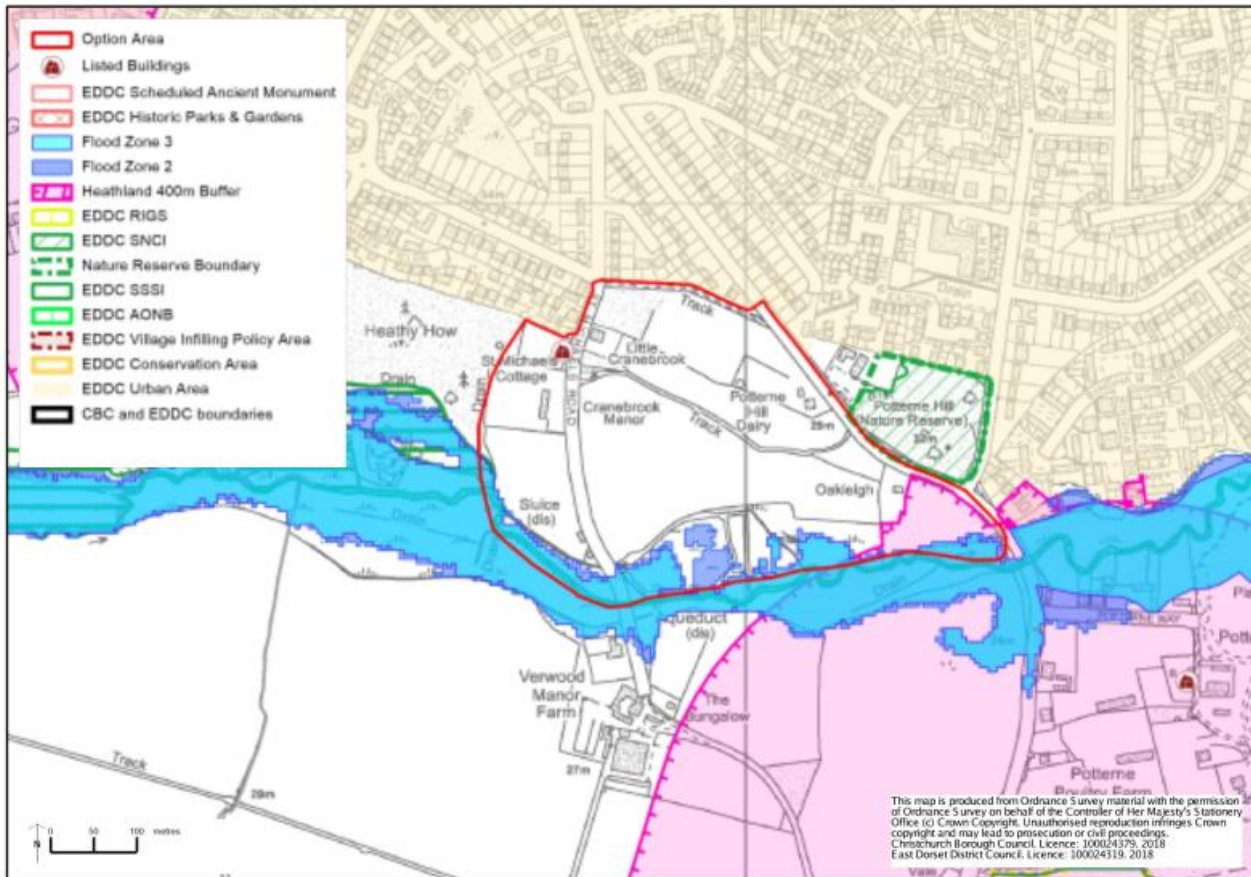


Map 5.3.2.1 Verwood Option Area

Verwood Area of Search Constraints & Land Use Considerations

5.3.2.7 As part of the assessment of potential development options within the 'area of search' an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The whole of the 'area of search' is currently within the Green Belt. If the land was to be taken forward for housing in this local plan review the Green Belt boundary would be amended to exclude the proposed development site. The plan below shows that most of the 'area of search' is free

from other environmental/conservation designations. Land in the south eastern 'corner' of the site falls within the 400m Heathland Buffer Zone where planning policy prevents residential development (other than potentially some C2 uses e.g/ nursing homes and care homes). The southern and south western edge of the area is within Flood Zone 3 in proximity to the River Crane. The River Crane is a designated Site of Special Scientific Interest (SSSI - The Moors River System). There is a Grade II Listed Building, St Michaels Cottage, fronting St Michaels Road, to the north west of the area. The 'area of search' also abuts Potterne Hill Nature Reserve to the east which is a Site of Nature Conservation Importance (SNCI).



Map 5.3.2.2 Verwood Constraints

Verwood Area of Search Infrastructure considerations

5.3.2.8 A range of key infrastructure will need to be provided to support potential new development in Verwood. The key infrastructure considerations are set out below:

Suitable Alternative Natural Greenspace (SANG)

5.3.2.9 Suitable Alternative Natural Greenspace will need to be provided in perpetuity to mitigate the impact on the nearby heathlands for developments of 40 dwellings and above. Sufficient provision will need to be identified to mitigate the impact of development and be capable of coming forward in advance of the occupation of dwellings.

Open Space

5.3.2.10 In addition to SANG provision new development will need to provide open space in accordance with the standards set out in the Local Plan and based on the level of provision locally. The Council's published open space study has concluded that there are insufficient facilities for children and young people in Verwood and that there is a need for a synthetic/multi-use sports area which could be provided in Potterne Park. Additionally there is a need for allotment provision.

Transport

5.3.2.11 Transport modelling work is currently being produced which will examine the impact of potential new development in this area and also take into account the cumulative impact of development options in the wider sub region. It is anticipated that this transport modelling work will be complete this year which will then inform the refinement of housing options for the this draft Local Plan.

Education

5.3.2.12 The impact of new development on education provision is an important consideration. Additional development in Verwood would have significant implications for school provision. Verwood is the largest town in Dorset to have no secondary school. Secondary school provision is currently provided at Ferndown and Wimborne which could also face school capacity issues in view of possible new housing in these towns. The impact on education provision of potential new sites identified in this Local Plan review is being assessed. Any new housing allocations at Verwood would be required to make provision for new facilities or provide developer contributions to enhance provision locally.

Health

5.3.2.13 An increase in population in Verwood would have an impact on local health services and a proportionate contribution may be required from new development to enhance local health facilities.

Local Shops and Facilities

5.3.2.14 Retail centres in East Dorset are defined in the Town centre hierarchy according to their role, the services they provide and their potential for growth (Policy 3.8). Verwood is designated as a Town Centre within the top tier of the retail hierarchy, providing an important service and employment function. New housing development at Verwood could potentially support some limited new retail growth in the centre, which could be accommodated primarily in retail units which are currently vacant.

Verwood Housing Option

5.3.2.15 This options consultation is exploring potential new areas for residential development within defined areas of search adjacent to existing settlements. In response to the Regulation 18 consultations undertaken in 2016 a number of sites were submitted for consideration around Verwood as part of the Local Plan review. These sites have been subject to sustainability appraisal to assess their suitability against a wide range of social, economic and environmental factors. The overall assessment of these sites has also taken

into account infrastructure requirements, access to services and the impact of development on local communities. The Council has also published a response schedule as part of this current consultation which sets out why sites outside the proposed 'area of search' have been discounted.

5.3.2.16 The proposed option for Verwood set out below comprises four land parcels with housing proposed on the northern parcel and SANG on land to the south and southwest. This site was previously considered during the preparation of the Core Strategy but was ultimately not included in the adopted plan due to uncertainties regarding SANG delivery at the time.

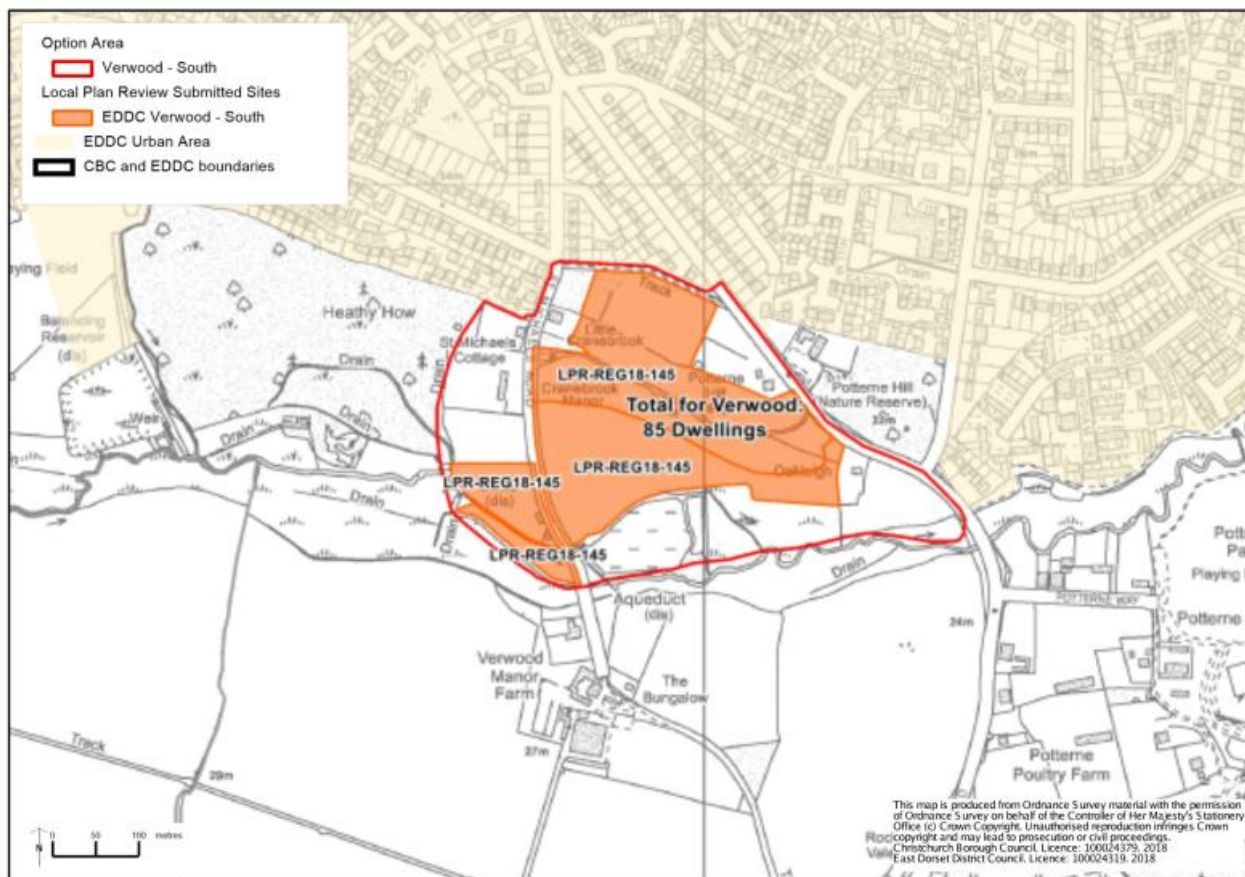
Draft Policy 5.19

Verwood Housing Option

Land south of Manor Road is considered suitable for housing development to provide a minimum of 85 dwellings.

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

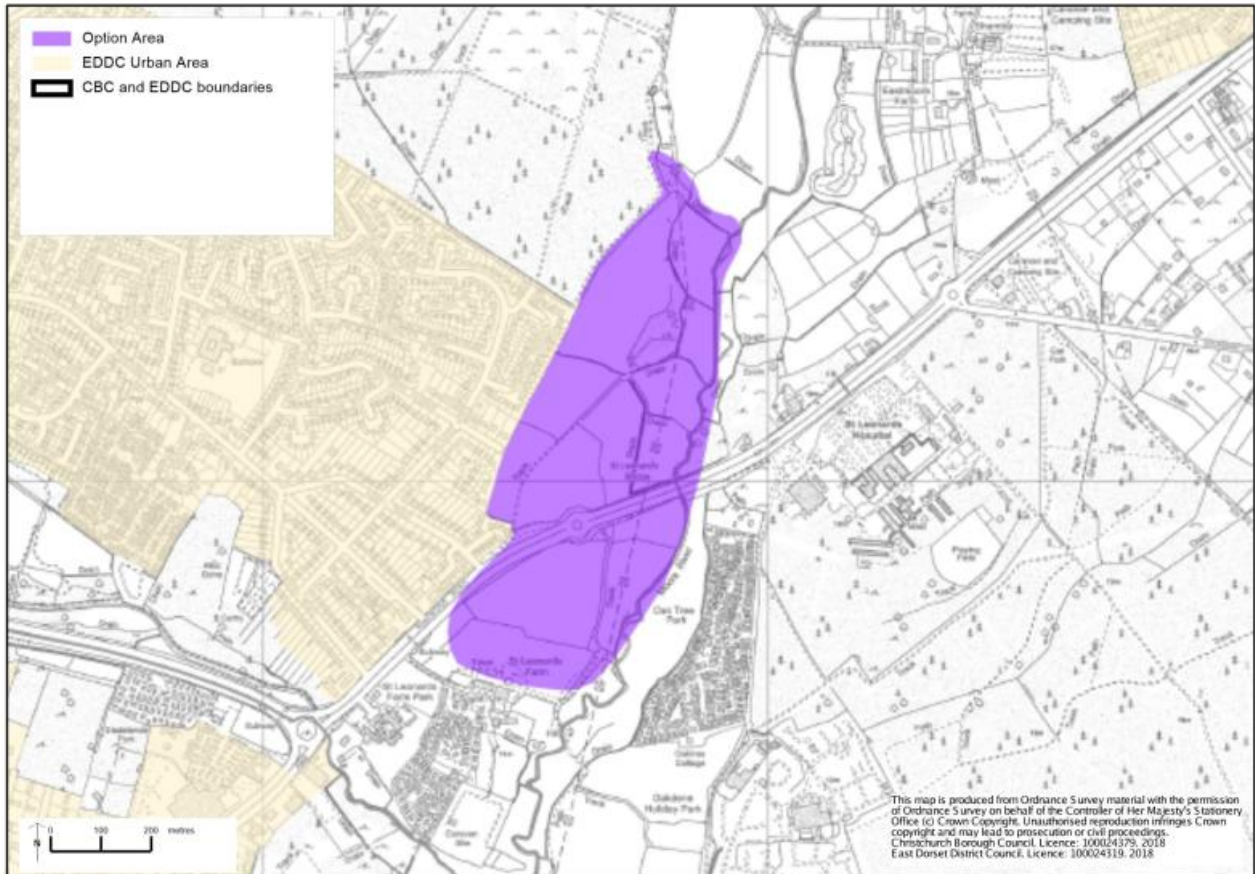
- A design brief to be approved by the Council;
- Creation of high quality residential development, of an appropriate design and density;
- Up to 50% affordable housing in line with Policy 4.17;
- Provision of Suitable Alternative Natural Green Space in accordance with Policy 4.2 and Appendix B;
- Contributions towards open space provision in accordance with Policy 4.30;
- Contributions toward transport infrastructure in accordance with policies 3.12;
- Contributions to education provision;
- Contributions toward the improvement of local health facilities.



Map 5.3.2.3 Verwood Housing Options

West Moors Area of Search

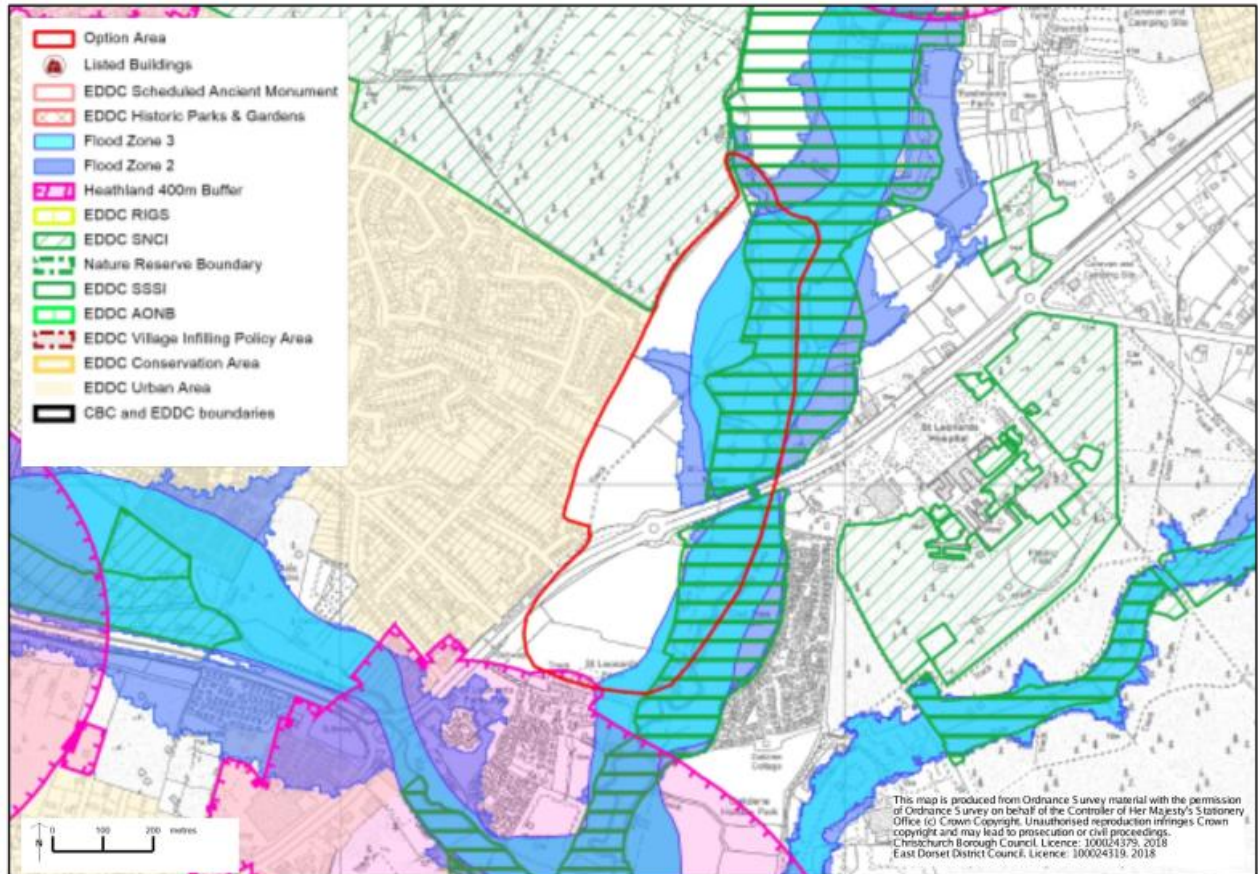
5.3.2.17 An 'area of search' has been defined to explore potential options for new housing in West Moors as shown in the plan below. Other areas adjoining the settlement are considered to have no potential as they are either, within the 400m heathland protection zone where residential development is not permitted (except potentially some C2 uses e.g. nursing homes and care homes), designated nature conservation sites or open space sites, or are heavily wooded. The land within the 'area of search' constitutes fields bound by trees/hedges, either side of the A31 at the Azalea roundabout. The Moors Rivers runs down the eastern edge of the site.



Map 5.3.2.4 West Moors Option Area

West Moors Area of Search Constraints & Land Use Considerations

5.3.2.18 The eastern part of the site is within the Moors River SSSI and is also an area of high flood risk (Flood Zone 3). Small areas to the north and in the centre of the 'area of search' are within flood zone 2. The 'area of search' abuts the West Moors Plantation Site of Nature Conservation Importance (SNCI) to the north west; and clips the 400m heathland protection zone to the south. The A31T also bisects the 'area of search'.



Map 5.3.2.5 West Moors Constraints

West Moors Area of Search Infrastructure considerations

5.3.2.19 A range of key infrastructure will need to be provided to support potential new development in Verwood. The key infrastructure considerations are set out below:

Suitable Alternative Natural Greenspace (SANG)

5.3.2.20 Suitable Alternative Natural Greenspace will need to be provided in perpetuity to mitigate the impact on the nearby heathlands for developments of 40 dwellings and above. Sufficient provision will need to be identified to mitigate the impact of development and be capable of coming forward in advance of the occupation of dwellings.

Open Space

5.3.2.21 In addition to SANG provision new development will need to provide open space provision in accordance with the standards set out in the Local Plan and based on the level of provision locally.

Transport

5.3.2.22 Transport modelling work is currently being produced which will examine the impact of potential new development in this area and also take into account the cumulative impact of development options in the wider sub region. It is anticipated that this transport modelling work will be complete later this year which will inform the next stage of consultation on the Local Plan.

Education

5.3.2.23 The impact of new development on education provision is an important consideration which is currently being assessed in this location. Any new housing allocations at West Moors would be required to make provision for new facilities or provide developer contributions to enhance existing provision locally.

Health

5.3.2.24 An increase in population in West Moors would have an impact on local health services and a proportionate contribution will be required from new development to enhance local health facilities.

Local Shops and Facilities

5.3.2.25 Retail centres in East Dorset are defined in the Town Centre Hierarchy according to their role, the services they provide and their potential for growth (Policy 3.8). West Moors is designated as a District Centre providing important service and employment functions. It serves a mainly local catchment and wider services are available at nearby Ferndown. This Local Plan is not identifying specific allocations for new retail development in West Moors, however it is envisaged that new retail development will come forward over the plan period to complement provision in Wimborne, Ferndown and West Parley.

West Moors Housing Option

5.3.2.26 This options consultation is exploring potential new areas for residential development within defined areas of search adjacent to existing settlements.

5.3.2.27 In response to the Regulation 18 consultation undertaken in 2016 only one site was submitted for housing development. This area of approximately 18 hectares, located north of the Azalea roundabout (A31), is shown on the plan below. Two further sites west of Station Road were submitted for consideration as Suitable Alternative Natural Green Space (SANG).

5.3.2.28 All submitted sites were have been subject to sustainability appraisal to assess their suitability against a wide range of social, economic and environmental factors. The overall assessment of these sites has also taken into account infrastructure requirements, access to services and the impact of development on local communities.

5.3.2.29 At this stage we are seeking your views on the proposed 'area of search' and the development option within this area.

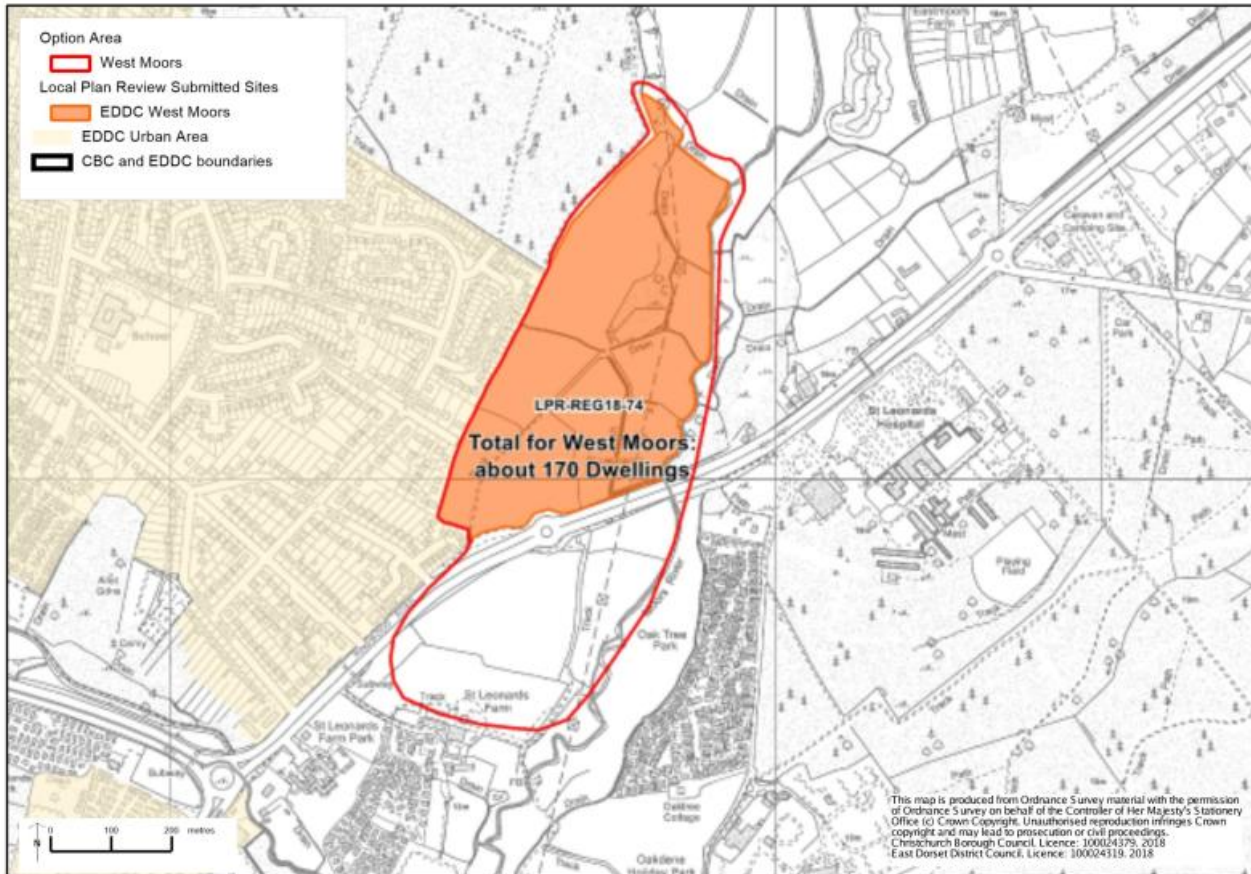
Draft Policy 5.20

West Moors Housing Option

Land north of Azalea roundabout (A31) West Moors is considered suitable for housing development to provide a minimum of 170 dwellings.

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

- A design brief to be approved by the Council;
- Creation of high quality residential development, of an appropriate design and density;
- Up to 50% affordable housing in line with Policy 4.17;
- Provision of Suitable Alternative Natural Green Space in accordance with Policy 4.2 and Appendix B;
- Contributions towards open space provision in accordance with Policy 4.30
- Contributions toward transport infrastructure in accordance with Policy 3.12;
- Contributions to education provision;
- Contributions toward the improvement of local health facilities.



Map 5.3.2.6 West Moors Housing Options

Existing Allocated New Neighbourhoods

5.3.2.30 The adopted Core Strategy (2014) allocated land for two new neighbourhoods at Verwood; one at north west Verwood and one at North East Verwood. These allocations are carried forward in this Local Plan review.

The North Western New Neighbourhood, Verwood

5.3.2.31 This existing allocation is located on two areas set within a substantial green framework. The sites that form part of the allocation are close to the town centre with good opportunities for cycle and pedestrian access. Vehicular access can be provided from Edmondsham Road.

5.3.2.32 As explained at paragraph 1.0.32 this allocation is “rolled forward” from the adopted Christchurch and East Dorset Core Strategy as development has not yet been completed. This site therefore forms part of the existing unconstrained housing/employment supply set out in Policy 3.4. A planning application for this site has been submitted.

Draft Policy 5.21

North West Verwood New Neighbourhood

A New Neighbourhood to the north west of Verwood is identified to provide about 230 homes.

Layout and design

- The new neighbourhood will be set out according to the principles of the masterplan.
- A design code will be agreed by the Council, setting out the required high standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy 4.2 and Appendix B.

Transport and Access

- Vehicular access is to be provided from Edmondsham Road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.



Map 5.3.2.7 North West Verwood New Neighbourhood

North East Verwood New Neighbourhood

5.3.2.33 This is a small area well contained in the landscape by surrounding woodland. It offers the potential to provide much needed housing and can do this along with the setting out of a large area of open space. Access is to be taken from Ringwood Road.

5.3.2.34 As explained at paragraph 1.0.32 this allocation is “rolled forward” from the adopted Christchurch and East Dorset Core Strategy as development has not yet been completed. This site therefore forms part of the existing unconstrained housing/employment supply set out in Policy 3.4. A planning application for this site has been approved.

Draft Policy 5.22

North East Verwood New Neighbourhood

A New Neighbourhood to the north east of Verwood is identified to provide about 65 homes.

Layout and design

- The new neighbourhood will be set out according to the principles of the masterplan.
- A design code will be agreed by the Council, setting out the required high standards.

Green Infrastructure

- Informal open space along with children's play facilities will be provided.
- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy 4.2 and Appendix B.

Transport and Access

- Vehicular access is to be provided from Ringwood Road.
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.



Map 5.3.2.8 North East Verwood New Neighbourhood

Green Belt Anomalies

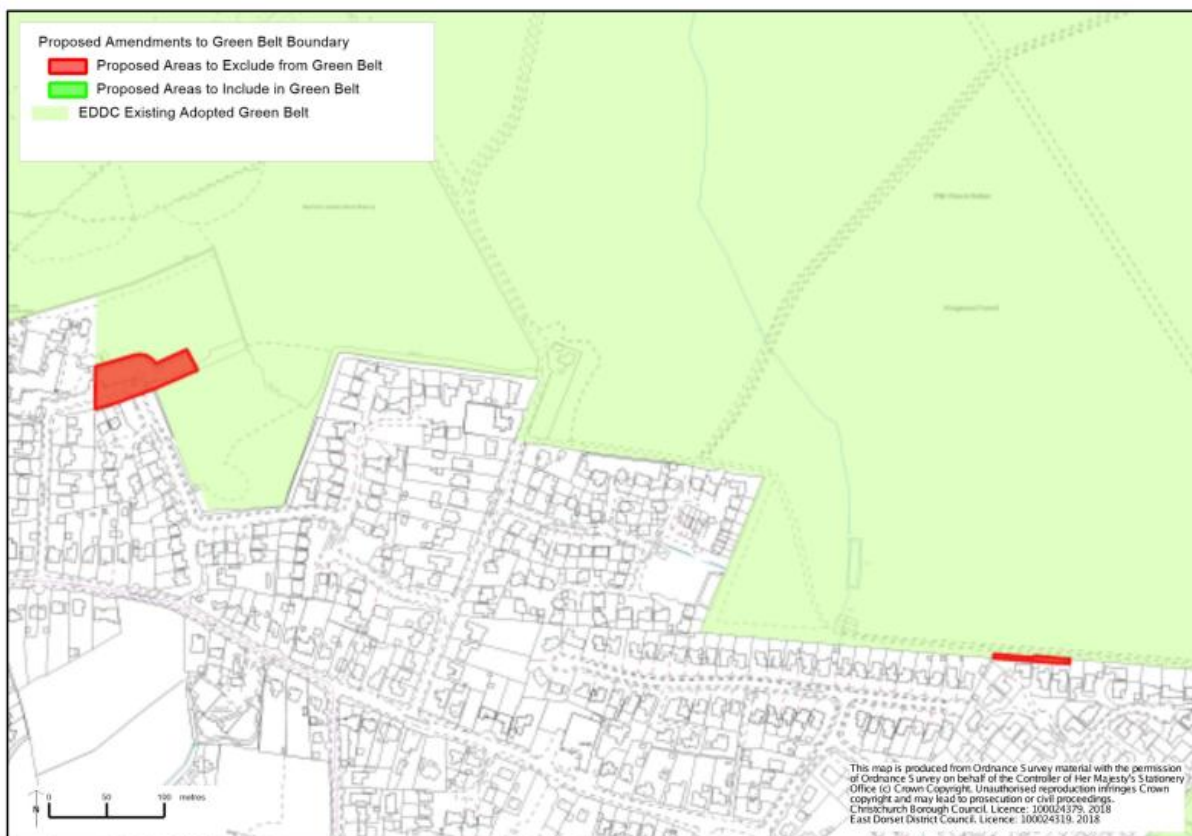
5.3.2.35 As set out in paragraph 3.2.11, a detailed review of the Green Belt boundary has been undertaken to deal with anomalies in the Green Belt boundary which have been identified. The review has identified parcels of land which should be excluded from the Green Belt, and also parcels which should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

- Identifiable - the boundary follows an identified line on a map;

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

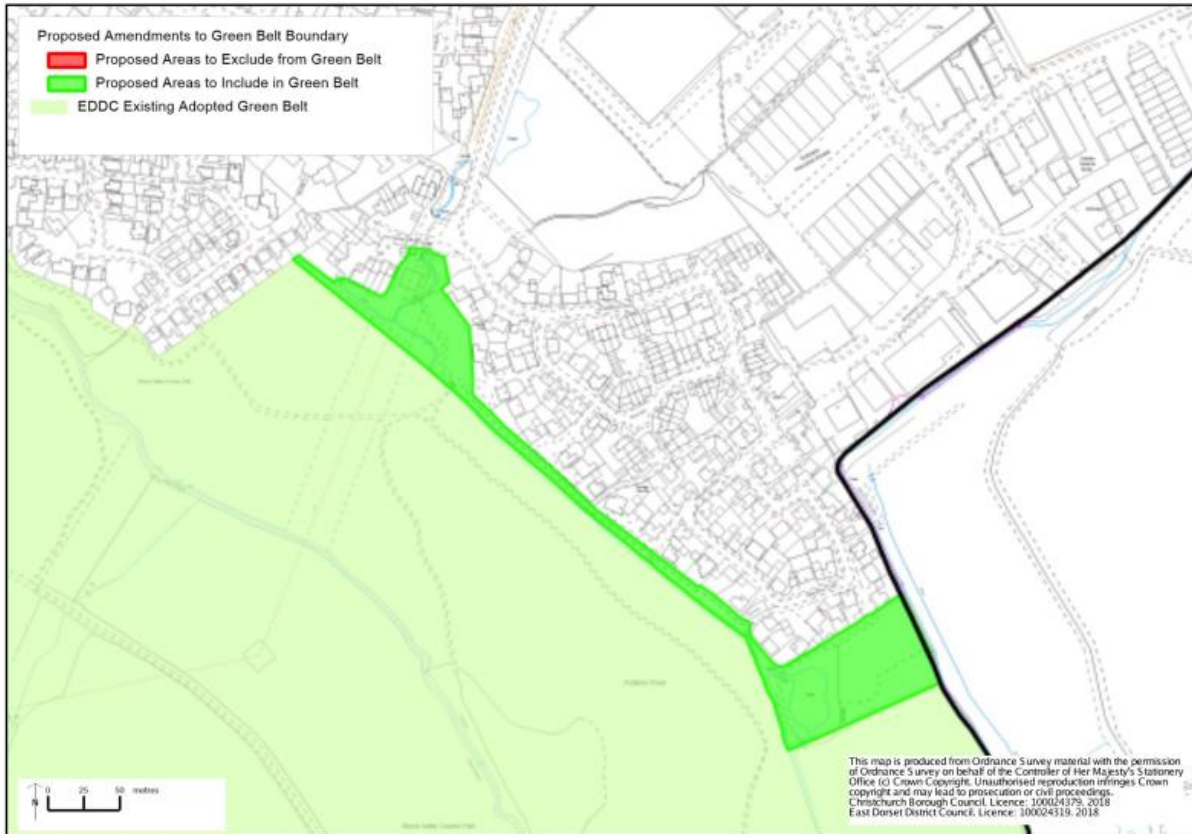
5.3.2.36 The maps below show a number of minor Green Belt amendments proposed around Verwood, St Leonards and West Moors which have been identified through the Green Belt anomalies review. Where land has been proposed to be excluded from Green Belt this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.

