

**Dorset Council**

**Interim Guidance and Position Statement Appendix B:**

**Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction.**

**December 2023**

## Contents

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Introduction .....	3
Purbeck Local Plan (2012) .....	4
West Dorset and Weymouth & Portland Local Plan (2015) .....	9
Christchurch and East Dorset Core Strategy Part 1 (2014) .....	14
North Dorset Local Plan Part 1 (2016) .....	21
Swanage Local Plan (2017).....	27
Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) .....	28
Bournemouth, Dorset and Poole Minerals Strategy (2014) .....	28

## Introduction

This table details adopted Local Plan policies and objectives that relate specifically to issues of climate change, renewable energy generation, sustainable design and construction, and sustainable transport. Other adopted local plan policies will also be relevant to the determination of planning applications. The table provides some commentary and explanation of the policies, as well as guidance for meeting the policy requirements.

Purbeck Local Plan (2012)				
Policy Number	Policy Name	Policy/objective wording (relating to climate change issues)	Commentary/summary	Application requirements
Vision for Purbeck		<p>...</p> <p>Local organisations will continue to enhance Purbeck's exceptional landscape and internationally important habitats in the face of modern pressures, including the effects of climate change. At the same time, its excellent tourist facilities will serve its world-famous visitor sites and will continue to draw visitors to its coast, beaches, historic towns and villages.</p> <p>While acknowledging and planning for the importance of the links between Purbeck and the Poole/Bournemouth conurbation, the need to travel will be reduced by increased self-containment and the concentration of employment, shops, services and community facilities. These will be accessible to communities through the provision of a wider range of transport methods and a shift in travel choices and patterns to reduce dependence on the private car. Connectivity between settlements will have been enhanced through improvements to existing public footpaths, cycle ways, the District's road network, and a greater provision of public transport, including support for the reconnection of the Wareham to Swanage branch line to the national rail network.</p> <p>...</p>	The overarching vision for Purbeck includes the aim of enhancing the area's assets in the face of climate change. The vision also has an emphasis travel links to reduce car journeys.	
Spatial Objective 4		Support local communities	Spatial Objective 4 includes the provision of Green Infrastructure, covered by policy GI of the plan.	
Spatial Objective 5		Reduce vulnerability to climate change and dependence on fossil fuels	Spatial Objective 5 focusses specifically on addressing vulnerability to climate and fossil fuel dependence, through policies FR (Flood Risk), GP (Groundwater Protection), and CE (Coastal Erosion).	
Spatial Objective 6		Ensure high quality, sustainable design	Spatial Objective 6 encompasses policies covering design (Policy D) and renewable energy provision (Policy REN).	
Policy D	Design	<p>...</p> <ul style="list-style-type: none"> <li>Development of more than 10 dwellings (net) or 1,000m<sup>2</sup> (net) of non-residential floor space should, having achieved a Part L of the Building Regulations pass, further reduce its regulated greenhouse gas emissions (as predicted by SAP/SBEM) either by 10% via the use of on-site renewable energy generation, or by 20% overall. Where viability constraints of the proposal would preclude the additional cost, the onus will be upon the applicant to demonstrate this (using an open book method if deemed necessary by the Council, the independent verification of which the applicant will be expected to fund). These requirements will be reviewed as further information becomes available about the changes to Part L of the Building Regulations.</li> <li>Demonstrate that every effort has been or will be made to achieve a significant carbon reduction in all new built development, at least matching the national targets set out in 'Building a Greener Future' and by the Building Regulations;</li> </ul>	<p><b>Domestic buildings</b></p> <p>New homes in developments of 10 dwellings or more to:</p> <ul style="list-style-type: none"> <li>achieve Part L of Building Regulations, and</li> <li>reduce regulated greenhouse gas emissions as predicted by SAP/SBEM by 10% via the use of on-site renewable energy generation of 20% overall (<b>note that due to uplifts in Building Regulations requirements since the plan adoption limited weight should be applied to this element of the policy</b>).</li> <li>Building for Life standards have been amended and 'gold' or 'silver' standards no longer apply. This article provides guidance about current considerations: <a href="#">Building for life - Designing Buildings</a>, some of which relate to reducing car</li> </ul>	In line with the Council's planning Local List paragraph 39, relevant applications should be accompanied by a Sustainability Statement and completed Checklist to show how the sustainable design and construction methods have been considered and incorporated into the proposal, relating to the following themes: <ul style="list-style-type: none"> <li>reducing energy consumption and carbon emissions;</li> <li>minimising waste;</li> <li>increasing recycling;</li> <li>conserving water resources;</li> <li>incorporating green infrastructure</li> <li>sustainable drainage, minimising pollution;</li> <li>maximising the use of sustainable materials;</li> <li>adaptation to Climate Change; and</li> <li>sustainable travel</li> </ul>

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		<ul style="list-style-type: none"> <li>Achieve a score of at least 14 points ('gold' or 'silver' standard) measured against 'Building for Life' standards where development consists of ten or more dwellings;</li> <li>Achieve a BREEAM 'Very Good' rating or higher for new build non-domestic development up to 1,000m<sup>2</sup> (net) floor space, and as a minimum a BREEAM 'Excellent' rating for larger developments. Where viability constraints of the proposal would preclude the additional costs of achieving an 'excellent' rating the onus will be upon the applicant to demonstrate this (using an open book method if deemed necessary by the Council, the independent verification of which the applicant will be expected to fund).</li> </ul> <p>The Council supports energy efficiency improvements to existing buildings provided improvements are in accordance with national guidance and other policies in this plan.</p>	<p>dependency and access to existing connections, and facilities.</p> <p><b>Non-domestic buildings</b> New non-domestic buildings are required to be at least of BREEAM very good standard for development up to 1,000m<sup>2</sup> and Excellent standard for larger developments. <b>(note that due to uplifts in Building Regulations requirements since the plan adoption limited weight should be applied to this element of the policy).</b></p> <p>For developments more than 1000m<sup>2</sup> will need to:</p> <ul style="list-style-type: none"> <li>achieve Part L of Building Regulations, and</li> <li>reduce regulated greenhouse gas emissions as predicted by SAP/SBEM by 10% via the use of on-site renewable energy generation of 20% overall. <b>(note that due to uplifts in Building Regulations requirements since the plan adoption limited weight should be applied to this element of the policy).</b></li> </ul> <p>Should viability costs preclude the additional costs of meeting requirements this will need to be demonstrated by the applicant.</p>	<p>In accordance with Policy D proposals should demonstrate that every effort has been or will be made to achieve a significant carbon reduction in all new built development.</p>
Policy REN	Renewable Energy	<p>The Council encourages the sustainable use and generation of energy where adverse social and environmental impacts have been minimised to an acceptable level. Proposals for renewable energy apparatus will only be permitted where:</p> <ul style="list-style-type: none"> <li>The technology is suitable for the location and does not cause significant adverse harm to visual amenity from both within the landscape and views into it;</li> <li>It would not have an adverse ecological impact upon the integrity of protected habitats unless there is no alternative solution and there are imperative reasons of overriding public interest;</li> <li>It would not cause interference to radar or telecommunications, or highway safety;</li> <li>It would not cause significant harm to neighbouring amenity by virtue of visual impact, noise, vibration, overshadowing, flicker (associated with turbines), or other nuisances and emissions;</li> <li>It accords with Dorset County Council's Landscape Change Strategy and includes an agreed restoration scheme, any necessary mitigation measures, with measures to ensure the removal of the installations when operations cease; and</li> <li>Safe access during construction and operation must be provided.</li> </ul>	<p>Proposals involving the generation of renewable energy to demonstrate:</p> <ul style="list-style-type: none"> <li>Minimising of impacts to an acceptable level;</li> <li>Suitability of location</li> <li>No significantly adverse landscape impact</li> <li>No adverse ecological impacts unless there is overriding public interest;</li> <li>No interference to radar or telecommunications, or highway safety;</li> <li>No significant neighbouring amenity impact;</li> <li>Accord with Dorset County Council's Landscape Change Strategy, including restoration scheme and mitigation measures;</li> <li>Provide safe access</li> <li>No harm to heritage assets;</li> </ul>	<p>In line with the Council's planning Local List and published Interim Guidance and Position Statement, applications for renewable energy generation should be accompanied by:</p> <ul style="list-style-type: none"> <li>A landscape impact assessment including details of proposed mitigation of impacts;</li> <li>A heritage impact assessment including details of proposed mitigation of impacts;</li> <li>Ecological appraisal including details of proposed mitigation of impacts;</li> <li>A transport assessment;</li> <li>Clear assessment of the benefits of a proposal, to include details in relation to the proposed level of generation and how the proposal will contribute towards tackling climate change and meeting the aims and targets of the Council's Natural Environment, Climate &amp; Ecology Strategy;</li> </ul>