Exclusion of land within the curtilages of 8-10 Noon Gardens where the boundary cuts across the curtilage, and exclusion of the car park for Hillside First School to create a more logical boundary.



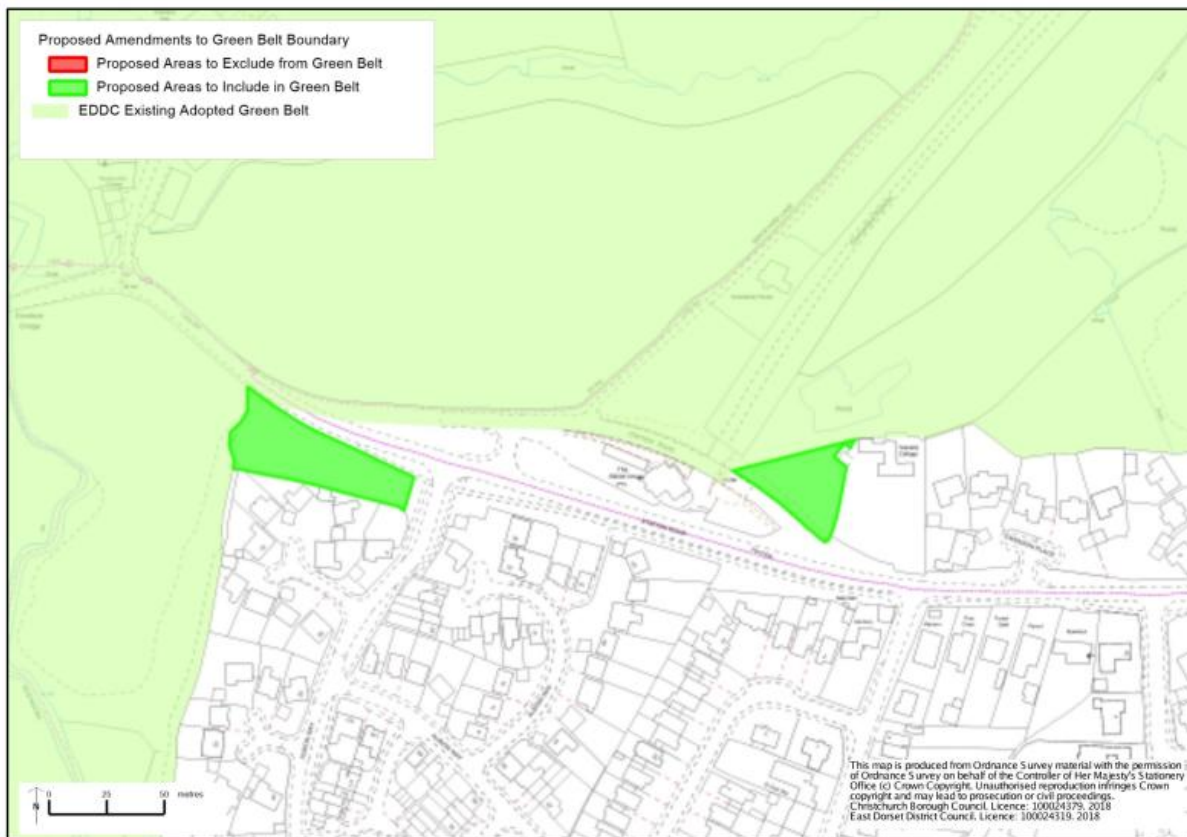
Map 5.3.2.9 Verwood North Green Belt anomalies

5.3.2.37 Inclusion of remaining land at Potterne Wood to create more defensible boundary.



Map 5.3.2.10 Verwood South Green Belt anomalies

5.3.2.38 Inclusion of two parcels of land at Station Road again to be consistent and create logical and defensible boundaries.



Map 5.3.2.11 Verwood West Green Belt anomalies

5.3.2.39 Exclusion of the remaining curtilage of The Sidings, Mannington Way, West Moors where boundary cuts through the curtilage of the property.



Map 5.3.2.12 The Sidings, West Moors Green Belt anomalies

5.3.2.40 Exclusion of the curtilages of 61-69 Queens Close, again where the boundary cuts across the curtilages.



Map 5.3.2.13 Queens Close, West Moors Green Belt anomalies

5.3.2.41 Exclusion of the curtilages of 37-43 Woolslope Road where boundary cuts through the curtilages.



Map 5.3.2.14 Woolslope Road West Moors Green Belt anomalies

5.3.3 Open Space

Introduction

5.3.3.1 This section relates generally to existing open space sites in the area and more specifically to open space sites in West Moors at Fryers Field and Oakhurst Road.

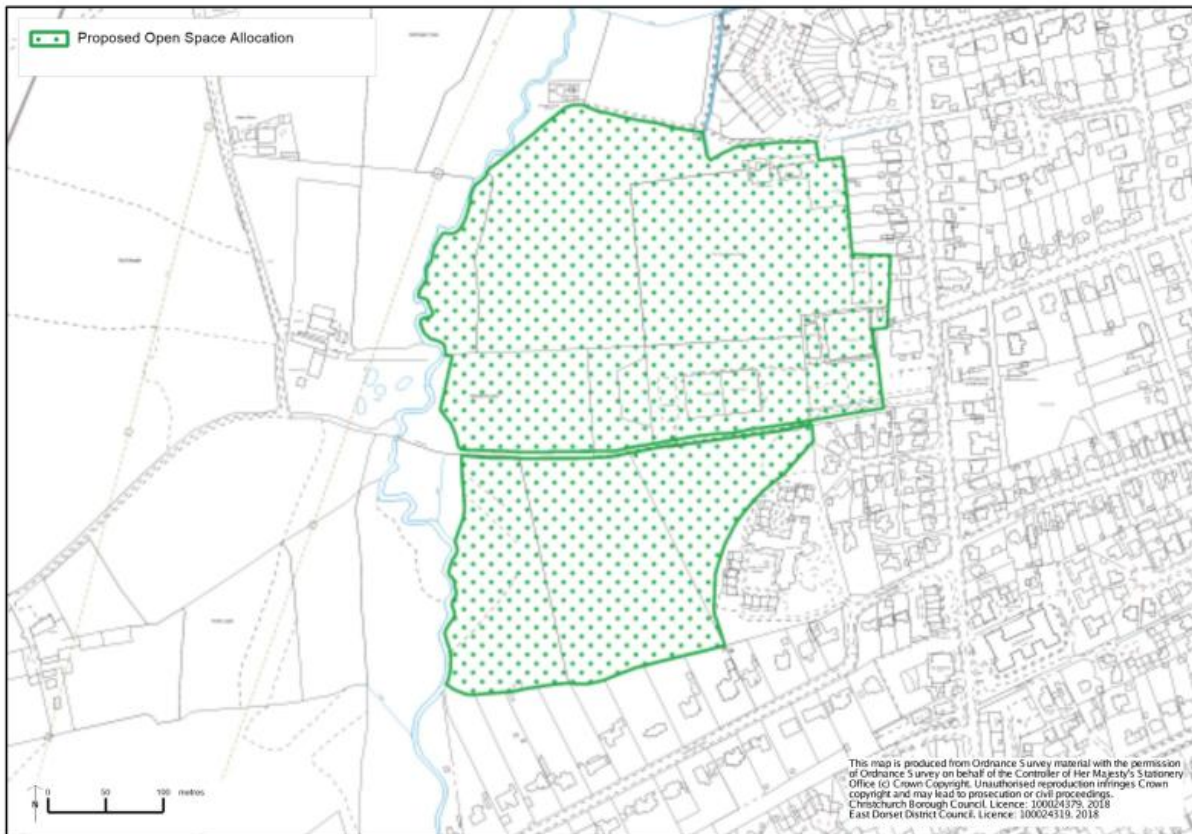
Open Space

5.3.3.2 The adopted Local plan policies map showed a number of existing open space sites that are currently protected for open space uses by adopted Core Strategy policy HE4. These sites will continue to be protected for open space by a revised generic policy to protect existing open space sites (Policy 4.30).

Land Adjacent to Fryer Field, West Moors

5.3.3.3 Saved policy WM3 of the 2002 East Dorset Local Plan retains land for open space at Fryer Field and Riverside Road; and proposes further development for pitches, and a new sports pavilion. The existing adopted Local Plan policies map shows an area of the site excluded from the open space allocation to allow for the construction of the West Moors By-pass. Currently there are no plans to construct the by-pass nor any proposals to develop the site for further open space uses. The site will continue to be protected as existing open

space covered by the generic open space policy 4.30, but will not be subject of any local plan development proposals for additional open space provision. The policies map will be amended to show the site as existing open space for protection, including land previously excluded for the by-pass. No site specific policies for the site are proposed in this draft plan.



Map 5.3.3.1 Land Adjacent to Fryer Field, West Moors

Land Adjacent to Oakhurst Road, West Moors

5.3.3.4 The 2002 East Dorset Local Plan includes a saved policy (WM4) for the use of approximately 4 hectares (10 acres) of land north-east of Oakhurst Road for public open space. This land will continue to be shown on the policies map protected for open space under revised generic policy 4.30.

5.3.4 Town, District & Local Centres

Introduction

5.3.4.1 This section of the Local Plan sets out a strategy for the future of Verwood Town Centre and West Moors District Centre. In planning for the future of these areas visions have been identified for the next 15 years and also town / district centres defined. This section also addresses community facilities needs through a proposal to expand West Moors library.

Verwood Town Centre

5.3.4.2 Informed by the joint Bournemouth, Christchurch and East Dorset Retail and Leisure Study 2017, Verwood is designated as a Town Centre, within the top tier of the retail hierarchy, alongside Ferndown and Wimborne. It is the smallest town centre in the District in terms of number of shop units but is a focal point for other important services and serves an important employment function. The Primary Shopping Area (as defined below) forms the area where retail development will be concentrated.

Draft Policy 5.23

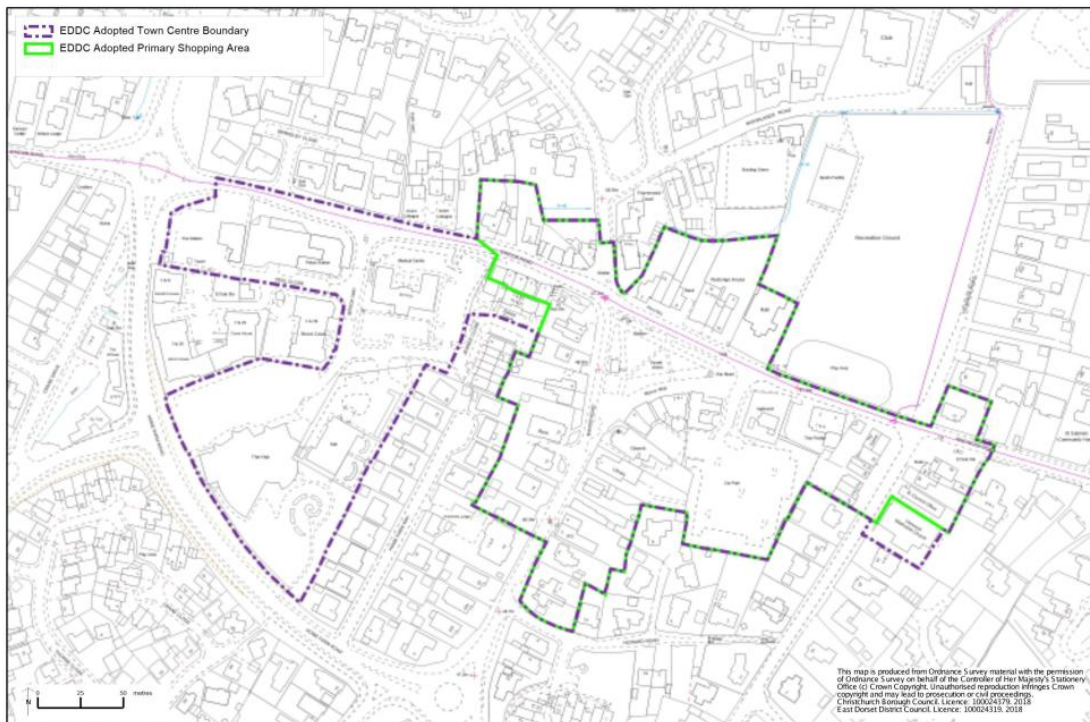
Verwood Town Centre

Verwood Town Centre will be a key town centre in East Dorset, providing a thriving busy centre to the local population and visitors. The town centre will continue to provide an attractive townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The Town Centre as defined by the Town Centre Boundary will be the focus for town centre uses including employment, retail, leisure and entertainment, arts, culture and tourism development, subject to compliance with other national and local policy.
2. The defined Primary Shopping Area forms the area where retail development will be concentrated.
3. The range of retail uses will be supported and improved to provide more comparison and convenience goods shops in small to medium size units to appeal to small independent shops.
4. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Hub, the Memorial Hall and the Library. These will be retained, supported and, where possible, enhanced.
5. Evening economy uses such as restaurants, cafés and pubs will be supported in the town centre to enhance the vibrancy of the afternoon and evening economy of the town.
6. The townscape quality of the town centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.

7. Commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
8. In order to improve the vitality of the town centre and improve vulnerable road user safety around the town, public realm improvements will be provided, which may include traffic management measures, to reduce pedestrian/vehicular conflict. Sustainable modes of transport will be supported.



Map 5.3.4.1 Verwood Town Centre

West Moors District Centre

5.3.4.3 West Moors is a small linear centre defined as a District Centre. It serves a localised catchment providing an important but limited range of shops and services. The main shopping area in West Moors is situated on Station Road, along with the library, village hall and local First School. Residents of West Moors are also served by the larger and accessible Ferndown town centre.

5.3.4.4 The adopted Core Strategy designated a separate Primary Shopping Area within the West Moors District Centre boundary. However, as informed by the Bournemouth, Christchurch and East Dorset Joint Retail Study 2017, it is proposed that the PSA boundary

is removed. This is because the existing PSA boundary is broadly contiguous with the district centre boundary and serves no additional purpose. Moving forward the district centre boundary will define the location where retail development should be concentrated.

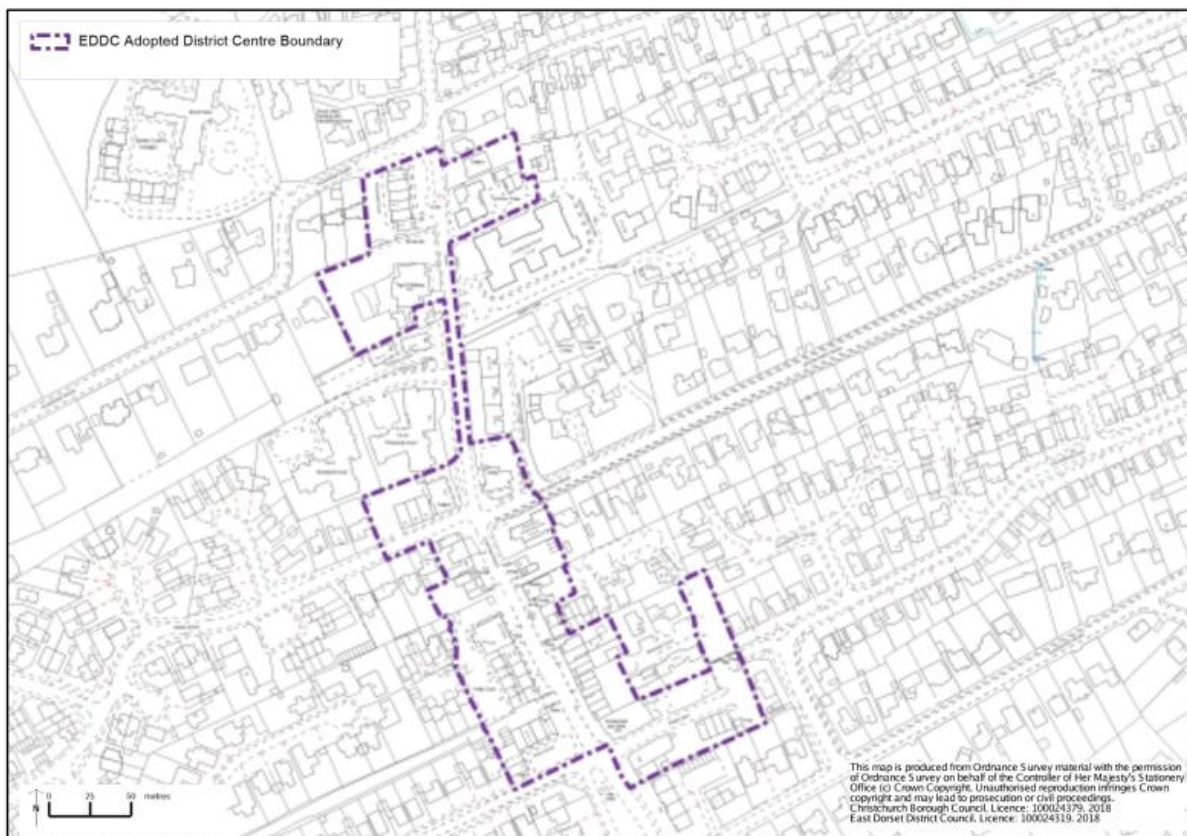
Draft Policy 5.24

West Moors District Centre

West Moors District Centre will continue to act as a key District Centre in East Dorset, providing a central focus to the local population. The District Centre will be supported to provide an attractive townscape, public transport routes sustained, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The District Centre as defined by the District Centre Boundary will be the focus for district centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.
2. The range of retail uses will be supported and improved to provide more comparison goods shops, in small to medium sizes to appeal to small independent shops.
3. Residents will continue to have access to a variety of community services and cultural facilities in the district centre, such as the doctors' surgeries and the Library. These will be retained, supported and, where, possible enhanced.
4. The promotion of evening economy uses such as restaurants, cafés and pubs will be supported in the district centre to enhance the vibrancy of the afternoon and evening economy of the town.
5. The townscape quality of the district centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
6. In order to improve the vitality of the district centre and improve vulnerable road user safety around the village, public realm improvements will be made to reduce conflict, which may include traffic management measures. Sustainable modes of transport will be supported.
7. Residential and commercial development will take place alongside retail uses to provide for a balanced, mixed-use environment.



Map 5.3.4.2 West Moors District Centre

Land Identified for a Possible Expansion of West Moors Library.

5.3.4.5 The library service in East Dorset is provided by the County Council. The West Moors library is located at the junction of Station Road and Moorlands Road. The County Council has aspirations to build an extension to the library on land immediately to the north. The following policy is therefore carried forward from the East Dorset Local Plan (2002).

Draft Policy 5.25

Extension to West Moors Library

Land for an extension to the West Moors Library will be reserved on the adjacent land to the north of the present building.



Map 5.3.4.3 Extension to West Moors Library

5.3.5 Community Facilities & Services

Introduction

5.3.5.1 This sections addresses new education provision in Verwood and also set out a future policy approach for the Matchams House and Stadium, St Leonards.

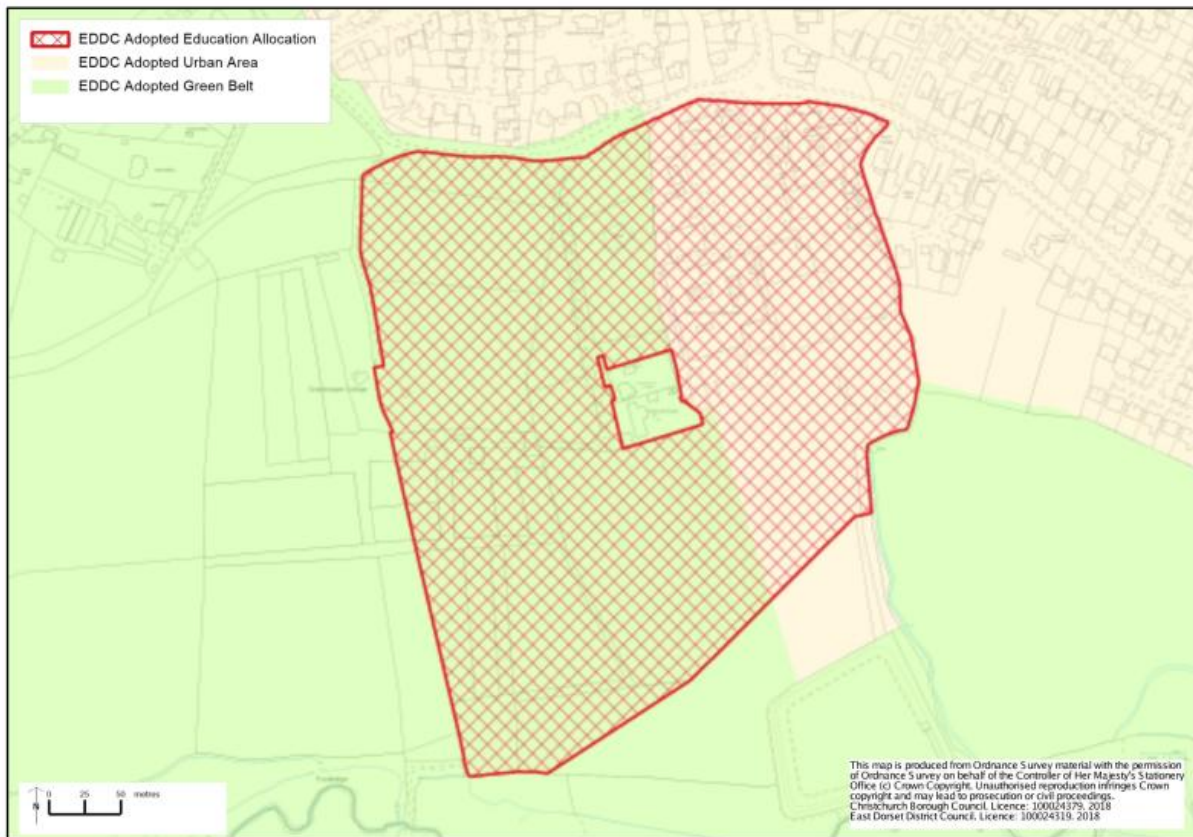
Verwood Schools

5.3.5.2 Verwood is the largest town in Dorset without upper school provision. Older school children currently have to be bussed to Wimborne and Ferndown which is a significant inconvenience. Increased numbers of school children throughout the District mean that the existing upper schools are unlikely to be able to accommodate them. Dorset County Council would therefore like to build a new upper school at Verwood to overcome this problem and provide a more convenient service for children in the Verwood and northern rural parts of East Dorset.

Draft Policy 5.26

South of Howe Lane Education Allocation, Verwood

Land south of Howe Lane is identified for educational use to enable the provision of upper school accommodation.



Map 5.3.5.1 South of Howe Lane Education Allocation, Verwood

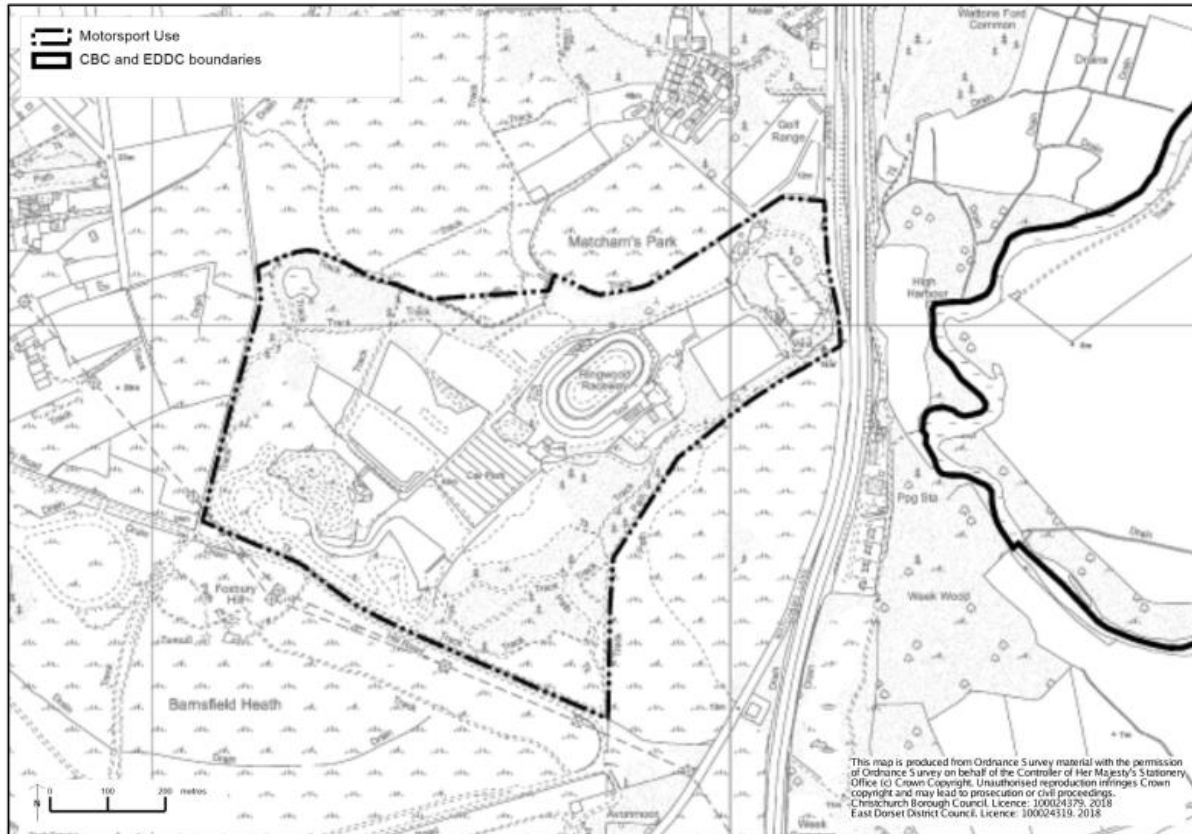
Matchams Stadium, St Leonards.

5.3.5.3 Matchams Stadium and its associated land provides a unique mixture of facilities for motor sports and related existing uses. However, conflicts exist between these uses, the amenity of adjoining residents, and the need to conserve sensitive habitats of national and international importance. The site is also within the Green Belt and further intensification of the land use of this site beyond that already permitted, is unlikely to be acceptable. Potentially, redevelopment of the site could offer a significant opportunity for environmental and ecological improvements including heathland restoration, without impacting upon on the openness of the Green Belt.

Draft Policy 5.27

Matchams Stadium and House

The Council will continue to support improvements to facilities at Matchams Stadium provided that they do not result in a marked increase in vehicular traffic attending the site, the heathlands are positively managed to prevent their deterioration and the openness of the Green Belt is not diminished. Any proposal for alternative use or redevelopment would be subject to Green Belt policy and the prior submission of plans for the restoration and management of the heathland, prepared in conjunction with Natural England and other appropriate bodies.



Map 5.3.5.2 Matchams Stadium

5.4 Rural settlements in East Dorset

5.4.1 Introduction

5.4.1.1 This section of the Local Plan Review sets out a series of specific policies for the various rural settlements across East Dorset District. These settlements vary in size and character considerably from larger villages with some facilities and shops such as Sturminster Marshall, Alderholt and Sixpenny Handley, to small hamlets such as Edmondsham, Hinton Martell and Shapwick.

5.4.1.2 The rural settlements of East Dorset have historically been subject to very restrictive planning policies, and consequently very little development over the past 30 years. Whilst the overall strategy of the plan remains to focus development at the main towns in East Dorset, there is a growing recognition that rural villages need some new growth and development in order to at least sustain rural services and shops, and to provide a suitable range of housing to meet local needs.

5.4.1.3 The Local Plan Review therefore contains a number of options for rural settlements including:

- Large scale housing growth, to include additional shops and facilities, at Alderholt and potentially Longham (the latter as part of possible options for housing considered in the area of search for Ferndown, West Parley and Longham).
- Reasonable housing growth in Sturminster Marshall

- Modest housing proposals in Cranborne, Edmondsham, Hinton Martell, Sixpenny Handley and Wimborne St Giles;
- A review of village infill envelopes in all the rural settlements to create more logical boundaries and enable some minor infill development in certain locations.

5.4.2 Alderholt

Introduction

5.4.2.1 The village of Alderholt lies in the north eastern part of the Plan area, adjoining the County boundary with Hampshire. The village is largely enclosed on its south-western, north-eastern and north-western sides by roads. To the south east the village terminates at farmland that runs between the Ringwood and Hillbury Roads.

5.4.2.2 Much of the area is farmland with extensive areas of woodland at Strouds Firs to the north-west of the village, and south of Warren Park Farm, which itself is to the south of the village. The agricultural land quality in the vicinity of the village is generally poor to the north and west, being Grade 4 or 5 under the Ministry of Agriculture Classification. To the south and east the land is Grade 3.

5.4.2.3 The main area for shops in the village is around Charing Cross, with the local convenience store and car park both having been recently extended. More substantial shopping facilities are available at Fordingbridge and Verwood, but the nearest larger centres are located at Ringwood, Salisbury and Ferndown.

5.4.2.4 Within the village there is only one public sector school, which is St. James's First School in Park Lane. There are no Upper or Middle Schools, with the nearest schools located at Cranborne, Verwood and Wimborne.

5.4.2.5 The Alderholt Recreation Ground which is situated on the southern side of the village off Ringwood Road caters for a range of sports.

Housing Options for Alderholt

5.4.2.6 This options consultation is exploring potential new areas for residential development within defined 'areas of search' adjacent to existing settlements. In response to the Regulation 18 consultations undertaken in 2015 and 2016 a number of sites were submitted for consideration around Alderholt. These sites have been subject to sustainability appraisal to assess their suitability against a wide range of social, economic and environmental factors. The overall assessment of these sites has also taken into account infrastructure requirements, access to services and the impact of development on local communities.

Draft Policy 5.28

Housing options - Alderholt

Land to the south and west of Alderholt is considered suitable for housing development to provide a minimum of 1000 dwellings.

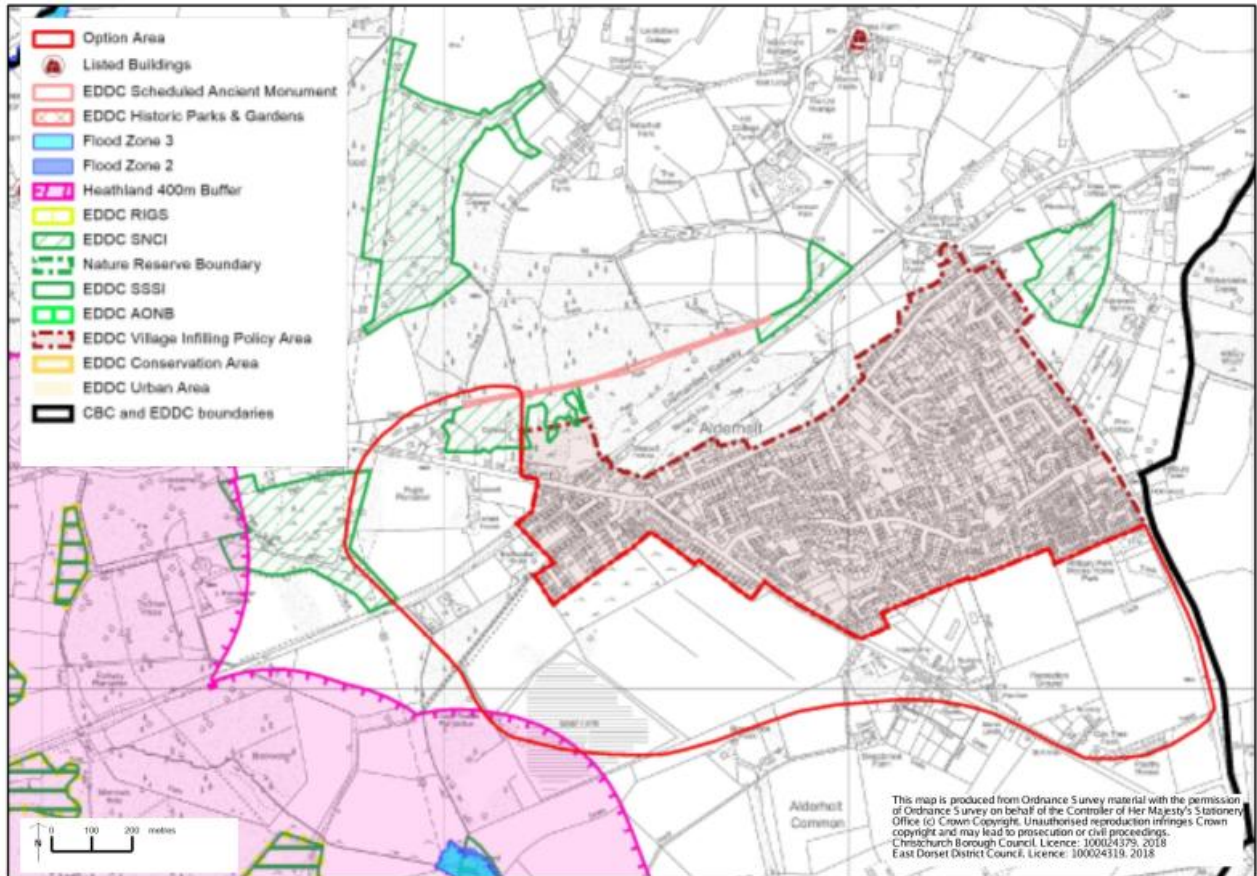
Development of land in this area will include, but is not limited to, the following sites:

- land south east of the village adjoining Hillbury Rd
- land at north of Ringwood Road
- land at Cromwell Cottage
- land south of Ringwood Road
- land adjacent to Blackwater Grove
- Land at Pug's Fields and Crossroads
- Pug's Plantation
- The Oaks Daggons Road
- Rear of Pittswood, Daggons Road

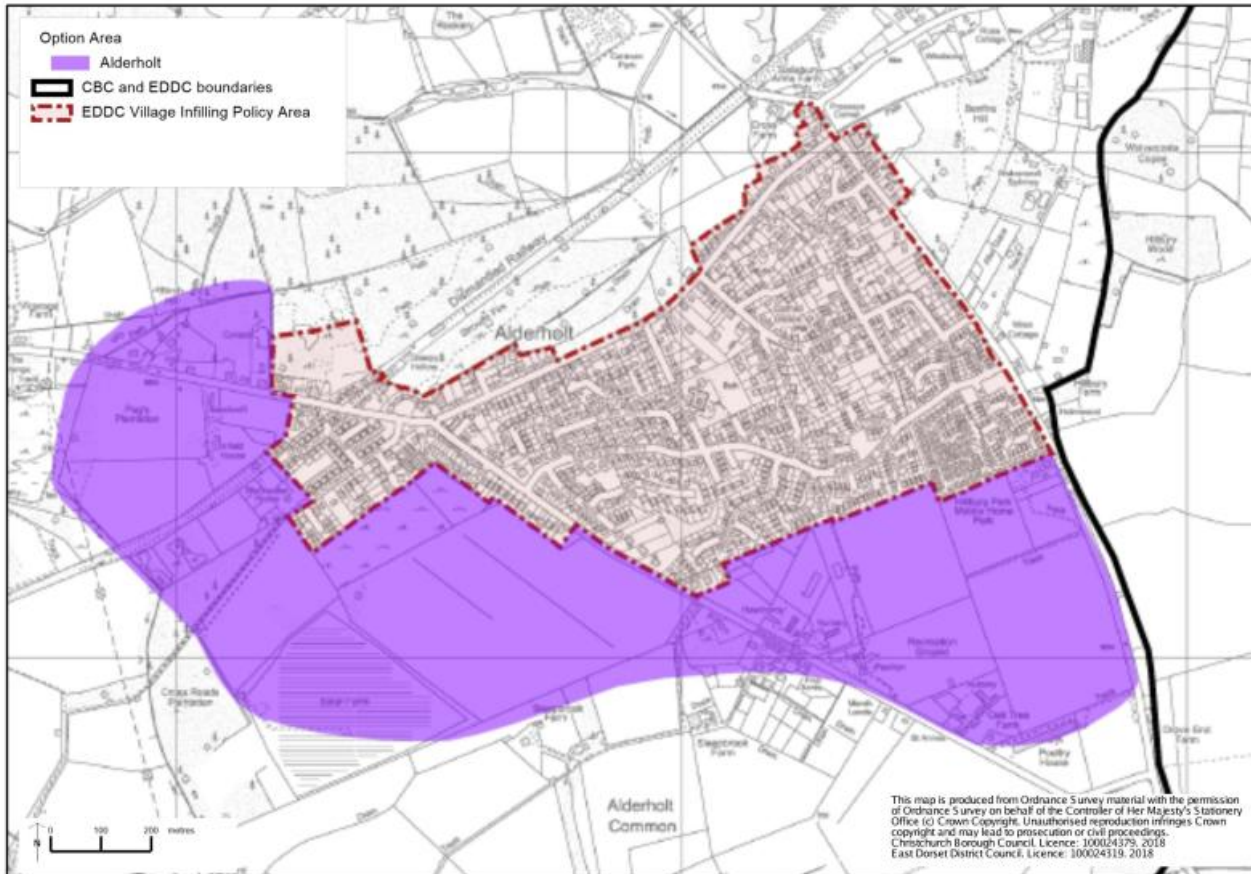
Development of the site is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Up to 50% affordable housing in line with Policy 4.17;
- Contributions toward heathland mitigation in accordance with policy 4.2;
- Development of a flood mitigation strategy as appropriate;
- Contributions toward and physical provision of transport infrastructure in line with policy 3.12;
- Contributions to, or provision of additional retail, health and community facilities;
- Contributions to education provision; and
- Contributions to open space in accordance with policy 4.30.

5.4.2.7 As part of the assessment of potential development options within the 'area of search', an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The area to the south of the village is relatively unconstrained, and generally absent from major land use designations. A small corner of the area of search lies within 400m of heathland, while two Sites of Nature Conservation Importance fall within the westerly part of the area of search.



Map 5.4.2.1 Alderholt Constraints



Map 5.4.2.2 Alderholt Option Area

Area of Search Infrastructure Considerations

5.4.2.8 A range of key infrastructure will need to be provided to support potential new development in Alderholt. The key infrastructure considerations are set out below:

Suitable Alternative Natural Greenspace (SANG)

5.4.2.9 Suitable Alternative Natural Greenspace will need to be provided in perpetuity to mitigate the impact on the nearby heathlands for developments of 40 dwellings and above. Sufficient provision will need to be identified to mitigate the impact of development and be capable of coming forward in advance of the occupation of dwellings. Sites of 40 or more dwellings that have been submitted at Regulation 18 stage have included on-site SANG provision.

Open Space

5.4.2.10 In addition to SANG provision new development will need to provide open space provision in accordance with the standards set out in the Local Plan and based on the level of provision locally.

Transport

5.4.2.11 Transport modelling work is currently being produced which will examine the impact of potential new development in this area and also take into account the cumulative impact of development options in the wider sub region. It is anticipated that this transport modelling work will be completed this year which will then inform the refinement of housing options for the draft Local Plan.

Education

5.4.2.12 The impact of new development on education provision in Alderholt is an important consideration. The impact on education provision of potential new sites identified in this Local Plan review is being assessed. Any new housing allocations at Alderholt would be required to make provision for new facilities or provide developer contributions to enhance provision locally.

Health

5.4.2.13 An increase in population in the Alderholt area will have an impact on local health services and a proportionate contribution may be required from new development to enhance local health facilities. Initial discussions with the Clinical Commissioning Group have indicated interest in creating a full time surgery in the village based on this level of housing growth.

Local Shops and Facilities

5.4.2.14 Retail centres in East Dorset are defined in the Town centre hierarchy according to their role, the services they provide and their potential for growth (Policy 3.7). The village of Alderholt has limited facilities, but there is potential to designate a local centre for the village with additional provision in the new development.

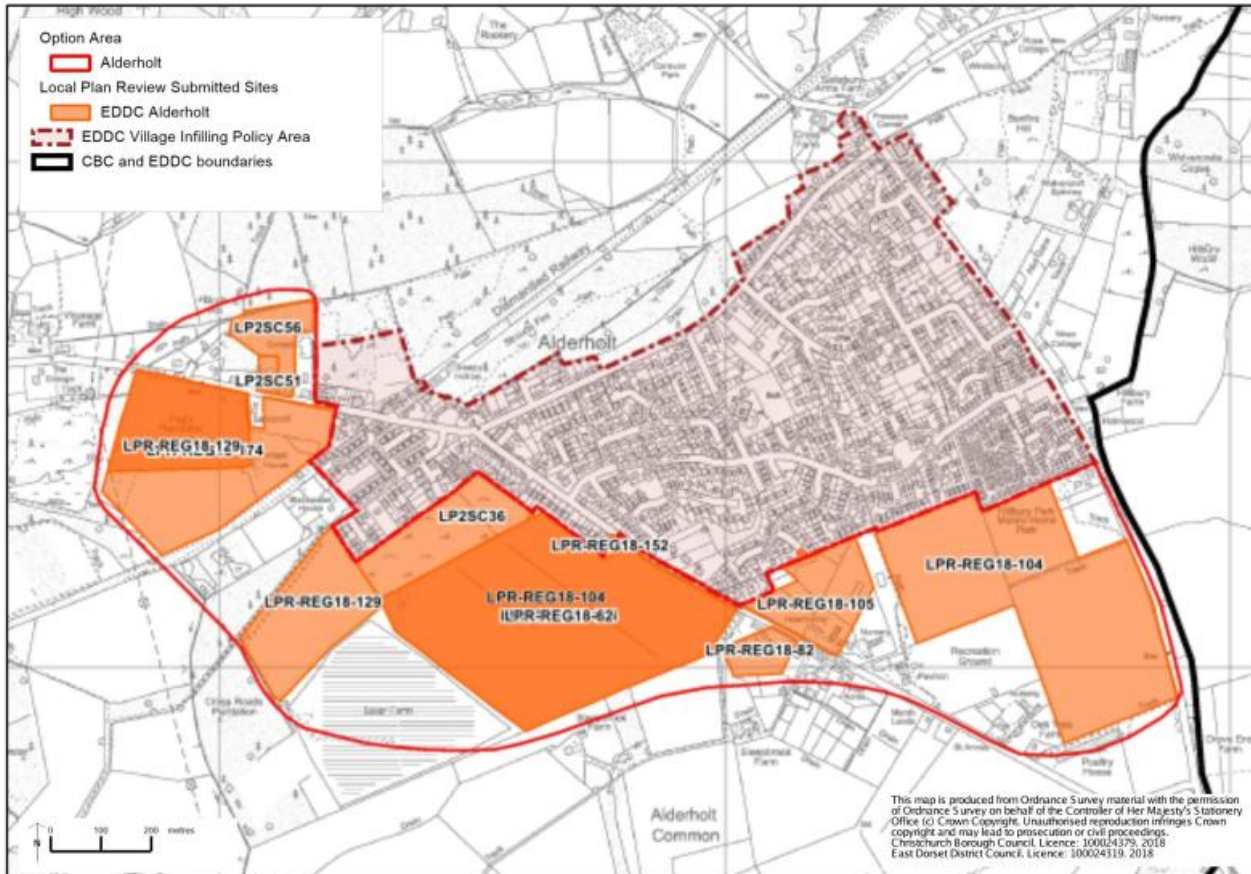
5.4.2.15 Whilst the focus for future retail development in the district are around the town and district centres of Ferndown, Verwood, Wimborne Minster, West Parley and West Moors, the settlement of Alderholt has the potential to deliver smaller scale provision contributing to the overall district figure.

New Housing Options

5.4.2.16 This options consultation is exploring potential new areas for residential development within defined areas of search adjacent to existing settlements.

5.4.2.17 In response to the Regulation 18 consultations undertaken in 2016 a number of sites were submitted for consideration in Alderholt as part of the Local Plan review. These sites have been subject to sustainability appraisal to assess their suitability against a wide range of social, economic and environmental factors. The overall assessment of these sites has also taken into account detailed infrastructure requirements, access to services and the impact of development on local communities.

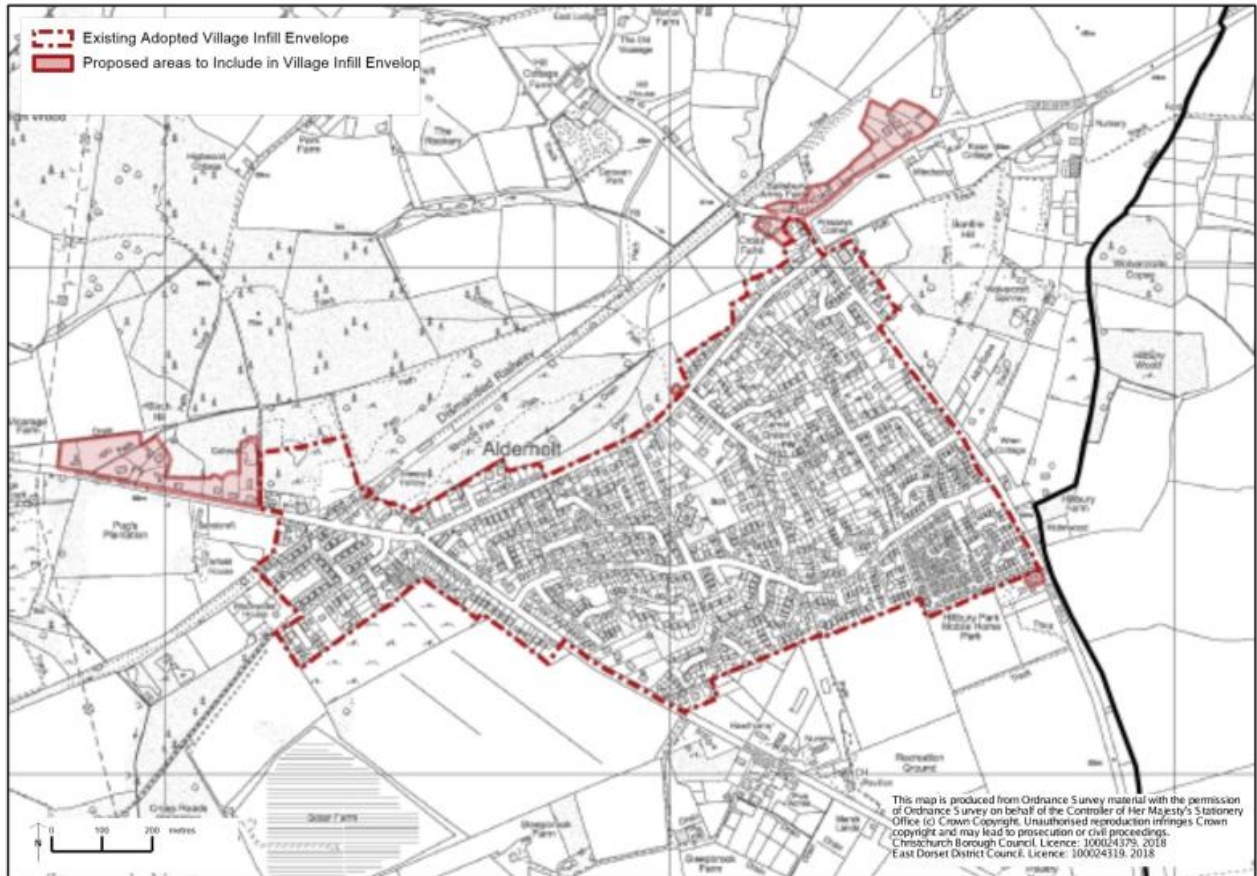
5.4.2.18 At this stage we are seeking your views on the proposed 'area of search' and potential development options within this area which may include alternative options to the site options presented at this stage. The sites that have been assessed and included in the policy option below are considered potentially suitable for development.



Map 5.4.2.3 Alderholt Housing Options

Village Infill Policy Envelope

5.4.2.19 It is proposed to amend the existing adopted village envelope of Alderholt, as indicated on the map below to incorporate areas of existing development at Presseys Corner and Daggons Road. Otherwise the development envelope remains unchanged from the adopted Core Strategy. Whilst there are no proposed housing allocations within this village envelope, housing development will be permitted within the proposed revised village envelope subject to Policy 4.19. If any of the proposed housing sites are taken forward, the village envelope boundary will be amended to include those sites. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.2.4 Alderholt Village Infill Policy Envelope

5.4.3 Cranborne

Introduction

5.4.3.1 Cranborne and Sixpenny Handley are the main centres for the north-western part of the District. Cranborne is also an important conservation area and historically the 'capital' of Cranborne Chase. The village centre around Wimborne Street and the Square has the quality and character of a small town. It lies in the valley of the River Crane at the gates of Cranborne Manor, one of the oldest surviving domestic buildings in England. The village is enclosed by the valley slopes, and visually is inward-looking and self-contained.

5.4.3.2 The village has a range of facilities including pubs, shops, a restaurant, sports and recreation facilities, County First and County Middle Schools and other community facilities including a local bus service. There are also a number of businesses based in the village.

Housing Options for Cranborne

5.4.3.3 Cranborne has a well-established role as a local centre serving the surrounding countryside. It is the intention of the Local Plan to maintain this role. This will help to maintain the services and facilities which the village enjoys at present, while these will in turn support the new population without the need to rely on distant external centres.

5.4.3.4 The main exception to the village's local self-sufficiency is in terms of employment, so appropriate additional employment is supported, although many workers will continue to seek the wider job markets of the main towns to the south, over the border in Hampshire or in Salisbury.

Draft Policy 5.29

Housing options - Cranborne

Land to the north of Cranborne is considered suitable for housing development to provide a minimum of 35 dwellings.

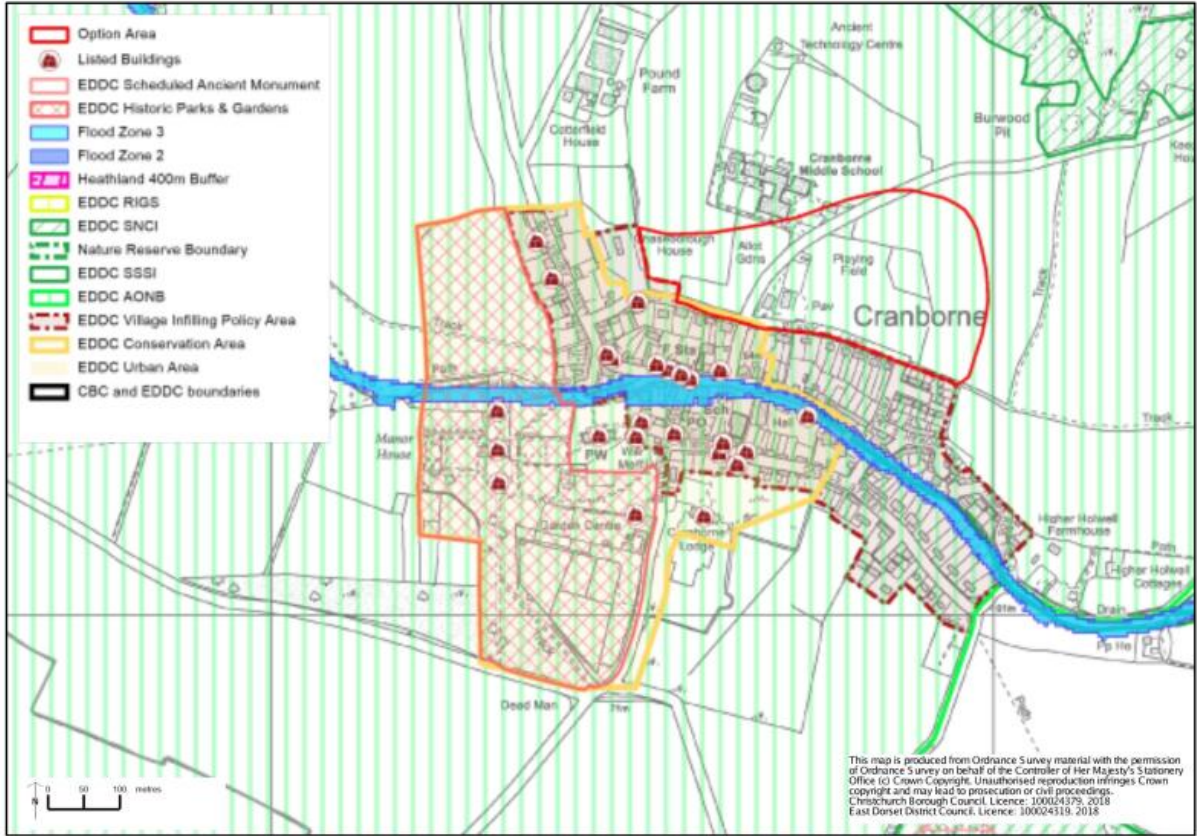
Development of land in this area will include, but is not limited to, the following sites:

- land north of Grugs Lane
- land north of Penny's Lane.

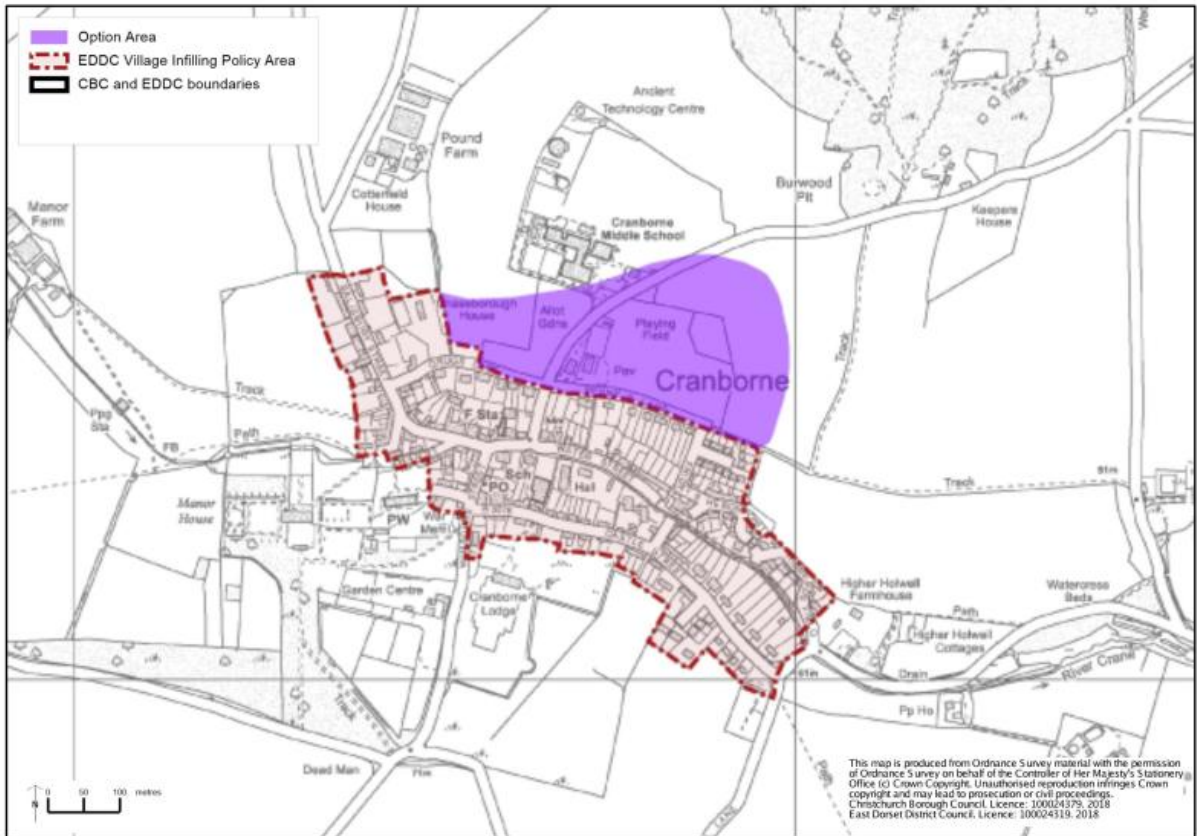
Development of the site is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Up to 50% affordable housing in line with Policy 4.17;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and Appendix B;
- Contributions toward transport infrastructure in line with Policy 3.12; and
- Contributions to open space in accordance with Policy 4.30.

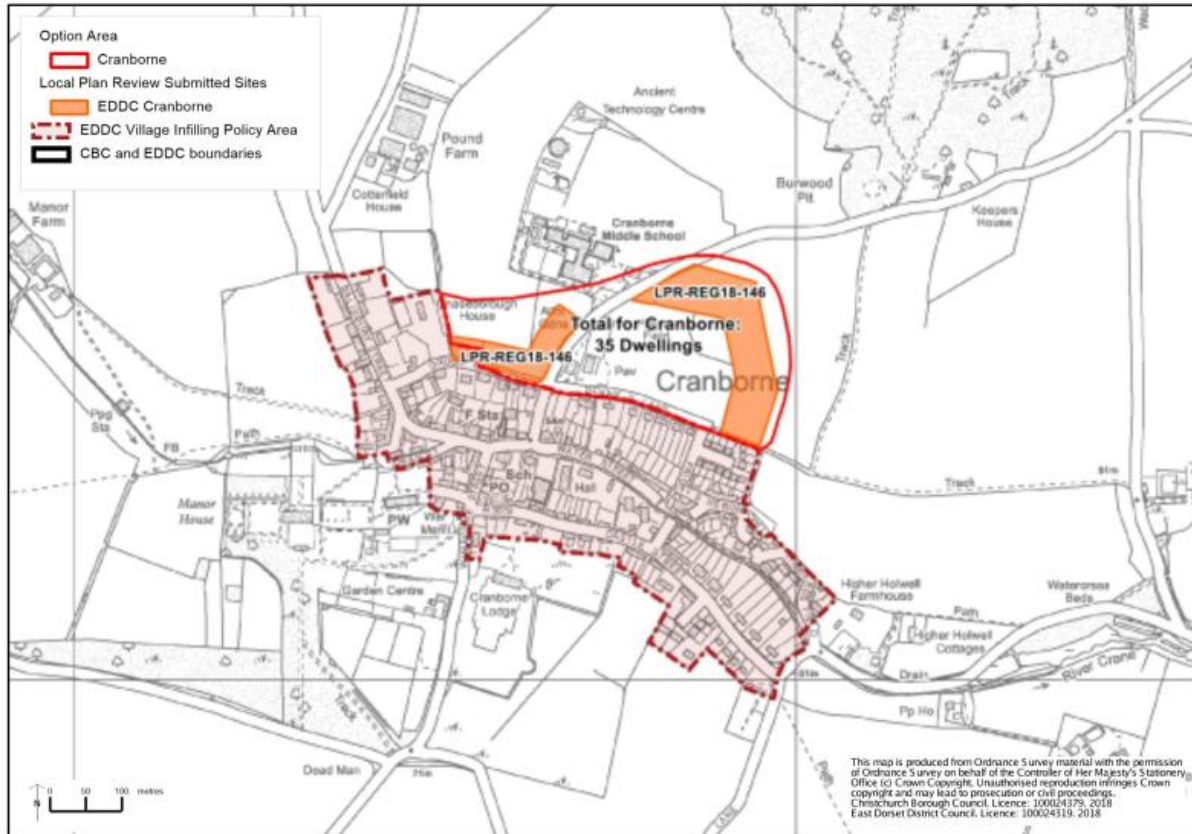
5.4.3.5 As part of the assessment of potential development options within the 'area of search', an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The area of search is to the north of the village and lies outside the conservation area and away from the flood zone around the river. The main policy consideration is the location of the village within the Cranborne Chase and West Wiltshire Downs AONB.



Map 5.4.3.1 Cranborne Constraints



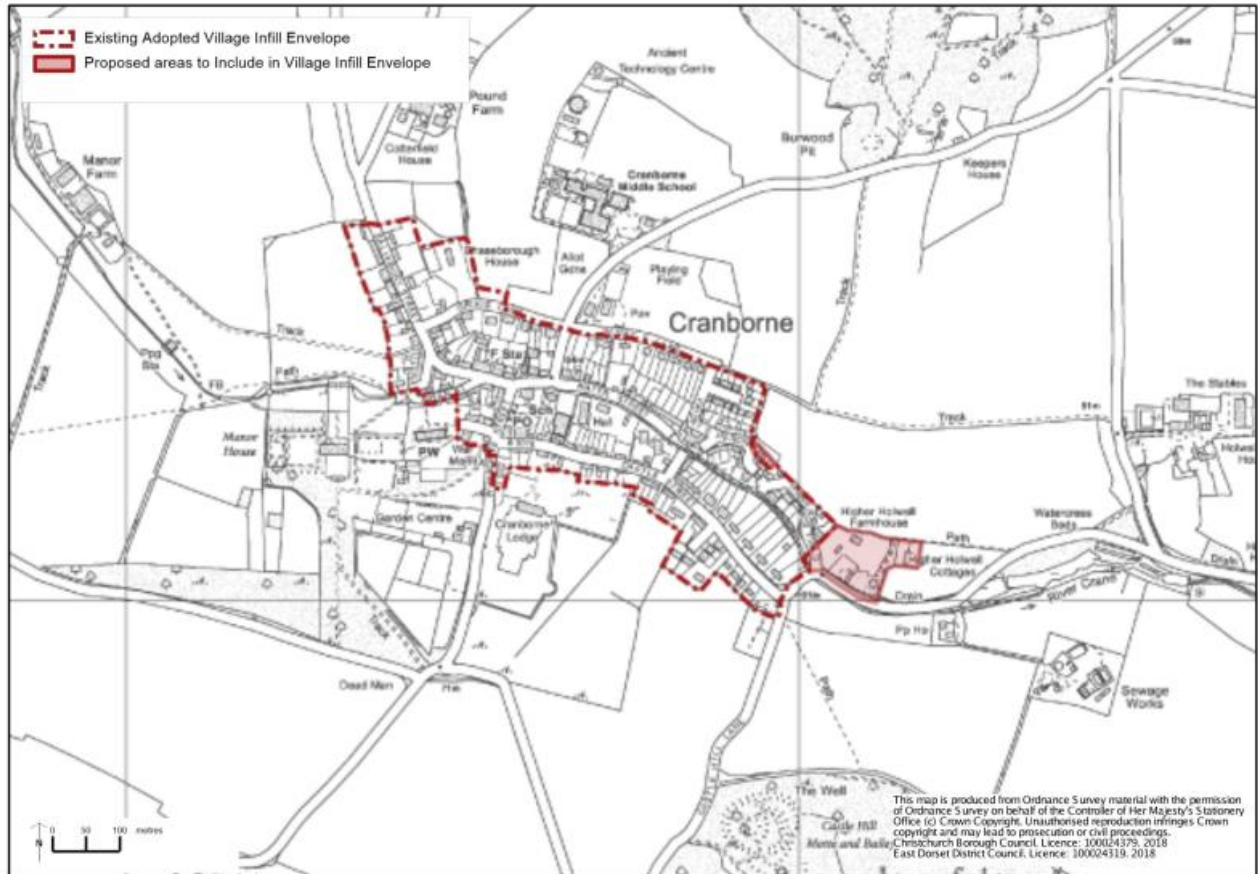
Map 5.4.3.2 Cranborne Option Area



Map 5.4.3.3 Cranborne Housing Options

Infill Housing Development

5.4.3.6 As part of a review of village infill policy envelopes, and in addition to the potential housing options above, the following changes are proposed to the Cranborne village envelope to include an area north of Fridays Heron and an area east of the village. Housing development will be permitted within the proposed revised village enveloped subject to policy 4.19. If any of the proposed housing sites are take forward, the village envelope boundary will be amended to include those sites. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.3.4 Cranborne Village Infill Development

Employment - Land at Former Sawmill

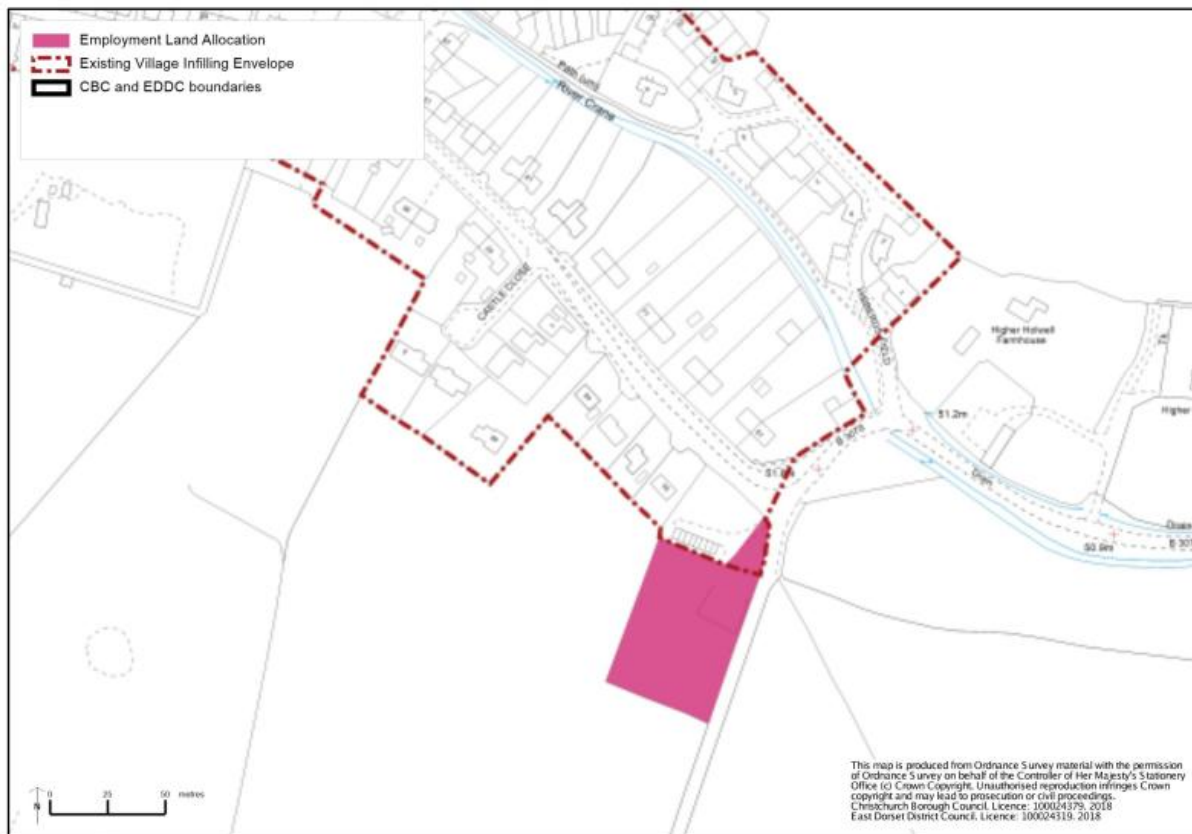
5.4.3.7 In order to encourage further employment opportunities, a site will be reserved for employment uses. These could take the form of office, craft, or light industrial businesses. In order to avoid over-reliance on the fortunes of a single firm and to allow a wider variety of business opportunities, this site should be developed as a series of small business units. As these will be close to existing housing, the form of the development will need to be carefully controlled, in order to prevent damage to the amenities of the residents. A courtyard form of development is therefore proposed.