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		<ul style="list-style-type: none"> <li>It avoids causing harm to the significance and setting of heritage assets</li> </ul>		<ul style="list-style-type: none"> <li>An agricultural land assessment if located within potentially best and most versatile agricultural land;</li> <li>Assessment of alternative sites for proposals located within the AONB, Green Belt, or on best and most versatile agricultural land;</li> <li>Justification of the siting of the proposal if informed by grid connection and capacity.</li> <li>The proposal should demonstrate how harm to residential amenity is minimised, with assessments as appropriate.</li> </ul>
Policy LD	General Location of Development	<p>Development will be directed towards the most sustainable locations in accordance with the following settlement hierarchy:</p> <p><b>Towns:</b> Swanage, Upton, and Wareham</p> <p><b>Key Service Villages:</b> Bere Regis, Bovington, Corfe Castle, Lytchett Matravers, Sandford and Wool</p> <p><b>Local Service Villages:</b> Langton Matravers, Stoborough, West Lulworth and Winfrith Newburgh</p> <p><b>Other Villages with a Settlement Boundary:</b> Briantspuddle, Chaldon Herring, Church Knowle, East Burton, East Lulworth, Harmans Cross, Kimmeridge, Kingston, Lytchett Minster, Moreton Station, Studland, Ridge and Worth Matravers</p> <p><b>Other Villages without a Settlement Boundary:</b> Affpuddle, Bloxworth, Coombe Keynes, East Knighton, East Stoke, Holton Heath, Morden (East and West), Moreton, Organford and Worgret</p> <p>New development should be concentrated within the settlement boundary of the Towns, Key Service Villages, Local Service Villages and Other Villages with a Settlement Boundary. New retail development should be focussed within town centres or local centres as shown on the Proposals Map.</p> <p>Land outside of settlement boundaries will be classed as 'countryside' (including Other Villages without a Settlement Boundary) where development will be permitted only in exceptional circumstances as set out in Policy CO: Countryside. For example, an exception is made for existing employment sites that do not fit within this hierarchy, yet remain a focus for new employment growth, such as Holton Heath and Dorset Green.</p>	<p>In order to minimise travel and ensure residents have easier access to facilities and services, the settlement hierarchy directs development towards the area's towns, key service villages, local service villages, and other villages with a settlement boundary.</p> <p>Only in exceptional circumstances will development be allowed outside settlement boundaries, as set out in Policy CO.</p>	Location of development in accordance with the settlement hierarchy, unless exceptional circumstances apply as set out in Policy CO.

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		<p>Settlement boundaries in Lytchett Matravers, Upton and Wareham are amended to reflect the location of the settlement extensions proposed in these settlements. These amended boundaries are set out in Appendix 4: Changes to the Proposals Maps, Inset Maps 1, 2 and 6.</p> <p>All other settlement boundaries, town centre and local centre boundaries will be carried forward as set out in the Purbeck District Local Plan Final Edition 2004 until they are reviewed through the Swanage Local Plan, neighbourhood plans, or the Site Allocations Plan.</p>		
Policy GI	Green Infrastructure, Recreation and Sports Facilities	<p><b>New Facilities</b> New residential development will be required to make provision for:</p> <ul style="list-style-type: none"> <li>• Recreation, sport and/or open space facilities; and</li> <li>• Green infrastructure</li> </ul> <p>Where possible, facilities should be provided on site, as an integral part of the development. However, where on-site provision is not appropriate, off-site provision or a financial contribution will be sought. The level of contributions will be set out in the Community Infrastructure Levy (CIL) Charging Schedule.</p> <p>Settlement extensions and major employment sites will be expected to contribute towards the delivery of significant areas of new green infrastructure and the management of a connected, coherent and functional network of new and enhanced green spaces corridors and public rights of way in accordance with the Green Infrastructure Strategy standards.</p> <p><b>Safeguarding Existing Facilities</b> All open space, sport and recreation areas will be protected. Any loss of these uses will only be permitted where there is a proven excess of such provision and the proposed loss will not result in a current or future shortfall in the plan period and/or suitable replacement facilities are provided.</p> <p>Areas afforded protection through the 2004 Purbeck Local Plan Final Edition will be carried forward to the Proposals Map and reviewed in the Swanage Local Plan, neighbourhood plans, or the Site Allocations Plan.</p> <p>Replacement Facilities Any replacement provision will take account of the needs of the area and current standards of open space, sport and/or recreational provision but should be equivalent to, or an improvement upon, the existing resource, in terms of size, attractiveness, quality and accessibility.</p>	<p>Green Infrastructure will be required for applications proposing new residential development. Provision should be integrated on-site, however off-site provision or financial contributions will be sought where on-site provision would be inappropriate.</p> <p>Larger developments will need to contribute towards the delivery of significant areas of new green infrastructure and the management of green networks and corridors - in accordance with the Green Infrastructure Strategy standards.</p> <p>The policy also seeks to protect all open space, with losses only permitted where adequate existing provision exists.</p>	Design of schemes to include adequate green infrastructure. Include details within a submitted Sustainability Statement and associated Sustainability Checklist.
Policy IAT	Improving accessibility and transport	Improving accessibility within Purbeck will be achieved through better provision of local services and facilities that reduce the need to travel, especially by car. This will be achieved by assessing development proposals against the following criteria:	In relation to sustainable transport, proposals should be sited in the most accessible locations and provide improved access to services and facilities by foot, cycle and public transport.	Appropriate location of development. Demonstration of safe access and highway capacity through a Transport assessment/Travel plan.

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		<ul style="list-style-type: none"> <li>• The development should be located in the most accessible location and reduce the need to travel;</li> <li>• The development should maximise the use of alternative and sustainable forms of travel;</li> <li>• The development, where it is likely to result in significant transport implications, should be supported by a detailed transport assessment and a travel plan;</li> <li>• The development should provide for improved safety and convenience of travel, including improved access to local services and facilities by foot, cycle and public transport;</li> <li>• The development should provide safe access to the highway, and/or should provide towards new/improved access to the highway and improvement of the local highway.</li> <li>• The development should provide for adequate parking levels in line with the Bournemouth, Poole and Dorset Residential Car Parking Strategy</li> </ul>		<p>Set out within an application how the proposal will reduce the need to travel by car, and what access there would be to active travel and public transport.</p> <p>Provision of and improvements to cycle paths and rights of ways, details to be provided in application documents where relevant, and the Sustainability Statement and Sustainability Checklist.</p>

West Dorset and Weymouth & Portland Local Plan (2015)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
Strategic Objectives		<p>...</p> <p>Support sustainable, safe and healthy communities with accessibility to a range of services and facilities.</p> <p>Reduce vulnerability to the impacts of climate change, both by minimising the potential impacts and by adapting to those that are inevitable– this will be the over-riding objective in those areas of the plan which are at highest risk</p> <p>Provide greater opportunities to reduce car use; improve safety; ensure convenient and appropriate public transport services; and seek greater network efficiency for pedestrians, cyclists and equestrians.</p> <p>Achieve high quality and sustainability in design, reflecting local character and distinctiveness of the area.</p> <p>...</p>	<p>The Strategic Objectives of the plan encompass sustainability through access to services and facilities, reducing vulnerability to impacts of climate change (through minimising and adapting to impacts), and reducing car use, and achieving sustainability of design.</p> <p>In areas at the highest risk of climate change impacts, reducing vulnerability will be the over-riding objective.</p>	
Policy ENV13	Achieving high levels of environmental performance	<p>i. New buildings and alterations / extensions to existing buildings are expected to achieve high standards of environmental performance.</p>	<p><b>All new buildings and extensions</b></p> <p>Expected to achieve high standards of environmental performance. Supporting text indicates that appropriate methods include:</p> <ul style="list-style-type: none"> <li>• optimising opportunities for the passive solar heating of buildings and the spaces between and around them;</li> <li>• southerly facing roof slopes used for solar thermal and / or photovoltaic installations, which where possible should be integrated into the roof design;</li> <li>• maximising opportunities for natural lighting and ventilation to buildings;</li> <li>• minimise the amount of unnecessary overshadowing, including impact on existing renewable energy generators dependent on sunlight;</li> <li>• putting in place systems to collect rainwater for use;</li> <li>• not using those materials that are the most harmful to the environment; and</li> <li>• Sustainable Urban Drainage principles.</li> </ul> <p>A Sustainable Design and Construction Statement should be submitted with planning applications to explain methodologies.</p> <p><b>Listed buildings</b></p>	<p>In line with the Council’s planning Local List paragraph 39, relevant applications should be accompanied by a Sustainability Statement and completed Checklist to show how the sustainable design and construction methods have been considered and incorporated into the proposal, relating to the following themes:</p> <ul style="list-style-type: none"> <li>• reducing energy consumption and carbon emissions;</li> <li>• minimising waste;</li> <li>• increasing recycling;</li> <li>• conserving water resources;</li> <li>• incorporating green infrastructure</li> <li>• sustainable drainage, minimising pollution;</li> <li>• maximising the use of sustainable materials;</li> <li>• adaptation to Climate Change; and</li> <li>• sustainable travel</li> </ul> <p>In accordance with policy ENV13, proposals will need to demonstrate that high standards of environmental performance are being achieved, informed by the ‘appropriate methods’ detailed within the policy’s supporting text.</p>