5.4.3.8 Other business opportunities may arise within the village. These will be encouraged, so long as their impact on their immediate environment is acceptable. Strict controls will be necessary, typically by conditions on planning permissions over types of operation, and hours of business. It will also be important that developments do not lead to the creation of parking areas which damage the character and appearance of the village.

Draft Policy 5.30

Land at the Former Sawmill, Cranborne

Land at the former saw mill at the eastern end of Castle Street will be redeveloped for small business units, arranged to face inwards onto an enclosed courtyard. The development will need to provide for improved visibility at the bends on the B3078 near the entrance to the site.



Map 5.4.3.5 Land at Former Sawmill

5.4.4 Edmondsham

Introduction

5.4.4.1 Edmondsham is a very small village to the west of Verwood, much of which forms part of the Edmondsham estate. The village lies within the Green Belt and within the Cranborne Chase and West Wiltshire Downs AONB. A Conservation Area has been designated at Edmondsham and a Conservation Area appraisal has been published.

Housing Options for Edmondsham

5.4.4.2 Due to its small size, historic character and lack of facilities, Edmondsham has not been considered as a suitable location for any significant growth. Nonetheless, the Edmondsham Estate has offered up some potential for very limited housing within the core of the village, which is considered appropriate as a possible minor housing option.

Draft Policy 5.31

Housing options for Edmondsham

Land at Edmondsham is considered suitable for housing development to provide a minimum of 7 dwellings.

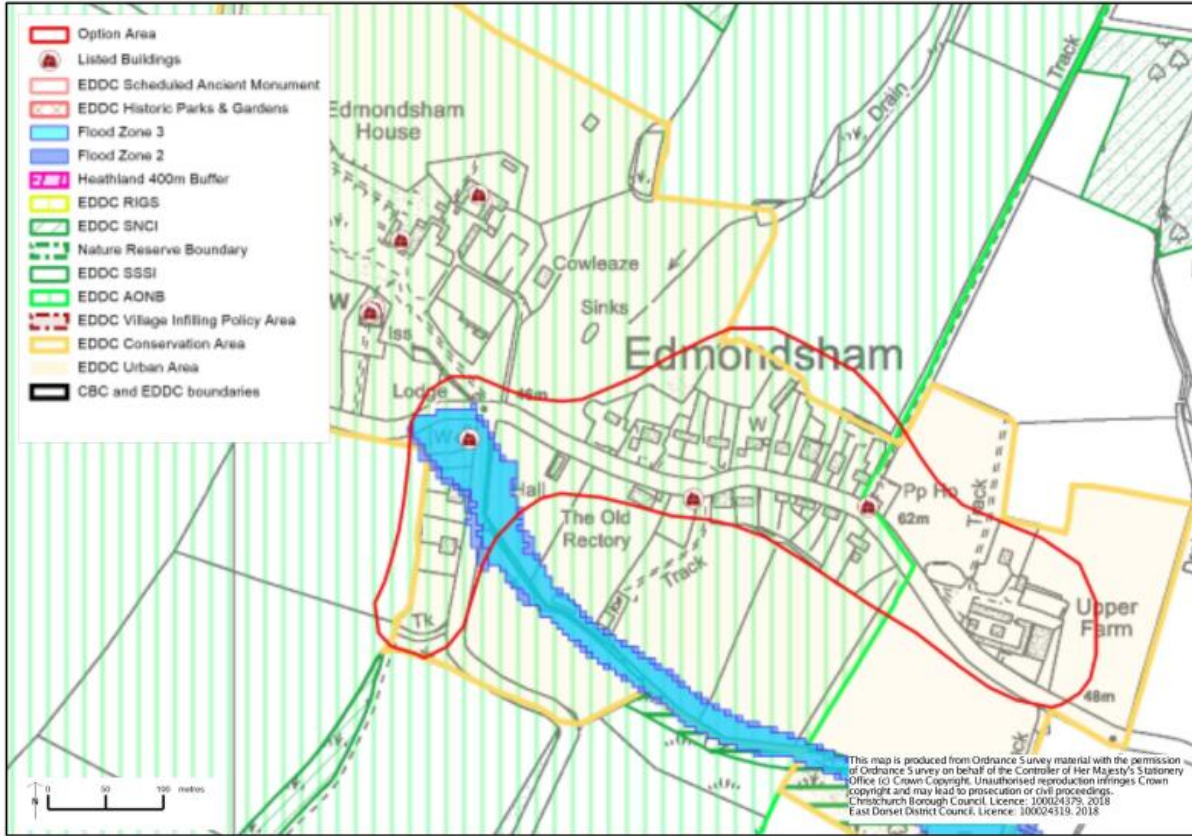
Development of land in this area will include, but is not limited to, the following sites:

- Sites on Sandys Hill Lane
- Land at Upper Farm
- Land to the north of Orchard Close

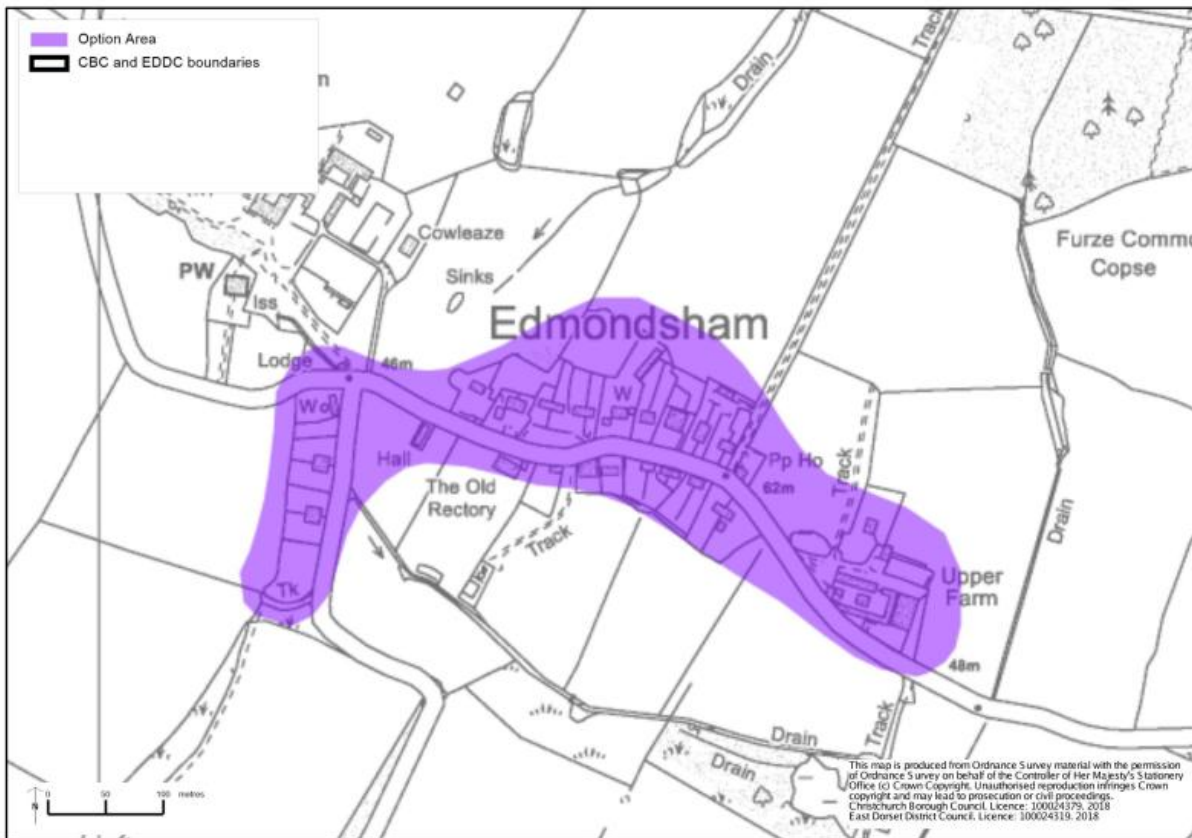
Development of the site is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Careful design of new dwellings to reflect the character of the conservation area;
- Contributions toward heathland mitigation in accordance with policy 4.2 and Appendix B;
- Contributions toward transport infrastructure in line with Policy 3.12.

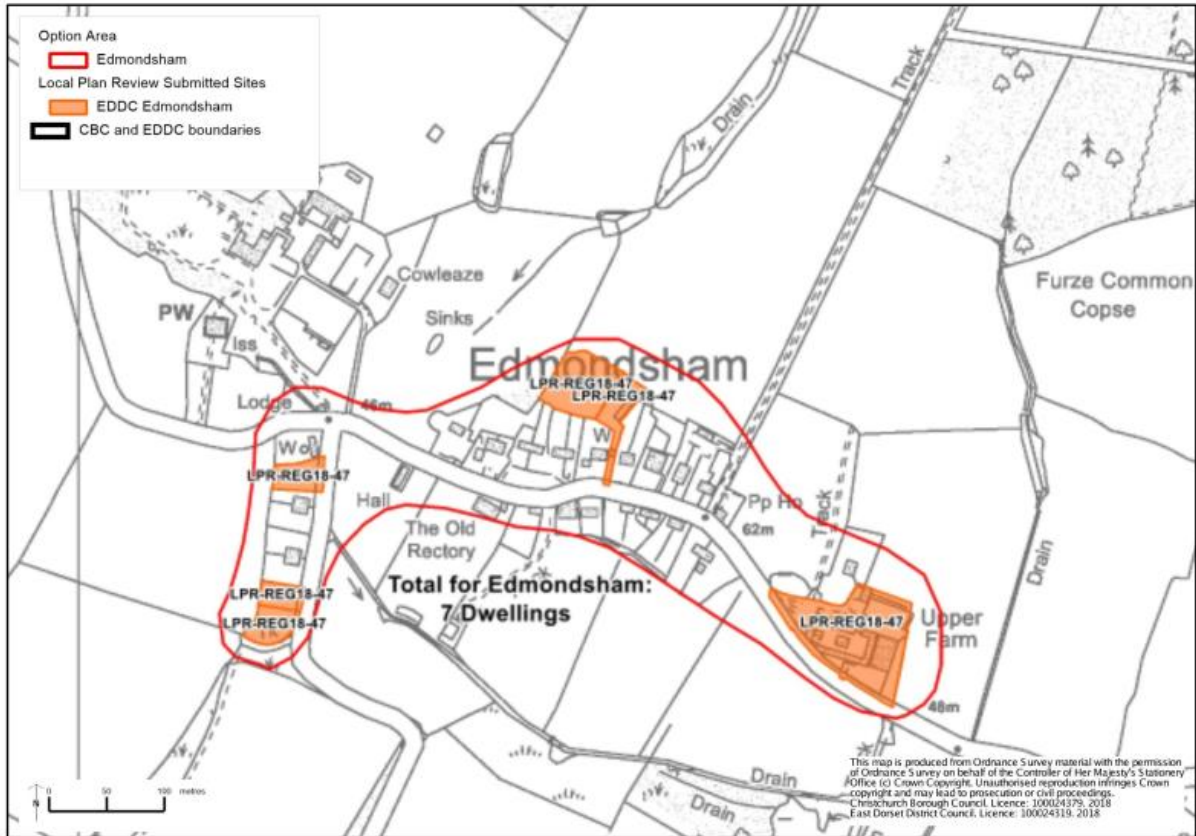
5.4.4.3 As part of the assessment of potential development options within the 'area of search', an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The modest level of development proposed for Edmondsham means that most constraints can be considered as part of assessment of individual planning applications. A small area to the west of the proposed area of search is affected by flood risk, and the impact of any development on the character and appearance of the conservation area must be considered.



Map 5.4.4.1 Edmondsham Constraints



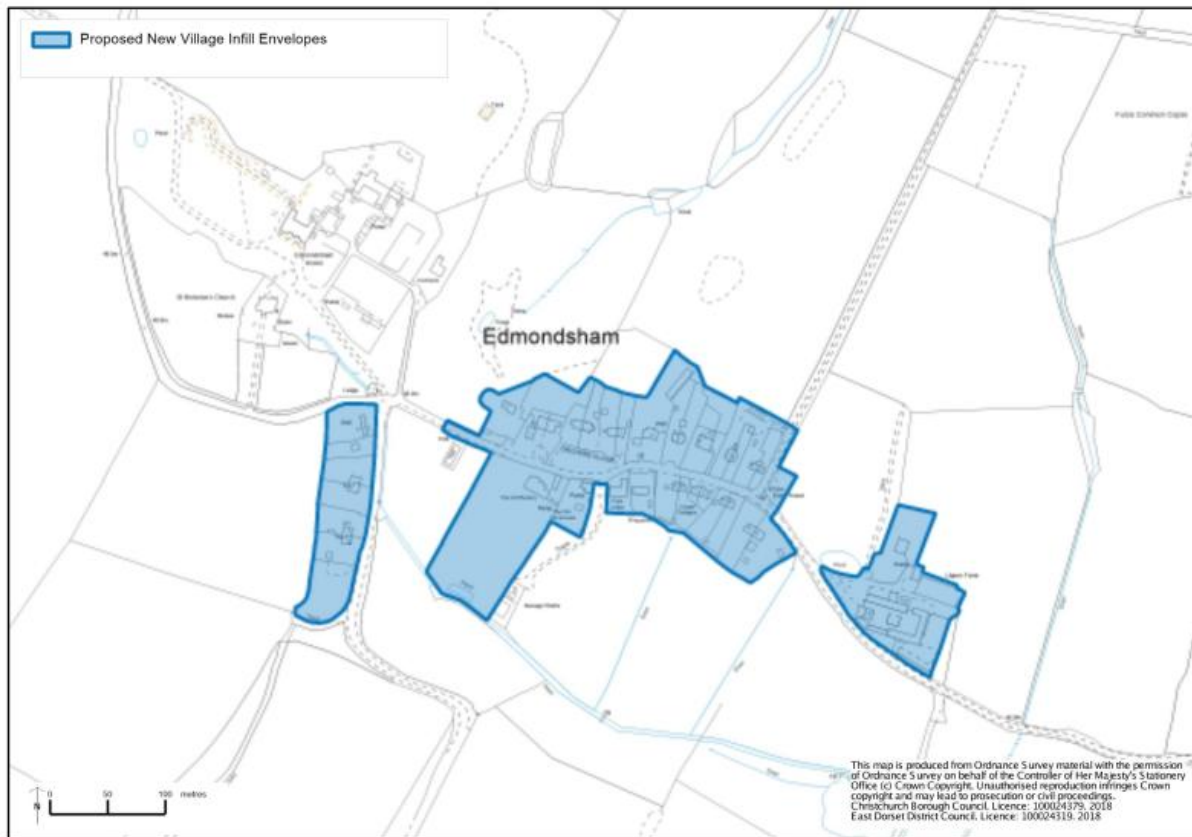
Map 5.4.4.2 Edmondsham Option Area



Map 5.4.4.3 Edmondsham Housing Options

Village Infill Policy Envelope

5.4.4.4 No village infill policy envelope has previously been defined in Edmondsham. As part of a review of these envelopes, and having regard to the housing options above, it is proposed to create a village envelope for Edmondsham as set out below. Within this new village infill policy envelope, housing development will be permitted subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.4.4 Edmondsham Village Infill Policy Envelope

5.4.5 Furzehill

Introduction

5.4.5.1 Furzehill is a small village just to the north of Wimborne. The village lies in the Green Belt, just east of the Cranborne Road. The village retains a shop/post office and a pub, with a Garden Centre approximately one mile to the east. Furzehill was also the location for the East Dorset District Council offices until 2016, but these are now closed and the site is to be redeveloped for housing.

5.4.5.2 In addition to the redevelopment of the former Council Offices site, small amendments are proposed to the village infill policy envelope which will enable some limited residential development appropriate to the status of village in the local plan settlement hierarchy.

The Former Council Offices, Furzehill

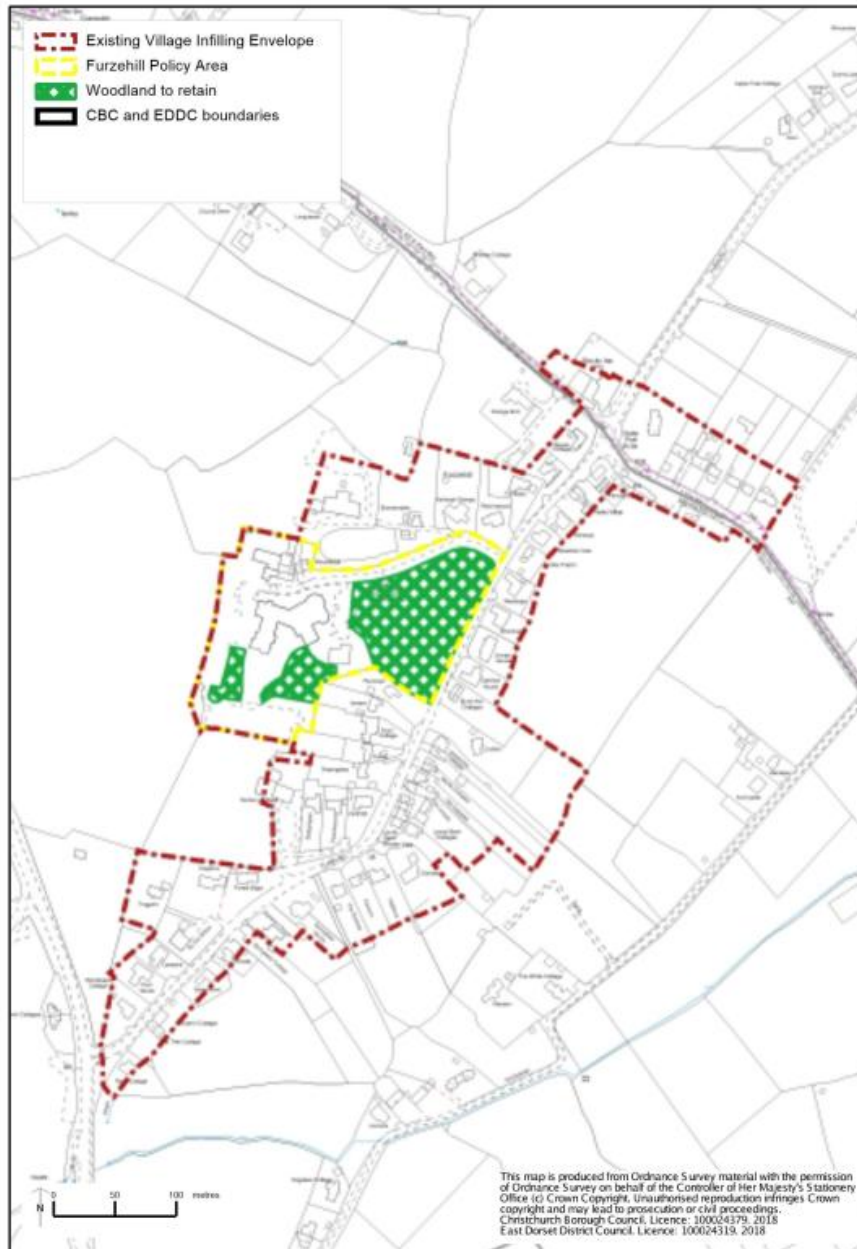
5.4.5.3 This policy amends the village envelope for Furzehill to reflect its built form and allows for the redevelopment of the former East Dorset District Council Offices at Furzehill as part of the village. The nature of any redevelopment for this site must reflect the location within the Green Belt. It should also respect and retain the attractive wooded areas, ensuring that they remain publicly accessible. Finally, Furzehill suffers from road safety problems as a result of heavy goods vehicles and speeding traffic along the village road where there are no pavements. Redevelopment of the site should help to fund traffic calming measures to alleviate this problem.

Draft Policy 5.32

Site of the Former Council Offices

Redevelopment of the site for residential, offices, residential institutions, non residential institutions, hotel and/or community uses will be acceptable to support the provision of new Council Offices elsewhere. The following requirements must be met:

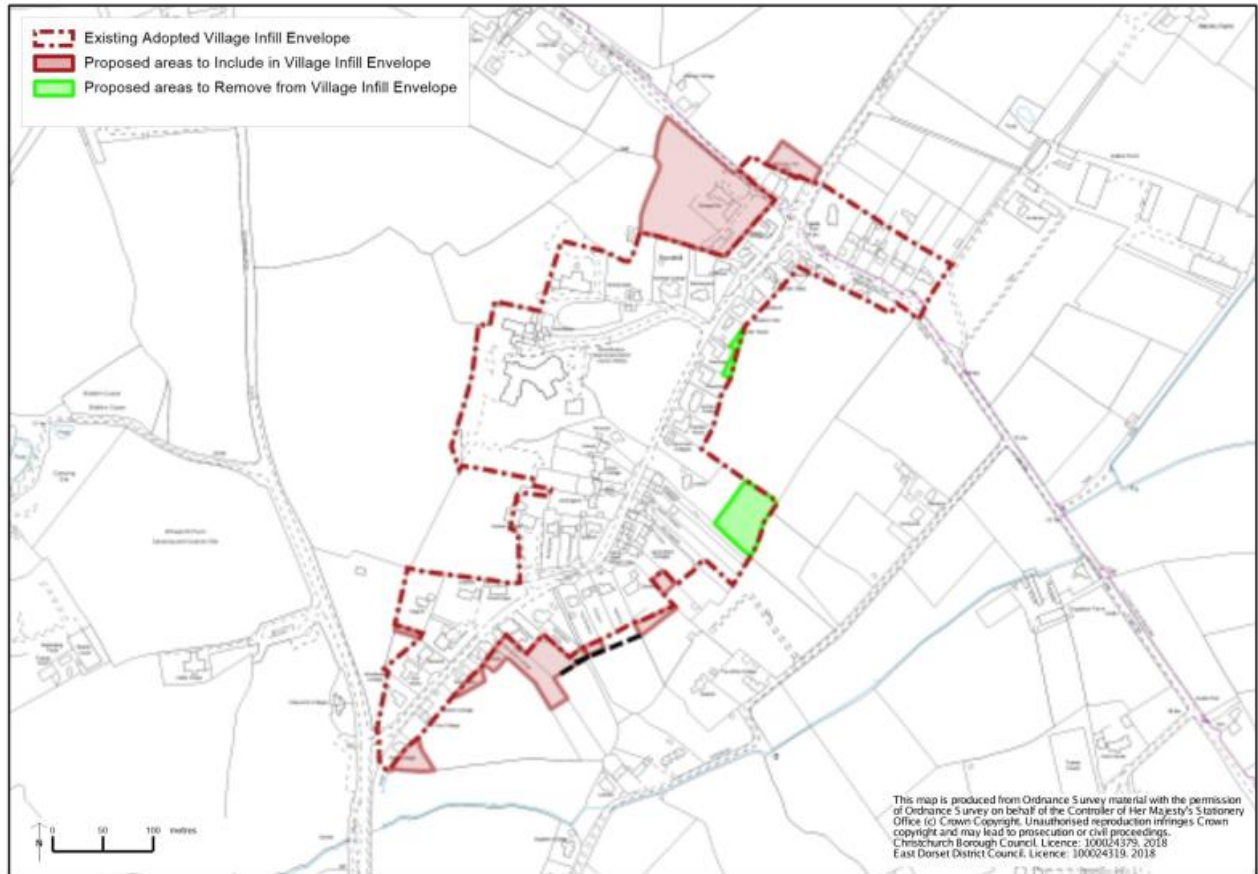
- a. Replacement buildings will not exceed the current floorspace of existing buildings and will not exceed their height.
- b. The wooded areas of the site should be retained.
- c. A landscape screen should be provided on the western edge of the site, so that views from the wider countryside, including the Area of Outstanding Natural Beauty are not harmed.
- d. Redevelopment should support the implementation of traffic calming measures through the village.



Map 5.4.5.1 Site of the Former Council Offices

Village Infill Policy Envelope

5.4.5.4 As part of a review of village envelopes, the following amendments are proposed to the village envelope at Furzehill to create a more logical boundary and to allow for some potential development in the village. Within this new village infill policy envelope, housing development will be permitted subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.5.2 Furzehill Village Infill Policy Envelope

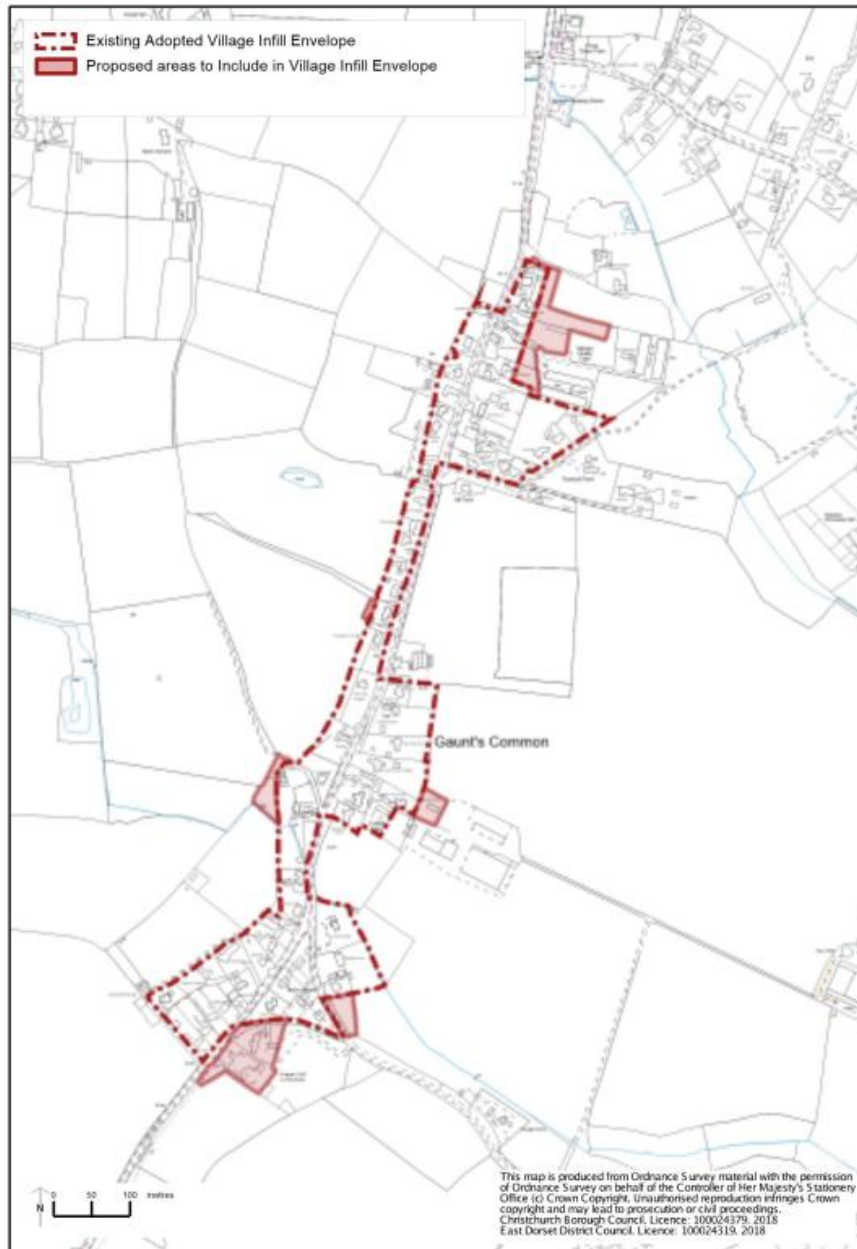
5.4.6 Gaunts Common

Introduction

5.4.6.1 Gaunts Common is a small village in the west of the District, to the north of Wimborne. The village has no services or facilities other than a social club, but does have a first school. The village lies within the Green Belt between Hinton Martell and Holt. Accordingly Gaunts Common has not been considered a suitable location for even modest housing growth, although minor changes to the village infill policy envelope are proposed.

Village Infill Policy Envelope

5.4.6.2 As part of a review of village envelopes, the following amendments are proposed to the village envelope at Gaunts Common to create a more logical boundary and to allow some limited development in the village. Within this new village infill policy envelope, housing development will be permitted subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.6.1 Gaunts Common Village Infill Policy Envelope

5.4.7 Gussage All Saints

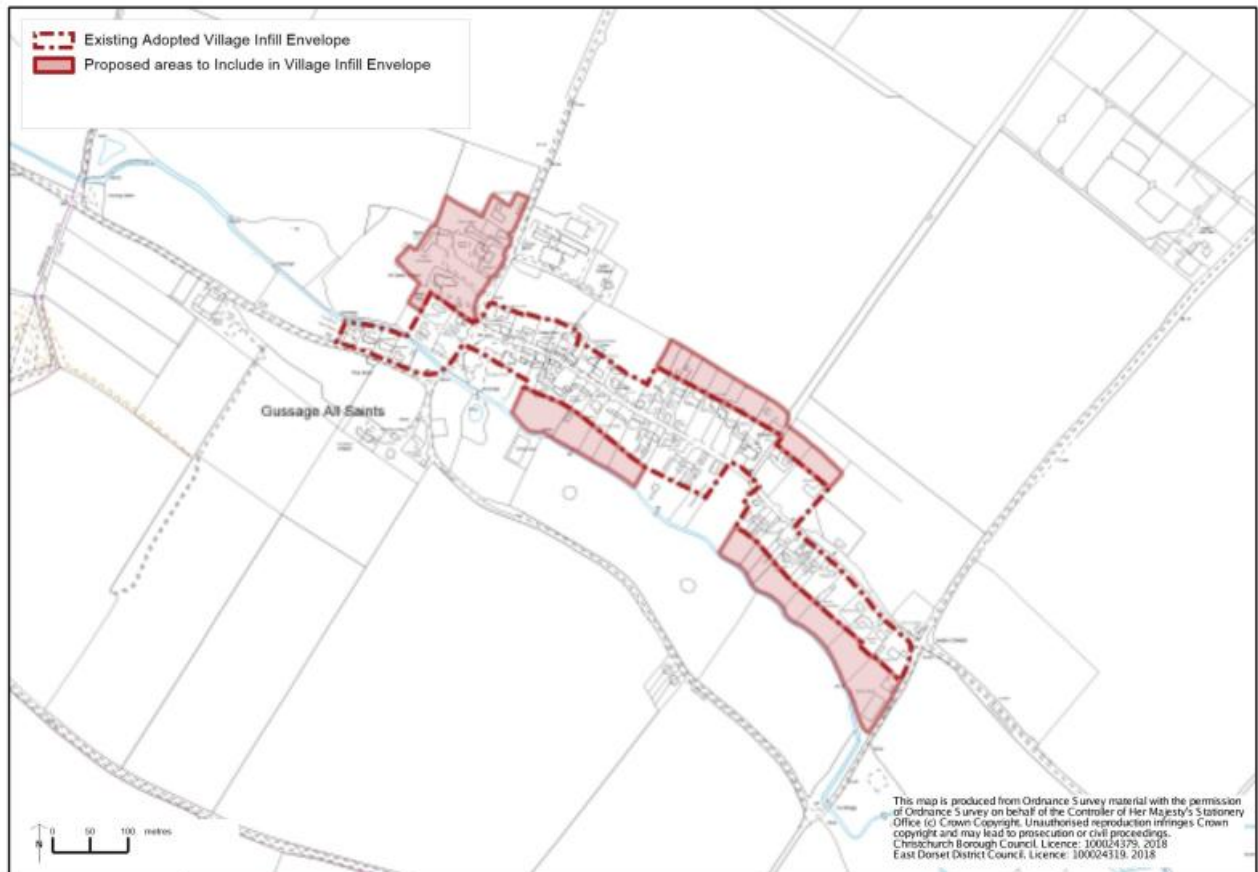
Introduction

5.4.7.1 Gussage All Saints lies in the chalk valley of the Terrig or Gussage Stream within the Cranborne Chase Area of Outstanding Natural Beauty. The village is a designated Conservation Area which has a published statement of the character.

5.4.7.2 The settlement lies on both sides of the village street which runs parallel to the stream on the northern side of the valley. The village contains both a club towards Amen Corner at the eastern end of the village street, and a village hall near the centre of the village. It also is served by a pub and church, but has no other facilities.

Village Infill Policy Envelope

5.4.7.3 As part of a review of village envelopes, the following changes are proposed to the village envelope in Gussage All Saints to create a more logical boundary and allow for some limited development in the village. Within this new village infill policy envelope, housing development will be permitted subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.7.1 Gussage All Saints Village Infill Policy Envelope

5.4.8 Gussage St Michael

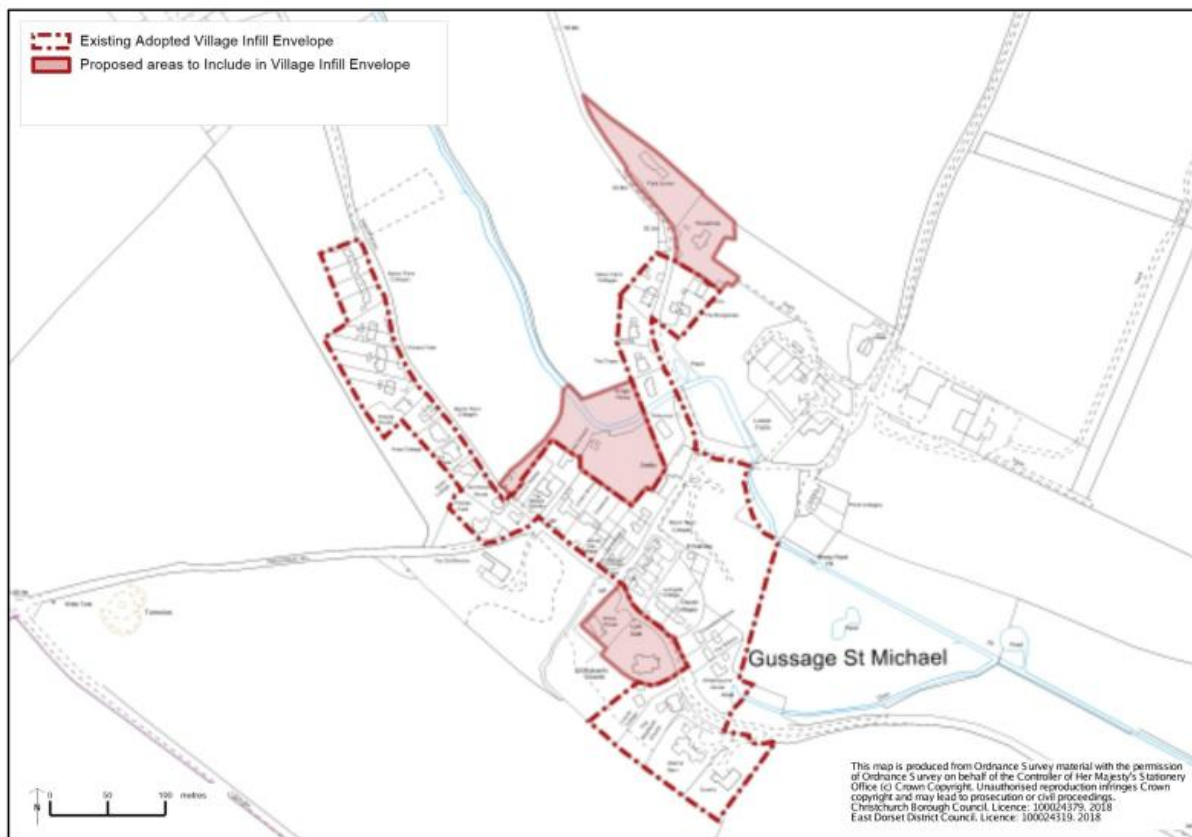
Introduction

5.4.8.1 Gussage St. Michael is a small settlement lying in the valley of the Gussage Stream above Gussage All Saints. The village has a small hall and parish church but no other facilities.

Village Infill Policy Envelope

5.4.8.2 As part of a review of village envelopes, the following changes are proposed to the village envelope at Gussage St Michael to create a more logical boundary and allow for some limited development in the village. Within this new village infill policy envelope, housing development will be permitted subject to Policy 4.19. Where land has been proposed to be

included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.8.1 Gussage St Michael Village Infill Policy Envelope

5.4.9 Hinton Martell

Introduction

5.4.9.1 Hinton Martell is a small and fairly compact village to the north west of Wimborne. The village has limited services although it has a church and village hall. The village lies within the Green Belt and the Cranborne Chase AONB. A significant part of the village is a designated Conservation Area which has a published Conservation Area appraisal.

Housing Options for Hinton Martell

5.4.9.2 The relative isolation and lack of facilities in Hinton Martell means that it is not an appropriate location for significant housing growth. Nonetheless sites have been suggested which are well related to the existing village envelope and which could offer some limited housing including affordable housing to serve local needs.

Draft Policy 5.33

Housing Options for Hinton Martell

Land at Hinton Martell is considered suitable for housing development to provide a minimum of 15 dwellings.

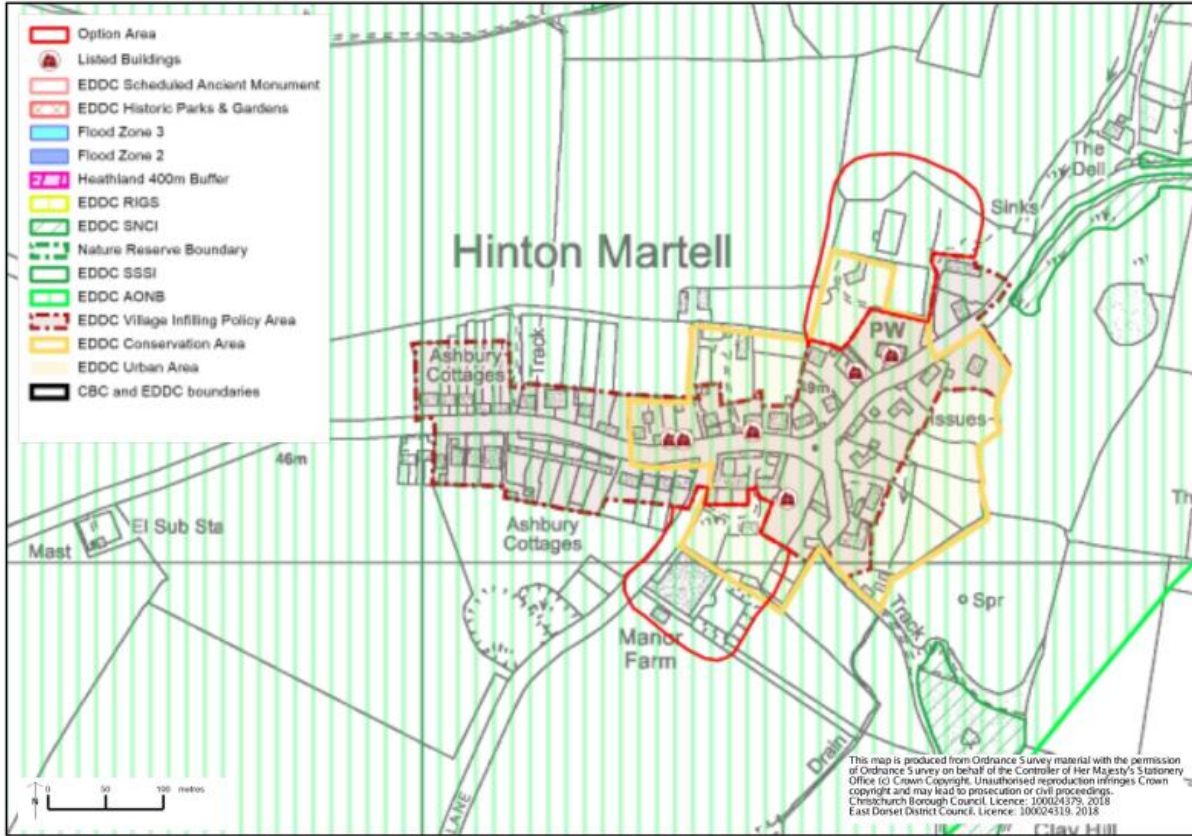
Development of land in this area will include, but is not limited to, the following sites:

- Land at Manor Farm
- Land adjoining Church Mead

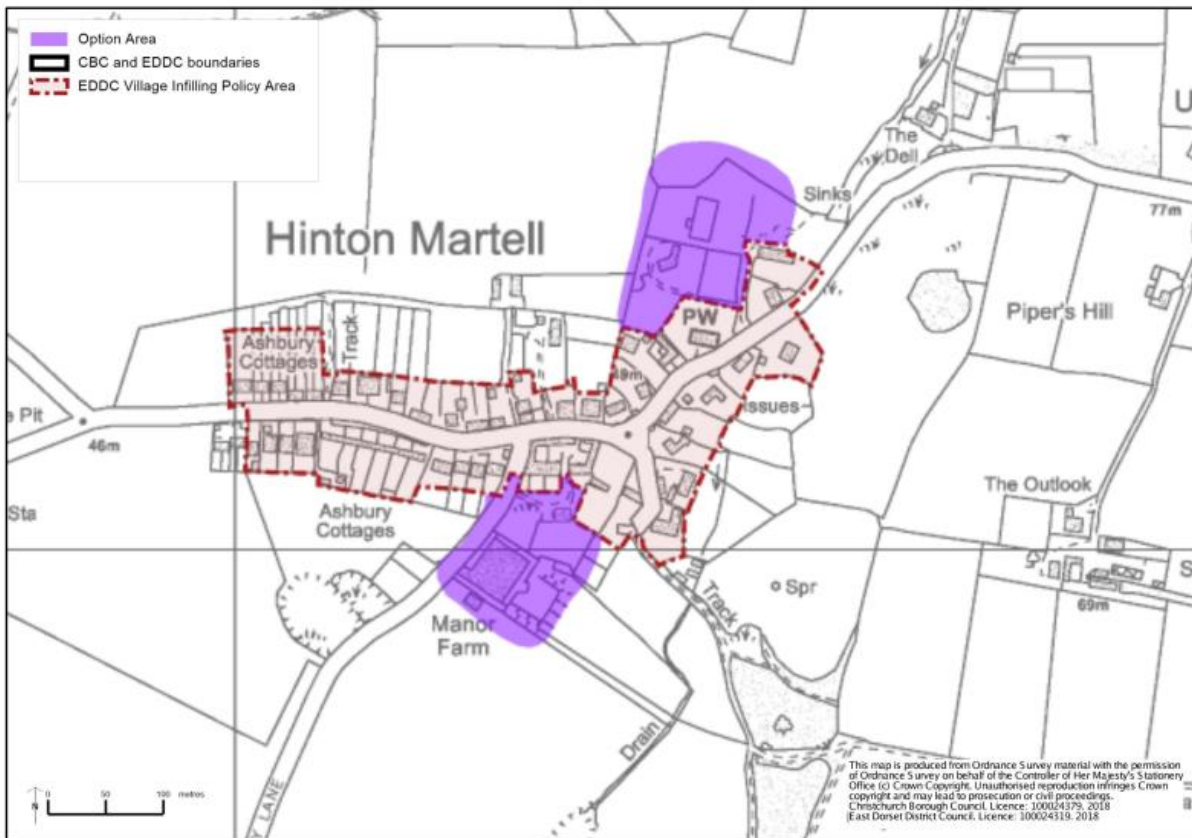
Development of the site is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Up to 50% affordable housing in line with Policy 4.17;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and Appendix B;
- Contributions toward transport infrastructure in line with policy 3.12;
- Contributions to open space in accordance with Policy 4.30.

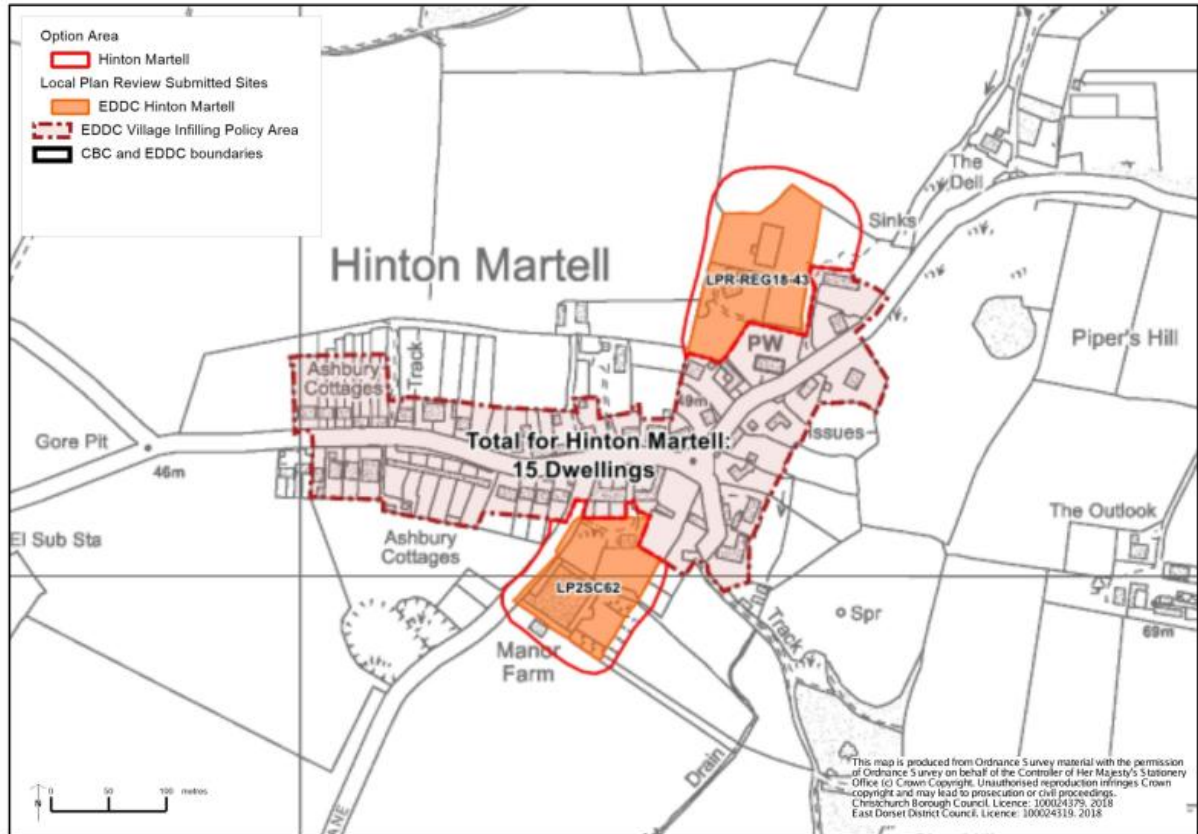
5.4.9.3 As part of the assessment of potential development options within the 'area of search', an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The small areas of search are part within the conservation area which will require careful consideration of impacts on character and appearance.



Map 5.4.9.1 Hinton Martell Constraints



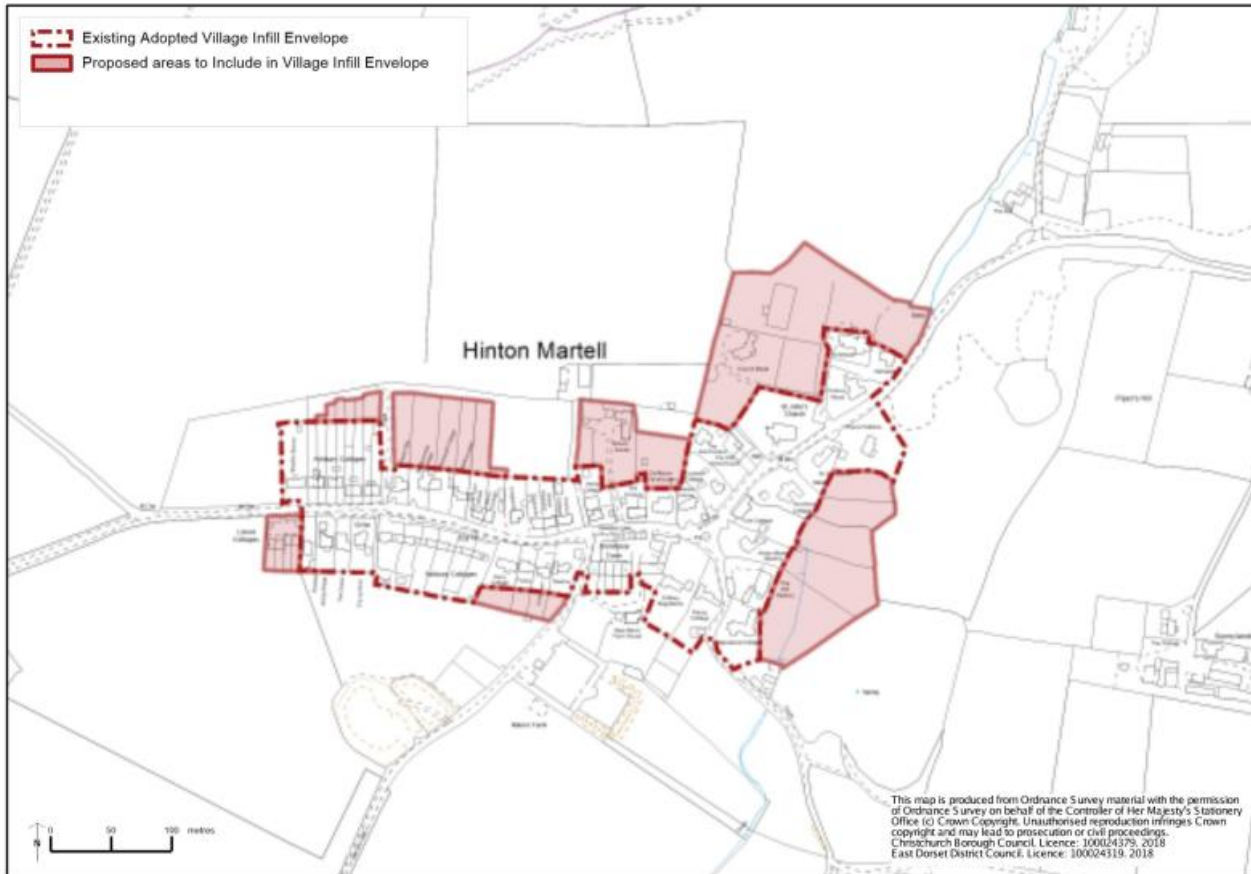
Map 5.4.9.2 Hinton Martell Option Area



Map 5.4.9.3 Hinton Martell Housing Options

Village Infill Policy Envelope

5.4.9.4 As part of a review of village infill policy envelopes, the following changes are proposed to the village envelope at Hinton Martell to create a more logical boundary and allow for limited additional development. Housing development will be permitted within the proposed revised village envelope subject to Policy 4.19. If any of the proposed housing sites are taken forward, the village envelope boundary will be amended to include those sites. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.9.4 Hinton Martell Village Infill Policy Envelope

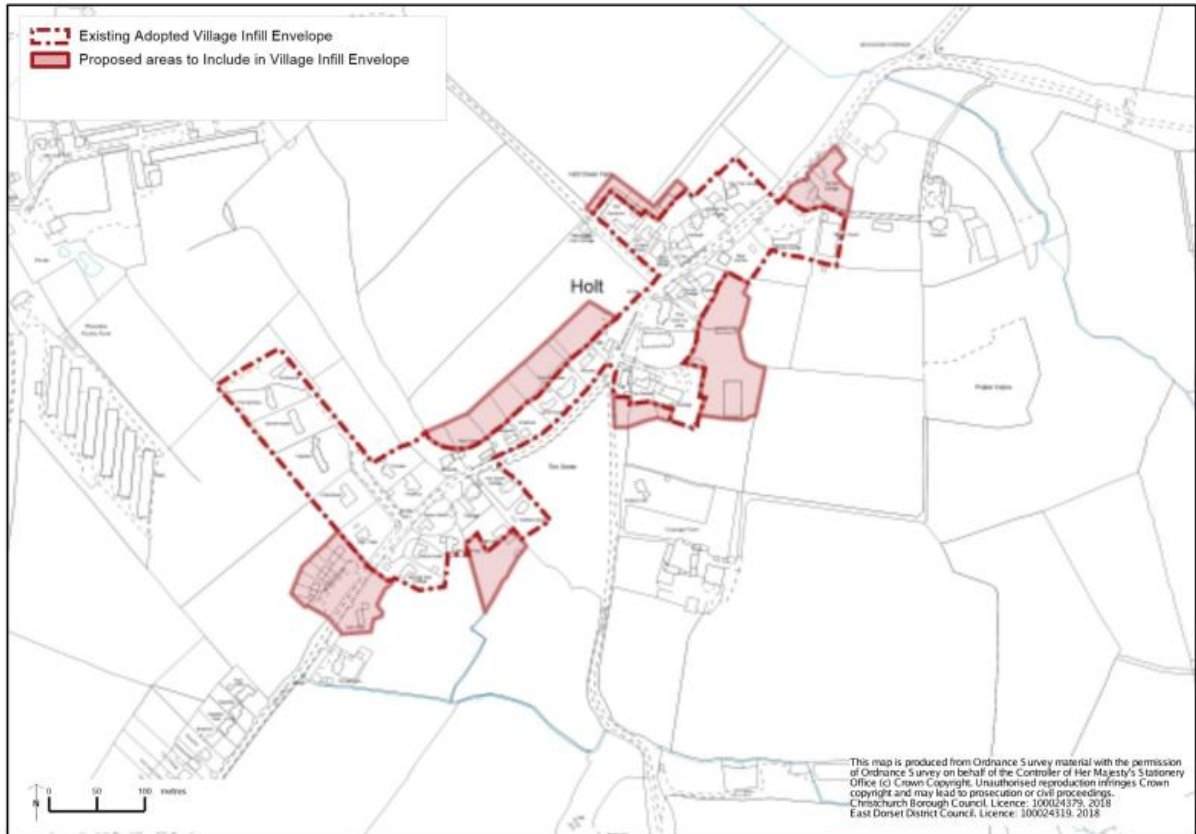
5.4.10 Holt

Introduction

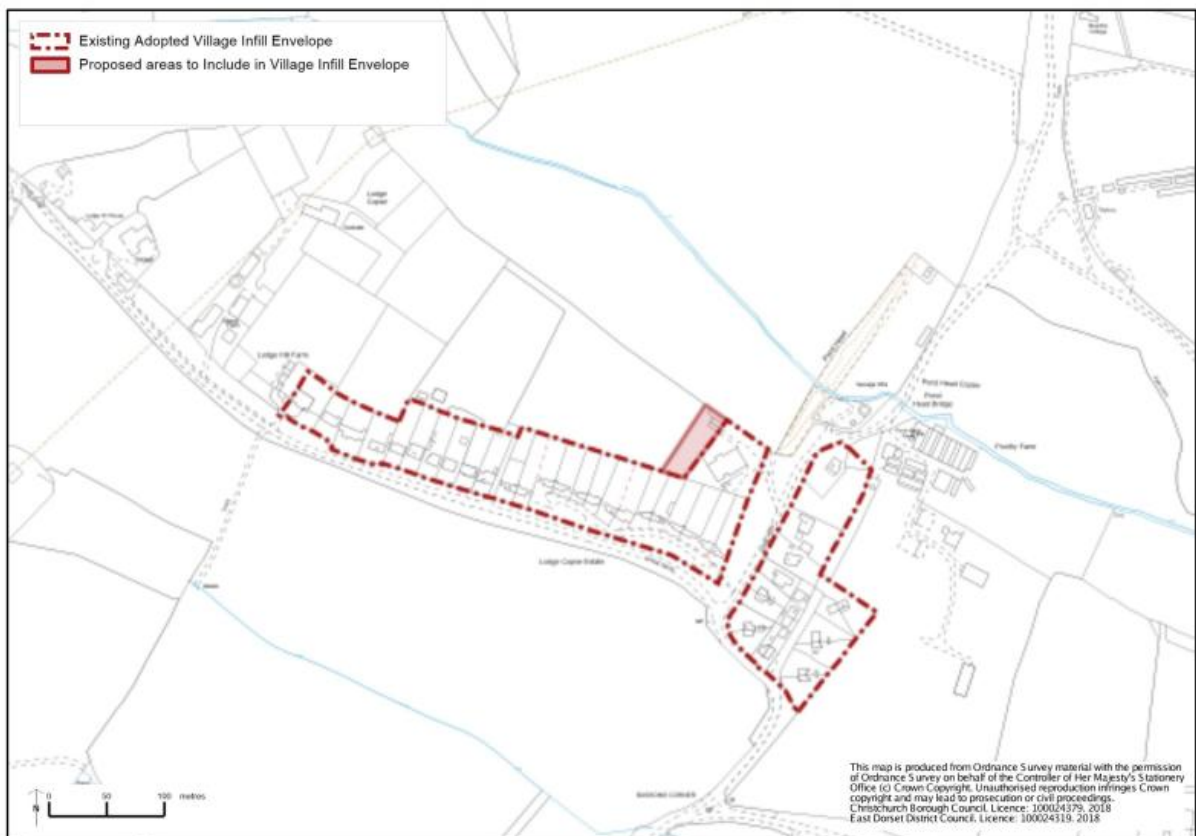
5.4.10.1 Holt is a small village in the west of the District, to the north of Wimborne. The village has no services or facilities and lies within the Green Belt. Accordingly Holt has not been considered a suitable location for even modest housing growth, although minor changes to the village infill policy envelope are proposed.

Village Infill Policy Envelope

5.4.10.2 As part of a review of village infill policy envelopes, the following changes are proposed to the village envelope at Holt and Holt (Pond Head) in order to provide a more logical boundary and offer potential for limited additional development in the village. Within this new village infill policy envelope, housing development will be permitted subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.10.1 Holt Village Infill Policy Envelope



Map 5.4.10.2 Pond Head, Holt Village Infill Policy Envelope

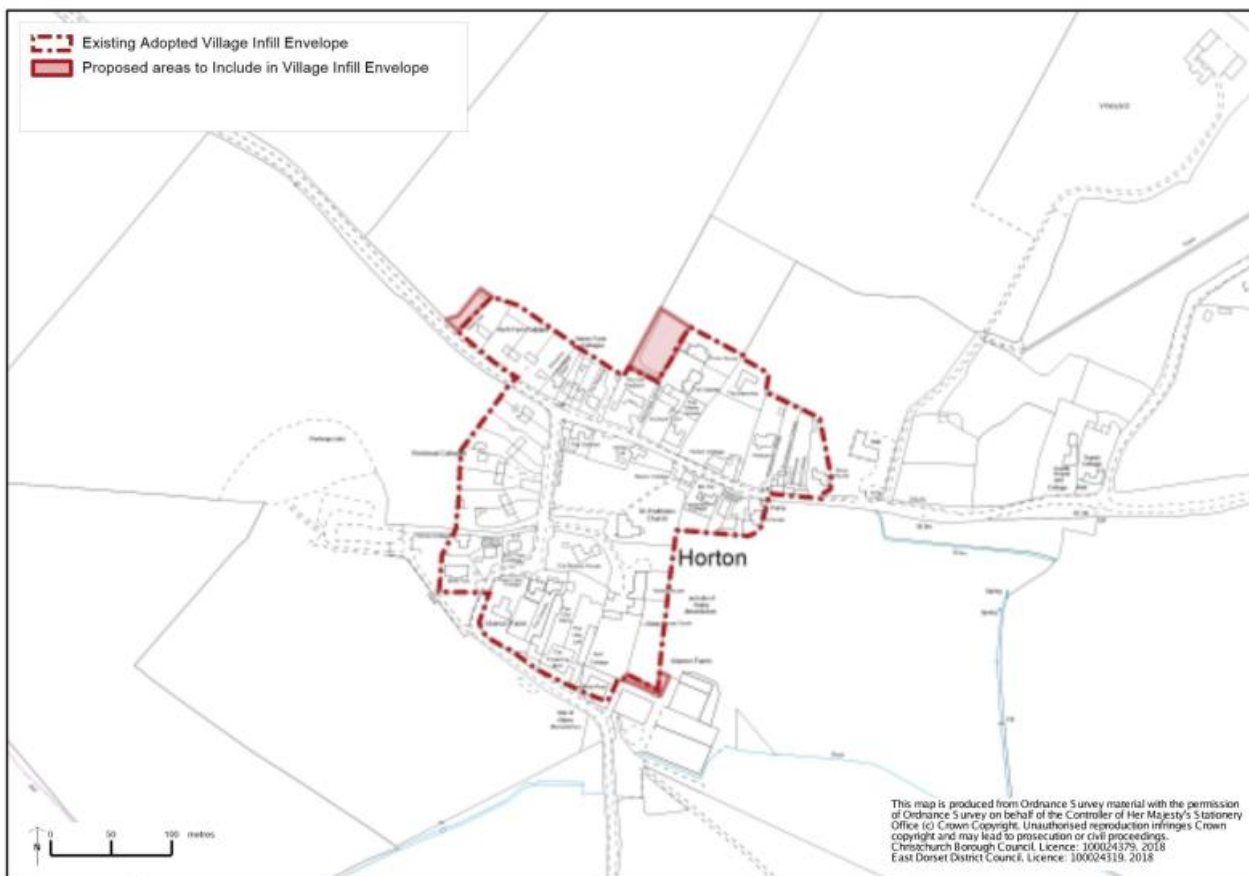
5.4.11 Horton

Introduction

5.4.11.1 Horton is a small village in the west of the District, to the west of St Leonards and Three Legged Cross. The village has no services or facilities. A Conservation Area has been designated at Horton and a Conservation Area appraisal has been published. Accordingly Horton has not been considered a suitable location for even modest housing growth, although minor changes to the village infill policy envelope are proposed.