West Dorset and Weymouth & Portland Local Plan (2015)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
			<p>The following types of improvement are suggested in order to improve energy performance:</p> <ul style="list-style-type: none"> <li>• improved draught proofing;</li> <li>• increased roof insulation;</li> <li>• installation of secondary glazing;</li> <li>• installation of an energy efficient boiler;</li> <li>• installation of a ground heat source pump.</li> </ul>	
Policy COM11	Renewable energy development	<p>i) Proposals for generating heat or electricity from renewable energy sources (other than wind energy) will be allowed wherever possible providing that the benefits of the development, such as the contribution towards renewable energy targets, significantly outweigh any harm. In addition, permission will only be granted provided:</p> <ul style="list-style-type: none"> <li>• any adverse impacts on the local landscape, townscape or areas of historical interest can be satisfactorily assimilated;</li> <li>• the proposal minimises harm to residential amenity by virtue of noise, vibration, overshadowing, flicker, or other detrimental emissions, during construction, its operation and decommissioning;</li> <li>• adverse impacts upon designated wildlife sites, nature conservation interests, and biodiversity are satisfactorily mitigated.</li> </ul>	<p>Other than for wind energy development, proposals for renewable energy generation will be supported, subject to assessment as to whether the benefits of the development (i.e. the contribution towards tackling climate change) significantly outweigh any harm.</p> <p>Additionally, the following will need to be demonstrated:</p> <ul style="list-style-type: none"> <li>• satisfactory assimilation of impacts on local landscape, townscape or areas of historical interest;</li> <li>• minimising of harm to residential amenity;</li> <li>• satisfactory mitigation of ecological impacts</li> </ul>	<p>In line with the Council's planning Local List and published Interim Guidance and Position Statement, applications for renewable energy generation should be accompanied by:</p> <ul style="list-style-type: none"> <li>• A landscape impact assessment including details of proposed mitigation of impacts;</li> <li>• A heritage impact assessment including details of proposed mitigation of impacts;</li> <li>• Ecological appraisal including details of proposed mitigation of impacts;</li> <li>• A transport assessment;</li> <li>• Clear assessment of the benefits of a proposal, to include details in relation to the proposed level of generation and how the proposal will contribute towards tackling climate change and meeting the aims and targets of the Council's Natural Environment, Climate &amp; Ecology Strategy;</li> <li>• An agricultural land assessment if located within potentially best and most versatile agricultural land;</li> <li>• Assessment of alternative sites for proposals located within the AONB, Green Belt, or on best and most versatile agricultural land;</li> <li>• Justification of the siting of the proposal if informed by grid connection and capacity.</li> <li>• The proposal should demonstrate how harm to residential amenity is minimised, with assessments as appropriate.</li> </ul>
Policy SUS2	Distribution of development	<p>i) Development will be distributed according to the following settlement hierarchy, with a greater proportion of development at the larger and more sustainable settlements.</p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p>Policy SUS2 sets out the overall development strategy for the plan. This includes directing development towards the main towns, market and coastal towns, and rural settlements with development boundaries (at an appropriate scale).</p>	<p>Location of development in accordance with the settlement hierarchy.</p> <p>For renewable energy development see requirements for policy COM11.</p>

West Dorset and Weymouth & Portland Local Plan (2015)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		<ul style="list-style-type: none"> <li>• The main towns of Dorchester and Weymouth (of which Chickerell and parts of Littlemoor form outlying parts) will be the highest priority locations for new development;</li> <li>• Elsewhere in the plan area, the market and coastal towns of Beaminster, Bridport, Lyme Regis, Portland and Sherborne and the village of Crossways will be a focus for future development;</li> <li>• Development in rural areas will be directed to the settlements with defined development boundaries, and will take place at an appropriate scale to the size of the settlement. Settlements with no defined development boundary may also have some growth to meet their local needs.</li> <li>•</li> <li>ii) Within the defined development boundaries residential, employment and other development to meet the needs of the local area will normally be permitted.</li> <li>iii) Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints, and be restricted to: <ul style="list-style-type: none"> <li>• proposals for the generation of renewable energy or other utility infrastructure;</li> </ul> </li> <li>•</li> </ul>	<p>The policy specifies that outside defined development boundaries development will be strictly controlled. In these areas renewable energy generation development is deemed acceptable in principle, subject to other considerations (see policy COM11).</p>	
Policy COM7	Creating a safe and efficient transport network	<ul style="list-style-type: none"> <li>i) Development that generates significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes including public transport, walking and cycling can be maximised.</li> <li>ii) Development should be located where the volume of traffic likely to be generated can be accommodated on the local highway network without exacerbating community severance.</li> <li>iii) Development will not be permitted where the residual cumulative impacts on the efficiency of the transport network are likely to be severe.</li> <li>iv) iv) Development will not be permitted unless it can be demonstrated that it would not have a severe detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions.</li> <li>v) The delivery of a strategic cycle network and improvements to the public rights of way network will be supported. Development should not result in the severance or degradation of existing or proposed routes. Where development degrades the attractiveness of a route,</li> </ul>	<p>In relation to sustainable transport, the policy directs development to locations where travel is minimised and where public transport and active travel options are available. In assessing proposals, consideration will be given to whether opportunities for sustainable travel modes have been maximised taking into account the nature and location of the site.</p>	<p>Appropriate location of development. Demonstration of safe access and highway capacity through a Transport assessment/Travel plan.</p> <p>Set out within an application how the proposal will reduce the need to travel by car, and what access there would be to active travel and public transport.</p> <p>Provision of and improvements to cycle paths and rights of ways, details to be provided in application documents where relevant, and the Sustainability Statement and Sustainability Checklist.</p>

West Dorset and Weymouth & Portland Local Plan (2015)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		compensatory enhancements will be sought such that there is a net improvement to the public right of way network. Where development proposals provide the opportunity to significantly improve links within the public rights of way network, an appropriate link through the development will be required.		
Policy ENV3	Green Infrastructure Network	<p>i) The councils will work together with local communities and other relevant partners to develop a green infrastructure strategy for the plan area.</p> <p>ii) Development that would cause harm to the green infrastructure network or undermine the reasons for an area's inclusion within the network will not be permitted unless clearly outweighed by other considerations.</p> <p>iii) Development proposals that promote geodiversity and biodiversity within this network of spaces and provide improved access and recreational use (where appropriate) should be supported.</p>	<p>The policy sets out that a Green Infrastructure Strategy will be produced for the plan area. Due to work now being undertaken on the Dorset Council Local Plan, a strategy for the West Dorset and Weymouth &amp; Portland Area hasn't been produced.</p> <p>The policy also protects existing green infrastructure, and supports proposals that enhance geodiversity, biodiversity, and access to the existing network.</p>	Design of schemes to protect existing green infrastructure and promote enhancements and access to the existing network. Include details within a submitted Sustainability Statement and associated Sustainability Checklist.
Policy ENV5	Flood Risk	<p>i) New development or the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, groundwater, fluvial and coastal sources) where possible. The risk of flooding will be minimised by:</p> <ul style="list-style-type: none"> <li>• steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones;</li> <li>• ensuring development will not generate flooding through surface water runoff and/or exacerbate flooding elsewhere.</li> <li>•</li> </ul> <p>ii) In assessing proposals for development in an area with a medium or higher risk of flooding, the council will need to be satisfied that:</p> <ul style="list-style-type: none"> <li>• there are no reasonably available alternative sites with a lower probability of flooding (where a site has been allocated this test will have been satisfied) adequate measures will be taken to mitigate the risk and ensure that potential occupants will be safe, including measures to ensure the development is appropriately flood resilient and resistant; and</li> <li>• safe access and escape routes are provided where required.</li> </ul> <p>iii) In the case of major development on unallocated sites, wider sustainability benefits should not remove the need to consider flood risk or surface water management, or the need to mitigate accordingly.</p> <p>iv) Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of a flood defence scheme.</p>	The policy seeks to direct development away from areas affected by medium and higher levels of flood risk, and ensures that development doesn't increase flood risk elsewhere, through surface water management. In areas of medium and higher flood risk, there will need to be demonstration that no alternative sites in areas of lower risk exist, and that appropriate levels of mitigation are proposed.	<p>Appropriate location of development, necessary assessments of flood risk, demonstration a sequential approach, and provision of adequate mitigation in design.</p> <p>Provision of SuDs to manage surface water, details to be provided in application documents, including the Sustainability Statement and associated Sustainability Checklist.</p>



Christchurch and East Dorset Core Strategy Part 1 (2014)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
Core Strategy Vision		<p>...The area will adapt to the emerging demands of climate change through clear strategies to reduce risk of flooding, and through encouraging high standards of building design and construction.</p> <p>...An element of this housing will be in the form of new, well planned, sustainable residential areas in both Christchurch and East Dorset. These will be attractive new areas, including high quality and sustainable homes, areas of open space, new community facilities, and improved transport links to the surrounding area.</p> <p>...In East Dorset, transport corridors will be developed to help to promote a wider choice of transport, including walking, cycling and public transport.</p>	<p>The overarching vision sets out the aim to adapt to the demands of climate change, through reducing risk of flooding, as well as through high standards of design and construction.</p> <p>New residential areas will include sustainable homes, access to community facilities, and public transport links.</p> <p>Transport corridors to promote sustainable transport modes.</p>	
Strategic Objectives	<p>Objective 3</p> <p>To Adapt to the Challenges of Climate Change.</p>	<p>The impact of carbon emissions from transport will be reduced by more sustainable patterns of development in accessible locations, and by encouraging travel by bike, on foot, or by public transport. Developments will be expected to incorporate carbon reduction, water and energy efficiency measures as part of measures to reduce impact on climate change and support important ecosystem services. At least 10% of total energy used on developments of 10 or more dwellings or 1,000m<sup>2</sup> of non-residential floorspace will come from decentralised, renewable or low carbon sources. Development will be located in areas at lowest risk of flooding. A Supplementary Planning Document for Flood Risk will be produced on how the sequential and exception tests will apply locally</p>	<p>This objective provides detail for addressing climate change impacts, mainly through:</p> <ul style="list-style-type: none"> <li>• Reducing transport carbon emissions through sustainable location of development</li> <li>• Incorporating carbon reduction, water and energy efficiency in design</li> <li>• Supporting ecosystem services</li> <li>• Specific targets set for renewable energy used on major developments</li> <li>• Locating development in lower flood risk areas</li> </ul>	
Strategic Objectives	<p>Objective 6</p> <p>To Reduce the Need for Our Communities to Travel, and to do so More Easily by a Range of Travel Choices.</p>	<p>The overall aim will be to reduce congestion in key locations, by reducing the need to travel and encouraging public transport use, walking and cycling as alternatives to the car. Development will be located in the most accessible locations, focused on prime transport corridors and town centres. New residential development will be located either close to existing facilities, or where good transport links exist to such facilities.</p> <p>Prime transport corridors will be improved in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, B3074 and B3072, and corridors north of the A31(T).</p> <p>Key transport schemes proposed to support the Core Strategy will include:</p> <ul style="list-style-type: none"> <li>• Improvements to the A35 corridor through Christchurch</li> <li>• Improvements to the A338/B3073 corridor around Bournemouth Airport</li> <li>• Improvement of the A31(T) around Wimborne</li> </ul>	<p>This objective sets out aims for encouraging sustainable transport use, to reduce congestion. Development will be located in the most accessible locations, with housing sites close or with good access to facilities.</p> <p>Transport corridors will be improved in the area.</p> <p>Development of green infrastructure routes to encourage people to enjoy recreation without the need to travel by car.</p>	

Christchurch and East Dorset Core Strategy Part 1 (2014)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		The development of new Green Infrastructure including footpaths, bridleways and cycleways, will also encourage people to enjoy recreation without the need to travel by car.		
Policy ME3	Sustainable Development Standards for New Development	<p>Residential and non-residential development including new homes, and the extension of existing homes will be expected to meet national sustainable development standards. The Councils wish to encourage higher standards of sustainable developments where they are viable and do not significantly compromise other policies in this plan.</p> <p>Developments will be required to incorporate carbon emissions reduction, water and energy efficiency measures and to demonstrate they have explored a range of sustainable and low carbon options. The most appropriate range and type of measures for each development should be informed by the Code for Sustainable Homes Design Categories for residential development and BREEAM standards for non-residential (or subsequently agreed national standards for sustainable development). In particular this includes:</p> <ul style="list-style-type: none"> <li>• Water and energy efficiency. Orientation and solar gain (natural lighting and heating).</li> <li>• Use of renewable and low impact materials.</li> <li>• Minimising waste, pollution and water run-off, incorporating Sustainable Drainage where possible.</li> <li>• Minimising soil disturbance to reduce soil carbon issues.</li> </ul> <p>In line with current government requirements and targets, all new development will ensure CO2 emissions are minimised to practical and viable levels by following the hierarchy for regulated energy below (unless it can be demonstrated that utilising measures further down the hierarchy will achieve greater carbon reductions):</p> <ol style="list-style-type: none"> <li>1. Energy efficiency measures resulting from maximising building fabric performance, scheme layout and building orientation.</li> <li>2. On-site renewable, decentralised, and low carbon energy.</li> <li>3. Carbon reductions through off-site measures, known as 'Allowable Solutions' (to compensate for carbon emission targets that are difficult to achieve on site).</li> </ol> <p>Emissions arising from regulated energy refer to those related to space heating, hot water provision, fixed lighting and ventilation. Unregulated emissions are those related to cooking and plug-in appliances. Unregulated emissions are not counted for the purposes of calculating the carbon compliance of new development.</p>	<p><b>Domestic buildings:</b></p> <ul style="list-style-type: none"> <li>• new residential development and extensions to dwellings need to meet nationally prescribed sustainable development standards, i.e. those set by the Building Regulations.</li> <li>• Higher standards are supported when viable or compatible with other policies</li> <li>• Applicants should be guided by the Code for Sustainable Homes Design Categories in relation to the policy requirement to incorporate measures for carbon emissions reduction and water and energy efficiency measures.</li> <li>• Subsequently agreed standards will apply where necessary.</li> </ul> <p><b>Non-domestic buildings</b></p> <ul style="list-style-type: none"> <li>• new non-residential development will need to meet nationally prescribed sustainable development standards</li> <li>• higher standards are supported when viable or compatible with other policies.</li> <li>• Applicants should be guided by BREEAM standards for non-residential development in relation to the policy requirement to incorporate measures for carbon emissions reduction and water and energy efficiency measures.</li> </ul> <p><b>All new development</b></p> <ul style="list-style-type: none"> <li>• Developments will ensure CO2 emissions are minimised in line with government requirements and targets by following the energy hierarchy.</li> <li>• For historic buildings, a range of sustainable and low carbon options for construction and energy use should be explored and incorporated where practically possible, and where harm to the</li> </ul>	<p>In line with the Council's planning Local List paragraph 39, relevant applications should be accompanied by a Sustainability Statement and completed Checklist to show how the sustainable design and construction methods have been considered and incorporated into the proposal, relating to the following themes:</p> <ul style="list-style-type: none"> <li>• reducing energy consumption and carbon emissions;</li> <li>• minimising waste;</li> <li>• increasing recycling;</li> <li>• conserving water resources;</li> <li>• incorporating green infrastructure</li> <li>• sustainable drainage, minimising pollution;</li> <li>• maximising the use of sustainable materials;</li> <li>• adaptation to Climate Change; and</li> <li>• sustainable travel</li> </ul> <p>In accordance with policy ME3 proposals should demonstrate that all new development will ensure CO2 emissions are minimised to practical and viable levels by following the hierarchy for regulated energy, specifically in relation to maximising building fabric performance, scheme layout and building orientation, and provision of on-site renewable energy.</p> <p>Proposals should incorporate the use of renewable and low impact materials and seek to achieve high standards of water efficiency.</p>