Village Infill Policy Envelope

5.4.11.2 As part of a review of village infill policy envelopes, the following changes are proposed to the village envelope at Horton in order to provide a more logical boundary and offer potential for limited additional development in the village. Within this new village infill policy envelope, housing development will be permitted subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.11.1 Horton Village Infill Policy Envelope

5.4.12 Longham

Introduction

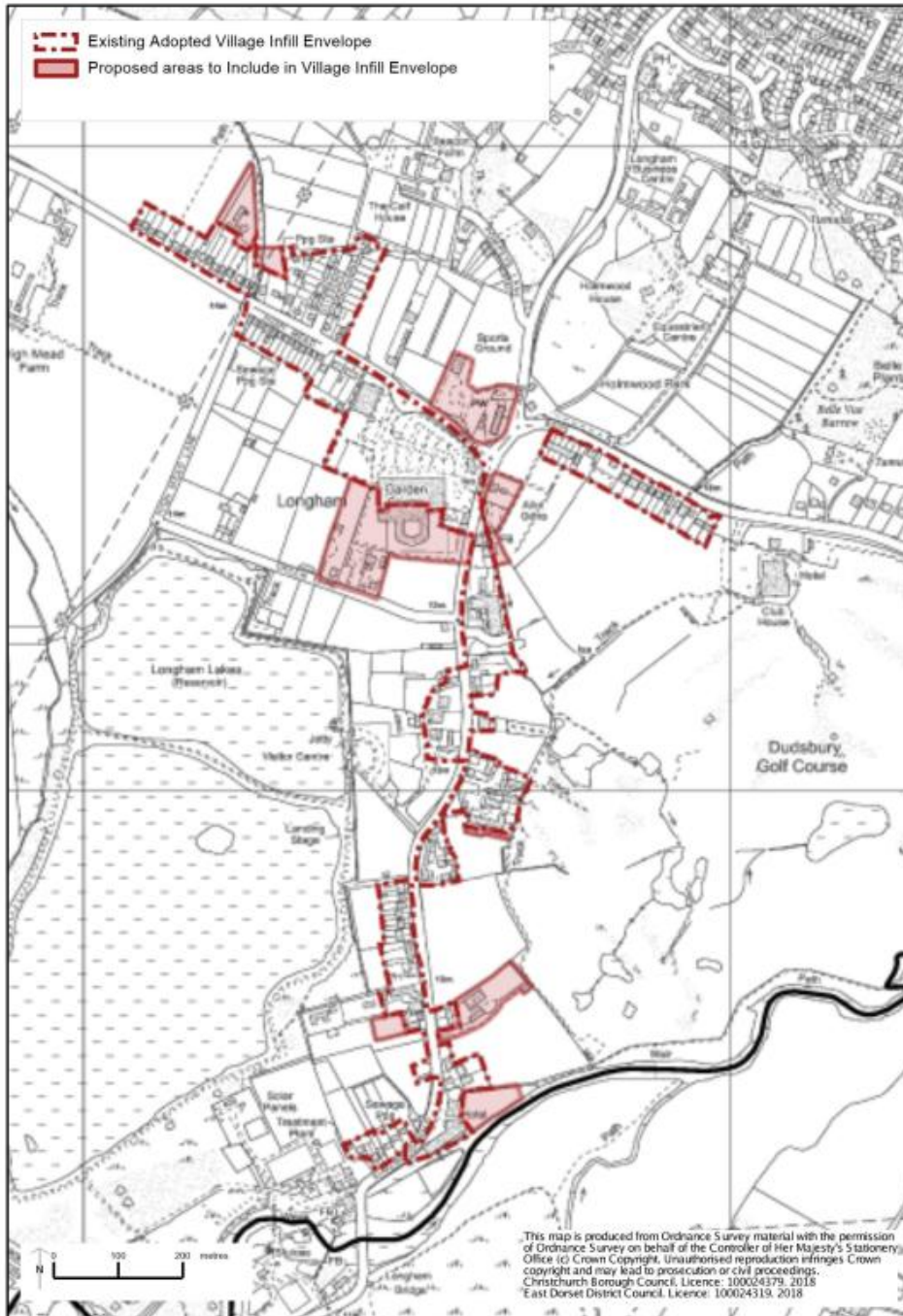
5.4.12.1 Longham is a linear village located west of Ferndown and West Parley, within the Green Belt. It extends along Ham Lane and south along Ringwood Road. Haskins Garden Centre is located within the village, as are a limited range of additional facilities. The village is connected by a number of bus services.

Housing Options in Longham

5.4.12.2 An 'area of search' for new housing development has been identified which includes land adjacent to the settlements of Ferndown, West Parley and Longham. For further details of this area of search and associated housing options, please refer to Section 5.2 of the Local Plan 'Ferndown, West Parley and Longham'.

Village Infill Policy Envelope

5.4.12.3 As part of a review of village infill policy envelopes, the following changes are proposed to the village envelope at Longham. Housing development will be permitted within the proposed revised village envelope subject to Policy 4.19 of the Local Plan. If any of the proposed housing sites in this local plan consultation are taken forward, the village envelope boundary will be amended to include those sites. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.12.1 Longham Village Infill Policy Envelope

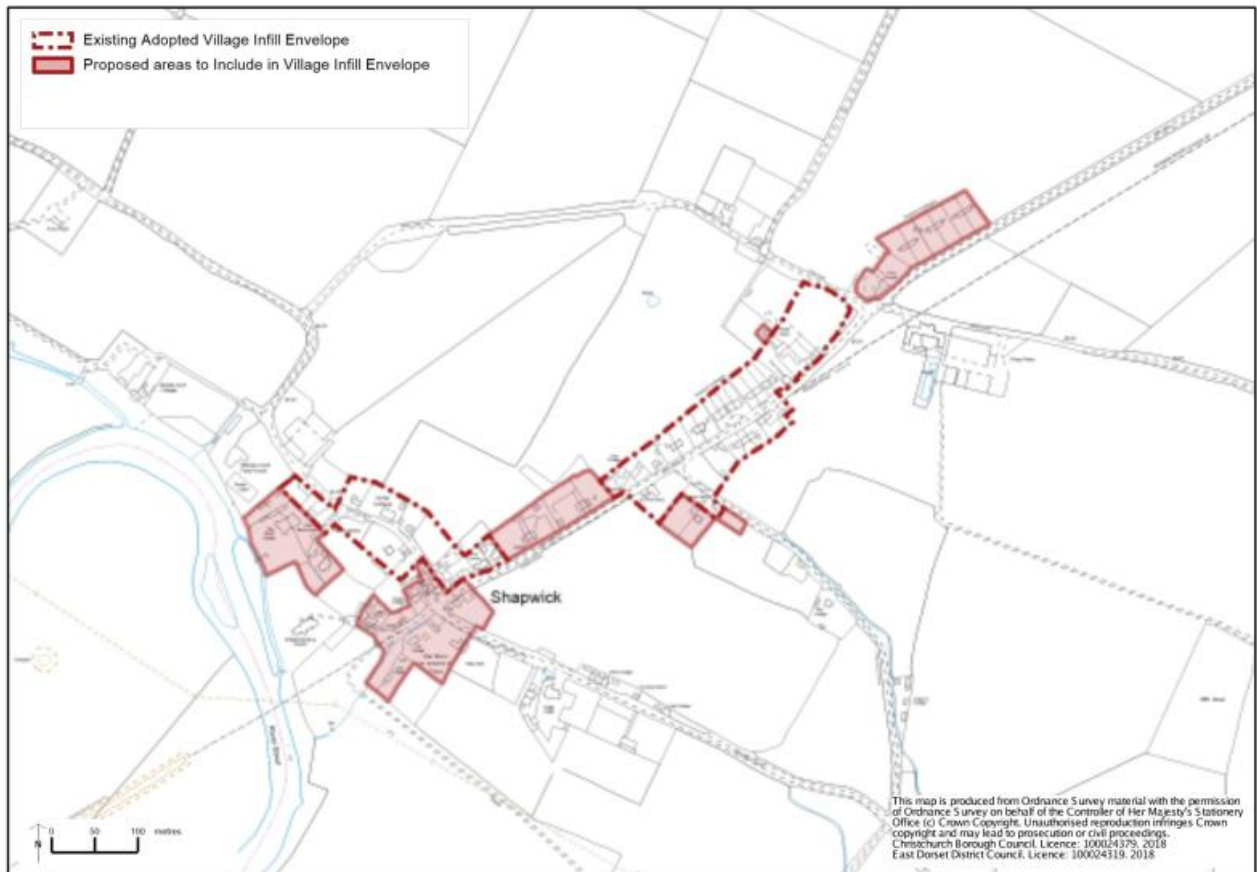
5.4.13 Shapwick

Introduction

5.4.13.1 Shapwick is a small village situated within the Green Belt in the west of East Dorset District close to the boundary with North Dorset. The village lies close to the A350 Poole to Blandford Road. A small part of the village lies within the Cranborne Chase AONB. The village is a designated Conservation Area which has a published Conservation Area appraisal.

Village Infill Policy Envelope

5.4.13.2 As part of a review of village infill policy envelopes, the following changes are proposed to the village envelope at Shapwick in order to create more logical boundaries for the village and offer some limited potential for new development. Housing development will be permitted within the proposed revised village envelope subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.13.1 Shapwick Village Infill Policy Envelope

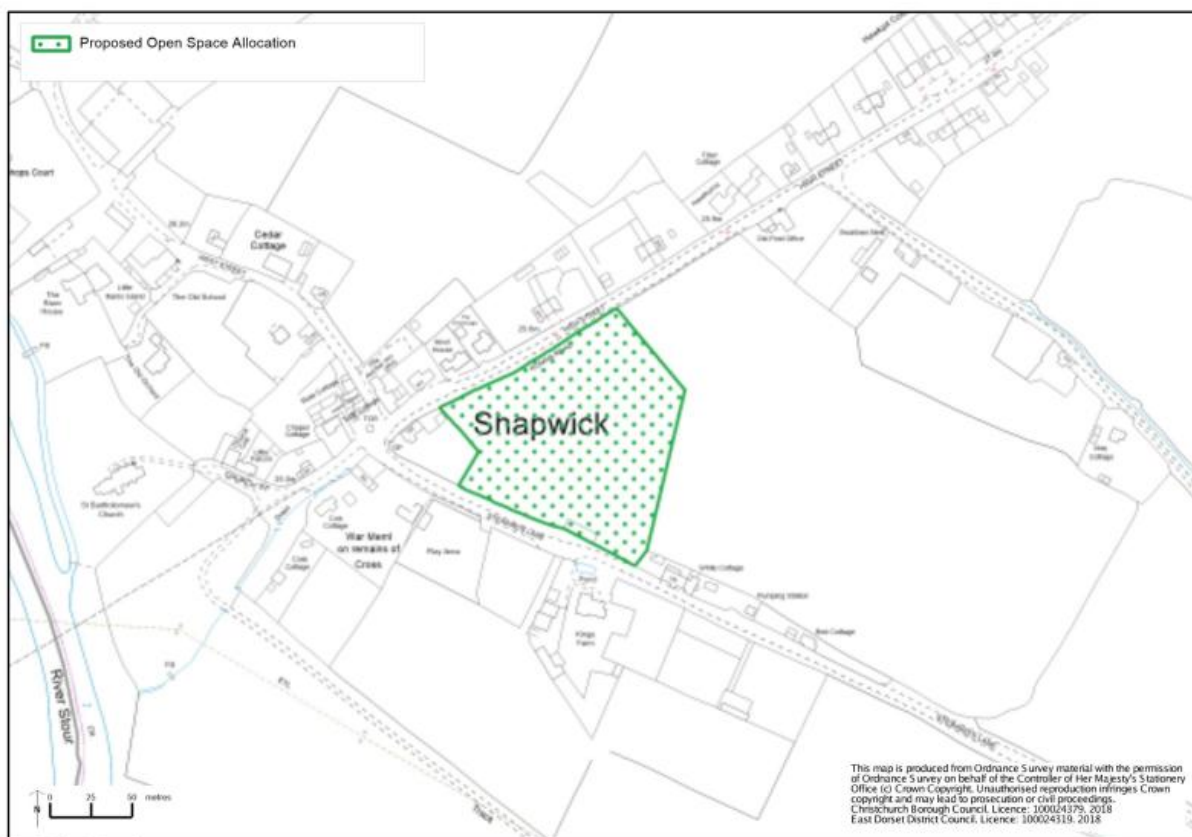
Open Space

5.4.13.3 Saved East Dorset Local Plan (2002) Policy GBV4 allocated 1.4 ha (3.4 acres) of land between High Street and Stewards Lane for public open space/recreation. This allocation is retained as set out below to meet potential future needs within the plan period.

Draft Policy 5.34

Public Open Space - Shapwick

Land between High Street and Stewards Lane, Shapwick is proposed for provision of public open space for recreation. Alternative uses for the site will not be permitted unless it is demonstrated that a suitable alternative site can be provided in close proximity, or that open space/recreational facilities will be not required.



Map 5.4.13.2 Public Open Space - Shapwick

5.4.14 Sixpenny Handley

Introduction

5.4.14.1 Sixpenny Handley is a large but relatively isolated village which forms the local centre for the far northern part of the District, with an influence extending into some neighbouring parishes of southern Wiltshire. The village occupies a picturesque setting and its position in the heart of Cranborne Chase.

5.4.14.2 The A354 Blandford to Salisbury road passes about a mile away to the south east of the village. Crossing this is the B3081 Ringwood - Shaftesbury road which runs north-westward through the centre of Sixpenny Handley.

5.4.14.3 The village has a range of services including several shops and pubs, a village hall, a playing field and pavilion, doctors' surgery, first school and St. Mary's Church. In addition there is a courtyard of small workshops at Town Farm, and intended to provide local employment opportunities. The village is also served by buses on the Blandford-Salisbury route.

Housing Options for Sixpenny Handley

5.4.14.4 Sixpenny Handley is an isolated village but nonetheless offers a reasonable level of facilities. As part of a general strategy to sustain rural settlements, the Local Plan Review proposes housing options to deliver housing growth to sustain local services and to provide more housing for local people.

5.4.14.5 The housing options include two sites which were previously allocated for housing in the East Dorset District Local Plan 2002 subject to provision of a bypass for the village which is no longer to be implemented. The sites fall within the village infill boundary and accordingly are considered appropriate for consideration again even absent the bypass.

Draft Policy 5.35

Housing Options Sixpenny Handley

Land to the south and west of Sixpenny Handley is considered suitable for housing development to provide a minimum of 120 dwellings.

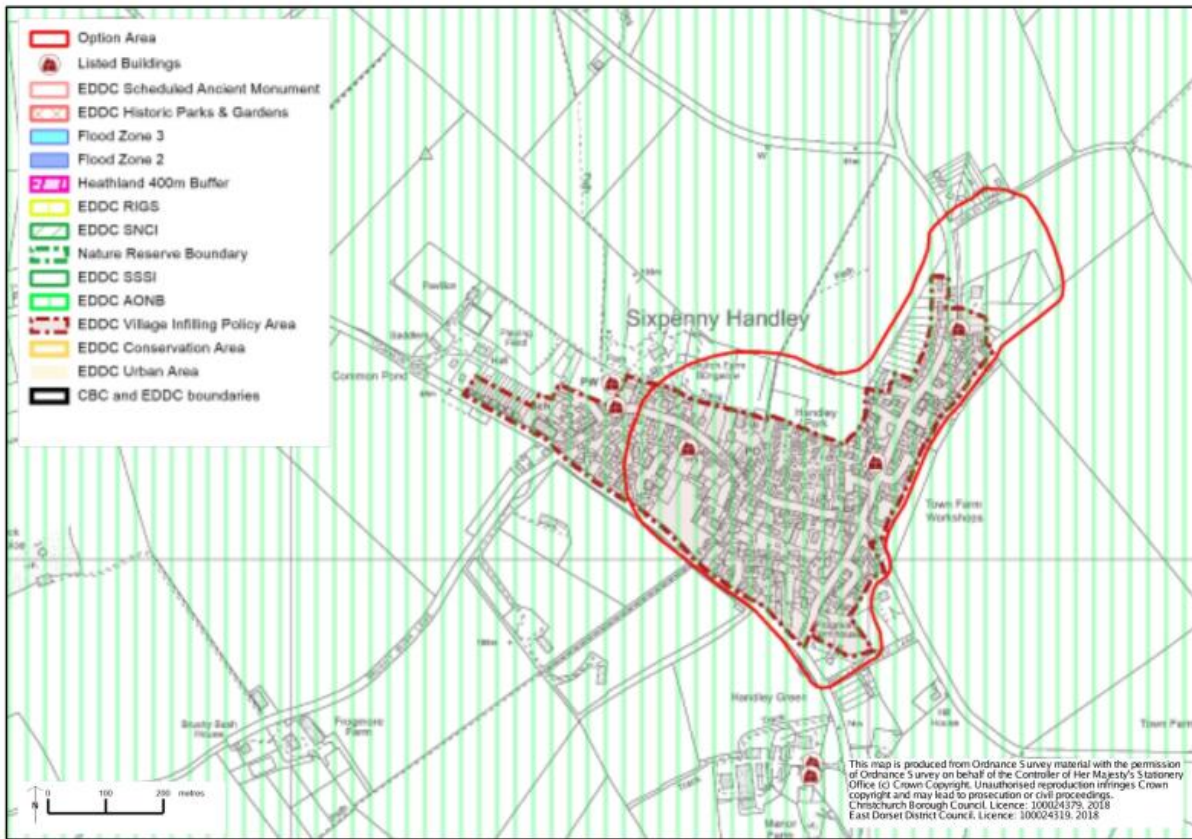
Development of land in this area will include, but is not limited to, the following sites:

- Land east of Dean Lane
- Land west of The Orchard
- Land at Back Lane
- Land at Frogmore Lane

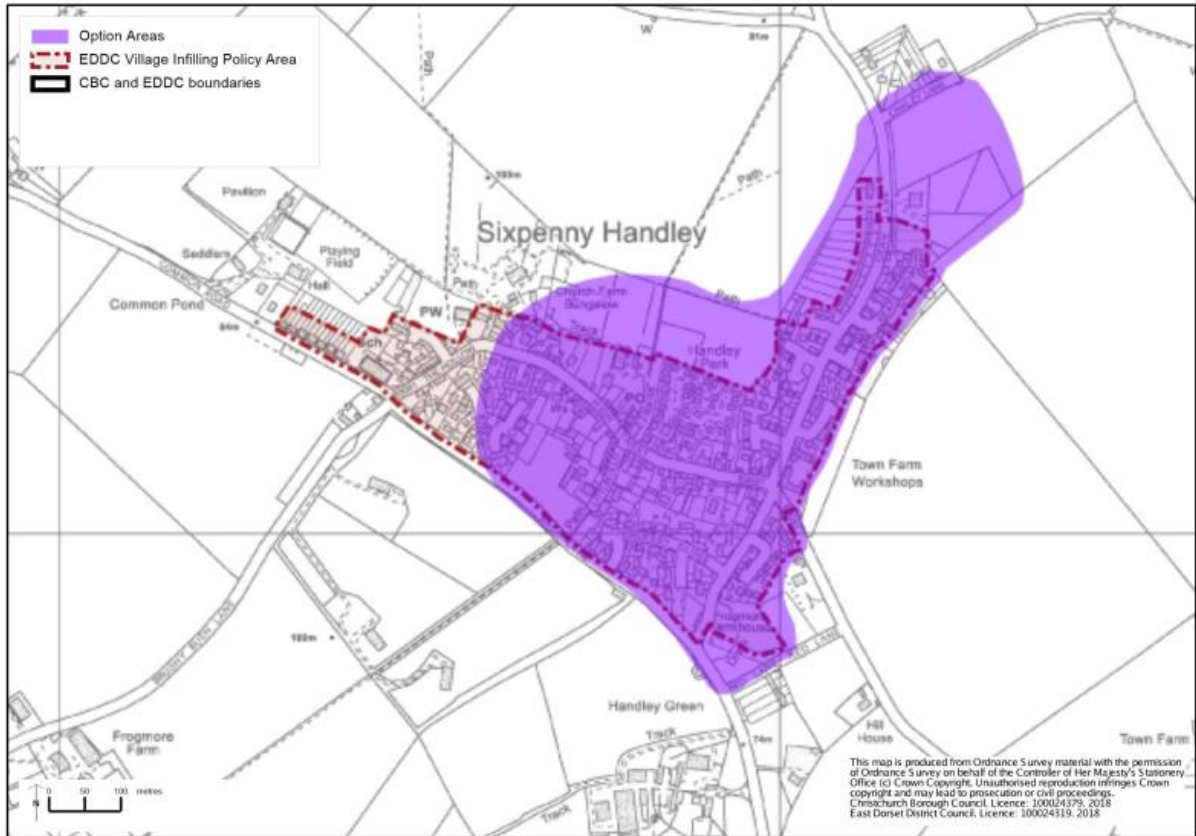
Development of the sites is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Up to 50% affordable housing in line with Policy 4.17;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and Appendix B;
- Contributions towards transport infrastructure in line with Policy 3.12; and
- Contributions to open space in accordance with Policy 4.30.

5.4.14.6 As part of the assessment of potential development options within the 'area of search', an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The entire area of search is within the Cranborne Chase and West Wiltshire Downs AONB, in common with the whole village. This aside, there are no other constraints on the area of search.



Map 5.4.14.1 Sixpenny Handley Constraints



Map 5.4.14.2 Sixpenny Handley Option Area

Area of Search Infrastructure Considerations

5.4.14.7 A range of key infrastructure will need to be provided to support potential new development in Sixpenny Handley. The key infrastructure considerations are set out below:

Open Space

5.4.14.8 Any new development will need to provide open space provision in accordance with the standards set out in the Local Plan and based on the level of provision locally. Provision of SANG is not required as the village lies beyond the 5km heathland mitigation zone.

Transport

5.4.14.9 Transport modelling work is currently being produced which will examine the impact of potential new development in this area and also take into account the cumulative impact of development options in the wider sub region. It is anticipated that this transport modelling work will be completed this year which will then inform the refinement of housing options for the draft Local Plan.

Education

5.4.14.10 The impact of new development on education provision in Sixpenny Handley is an important consideration. The impact on education provision of potential new sites identified in this Local Plan review is being assessed. Any new housing allocations at Sixpenny Handley would be required to make provision for new facilities or provide developer contributions to enhance provision locally.

Health

5.4.14.11 An increase in population in the Sixpenny Handley area will have an impact on local health services and a proportionate contribution may be required from new development to enhance local health facilities. Initial discussions with the Clinical Commissioning Group have not identified any specific requirements, but further discussions will take place prior to formal allocation of sites.

Local Shops and Facilities

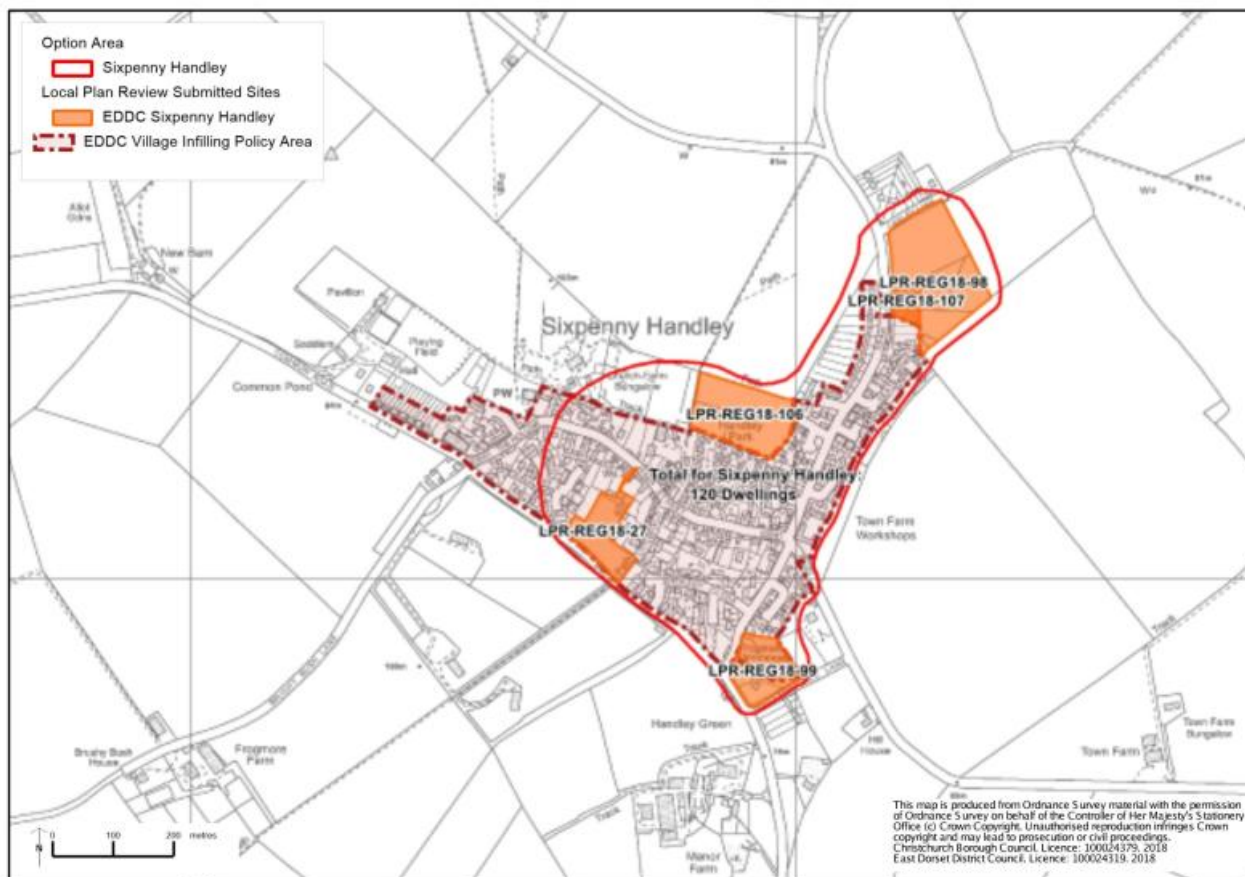
5.4.14.12 Retail centres in East Dorset are defined in the Town centre hierarchy according to their role, the services they provide and their potential for growth (Policy 3.7). The village of Sixpenny Handley has more limited facilities, but there is potential to sustain these facilities through an increased local population.

New Housing Options

5.4.14.13 This options consultation is exploring potential new areas for residential development within defined areas of search adjacent to existing settlements.

5.4.14.14 In response to the Regulation 18 consultations undertaken in 2016 a number of sites were submitted for consideration in Sixpenny Handley as part of the Local Plan review. These sites have been subject to sustainability appraisal to assess their suitability against a wide range of social, economic and environmental factors. The overall assessment of these sites has also taken into account detailed infrastructure requirements, access to services and the impact of development on local communities.

5.4.14.15 At this stage we are seeking your views on the proposed 'area of search' and potential development options within this area which may include alternative options to the site options presented at this stage. The sites that have been assessed and included in the policy option below are considered potentially suitable for development.



Map 5.4.14.3 Sixpenny Handley Housing Options

Village Infill Policy Envelope

5.4.14.16 As part of a review of village infill policy envelopes, and in addition to the potential housing options above, the following changes are proposed to the village envelope for Sixpenny Handley in order to create more logical and defensible boundaries for the village envelope and offer some additional potential for modest development. Housing development will be permitted within the proposed revised village envelope subject to Policy 4.19. If any of the proposed housing sites being considered in this Local Plan are taken forward, the village envelope boundary will be amended to include those sites. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.14.4 Sixpenny Handley Village Infill Policy Envelope

5.4.15 Sturminster Marshall

Introduction

5.4.15.1 Sturminster Marshall is the most westerly of the main settlements of East Dorset District. It is a large village, lying between the River Stour to the north and the A350 to the south west and is excluded from but surrounded by the Green Belt. The more northerly parts of the settlement fall within the flood plain of the river. The River Winterborne flows from the southwest to join the Stour just to the north of the village.

5.4.15.2 The southern parts of the village are on gently rising ground above the flood plain. The A350 which passes through this part of the village is a main route from Poole to Bristol and the north-west.

5.4.15.3 The former Somerset and Dorset railway runs parallel to the A350 through the centre of the village. Adjoining the railway line is the Bailie Gate Industrial Estate, covering about 7.8 hectares and to the east of that the planned extension to the industrial estate (see policy 5.38 below).

5.4.15.4 The northern part of the village, north of King Street and including the Market Place and the church, is designated as a Conservation Area. An appraisal of the character of this conservation area has been published.

5.4.15.5 The village has a range of other facilities including a shop, County First School, village hall, and two areas of public open space at Churchill Close (2.4 ha), which provides sports pitches and a children's play area, and at Walnut Tree Field (1.3 ha), which provides an informal riverside open space. The village is served by a bus service, connecting to Poole and Blandford.

Housing Options For Sturminster Marshall

5.4.15.6 Whilst being a rural village, Sturminster Marshall is relatively large and offers a small range of services and facilities. It lies on the outer edge of the Green Belt, and parts of the land within the Green Belt make only a modest contribution to the overall Green Belt purposes.

5.4.15.7 As part of a strategy of sustaining rural settlements, the Local Plan Review therefore proposes options for modest housing growth in the village on land to the south, where Green Belt impact will be lowest.

Draft Policy 5.36

Housing Options for Sturminster Marshall

Land to the south of Sturminster Marshall is considered suitable for housing development to provide a minimum of 250 dwellings.

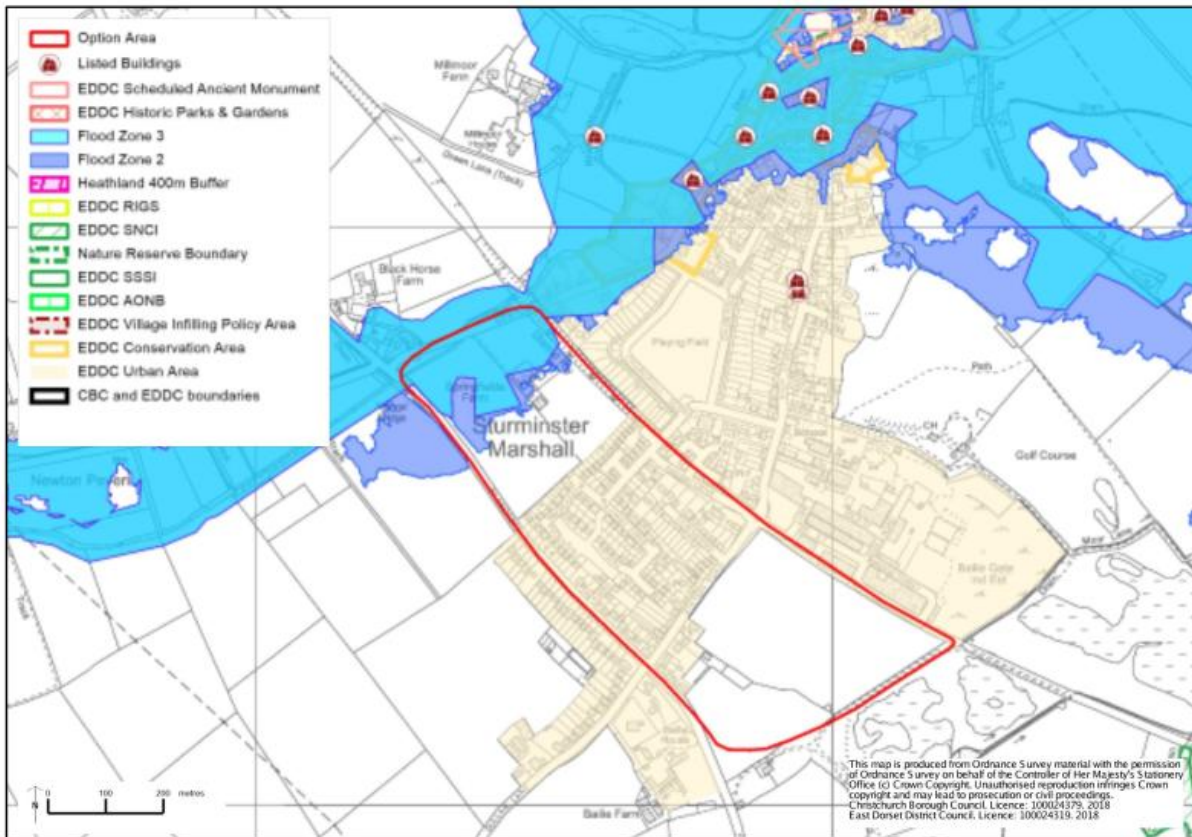
Development of land in this area will include, but is not limited to, the following sites:

- Land bounded by Newton Road and Blandford Road
- Land east of Station Road to the south of Bailie Gate industrial estate

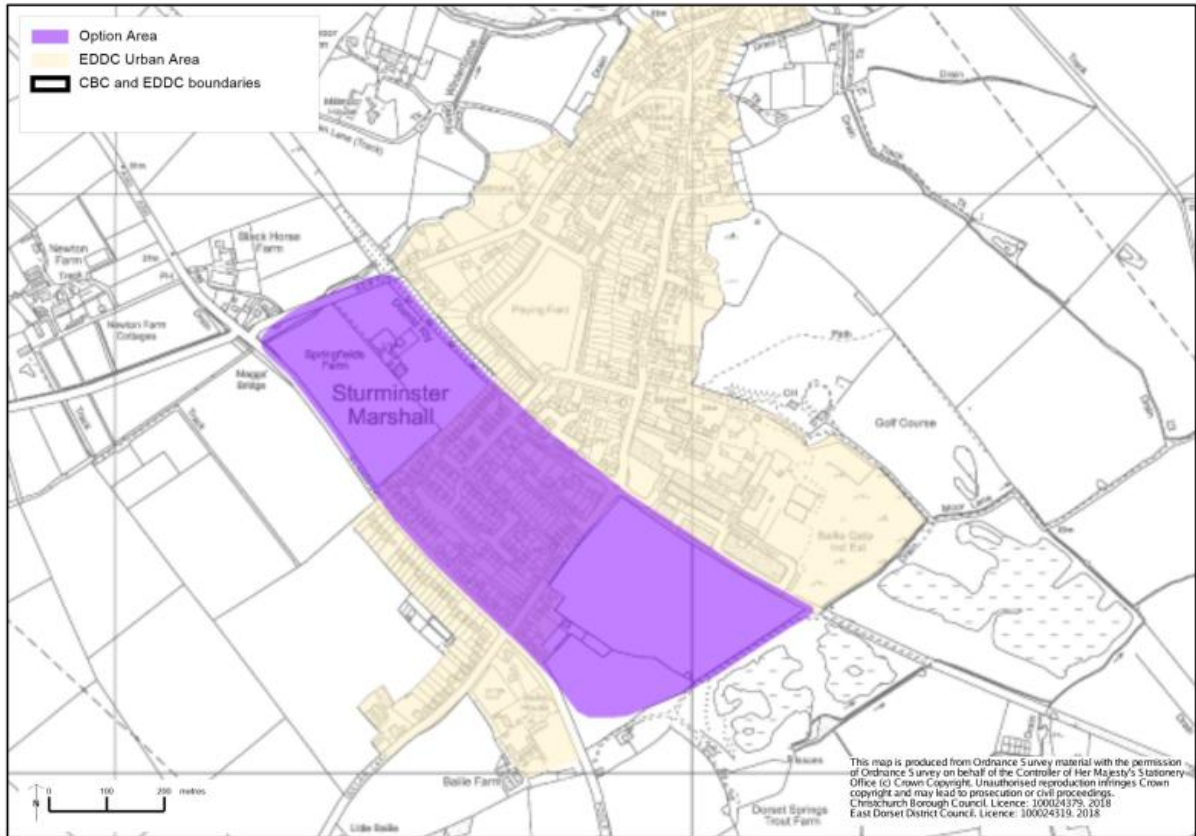
Development of the sites is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Mitigation of flood risk as appropriate
- Up to 50% affordable housing in line with Policy 4.17;
- Contributions toward heathland mitigation including provision of Suitable Alternative Natural Greenspace in accordance with Policy 4.2 and Appendix B;
- Contributions toward transport infrastructure in line with Policy 3.12; and
- Provision of open space in line with Policies 4.30 and 5.37.