Christchurch and East Dorset Core Strategy Part 1 (2014)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		Developments involving the conversion or alteration of historic buildings will be expected to demonstrate that they have explored a range of sustainable and low carbon options for construction and energy use and incorporated them into the design where practically possible, provided that this does not harm the character of the building or increase the risk of long-term deterioration to fabric or fittings.	character, or risk to the integrity of the building can be avoided.	
Policy ME4	Renewable Energy Provision for Residential and Non-residential Developments	<p>The provision of renewable, decentralised, and low carbon energy will be encouraged in residential development of 10 or more dwellings (or sites of 0.5 hectares or greater), and non-residential development of 1,000m<sup>2</sup> gross floorspace (or 1 hectare or greater). This will include new development, and the extension and refurbishment of existing homes or premises.</p> <p>Until such time that national requirements and targets necessitate higher percentages of renewable, decentralised and low carbon energy generation to meet carbon emissions targets, the expectation will be that 10% of the total regulated energy used in these types of development will be from such energy sources, unless having regard to the type of development involved and its location and design, this is not feasible or viable.</p> <p>In such cases carbon reductions using off-site measures as set out in the energy hierarchy in Policy ME3 will be sought. The Councils will require all schemes or phases within a development to meet a set overall site pre-development target for sustainable energy generation rather than allowing a piecemeal approach. Where new national requirements and targets increase the requirement then such standards will be required to be integrated into any further on-going development on the site.</p> <p>Within larger developments and new neighbourhoods/urban extensions, the Councils will require the investigation of options for district heating and/or power facilities. Developments may be required to connect to district heating and/or power facilities where appropriate, feasible and viable. In line with the energy hierarchy set out in Policy ME3, developers will be expected to assess a range of suitable options including district wide and/or micro generation in respect of their sites, with the suitability of the chosen technology being judged on a site-specific basis.</p> <p>Energy provision should normally be provided on-site as set out in the energy hierarchy in Policy ME3, particularly on larger developments, or will be secured in accordance with the Councils' current Regulation 123 List until the introduction of 'Allowable Solutions' frameworks.</p>	<ul style="list-style-type: none"> <li>• Renewable energy provision is encouraged on major development sites, including new development, and extension and refurbishment of existing property.</li> <li>• Unless not feasible or viable, 10% of total regulated energy used in these types of development will be from renewables. Where not feasible or viable off site measures will be sought</li> <li>• All schemes will set an overall site pre-development target for sustainable energy generation.</li> <li>• If national policy changes, then developments must incorporate into ongoing development.</li> <li>• For larger developments, investigation of options for district heating or power facilities will be required.</li> <li>• Proposals will be in accordance with the Energy Hierarchy (see policy ME3), or secured in accordance with the Councils' current Regulation 123 List</li> </ul>	Please see the requirements for Policy ME3.

Christchurch and East Dorset Core Strategy Part 1 (2014)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
Policy ME5	Sources of Renewable Energy	<p>The Councils encourage the sustainable generation of energy from renewable and low carbon sources where adverse social, environmental and visual impacts have been minimised to an acceptable level.</p> <p>Proposals for renewable energy apparatus will only be permitted where:</p> <ul style="list-style-type: none"> <li>• The technology is suitable for the location and does not cause significant adverse harm to visual amenity from within the landscape and views into it, and within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty is in accordance with its current Management Plan;</li> <li>• It is in accordance with Policy ME1 regarding adverse ecological impacts upon the integrity of priority habitats or local populations of priority species and opportunities for biodiversity enhancement;</li> <li>• Cumulative impacts are taken into account, and assessments undertaken for impacts on the landscape, visually, the local amenity and biodiversity;</li> <li>• It would not cause interference to radar, or electronic communications networks, or highway safety;</li> <li>• It would not cause significant harm to neighbouring amenity by reason of visual impact, noise, vibration, overshadowing, flicker (associated with turbines), or other nuisances and emissions;</li> <li>• It includes an agreed restoration scheme, any necessary mitigation measures, and measures to ensure the removal of the installations when operations cease;</li> <li>• Safe access during construction and operation must be provided; and</li> <li>• It avoids harm to the significance and settings of heritage assets.</li> </ul> <p>Further work will be undertaken to identify suitable areas for renewable and low carbon energy sources.</p>	<p>Proposals for renewable energy generation will only be permitted where they;</p> <ul style="list-style-type: none"> <li>• Minimise impacts to an acceptable level;</li> <li>• Are suitably located, and not cause significantly adverse landscape impacts (from within or in views into it), or within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty is in accordance with its current Management Plan;</li> <li>• Are in accordance with Policy ME1 regarding ecological impacts, and opportunities for biodiversity enhancement;</li> <li>• Take into account cumulative impacts, and include assessments of impacts on the landscape, visually, the local amenity and biodiversity;</li> <li>• Would not cause interference to radar, or electronic communications networks, or highway safety;</li> <li>• Would not be significantly harmful to neighbouring amenity;</li> <li>• Include a restoration scheme for when operations cease;</li> <li>• Include safe access during construction and operation, and</li> <li>• Avoid harm to the significance and settings of heritage assets.</li> </ul>	<p>In line with the Council's planning Local List and published Interim Guidance and Position Statement, applications for renewable energy generation should be accompanied by:</p> <ul style="list-style-type: none"> <li>• A landscape impact assessment including details of proposed mitigation of impacts;</li> <li>• A heritage impact assessment including details of proposed mitigation of impacts;</li> <li>• Ecological appraisal including details of proposed mitigation of impacts;</li> <li>• A transport assessment;</li> <li>• Clear assessment of the benefits of a proposal, to include details in relation to the proposed level of generation and how the proposal will contribute towards tackling climate change and meeting the aims and targets of the Council's Natural Environment, Climate &amp; Ecology Strategy;</li> <li>• An agricultural land assessment if located within potentially best and most versatile agricultural land;</li> <li>• Assessment of alternative sites for proposals located within the AONB, Green Belt, or on best and most versatile agricultural land;</li> <li>• Justification of the siting of the proposal if informed by grid connection and capacity.</li> <li>• The proposal should demonstrate how harm to residential amenity is minimised, with assessments as appropriate.</li> </ul>
Policy KS2	Settlement Hierarchy	<p>The location, scale and distribution of development should conform with the settlement hierarchy, which will also help to inform service providers about the provision of infrastructure, services and facilities.</p> <p>Main Settlements - Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen The settlements which will provide the major focus for community, cultural, leisure, retail, utility, employment and residential development. This will include infill development as well as options for some greenfield development.</p> <p>District Centres - West Moors, Highcliffe</p>	<p>The policy focuses development to larger settlements, with District centres to provide smaller scale growth, and suburban centres some growth.</p> <p>Rural service centres to have residential development that reinforces their role as providers of facilities and services.</p>	<p>Location of development in accordance with the settlement hierarchy.</p>