5.4.15.8 As part of the assessment of potential development options within the 'area of search', an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The main constraint on the area of search is flood risk which affects part of the north western end of the area. Aside from this, the area of search is relatively unconstrained.



Map 5.4.15.1 Sturminster Marshall Constraints



Map 5.4.15.2 Sturminster Marshall Option Area

Area of Search Infrastructure Considerations

5.4.15.9 A range of key infrastructure will need to be provided to support potential new development in Sturminster Marshall. The key infrastructure considerations are set out below:

Suitable Alternative Natural Greenspace (SANG)

5.4.15.10 Suitable Alternative Natural Greenspace will need to be provided in perpetuity to mitigate the impact on the nearby heathlands for developments of 40 dwellings and above. Sufficient provision will need to be identified to mitigate the impact of development and be capable of coming forward in advance of the occupation of dwellings. Sites of 40 or more dwellings that have been submitted at Regulation 18 stage have included on-site SANG provision.

Open Space

5.4.15.11 In addition to SANG provision new development will need to provide open space provision in accordance with the standards set out in the Local Plan and based on the level of provision locally. The existing allocation at Station Road (policy 5.37) will need to be incorporated into the development.

Transport

5.4.15.12 Transport modelling work is currently being produced which will examine the impact of potential new development in this area and also take into account the cumulative impact of development options in the wider sub region. It is anticipated that this transport modelling work will be completed this year which will then inform the refinement of housing options for the draft Local Plan.

Education

5.4.15.13 The impact of new development on education provision in Sturminster Marshall is an important consideration. The impact on education provision of potential new sites identified in this Local Plan review is being assessed. Any new housing allocations at Sturminster Marshall would be required to make provision for new facilities or provide developer contributions to enhance provision locally.

Health

5.4.15.14 An increase in population in the Sturminster Marshall area will have an impact on local health services and a proportionate contribution may be required from new development to enhance local health facilities. Initial discussions with the Clinical Commissioning Group have not identified any specific requirements, but further discussions will take place prior to any formal allocation of sites.

Local Shops and Facilities

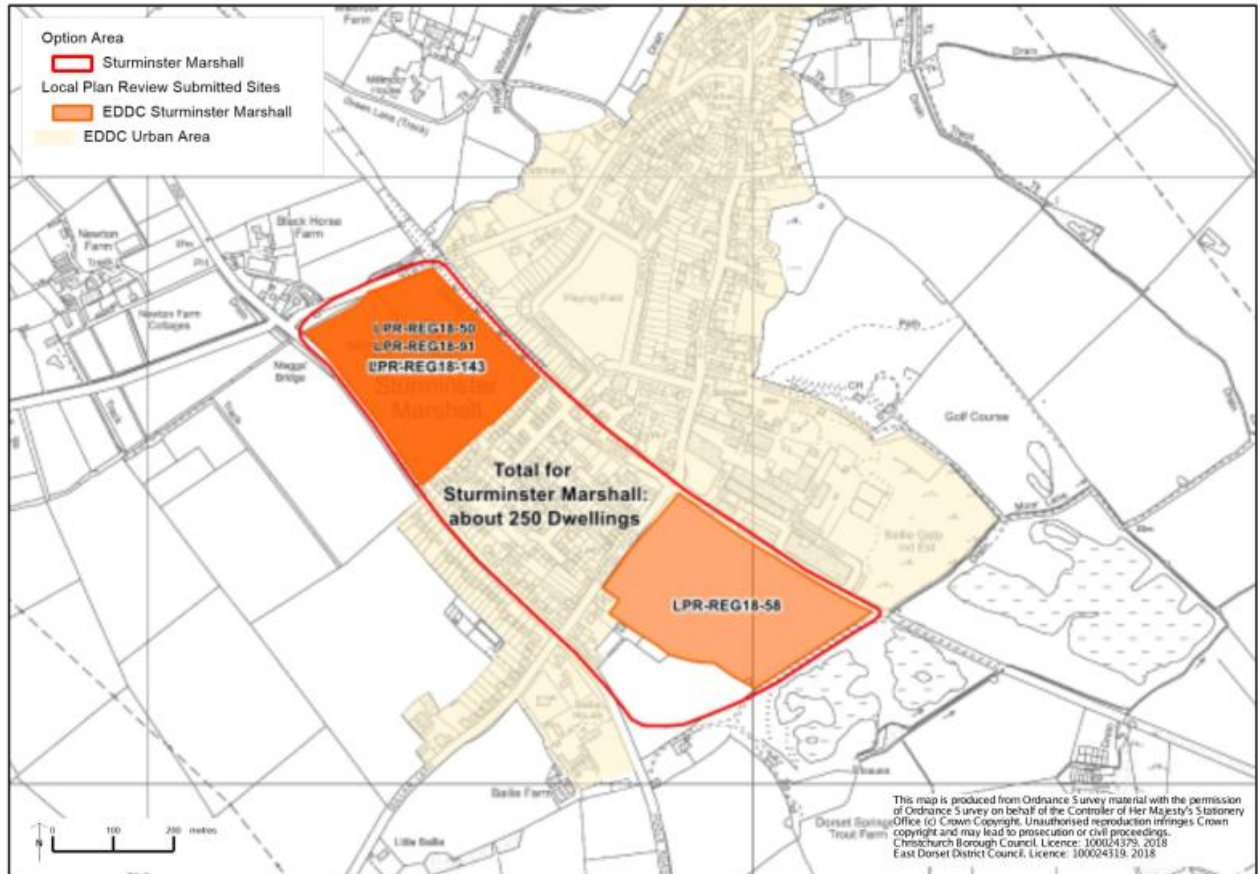
5.4.15.15 Retail centres in East Dorset are defined in the Town centre hierarchy according to their role, the services they provide and their potential for growth (Policy 3.7). The village of Sturminster Marshall has limited facilities, but there is potential to sustain these services through increased population locally.

New Housing Options

5.4.15.16 This options consultation is exploring potential new areas for residential development within defined areas of search adjacent to existing settlements.

5.4.15.17 In response to the Regulation 18 consultations undertaken in 2016 a number of sites were submitted for consideration in Alderholt as part of the Local Plan review. These sites have been subject to sustainability appraisal to assess their suitability against a wide range of social, economic and environmental factors. The overall assessment of these sites has also taken into account detailed infrastructure requirements, access to services and the impact of development on local communities.

5.4.15.18 At this stage we are seeking your views on the proposed 'area of search' and potential development options within this area which may include alternative options to the site options presented at this stage. The sites that have been assessed and included in the policy option below are considered potentially suitable for development.



Map 5.4.15.3 Sturminster Marshall Housing Options

Open Space

5.4.15.19 Additional open space will be needed to meet demand in the longer term. A proposal for the development of a new sports pitch area is therefore carried forward from the East Dorset Local Plan 2002, of a sufficient size to accommodate a cricket oval and other pitches, located in the Green Belt adjoining Station Road on a site which will be easily accessible on foot from all parts of the village, and by car from the main road network. The land, while relatively level, is outside the area prone to flood. This land also forms part of the site under consideration for housing option 5.36.

Draft Policy 5.37

Land at Station Road

Land at Station Road, Sturminster Marshall extending to 3.5 ha (8.6 acres) will be developed as public open space for sports pitches. The site is also capable of accommodating a small building containing changing rooms and pavilion together with car parking to serve the sports area. Substantial tree and shrub planting will be required as part of the development to provide a screen to the Industrial Estate from the south.



Map 5.4.15.4 Land at Station Road

Employment

5.4.15.20 The Bailie Gate Industrial Estate provides important employment space, and is the main employment site in the rural west of the District.

5.4.15.21 Carried forward from the adopted Core Strategy, land adjoining the existing industrial estate is allocated for employment to meet the future needs of businesses throughout East Dorset, but particularly the rural areas of East and North Dorset. The owners wish to expand the Estate to meet demands and the Council agrees that it provides a valuable opportunity to deliver a choice of employment location and a place where rural companies are within easy access of where they conduct their business.

Draft Policy 5.38

Bailie Gate Employment Allocation, Sturminster Marshall

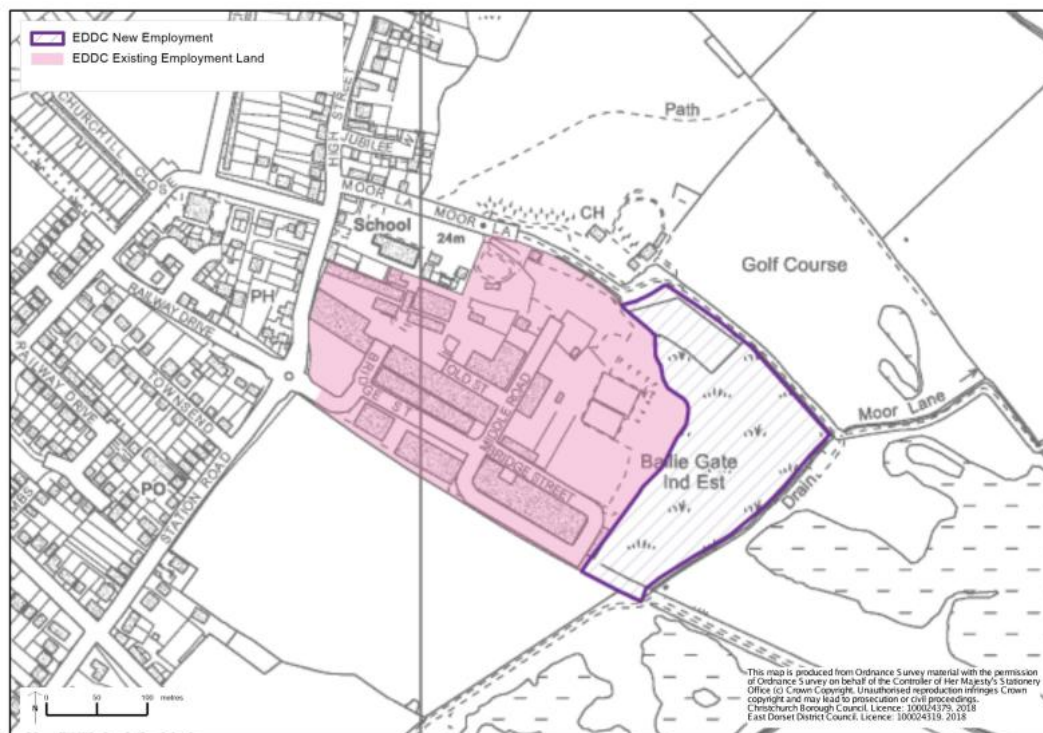
3.3 hectares of land at Bailie Gate, Sturminster Marshall has been removed from the Green Belt and developed for new employment.

This should involve:

- The provision of B1 (Office and Light Industry) , B2 (General Industry) and B8 (Warehousing and Distribution) employment uses.

Prerequisites for development would include:

- Approval of a detailed development brief, subject to public consultation.
- Agreement of a comprehensive travel plan including the support of regular bus services and scope to provide footway/cycleway links towards village facilities.
- Provision of significant landscape buffers alongside the countryside edges of the site.
- A Sustainable Drainage System to mitigate any potential impacts.



Map 5.4.15.5 Bailie Gate Employment Allocation, Sturminster Marshall

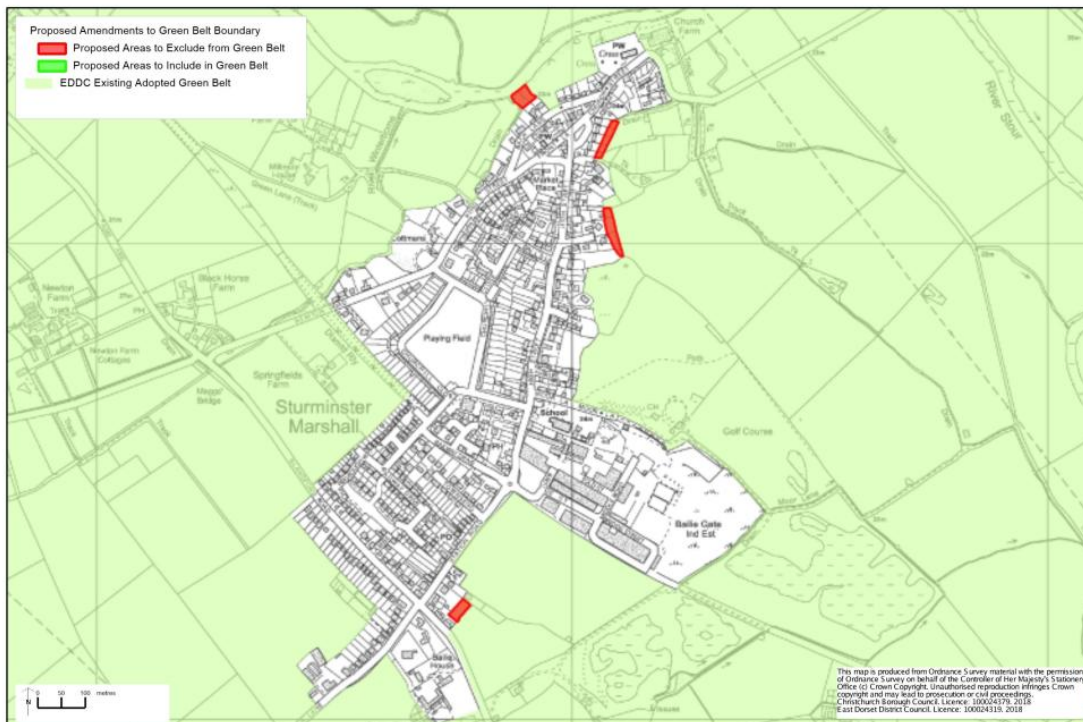
Green Belt Anomalies

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

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

5.4.15.23 The map below shows a number of minor Green Belt amendments proposed in Sturminster Marshall which have been identified through the Green Belt anomalies review. Where land has been proposed to be excluded from the Green Belt as part of these anomalies this does not imply that the land in question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.

5.4.15.24 Exclusion of land at Bailie Cross Cottages, Poole Road where boundary cuts across residential curtilages. Also exclusion of curtilages 16-24 Jubilee Way, 156-164 High Street, and Stourbank/Waterways, Back Lane, again where boundary cuts through the residential curtilage.



Map 5.4.15.6 Sturminster Marshall Green Belt Anomalies

5.4.16 Three Legged Cross

Introduction

5.4.16.1 Three Legged Cross lies around the staggered junction of the B3072 Verwood to West Moors road and the C2 Ashley Heath to Horton road. The area is one of scattered housing and market gardens in level countryside, centred around a small area of denser housing forming a distinct settlement. Apart from this settlement, and the nearby industrial estate at Woolsbridge, the area forms part of the South East Dorset Green Belt. Three Legged Cross has limited facilities, including a First School, pub, and shops.

Woolsbridge Industrial Estate

5.4.16.2 At just over 15 hectares Woolsbridge is the second largest industrial estate in East Dorset, but there is no scope for further development within the existing site. This site allocation is carried forward from the Core Strategy and will deliver an additional 13.1ha to meet the needs of the Local economy. The expansion of the Estate gives the opportunity to support economic growth by expanding the choice of location for employers. Development of the site will also need to take into account areas subject to flooding and also ensure that the nature conservation quality of the Moors River SSSI and neighbouring sites of nature conservation importance are not harmed.

Draft Policy 5.39

Woolsbridge Employment Allocation, Three Legged Cross

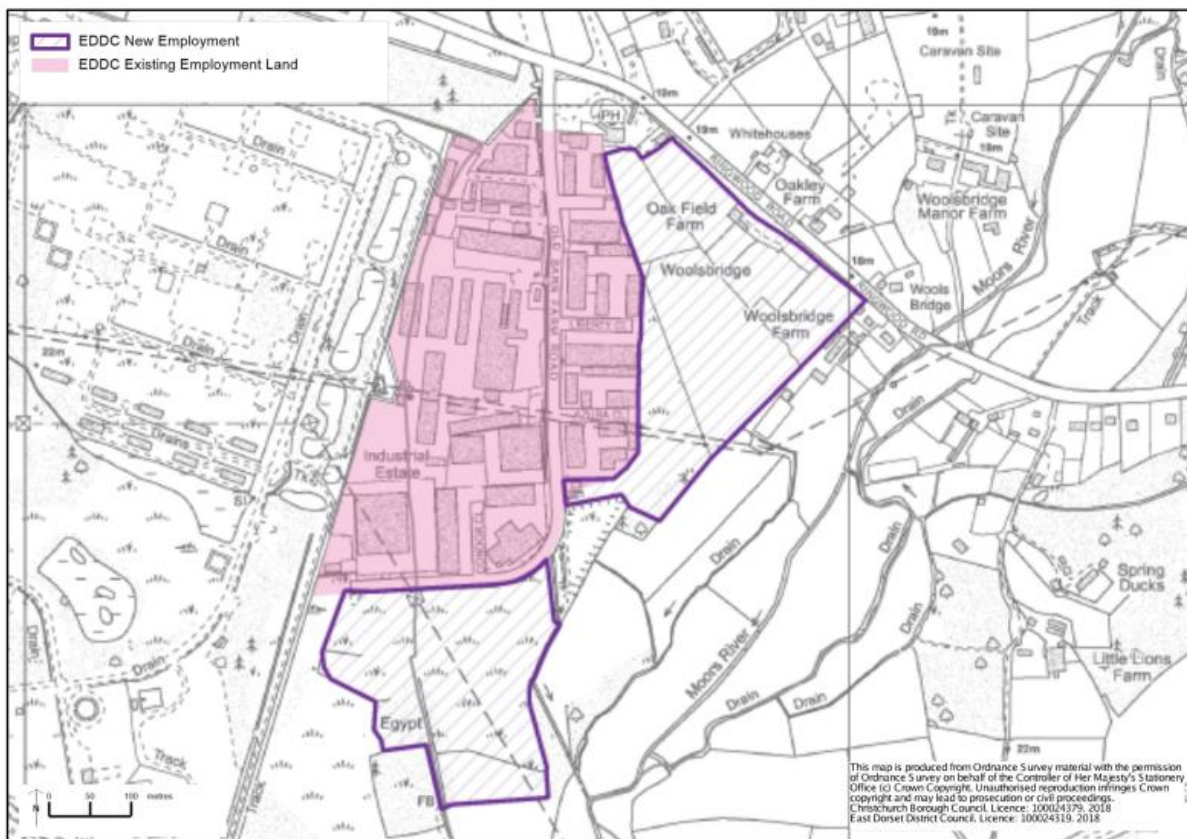
13.1 hectares of land at Woolsbridge Industrial Estate has been removed from the Green Belt and is allocated for employment development.

This should involve:

- The provision of B1 (Office and Light Industry), B2 (General Industry) and B8 (Warehousing and Distribution) employment uses.

Prerequisites for development include:

- Approval of a development brief by the Council.
- Agreement of a comprehensive travel plan including the support of regular bus services, cycle and walking links to the Castleman Trailway and Ringwood Road, and necessary highway improvements to the access to the site.
- Provision of significant landscape buffers alongside the countryside edges of the site. These buffers will be of adequate size and appropriate nature to safeguard the heathland forming part of the Dorset Heaths in the vicinity of the site.
- A wildlife strategy to be agreed with the Council that ensures that no harm to the Moors River SSSI and adjacent sites of nature conservation interest will derive from the Estate that ensures that the landscape buffers are secured and managed as part of an ecological network connecting with adjacent land of high biodiversity value. Particular regard to the water environment, including flood attenuation and water quality improvements, will be needed and in this respect the use of Sustainable Drainage Systems to mitigate any potential impacts will be expected to form part of the strategy.



Map 5.4.16.1 Woolsbridge Employment Allocation

5.4.17 Wimborne St Giles

Introduction

5.4.17.1 Wimborne St. Giles lies 10 miles north of Wimborne in the upper valley of the River Allen and is within the Cranborne Chase AONB. It is attractive both in its setting and because of its wealth of traditional 18th and 19th Century brick cottages, as well as the impressive group of the Almshouses, St. Giles Church and the mill house. At a short distance from the village is St. Giles House, its Home Farm and landscaped park. This is one of the major historic houses in Dorset. The village is designated as a Conservation Area and it has a published appraisal statement.

5.4.17.2 Wimborne St. Giles has some limited facilities including a first school, village hall, and part time post office. The local network of lanes is also narrow and lightly trafficked.

Housing Options for Wimborne St Giles

5.4.17.3 There has been discussion recently within the local community and with the St Giles estate around the idea of allowing some further development within the village to provide for local housing needs, to sustain the local school and local services, and to sustain the estate itself as a local employer. The size of the village, together with its historic character, mean that it is not considered a suitable or sustainable location for any significant development.

5.4.17.4 Proposals from the St Giles estate have been considered in developing the Local Plan Review options consultation and it is considered appropriate that a modest scale of development could be accommodated within the village on a number of sites.

Draft Policy 5.40

Housing Options for Wimborne St Giles

Land at Wimborne St Giles is considered suitable for housing development to provide a minimum of 30 dwellings.

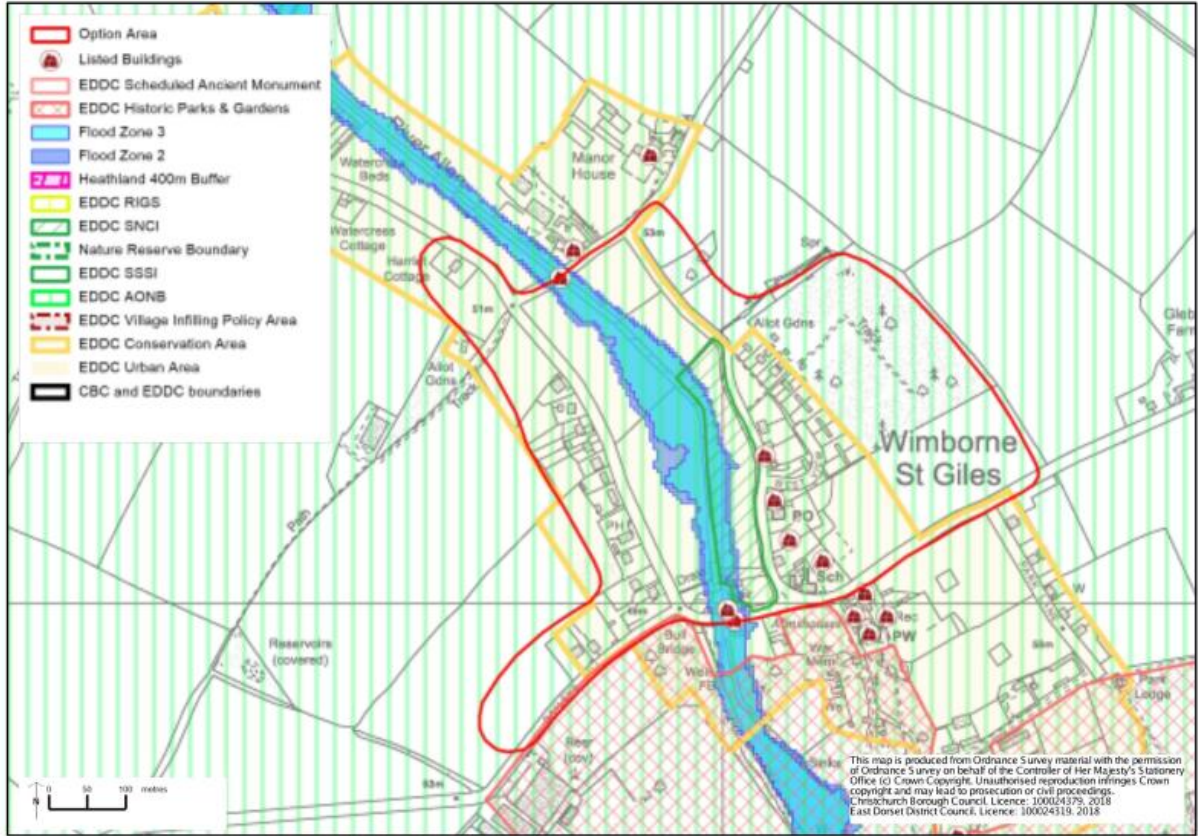
Development of land in this area will include, but is not limited to, the following sites:

- Land between Harley Cottage and Harriet Cottage;
- Land to the east and the north west of the allotment gardens;
- Land on the north side of Baileys Hill.

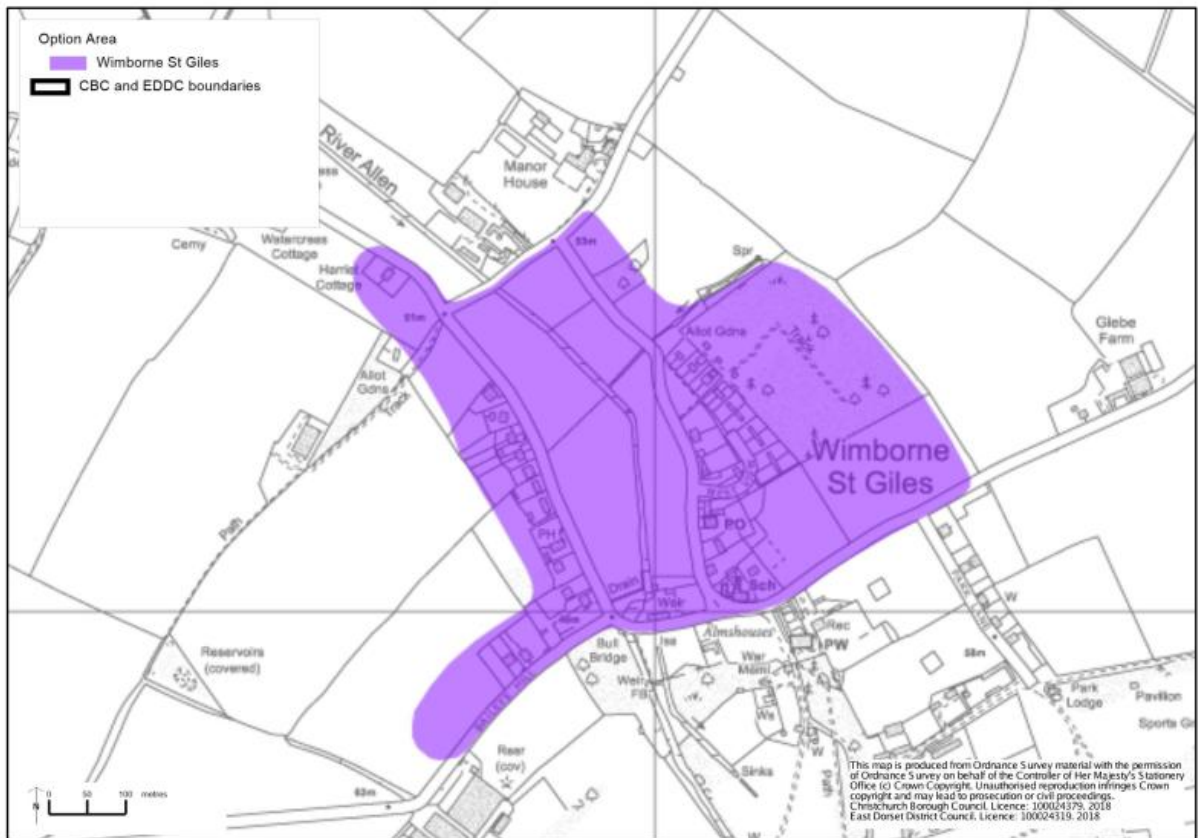
Development of the sites is likely to be subject to the following criteria:

- Creation of high quality residential development, of a density and design appropriate to a more rural location;
- Agreement of a design brief setting out how the development can be accommodated without harm to the special character of the village and its conservation area.
- Up to 50% affordable housing in line with Policy 4.17;
- Contributions toward heathland mitigation in accordance with Policy 4.2 and appendix B;
- Contributions toward transport infrastructure in line with Policy 3.12; and
- Contributions to open space in accordance with Policy 4.30.

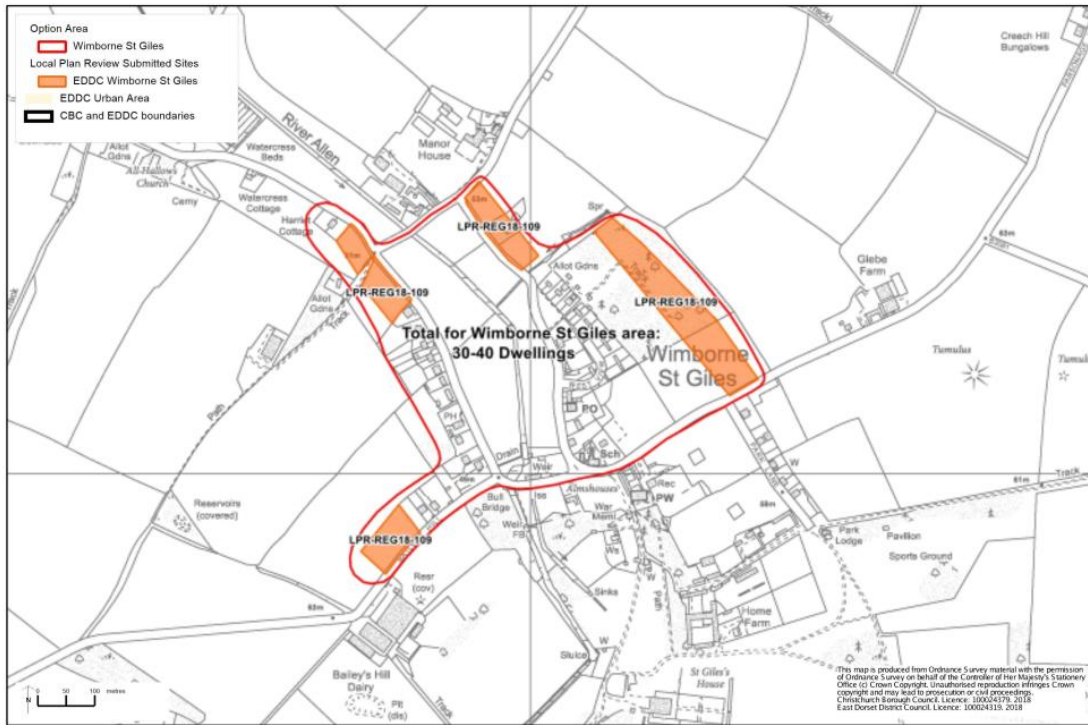
5.4.17.5 As part of the assessment of potential development options within the 'area of search', an assessment has been undertaken of environmental and heritage designations and constraints combined with other land use considerations. The entire area of search is within the Cranborne Chase and West Wiltshire Downs AONB, in common with the whole village. Parts of the area of search lie within the conservation area where careful regard will need to be had to its character and appearance. Flood risk around the river valley also affects the central part of the village, and a small locally designated nature conservation area abuts the river.