Christchurch and East Dorset Core Strategy Part 1 (2014)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		<p>Settlements which will provide for smaller scale community, cultural, leisure, retail, employment and residential development within the existing urban areas.</p> <p>Suburban Centres - Colehill, St Leonards and St Ives Settlements with no existing centres that will provide for some residential development along with community, leisure and retail facilities to meet day to day needs within the existing urban areas.</p> <p>Rural Service Centres - Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross Main providers for the rural areas where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities.</p> <p>Villages Settlements where only very limited development will be allowed that supports the role of the settlement as a provider of services to its home community.</p> <p>Hamlets Settlements where development would not be allowed unless it was functionally required to be in the rural area.</p>		
Policy ME6	Flood Management, Mitigation, and Defence	<p>When assessing new development, the local authorities will apply the sequential and exception tests set out in the National Planning Policy Framework.</p> <p>Where exceptionally, all developments (including redevelopments and extensions which require planning permission) can be permitted within areas at risk of flooding they will be required to incorporate appropriate flood resistance and resilience measures as a means of "future proofing" against the effects of climate change. Historic buildings and sites may be exempt from this Policy where measures would harm their character or increase the risk of long-term deterioration to fabric or fittings.</p> <p>All developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk. Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels of run-off overall. This will primarily be through the use of Sustainable Drainage Systems (SUDS) and a range of flood resistance and resilience measures. Space for such measures should be set aside within larger developments.</p>	<p>Reference to the need to apply the sequential and exception tests set out in national policy.</p> <p>Developments will be permitted in areas at risk of flooding as an exception and will require flood resistance and resilience measures to mitigate against effects of climate change.</p> <p>The policy seeks to ensure that flood risk isn't increased as a result of development, with no increase in surface water run off. SuDs will be used primarily, with design, construction, operation and maintenance of SuDs meeting national standards.</p>	<p>Appropriate location of development, necessary assessments of flood risk, demonstration a sequential approach, and provision of adequate mitigation in design.</p> <p>Provision of SuDs to manage surface water, details to be provided in application documents, including the Sustainability Statement and associated Sustainability Checklist.</p>

Christchurch and East Dorset Core Strategy Part 1 (2014)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		The design, construction, operation and maintenance of SUDS must meet national standards. Plans for new drainage systems will need to be approved by Dorset County Council (as SUDS approval body) before construction can start.		
Policy HE4	Open Space, Leisure and Green Infrastructure	<p>...</p> <p><b>Location of new provision</b> When considering sites for new open space and leisure provision, priority will be given to sites which are easily accessible by a range of transport modes and which can be integrated into a network of green infrastructure. Sites for new open space provision will be identified through an implementation and delivery plan and considered for allocation through the forthcoming Site-Specific Allocations Development Plan Document.</p> <p><b>Green Infrastructure</b> Where appropriate, elements of green infrastructure will be incorporated into the design of new open space provision such as 'permeability', with green foot and cycle paths running through the development, connecting with existing routes wherever possible.</p>	The policy sets out that elements of green infrastructure will be incorporated into the design of new open space provision. Emphasis is placed upon the 'permeability' of sites, including incorporating green foot and cycle paths, and connecting with existing routes.	Design of schemes to include elements of green infrastructure, including appropriate permeability of sites with green footpaths and cycleways that connect to existing routes. Details to be provided within application documents and submitted Sustainability Statement and Checklist.
KS11	Transport and Development	<p>The Councils will use their planning powers to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. Development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the implementation of measures identified within a submitted transport assessment or transport statement, including where appropriate:</p> <ol style="list-style-type: none"> <li>i. contributions to transport modelling work;</li> <li>ii. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;</li> <li>iii. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and</li> <li>iv. the implementation of works to the highway.</li> </ol> <p>Developers will be required to contribute towards local and strategic transport improvements through site specific legal agreements and payment of the Community Infrastructure Levy.</p> <p>Development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes. Development must be designed to:</p> <ul style="list-style-type: none"> <li>• provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport;</li> <li>• provide safe access onto the existing transport network;</li> </ul>	In relation to sustainable transport, the policy requires that all development should be planned to ensure excellent opportunities for walking, cycling and public transport.	<p>Appropriate location of development.</p> <p>Demonstration of safe access and highway capacity through a Transport assessment/Travel plan.</p> <p>Set out within an application how the proposal will reduce the need to travel by car, and what access there would be to active travel and public transport.</p> <p>Provision of and improvements to cycle paths and rights of ways, details to be provided in application documents where relevant, and the Sustainability Statement and Sustainability Checklist.</p>

Christchurch and East Dorset Core Strategy Part 1 (2014)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		<ul style="list-style-type: none"> <li>allow safe movement of development related trips on the immediate network;</li> <li>and minimise the number of new accesses on the A338.</li> </ul>		

North Dorset Local Plan Part 1 (2016)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
The Vision for North Dorset		<p>By 2031 North Dorset will:</p> <ul style="list-style-type: none"> <li>• be a District that has played a positive role in addressing the causes and effects of climate change;</li> <li>• have more sustainable forms of development that are adequately served by infrastructure (including sustainable transport solutions) and make prudent use of natural resources (including previously developed land);</li> </ul> <p>...</p>	Addressing climate change is a key part of the vision for North Dorset, alongside ensuring development is supported by sustainable transport infrastructure, and uses natural resources sustainably.	
Objectives for the Local Plan Part 1	Objective 1 - Meeting the Challenge of Climate Change	<p>The objective is to address the causes and effects of climate change by:</p> <ul style="list-style-type: none"> <li>• encouraging the use of sustainable construction techniques;</li> <li>• encouraging the use of renewable energy technologies appropriate to the local area; and</li> <li>• ensuring the wise use of natural resources, particularly previously developed land and water.</li> </ul>	Objective 1 encourages sustainable construction techniques, use of renewable energy technologies, and wise use of natural resources such as water.	
Policy 3	Climate change	<p>Development proposals within the District should seek to reduce greenhouse gas emissions including through appropriately sited renewable and low carbon energy developments.</p> <p>Where the proposal involves the re-use or extension of existing buildings, developments should seek to improve the buildings energy performance unless it can be demonstrated that it is not practical or viable to do so.</p> <p>Where the proposal includes new buildings they should:</p> <ol style="list-style-type: none"> <li>a. be located in line with the Core Spatial Strategy in Policy 2 and where possible in areas served by a good range of everyday facilities and facilitate cycling, walking and the use of public transport; and</li> <li>b. be designed to make best use of solar radiation and passive cooling through the incorporation of passive solar design principles; and</li> <li>c. incorporate measures to meet the current national targets for energy performance by incorporating measures into the building fabric itself or through the inclusion of renewable or low carbon energy measures. Where this is not practical or viable, near-site or off-site measures may be considered.</li> </ol> <p>Development should seek to minimise the impacts of climate change overall through:</p> <ol style="list-style-type: none"> <li>d. incorporation of measures to reduce water consumption; and</li> <li>e. avoidance of areas at risk of flooding from all sources and the incorporation of measures to reduce flood risk overall; and</li> </ol>	<p>The policy seeks to reduce greenhouse gas emissions through appropriately sited renewable and low carbon energy developments.</p> <p>For reuse or extension of existing buildings – seek to improve the energy performance unless not practical or viable.</p> <p><b><u>New buildings should:</u></b></p> <ul style="list-style-type: none"> <li>• Be located in line with the Core Spatial Strategy, and in areas served by facilities and active travel;</li> <li>• Make best use of solar radiation and passive cooling through the incorporation of passive solar design principles;</li> <li>• Meet current national targets for energy performance through building fabric OR through the inclusion of renewable or low carbon energy measures. Where this is not practical or viable, near-site or off-site measures may be considered.</li> </ul> <p><b><u>Development should:</u></b></p> <ul style="list-style-type: none"> <li>• Reduce water consumption.</li> <li>• Avoid risk of flooding.</li> <li>• Reduce impact of excessive heat through GI, passive shading and ventilation</li> </ul>	<p>In line with the Council’s planning Local List paragraph 39, relevant applications should be accompanied by a Sustainability Statement and completed Checklist to show how the sustainable design and construction methods have been considered and incorporated into the proposal, relating to the following themes:</p> <ul style="list-style-type: none"> <li>• reducing energy consumption and carbon emissions;</li> <li>• minimising waste;</li> <li>• increasing recycling;</li> <li>• conserving water resources;</li> <li>• incorporating green infrastructure</li> <li>• sustainable drainage, minimising pollution;</li> <li>• maximising the use of sustainable materials;</li> <li>• adaptation to Climate Change; and</li> <li>• sustainable travel</li> </ul> <p>In accordance with Policy 3, Proposals for new buildings should be designed to make best use of solar radiation and passive cooling through the incorporation of passive solar design principles.</p> <p>Development should incorporate green infrastructure and passive shading and ventilation to reduce the impact of excessive heat, as well as incorporating measures to reduce water consumption.</p>

North Dorset Local Plan Part 1 (2016)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		<p>f. incorporation of measures to reduce the impact of excessive heat on the urban environment through the incorporation of green infrastructure and passive shading and ventilation.</p> <p>Neighbourhood plans will be required to consider local community actions that will help to mitigate and adapt to climate change.</p>		
Policy 22	Renewable and Low Carbon Energy	<p><b>Assessing Benefits against Impacts</b> When considering proposals for heat or electricity generation from renewable or low carbon sources, the social, economic and environmental benefits of the scheme should be assessed against the likely impacts.</p> <p>A proposal for generating heat or electricity from renewable or low carbon sources (excluding wind energy development) will be permitted provided it can be demonstrated that:</p> <p>a. both individually and cumulatively, all adverse impacts arising from the proposal have been satisfactorily assessed; and  b. the proposal has maximised the potential to mitigate any adverse impacts that have been identified; and  c. the actual benefits that the scheme will deliver outweigh the adverse impacts that remain.</p> <p><b>Impacts</b> Potential adverse environmental impacts (together with measures to mitigate such impacts) that will be assessed in relation to any proposal include: visual impact; and impacts on biodiversity, the landscape, the historic environment including designated and non-designated heritage assets, the water environment and agricultural land.</p> <p>In addition, in assessing the adequacy of mitigation measures in relation to a proposal it will be expected that:</p> <p>d. the proposal's location has been identified having regard to sites that make best use of existing transport infrastructure and the minimisation of traffic movements whilst providing safe access; and  e. any issues of, noise and vibration or interference to radar or any communication systems including televisions can be fully overcome; and  f. early meaningful consultation has been undertaken with people in the locality that might be adversely affected by the proposal and clear regard has been had to the responses received; and  g. the proposal incorporates an agreed restoration scheme including measures to remove installations when operations cease.</p> <p><b>Benefits</b></p>	<p>Social, economic and environmental benefits of the renewable or local carbon energy scheme should be assessed against the likely impacts.</p> <p>Proposals will be permitted provided there is demonstration that:</p> <ul style="list-style-type: none"> <li>all adverse impacts arising from the proposal have been satisfactorily assessed;</li> <li>potential to mitigate any adverse impacts has been maximised;</li> <li>actual benefits that the scheme will deliver outweigh the adverse impacts that remain.</li> </ul> <p>Adverse impacts include visual impact; and impacts on biodiversity, the landscape, the historic environment including designated and non-designated heritage assets, the water environment and agricultural land.</p> <p>Assessment will include expectation that:</p> <ul style="list-style-type: none"> <li>Location is suitable in terms of transport infrastructure and the minimisation of traffic movements, and safe access is provided;</li> <li>issues of, noise and vibration or interference to radar or any communication systems including televisions can be fully overcome;</li> <li>early meaningful consultation has been undertaken with people in the locality that might be adversely affected;</li> <li>proposal incorporates an agreed restoration scheme;</li> </ul> <p>Potential benefits to be assessed include:</p> <ul style="list-style-type: none"> <li>the amount of heat or electricity that is likely to be generated, and the in greenhouse gas emissions</li> <li>local community benefits - jobs, investment in the local economy, community ownership or shareholding of a scheme, and local provision of renewable and low carbon energy</li> </ul>	<p>In line with the Council's planning Local List and published Interim Guidance and Position Statement, applications for renewable energy generation should be accompanied by:</p> <ul style="list-style-type: none"> <li>A landscape impact assessment including details of proposed mitigation of impacts;</li> <li>A heritage impact assessment including details of proposed mitigation of impacts;</li> <li>Ecological appraisal including details of proposed mitigation of impacts;</li> <li>A transport assessment;</li> <li>Clear assessment of the benefits of a proposal, to include details in relation to the proposed level of generation and how the proposal will contribute towards tackling climate change and meeting the aims and targets of the Council's Natural Environment, Climate &amp; Ecology Strategy;</li> <li>An agricultural land assessment if located within potentially best and most versatile agricultural land;</li> <li>Assessment of alternative sites for proposals located within the AONB, Green Belt, or on best and most versatile agricultural land;</li> <li>Justification of the siting of the proposal if informed by grid connection and capacity.</li> </ul>

North Dorset Local Plan Part 1 (2016)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		<p>Potential benefits that will be assessed in relation to any proposal include:</p> <ul style="list-style-type: none"> <li>h. the amount of heat or electricity that is likely to be generated from the proposed renewable or low carbon energy development and the consequential reduction in greenhouse gas emissions; and</li> <li>i. local community benefits, including jobs, investment in the local economy, community ownership or shareholding of a scheme and local provision of renewable and low carbon energy, for example, through a district heating network.</li> </ul>		
Policy 2	Core Spatial Strategy	<p>All development proposals should be located in accordance with the spatial strategy for North Dorset.</p> <p><b>The Four Main Towns</b> Blandford (Forum and St. Mary), Gillingham, Shaftesbury and Sturminster Newton are identified as the main towns in North Dorset. They will function as the main service centres in the District and will be the main focus for growth, both for the vast majority of housing and other development.</p> <p>Policies 16 to 19 set out the main locations for growth at the four main towns, which will be shown in more detail in Part 2 of the Local Plan that deals with site allocations, with the exception of the southern extension to Gillingham, which is identified as a strategic site allocation in Policy 21 of this document.</p> <p><b>Stalbridge and the Larger Villages</b> Stalbridge and eighteen larger villages have been identified as the focus for growth to meet the local needs outside of the four main towns.</p> <p>These larger villages are: Bourton, Charlton Marshall, Child Okeford, East Stour, Fontmell Magna, Hazelbury Bryan, Iwerne Minster, Marnhull, Milborne St Andrew, Milton Abbas, Motcombe, Okeford Fitzpaine, Pimperne, Shillingstone, Stourpaine, Winterborne Kingston, Winterborne Stickland and Winterborne Whitechurch.</p> <p><b>The Countryside</b> Outside the defined boundaries of the four main towns, Stalbridge and the larger villages, the remainder of the District will be subject to countryside policies where development will be strictly controlled unless it is required to enable essential rural needs to be met.</p> <p>At Stalbridge and all the District's villages, the focus will be on meeting local (rather than strategic) needs.</p> <p><b>Settlement Boundaries</b></p>	<p>The policy directs development to the main towns in the district as the main focus for housing and other development.</p> <p>Local needs will be met at Stalbridge and the larger villages. Outside of these areas development will be strictly controlled and subject to countryside policies.</p>	Location of development in accordance with the settlement hierarchy/spatial strategy.

North Dorset Local Plan Part 1 (2016)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		The settlement boundaries defined around the four main towns, Stalbridge and the larger villages in the North Dorset District-Wide Local Plan 2003 and proposals maps are retained and, in conjunction with Policies 16, 17, 18, 19 and 21 of this document, which identify the broad locations for housing and employment growth and regeneration, will continue to be used for development management purposes until reviewed either: through site allocations in Part 2 of the Local Plan or a neighbourhood plan. The settlement boundaries defined around all other settlements in the North Dorset District-Wide Local Plan 2003 and proposals maps are removed and these settlements will be subject to countryside policies unless new settlement boundaries are defined in neighbourhood plans or in Part 2 of the Local Plan.		
Policy 13	Grey Infrastructure	<p>...</p> <p><b>Transportation</b></p> <p>A more sustainable approach to transport in North Dorset will be developed by:</p> <ol style="list-style-type: none"> <li>supporting measures to manage demand in the Exeter to London corridor associated with the proposed growth at Gillingham, in particular measures to reduce the potential for increased trips on the A303; and</li> <li>supporting measures to make more effective use of the existing route network including: improvements to traffic flows at 'pinch points' and key junctions; and schemes to improve environmental quality on busy routes or to improve road safety; and</li> <li>the use of Transport Assessments and Transport Statements, which the Council will require to be submitted by developers to assess the impact of new development on the existing highway network, clarify its consequences and put forward mitigation measures, when considering planning applications; and</li> <li>seeking improved scheduled bus services between the main towns in and beyond the District and within the main towns; encouraging community-led transport schemes in rural areas; seeking improved demand responsive public transport services; and improved rail services to and from Gillingham; and</li> <li>the production of Travel Plans in association with Transport Assessments/Statements with emphasis on public transport and which will be expected from developers; and</li> <li>providing and enhancing walking and cycling facilities in the main towns and in rural areas, particularly between villages and nearby towns; and completing the North Dorset Trailway as a strategic walking and cycling route; and</li> <li>developing and enforcing parking standards and guidance both for residential development and other uses and the development of a strategy for off-street parking, focusing on Council and other publicly owned car parks.</li> </ol> <p>...</p>	<p>Travel Plans will be expected for proposals with a significant number of employees or visitors, or for applications not well served by public transport, with emphasis on public transport.</p> <p>Applicants should provide opportunities for new or enhanced walking and cycling facilities.</p>	<p>Appropriate location of development.</p> <p>Demonstration of safe access and highway capacity through a Transport assessment/Travel plan.</p> <p>Set out within an application how the proposal will reduce the need to travel by car, and what access there would be to active travel and public transport.</p> <p>Provision of and improvements to cycle paths and rights of ways, details to be provided in application documents where relevant, and the Sustainability Statement and Sustainability Checklist.</p>

North Dorset Local Plan Part 1 (2016)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		<p><b>Drainage and Flood Prevention</b></p> <p>The Council will work with the Environment Agency and other relevant bodies to make provision for dealing with flood risk, the transfer and treatment of wastewater and the introduction of sustainable drainage systems. Sustainable drainage solutions appropriate to the development and underlying ground conditions should be incorporated into all new development of ten dwellings or more and connect with the overall surface water management approach for the area.</p> <p>...</p>	<p>Appropriate sustainable drainage solutions should be incorporated into large scale housing development (10 or more dwellings) and connect to existing surface water management systems.</p>	<p>Provision of SuDs to manage surface water, details to be provided in application documents, including the Sustainability Statement and associated Sustainability Checklist.</p>
Policy 15	Green Infrastructure	<p>The Council will seek to:</p> <ul style="list-style-type: none"> <li>a. integrate the new green infrastructure to be provided in association with strategic growth at the four main towns with existing green infrastructure networks; and</li> <li>b. enhance the provision of green infrastructure in the countryside (including at Stalbridge and the District's villages), especially where it helps to improve recreational opportunities; and</li> <li>c. protect and enhance existing open space of importance, character areas, outdoor sport and recreational facilities and provide new facilities to support growth; and</li> <li>d. take forward new and improved strategic facilities, such as the North Dorset Trailway; and</li> <li>e. promote the public enjoyment of wildlife, where this is compatible with maintaining biodiversity; and</li> <li>f. identify opportunities to work with partners at the local, district and sub-regional levels to deliver multiple key green infrastructure benefits.</li> </ul> <p>Development will be required to enhance existing and provide new green infrastructure to improve the quality of life of residents and deliver environmental benefits. All elements of green infrastructure should be provided on site in line with standards of provision set in the development plan unless:</p> <ul style="list-style-type: none"> <li>g. it can be demonstrated that it would not be practical or viable to do so; or</li> <li>h. exceptionally, it could be demonstrated that greater benefits could be realised through off-site measures.</li> </ul> <p>Where the full requirement for green infrastructure is not provided on-site, development would be expected to provide new green infrastructure off site, and/or enhance (or make a contribution towards the enhancement of) existing green infrastructure off site.</p>	<p>The policy sets out that development would need to enhance existing and provide new green infrastructure to improve the quality of life of residents and deliver environmental benefits, with provision to be achieved on-site unless not practical or viable. Otherwise, new green infrastructure will be expected to be provided off-site or through contributions towards enhancements.</p> <p>The policy also places emphasis on the need for developments to achieve (or contribute towards) conservation of existing green infrastructure, creation of new sites and linkages, enhancements to the connectivity, and area specific packages.</p>	<p>Design of schemes to ensure green infrastructure is conserved enhanced, alongside new provision, with connectivity to other networks. Details to be provided within application documents and submitted Sustainability Statement and Checklist.</p>

North Dorset Local Plan Part 1 (2016)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
		<p>Developments will also be expected to deliver, or contribute towards the delivery of:</p> <ul style="list-style-type: none"> <li>i. the conservation and management of existing assets; and</li> <li>j. the creation of new sites and links including new or improved open space for children’s play, outdoor sport and recreation; and</li> <li>k. enhancement to the functionality, quality and connectivity of green infrastructure; and</li> <li>l. area-specific packages which achieve multiple benefits including those identified in Figure 7.2.</li> </ul> <p>Neighbourhood plans should consider measures that assist in delivering key green infrastructure benefits as outlined in this policy, including the designation of local green space, where appropriate</p>		

Swanage Local Plan (2017)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
Spatial Objectives for the Swanage Local Plan		Protecting and enhancing existing green spaces, and providing new open spaces and links to the countryside that fit with the historic character and setting within the AONB and wildlife designations.	This spatial objective seeks to protect and enhance greenspaces and linkages to the countryside.	
Additional key objectives for Swanage		A more sustainable town, with improved resilience to climate change and flooding	This key objective seeks to ensure Swanage is sustainable and resilient to the effects of climate change.	
Policy SGI	Swanage Green Infrastructure	<p>All development proposals in Swanage should take account of the Swanage Green Infrastructure Strategy, once this is completed.</p> <p>Applications for major development should be accompanied by a statement setting out how the proposals:</p> <ul style="list-style-type: none"> <li>• will avoid damage or loss to the existing green infrastructure network (as defined in the Swanage Green Infrastructure Strategy) unless such damage or loss is outweighed by other benefits of the development; and</li> <li>• will maximise any opportunities to improve and enhance the green infrastructure network, in line with the Swanage Green Infrastructure Strategy.</li> </ul>	This policy sets out the need to take account of the adopted <a href="#">Swanage Green Infrastructure Strategy SPD</a> . Applications for major development to ensure (through a submitted statement) that it will conserve the existing green infrastructure network, unless there are overriding benefits, and maximise opportunity to enhance the existing network.	Applicants to refer to the Swanage Green Infrastructure Strategy. Details to be provided within application documents and submitted Sustainability Statement and Checklist.

Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019)				
Policy Number	Policy Name	Policy Wording	Commentary/summary	Application requirements
Policy 22	Waste from new developments	<p>Proposals for major development should:</p> <ul style="list-style-type: none"> <li>a. demonstrate that the waste arising from construction, demolition and excavation works will be minimised and managed in accordance with the waste hierarchy;</li> <li>b. incorporate adequate facilities on-site into the design that allow occupiers to separate and store waste for recycling and recovery and</li> <li>c. demonstrate that there is adequate capacity available at sewage treatment facilities or suitable arrangements are made for their provision.</li> </ul> <p>Financial contributions towards the off-site provision of adequate waste management infrastructure to accommodate a non-waste development may be required where the Waste Planning Authority considers this necessary, in accordance with the Community Infrastructure Regulations 2016 (as amended), unless it is demonstrated that existing waste management infrastructure serving the development is adequate.</p>	<p>For major development:</p> <p>Preparation of Site Waste Management Plan to demonstrate how waste arising from construction is minimised and managed is good practice for construction projects and is required through policies in Local Plans in some areas.</p> <p>Proposals should include appropriate on-site provision of facilities for the separation or storage of waste, adequate to meet the needs of the proposed development and the type and amount of waste arising from occupation. E.g. indoor and outdoor storage space for bins and separating materials; and for larger sites waste storage facilities and on-site treatment facilities.</p> <p>Provision of waste audit statement outlining compliance with Policy 22.</p>	<p>Include relevant details within application document and submitted Sustainability Statement and Checklist. Outline commitment to preparation of site waste management plan or submit site waste management plan where practicable.</p>

Bournemouth, Dorset and Poole Minerals Strategy (2014)				
Policy CC1	Preparation of Climate Change Assessments	<p>Proposals for mineral developments and aggregates recycling operations should be supported by an assessment of how climate change mitigation and adaptation measures have been incorporated in the design and operation of the proposed development and considered in its location. This assessment will include demonstrating that the proposals are energy, material, and water efficient. It must also demonstrate how emissions generated from traffic will be minimised.</p>	<p>The policy requires an assessment for mineral developments to show how climate change mitigation and adaptation measures are incorporated, including how these have been considered in the locating the proposal.</p>	<p>Assessment to be submitted addressing energy, material and water efficiency and demonstrating minimisation of emissions from traffic.</p>
Policy DM1 (a)	Key Criteria for Sustainable Minerals Development	<p>Proposals for minerals development should support the delivery of social, economic and environmental benefits whilst any adverse impacts should be avoided or mitigated to an acceptable level. In order to achieve this, all proposals for minerals development must demonstrate that all the following criteria have been addressed satisfactorily:</p> <ul style="list-style-type: none"> <li>a. minimisation of impacts which could increase the effects of climate change....</li> </ul>	<p>Overarching policy for achieving sustainable minerals development which includes addressing minimising impacts which could increase the effects of climate change.</p>	<p>To be demonstrated throughout the application/proposal.</p>