Map 5.4.17.1 Wimborne St Giles Constraints



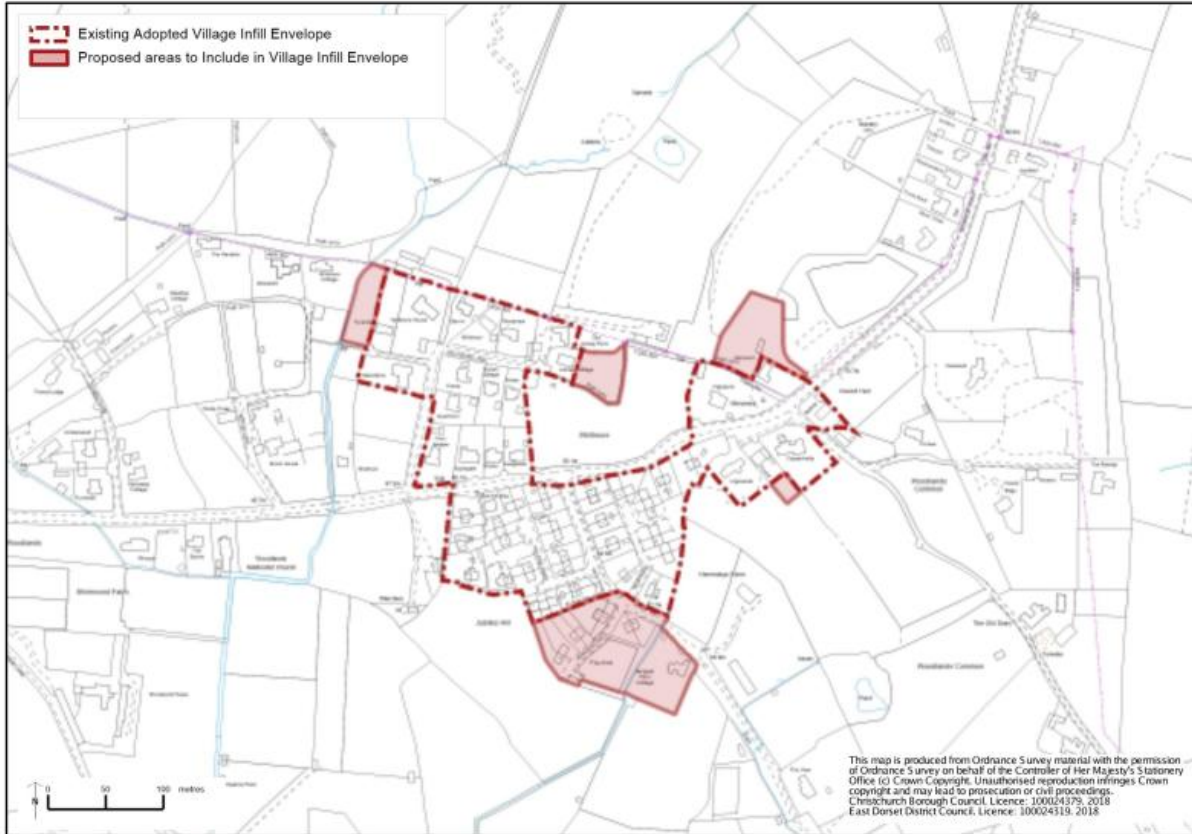
Map 5.4.17.2 Wimborne St Giles Option Area



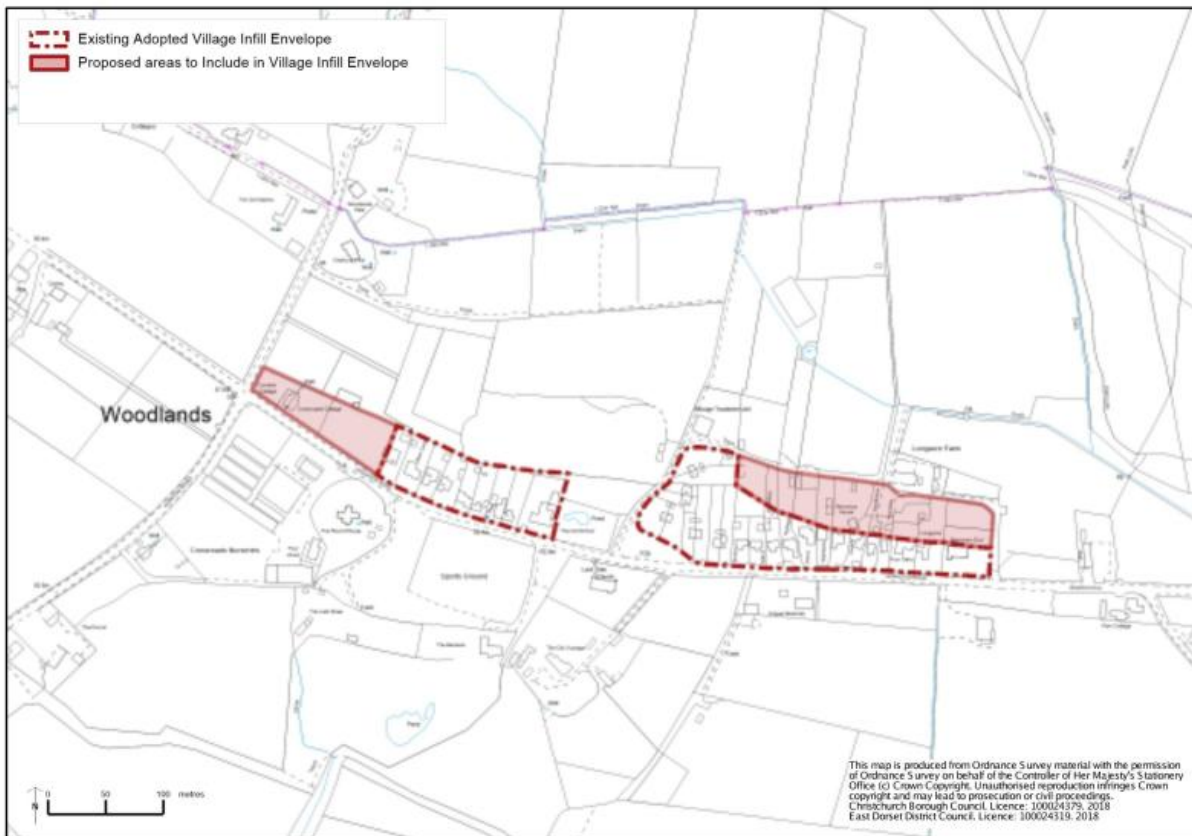
Map 5.4.17.3 Wimborne St Giles Housing Options

Village Infill Policy Envelope

5.4.17.6 Wimborne St Giles has not previously had a defined village infill policy envelope. As part of a review of village envelopes, and having regard to the housing options for the village, the following village envelope is proposed for Wimborne St Giles. Housing development will be permitted within the proposed revised village envelope subject to Policy 4.19. Where land has been proposed to be included in the village infill policy envelope this does not imply that the land is question will obtain planning consent for development or that the landowners concerned have intentions to develop their land.



Map 5.4.18.1 Woodlands Whitmore Village Infill Policy Envelope



Map 5.4.18.2 Woodlands Village Infill Policy Envelope

Appendix A Affordable Housing Definitions

Introduction

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

Current Affordable Housing Definitions

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

Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices i.e. an amount which can be afforded without some form of subsidy.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing :

- Rented housing owned and managed by local authorities and Registered Providers, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

Affordable rented housing :

- Rented housing let by Registered Providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, and as calculated using the RICS approved valuation methods).

Intermediate affordable housing :

- Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not

include affordable rented housing. The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

The terms 'affordability' and 'affordable housing' have different meanings. 'Affordability' is a measure of whether housing may be afforded by certain groups of households. 'Affordable housing' refers to particular products outside the main housing market.

Local connection definition

"Local Connection" means a connection with the District or Borough (or Parish if applicable) demonstrated by a person or persons within that household at the time of nomination:

- *being permanently resident therein for at least twelve months prior to nomination or for at least five years out of the previous ten years, or*
- *having close relatives (i.e. parents, children, brother or sister) who have lived therein for the past four years or for at least ten years at any time during the person's lifetime, or*
- *having had permanent employment therein for twelve months prior to nomination, or*
- *having other special circumstances which create a link to the District or Borough (not including residence in a hospital, armed forces accommodation, holiday let, or prison) such special circumstances having first been verified and approved by the Council.*

The Draft Revised NPPF

The draft revised NPPF changes the definition of affordable housing and broadens the definitions to include starter homes. The NPPF has been the subject of public consultation and could be subject to further changes. Once the revised NPPF is published, the Local Plan Review will reflect the amended affordable housing definition.

The draft NPPF definitions are as follows:

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

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

provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

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

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

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

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

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

INTRODUCTION

‘Suitable Accessible Natural Greenspace’ (SANG) is the name given to green space that is of a quality and type suitable to be used as mitigation for applications likely to affect the Dorset Heathlands European and internationally protected sites. The provision of SANGs is one of a range of mitigation measures, a number of which are detailed in the Dorset Heathlands Planning Framework SPD, which the south east Dorset Planning Authorities and Natural England consider offer an effective means of avoiding or mitigating harm from a number of urban effects.

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

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

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

These guidelines relate specifically to the means to provide mitigation for development of a residential nature within or close to 5km of the Dorset Heathlands. They do not address nor preclude the other functions of green space (e.g. provision of disabled access). Other functions may be provided within SANGs, as long as this does not conflict with the specific function of mitigating visitor impacts on the Dorset Heathlands.

SANGs may be created from:

- existing open space of SANGs quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public
- existing open space which is already accessible but which could be changed in character so that it is more attractive to the specific group of visitors who might otherwise visit the Dorset Heathlands
- land in other uses which could be converted into SANGs

The identification of SANGs should seek to avoid sites of high nature conservation value which are likely to be damaged by increased visitor numbers. Such damage may arise, for example, from increased disturbance, erosion, input of nutrients from dog faeces, and increased incidence of fires. Where sites of high nature conservation value are considered as SANGs, the impact on their nature conservation value should be assessed and considered alongside relevant policy in the core strategy/local plan.

THE CHARACTER OF THE DORSET HEATHLANDS AND ITS VISITORS

The Dorset Heathlands are made up of 42 Sites of Special Scientific Interest, and consists of a mixture of open heathland and mire with some woodland habitats. The topography is varied with some prominent viewpoints. Many sites contain streams, ponds and small lakes and though some have open landscapes with few trees others have scattered trees and areas of woodland. Most sites are freely accessible to the public though in some areas access is restricted by army, or other operations.

Surveys have shown that about half of visitors to the Dorset Heathlands arrive by car and about half on foot. Where sites are close to urban development around Poole and Bournemouth, foot access tends to be most common. On rural sites in Purbeck and East Dorset, more visitors come by car.

Some 75% of those who visited by car had come from 5.3km of the access point onto the heathlands. A very large proportion of the Dorset Heathland visitors are dog walkers, many of whom visit the particular site on a regular (i.e. multiple visits per week) basis and spend less than an hour there, walking on average about 2.2km. Further detailed information on visitors can be found in the reports referenced at the end of this document.

GUIDELINES FOR THE QUALITY OF SANG

The quality guidelines have been sub-divided into different aspects of site fabric and structure. They have been compiled from a variety of sources but principally from visitor surveys carried out at heathland sites within the Dorset Heathlands and the Thames Basin Heaths. These are listed as references at the end of this appendix.

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

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

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

ACCESSIBILITY - REACHING THE SANG

Most visitors reach the Dorset Heathlands either by foot or by car and the same will apply for SANGs. Thus SANGs may be intended principally for the use of a local population living within a 400 meter catchment around the site; or they may be designed primarily to attract visitors who arrive by car (they may also have both functions).

SANG design needs to take into account the anticipated target group of visitors. For example, where large populations are close to the Dorset Heathlands the provision of SANGs may need to be attractive to visitors on foot.

If intended to attract visitors arriving by car, the availability of adequate car parking is essential. Car parks may be provided specifically for a SANG or a SANG may make use of existing car parks but some existing car parks may have features incompatible with SANG use, such as car park charging. The amount and nature of parking provision should reflect the anticipated numbers and mode of arrival by visitors to the site and the catchment size of the SANGs. It is important that there is easy access between the car park and the SANG i.e. this is not impeded by, for example, a road crossing. Thus such SANGs should have a car park with direct access straight on to the SANG with the ability to take dogs safely from the car park to the SANG off the lead. Similarly, the nature of foot access between urban development and a SANG is important and green corridors reaching into the urban area can be an important part of facilitating access to the SANG. Key points:

1. *Sites must have adequate parking for visitors, unless the site is intended for local pedestrian use only, i.e. within easy walking distance (400m) of the developments linked to it. The amount of car parking space should be determined by the anticipated numbers using the site and arriving by car*
2. *Car parks must be easily and safely accessible by car, be of an open nature and should be clearly signposted.*
3. *There should be easy access between the car park or housing and the SANG with the facility to take dogs safely from the car park to the SANG off the lead.*
4. *Access points should have signage outlining the layout of the SANGs and the routes available to visitors.*

Paths, Tracks and other SANG Infrastructure

SANGs should aim to supply a choice of circular walking routes that provide an attractive alternative to those routes on heathlands in the vicinity (i.e. those heaths that the SANG is designed to attract visitors away from). Given the average length of walks on heathland, a circular walk of 2.3-2.5km in length is necessary unless there are particular reasons why a shorter walk is considered still appropriate. Where possible a range of different length walks should be provided; a proportion of visitors walk up to 5km and beyond so walking routes longer than 2.5 km are valuable, either on-site or through the connection of sites along green corridors.

Paths do not have to be of any particular width, and both vehicular-sized tracks and narrow paths are acceptable to visitors although narrow corridors where visitors/dogs may feel constrained should be avoided. The majority of visitors come alone and safety is one of their primary concerns. Paths should be routed so that they are perceived as safe by the visitors, with some routes being through relatively open (visible) terrain (with no trees or scrub, or well-spaced mature trees, or wide rides with vegetation back from the path), especially those routes which are 1-3 km long.

A substantial number of visitors like to have surfaced but not tarmac paths, particularly where these blend in well with the landscape. This is not necessary for all paths but there should be some visitor-friendly, all weather routes built into the structure of a SANGs, particularly those routes which are 1-3 km long. Boardwalks may help with access across wet areas but excessive use of boardwalks, as may be necessary on sites which are mostly wet or waterlogged such as flood plain and grazing marsh, is likely to detract from the site's natural feel.

Other infrastructure specifically designed to make the SANG attractive to dog walkers may also be desirable but must not detract from a site's relatively wild and natural feel. Measures could include accessible water bodies for dogs to swim/drink; dog bins, fencing near roads/car-parks etc. to ensure dog safety, clear messages regarding the need to 'pick-up', large areas for dogs to be off lead safely:

5. *Paths must be easily used and well maintained but most should remain unsurfaced to avoid the site becoming too urban in feel. A majority of paths should be suitable for use in all weathers and all year around. Boardwalks may be required in wet sections.*
6. *All SANGs with car parks must have a circular walk which starts and finishes at the car park.*
7. *It should be possible to complete a circular walk of 2.3-2.5km around the SANGs, and for larger SANGs a variety of circular walks*
8. *SANGs must be designed so that visitors are not deterred by safety concerns.*

Advertising - making people aware of the SANG

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

9. *SANGs should be clearly sign-posted and advertised.*
10. *SANGs should have leaflets and/or websites advertising their location to potential visitors. It would be desirable for leaflets to be distributed to new homes in the area and be made available at entrance points and car parks.*

Landscape and Vegetation

The open or semi wooded and undulating nature of most of the Dorset Heathland sites gives them an air of relative wildness, even when there are significant numbers of visitors on site. SANGs must aim to reproduce this quality but do not have to contain heathland or heathy vegetation. Surveys in the Thames Basin heath area show that woodland or a semi-wooded landscape is a key feature that people who use the SPA there appreciate. Deciduous woodland is preferred to coniferous woodland.

In these circumstances a natural looking landscape with plenty of variation including both open and wooded areas is ideal for a SANG. There is clearly a balance to be struck between what is regarded as an exciting landscape and a safe one and so some element of choice between the two is desirable.

Hills do not put people off visiting a site, particularly where these are associated with good views, but steep hills are not appreciated. An undulating landscape is preferred to a flat one. Water features, particularly ponds and lakes, act as a focus for visitors for their visit, but are not essential. The long term management of the SANG habitats should be considered at an early stage.

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

A number of factors can detract from the essential natural looking landscape and SANGs that have an urban feel, for example where they are thin and narrow with long boundaries with urban development or roads, are unlikely to be effective:

11. *SANGs must be perceived as natural spaces without intrusive artificial structures, except in the immediate vicinity of car parks. Visually-sensitive way-markers and some benches are acceptable.*
12. *SANGs must aim to provide a variety of habitats for visitors to experience (e.g. some of: woodland, scrub, grassland, heathland, wetland, open water).*
13. *Access within the SANGs must be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead.*
14. *SANGs must be free from unpleasant visual, auditory or olfactory intrusions (e.g. derelict buildings, intrusive adjoining buildings, dumped materials, loud intermittent or continuous noise from traffic, industry, sports grounds, sewage treatment works, waste disposal facilities).*

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

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

Site Quality Checklist

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

Appendix C Glossary

Glossary Of Terms

A

Adoption

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

Affordable Housing

Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. (see Appendix A for detailed definitions).

Ancient Woodlands

Woodlands where there is believed to have been continuous woodland cover since at least 1600AD. Ancient woodland is likely to be home to more threatened species than any other habitat in the UK.

Ancillary Use / Operations

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

Archaeological Assessment / Evaluation

An assessment of the potential archaeological interest of a site or building. This can be either a desk-based assessment or a field assessment, involving ground survey and small-scale pits or trial trenching carried out by professionally qualified archaeologist(s) looking for historical remains.

Authority's Monitoring Report (AMR)

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

B

Biodiversity

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

Biodiversity Action Plan (BAP)

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

BREEAM

BREEAM (BRE Environmental Assessment Method) is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the measure used to describe a building's environmental performance.

Brief / Planning Brief

A document containing guidance and specification about the way a site or group of sites should be developed. The term can refer to site-specific development briefs, design briefs, development frameworks and master plans that seek to positively shape future development.

Brownfield Land and Sites

See 'Previously-Developed Land'.

C**Catchment (in retailing terms)**

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

Change of Use

A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another.

Character

A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.

Circular

A government publication setting out policy guidance and procedural matters.

Climate Change

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

Community Infrastructure Levy (CIL)

This is a local levy which local authorities can choose to apply to most new developments in their area in order to secure contributions towards funding for essential local or sub-regional infrastructure. It is aimed at providing top-up funding for the infrastructure necessary to mitigate the effects of housing and economic growth, for example roads, public transport, schools, health facilities, flood defences or sports facilities.

Community Infrastructure Levy (CIL) Charging Schedule

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

Community Services or Facilities

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

Comparison Shopping

Comparison goods (sometimes called 'Durables') are those other than convenience goods notably clothing, footwear, DIY and hardware, furniture, carpets, major appliances and electrical and gardening items.

Conditions (or 'planning conditions')

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

Conservation Area

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

Contaminated Land

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

Convenience Shopping

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

Core Strategy

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

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

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

D

Dorset Wildlife Trust

Aims to raise awareness of potential threats to wildlife in Dorset and encourage individuals and organisations to take responsibility for caring for their local environment.

Design Guide

A document providing guidance on how development can be carried out in accordance with good design practice often produced by a local authority with a view to retaining local distinctiveness.

Designing Out Crime

The planning and design of street layouts, open space, and buildings so as to reduce the actual likelihood or fear of crime, for example by creating natural surveillance.

Development Plan Documents (DPDs)

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

1. The Christchurch and East Dorset Local Plan Part 1 (Core Strategy), adopted in April 2014.
2. Remaining saved policies from The East Dorset Local plan adopted in 2002.
3. Bournemouth, Dorset and Poole Minerals Strategy, adopted in 2014
4. Bournemouth, Dorset and Poole Waste Local Plan, adopted in 2006
5. Remaining saved policies from the Dorset Minerals and Waste Local Plan, adopted in 1999

All DPDs are subject to rigorous procedures of community involvement, consultation and independent examination, and are adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

Development Plan

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

District Centre

A group of shops, community uses and service outlets serving part of an urban area and providing a geographic focus for it, separate from the town centre, but with more variety than local centres.

Duty to Co-operate

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

Duty to Co-operate Bodies

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

E**Ecosystem Services**

The benefits people obtain from ecosystems. These include provisioning services such as food and water; regulating services such as flood and disease control; cultural services such as spiritual, recreational, and cultural benefits; and supporting services such as nutrient cycling that maintain the conditions for life on Earth.

Edge-of-Centre

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

Enforcement

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

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

Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

Equality Impact Assessment

A responsibility introduced by the 2010 Equalities Act; this is an appraisal of a service or a policy to identify whether the service/policy discriminates against a particular group or sector of the community, whether it is on the grounds of race, gender, disability, religion, faith or belief, sexuality or age.

Exceptions Test

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

F

Flood Plain

Generally low-lying areas adjacent to a watercourse, tidal lengths of a river or the sea, where water flows in times of flood, or would flow but for the presence of flood defences.

Flood Risk Assessment

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

Flood Zones

National planning guidance sets out three levels of flood risk which can be mapped in zones. Zone 1 covers areas of little or no risk of flooding (less than 1 in 100). Zone 2 covers areas with low to medium risk (between 1 in 20 and 1 in 10). Zone 3 covers areas of high risk (greater than 1 in 10). The Environment Agency produces maps of these zones and updates them every 3 months.

Functional Floodplain

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their SFRAs areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. The identification of functional floodplain should take account of local circumstances and not be defined solely on rigid probability parameters. But land which would flood with an annual probability of 1 in 20 (5% or greater in any year, or is designed to flood in an extreme (0.1%) flood, should provide a starting point for consideration and discussions to identify the functional floodplain.

G

Green Belt

A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt are to:

- check the unrestricted sprawl of large built-up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land.

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

Green Corridor / Wildlife Corridor

Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as valuable habitats and linkages for wildlife movement between wetlands and the countryside.

Green Infrastructure (GI)

This is a strategic network of multi-functional green space, both rural and urban, which supports natural and ecological processes, has the potential to provide sustainable transport routes and is integral to the health and quality of life in sustainable communities.

Greenways

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

Green Wedges

Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities.

Greenfield Land or Site

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

Greenhouse Gases

Naturally occurring examples include water vapour, carbon dioxide, methane, nitrous oxide and ozone. Some human activities increase these gases, including fossil fuel combustion within motor vehicles and some power stations.

H

Habitats Regulation Assessment

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

Health Impact Assessment

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

Heritage Asset

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

Historic Environment

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Historic Environment Record

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

Housing Market Area

Sub-regional housing market areas are geographical areas defined by household demand and preferences for housing. They reflect the key functional linkages between places where people live and work. Housing market areas may be comprised of smaller, more local sub-markets and neighbourhoods which can be aggregated together to identify sub-regional housing market areas.

Housing Trajectory

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

Infill Development

The development of a relatively small gap between existing buildings.

Inset Map

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

K

Key Diagram

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

Knowledge-based Industry

High technology industries (such as computers and office equipment, and pharmaceuticals) and knowledge-based services (for example, telecommunications, information technology, finance, insurance and business services), which are important to economic development.

L

Landscape Character

The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape and give it recognisable identity. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

Listed Building

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

Listed Building Consent

Consent required for the demolition, in whole or in part of a listed building, or for any works of alteration or extension that would affect the character of the building.

Local Centre

A small group of shops and perhaps limited service outlets of a local nature (for example in a suburban housing estate) serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

Local Enterprise Partnership (LEP)

These have replaced the eight regional development agencies outside Greater London in England under the current coalition government. These measures have been enacted as part of the Public Bodies (Reform) Bill and have been implemented from April 2012. Local enterprise partnerships are locally-owned partnerships between local authorities and businesses. Local enterprise partnerships will play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery. As local enterprise partnerships are based on more meaningful economic areas, they will be better placed to determine the needs of the local economy along with a greater ability to identify barriers to local economic growth. East Dorset is covered by the Dorset LEP.

Local Service Centre

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

Local Development Document (LDD)

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

Local Development Scheme (LDS)

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

Local Distinctiveness

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

Local Enterprise Partnership (LEP)

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

Local Nature Reserve

An area designated by a local authority for the management of a habitat of local significance where protection and public understanding of nature conservation is encouraged. (See also Site of Nature Conservation Importance)

Local Plan

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

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

The East Dorset Local Plan currently constitutes:

- the Christchurch and East Dorset Core Strategy (adopted 2014); and
- saved policies from the East Dorset Local Plan adopted 2002.

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

Local Planning Authority

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

Local Transport Plan

A five-year integrated transport strategy, prepared by local transport authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

M

Major/Minor Development

For dwellings, a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application, a site area of 0.5 hectares or more should be used as the definition of a major development. For all other uses, a major development is one where the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more. A Minor development is one that does not meet these conditions.

Market Towns

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

Master Plan

A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a development on a site or group of sites. To provide detailed guidance for subsequent planning applications.

Mixed use

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

N

National Planning Policy Framework (NPPF)

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

National Park

The statutory purposes of national parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. National parks are designated by the Countryside Agency, subject to confirmation by the Secretary of State under the National Parks and Access to the Countryside Act 1949.

Nature Conservation

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

Neighbourhood Plan

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

Noise Exposure Categories

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

O

Office for National Statistics

The Office for National Statistics (ONS) is the executive office of the UK Statistics Authority, a non-ministerial department which reports directly to Parliament. ONS is the UK Government's single largest statistical producer.

Outline application

A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

Out-of-Centre

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

Over-development

An amount of development (for example, the quantity of buildings or intensity of use) that is excessive in terms of demands on infrastructure and services, or impact on local amenity and character.

P

Passive Solar Design

All the methods of architectural design and construction intended to capture and store the sun's heat. Very simple examples include a garden greenhouse, or a south-facing window in a dwelling.

Permitted Development (or Permitted Development Rights)

Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

Phasing or Phased Development

The programming of development into manageable parts. For example, an annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.

Planning Condition

Condition attached to a planning permission.

Planning Gain

The benefits or safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense. For example, affordable housing, community facilities or measures mitigating adverse environmental impacts.

Planning Obligations and Agreements

Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken, e.g section 106 agreements and section 278 agreements for highways works (see also CIL)

Planning Permission

Formal approval sought from a local planning authority (such as Christchurch Borough Council or East Dorset District Council) to allow a proposed development to proceed. Often granted with conditions. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

Previously Developed Land (PDL) or 'Brownfield' land

Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development.

Primary Frontages

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

Primary Shopping Area

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

Priority Habitats and Species

Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Protected Species

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

Public Examination

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

Public Open Space

Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

Public Realm

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

R

Ramsar sites

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

Recycling

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

Regeneration

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

Regional and Sub-Regional Shopping Centres

Out-of-town or out-of-centre shopping centres generally over 50,000 square metres net retail area, typically enclosing a wide range of comparison goods.

Registered Parks and Gardens

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

Registered Social Landlord

Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.

Renewable and Low Carbon Energy

This is energy that can help reduce emissions of CO₂ and other 'greenhouse' gases (compared to the conventional use of fossil fuels). Renewable and low carbon energy supplies include, but not exclusively, biomass and energy crops; combined heat and power; heat pumps, such as ground-source and air-source heat pumps; energy from waste including from solid recovered fuel; hydro; solar thermal and photovoltaic generation and wind generation.

Retail Floorspace

Total floor area of a property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas).

Retail Offer

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

Retail Study

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

Retail Warehouses

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

S**Saved Policies / Saved Plan**

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

Secondary Frontages

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

Section 106 Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain necessary extra works related to a development are undertaken.

Sequential approach / sequential test

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

Setting (of a Heritage Asset)

Is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.

Shoreline Management Plan

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

Strategic Environmental Assessment (SEA)

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

Strategic Flood Risk Assessment (SFRA)

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

The aim of the SFRA is to map all forms of flood risk and use this as an evidence base to locate new development primarily in low flood risk areas (Zone 1). Areas of 'low' (zone 1), 'medium' (zone 2) and 'high' (zone 3) risk are mapped using data collected from many sources, including the Environment Agency, Highways, as well as the borough and district councils.

Significance of a Heritage Asset

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

Site of Nature Conservation Importance (SNCI)

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

Site of Special Scientific Interest

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

Social Infrastructure

Facilities enabling social interaction and well being including community, leisure cultural education and health buildings and other facilities such as allotments, pubs and post offices.

Social Inclusion

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

Special Area of Conservation (SAC)

Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Areas (SPA)

Areas which have been identified as being of international importance for the breeding, feeding and wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Special Needs Housing

Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes.

Statement of Community Involvement (SCI)

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

Strategic Housing Land Availability (SHLAA)

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

Strategic Housing Market Assessment (SHMA)

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

Sui-Generis

A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order 2005, for example amusement arcades, launderettes, car showrooms and petrol filling stations.

Suitable Alternative Natural Greenspace (SANG)

Substantial areas of open space in the vicinity of major residential development to act as sites to attract users who would otherwise recreate on nearby internationally designated heathlands, to mitigate the harm caused by human occupation within 5km of internationally protected heathland.

Superstore

A self-service store selling mainly food, or food and non-food goods, usually of more than 2,500 square metres of trading floor space, with a large car park.

Supplementary Planning Document (SPD)

A Local Development Document that may cover a range of issues, thematic or site specific, and which provides further detail of policies and proposals in a 'parent' Development Plan Document. Under the "new planning system", SPDs are intended to take the place of Supplementary Planning Guidance (SPG).

Supplementary Planning Guidance (SPG)

Document produced under the old development plan system which could cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan. Intended to be replaced by Supplementary Planning Documents under the post-2004 planning system.

Sustainability Appraisal (including Strategic Environmental Assessment)

An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with the principles of sustainable development.

Sustainable Development

A widely used definition drawn up by the World Commission on Environment and Development (the Brundtland Commission) in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK. The four aims, to be achieved simultaneously, are:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment.

Sustainable Drainage Systems (SUDs)

Drainage techniques used with developments to help return excess surface run-off to natural watercourses (rivers, streams, lakes and so on) without negatively affecting people and the environment. These might include ponds or reed beds to hold water before it runs into a watercourse.

Sustainable Travel / Sustainable Transport

Often meaning walking, cycling and public use of transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and likely to contribute less to traffic congestion and pollution than one person car journeys.

T

Town Centres

Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a local authority's area. The "defined town centre" in most cases differs from the defined Primary Shopping Area (see Primary Shopping Area above). It is the Primary Shopping Area that will be used when applying the sequential test (NPPF 2012 para 24) as opposed to the town centre boundary.

Town Centre Uses

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

Townscape

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

Transitional Arrangements

Generally used to describe arrangements that are put in place to manage the change from one system of regulations or procedures to another. More recently used to describe government regulations outlining the process of preparing development plans begun before, and to be completed after, the Planning and Compulsory Purchase Act 2004. It includes existing "saved" unitary, structure and local plans until new Local Development Documents are adopted.

Transport Assessment

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

Travel Demand Management

Planning the travel impacts of existing and new developments to minimise travel needs and provide travel choices, for example by efficient car usage (including car sharing), bicycles, and walking and public transport.

Tree Preservation Order (TPO)

A mechanism for securing the preservation of single trees or groups of trees of acknowledged public amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

U**Unauthorised Development**

Development that has taken, or is taking place, without the benefit of planning permission. It may be the subject of enforcement action if to allow the development could conflict with the policies of the Local Development Framework or other material considerations.

Urban Design

The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, to create successful development.

Urban Fringe

The urban fringe is the transitional area at the point where urban areas meet the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to make such provision.

Urban Regeneration

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

Use

In the context of this development plan document, the way in which land or buildings are used. See also Change of Use and Use Classes Order.

Use Classes Order

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

V

Viability

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

Vitality

In terms of retailing, the vigour of a centre or individual shop's day to day trading, or the capacity of a centre to grow or develop its level of activity.

W

Wildlife Corridor

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

Windfall Site

A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes.