



East Dorset Local Plan Review Options Consultation



Consultation: 16th July 2018 - 3rd September 2018

July 2018

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1 Introduction

What is the Local Plan (Review)?

1.0.1 The East Dorset Local Plan (Review) is the document which sets out the planning strategy for East Dorset District over the next 15 years to 2033. It sets out how much, what type, where and how development should take place and how this should be catered for. It sets out a vision and objectives for the area which are reflected in planning policies to achieve this. It also sets out detailed Development Management policies and possible site allocations throughout the plan area.

1.0.2 The Local Plan will, when adopted, replace the following documents which currently comprise the Development Plan for the area:

- The Christchurch and East Dorset Core Strategy, adopted in April 2014
- Saved policies from the East Dorset District Local Plan, adopted in 2002

1.0.3 The Local Plan will be supplemented with other documents including:

- The Dorset-wide Gypsy, Traveller & Travelling Showpeople Site Allocations Joint DPD
- Supplementary Planning Documents (SPD) – giving detailed guidance on how the Council's planning policies will be implemented for specific topics, areas or sites – e.g. The Dorset Heathlands Planning Framework SPD and The Housing and Affordable Housing SPD
- The Community Infrastructure Levy (CIL) Charging Schedule for East Dorset, first adopted in September 2016, and implemented in January 2017
- The Statement of Community Involvement, adopted in July 2016
- The Authority Monitoring Report (now published as a dedicated webpage on www.dorsetforyou.gov.uk.)

1.0.4 The Government has introduced an optional tier of plans at the neighbourhood level. These plans have to be consistent with the Local Plan for the area, if a group chose to take a Neighbourhood Plan forward. At present no Neighbourhood Plans have progressed in the area, but interest is growing. The Council will work to support local groups in developing such plans and ensuring they are consistent with this Local Plan.

The Format of the Local Plan

1.0.5 The Local Plan is being produced in accordance with the provisions of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.0.6 The second section of the document provides a description of the area, setting out the most important features that should be taken into account in the Strategy. This leads to a section that sets out Strategic Policy for the plan area including a vision and objectives

and Key Strategy. Subsequently, the document focuses on Development Management policies applying across the plan area, followed by policies and allocations for specific places.

1.0.7 A Glossary of the terms used in this Local Plan is included at Appendix C.

The Local Plan Process

1.0.8 The preparation of the Local Plan will involve considerable community consultation, the collection of evidence and working with partners, including other Local Planning Authorities, service providers, town and parish councils, community groups, businesses, government organisations and developers/agents. The key stages of plan preparation are as follows:

1.0.9 Regulation 18 consultation on the scope of the Local Plan Review, including a 'call for sites' took place between September and November 2016. At this stage a joint local plan was being prepared with Christchurch Borough Council. As a result of Local Government Re-organisation however, a decision was taken in February 2018 to produce separate local plans for Christchurch and for East Dorset.

1.0.10 Evidence gathering – work on baseline data and studies which inform the issues to be addressed in the Local Plan Review is ongoing but major studies were undertaken between January 2017 and January 2018.

1.0.11 Options (this document): is a consultation to set out the major policy issues and possible policy options for addressing them. This also includes options on possible site allocations for housing, employment, open space etc. Consultation and engagement on this document runs from **16th July 2018 - 3rd September 2018**.

1.0.12 Pre-Submission: Where consultation will take on a formal draft plan to seek comments prior to submitting the document to the Secretary of State for Examination. This is likely to take place between February and March 2019.

1.0.13 Submission: Following the Pre-Submission consultation Submission of the Local Plan is anticipated to be in April 2019.

1.0.14 Examination: following submission of the Local Plan Review document to the Secretary of State, an Examination will place in front of a Government appointed Inspector to consider whether the Council's policies and proposals for development within the Local Plan (First Review) are 'sound'. We estimate that this could take place in September 2019.

Evidence Base

1.0.15 A substantial amount of evidence has been prepared and considered in order to develop the Local Plan. The key studies that inform this Local Plan include:

- East Dorset Strategic Housing Land Availability Assessment (2017 Update)
- Eastern Dorset Strategic Housing Market Assessment (2018 Update, DRAFT not yet published)

- Christchurch and East Dorset Green Belt Assessment (2017)
- Christchurch and East Dorset Joint Level 1 Strategic Flood Risk Assessment (2017 Update)
- Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study (2017 Update)
- Joint Planning Policy Guidance Note 17 Open Space, Sport and Recreation Study
- East Dorset New Neighbourhoods Master Plans
- South East Dorset Multi Modal Transport Study (2018 Update)
- Bournemouth Airport Ecology and Economic Studies
- Bournemouth, Dorset and Poole Workspace Strategy (2016 Update)

1.0.16 All of these studies are available for viewing at the Council's Offices at Bridge Street, Christchurch or Allenvie House, Wimborne or on the Councils' website www.dorsetforyou.gov.uk.

1.0.17 As well as the evidence specifically produced locally, policy formulation has been informed by other sources e.g. Census and other agencies' plans and programmes.

Sustainability Appraisal & Strategic Environmental Assessment

1.0.18 The Local Plan has been informed by a Sustainability Appraisal and Strategic Environmental Assessment. A Scoping Report has been consulted on and was approved by the Council in 2017. This set out key issues that the plan should take into account and established objectives by which it should be assessed. This is available to view at the Council's Offices and on www.dorsetforyou.gov.uk.

Habitats Regulations Assessment

1.0.19 A Habitats Regulation Assessment has been carried out to inform the production of policies. This assesses the potential impacts of policies on the conservation objectives of designated sites of European importance which include the Dorset Heathlands and the River Avon.

Equalities Assessment

1.0.20 Local authorities have a responsibility to minimise discrimination and disadvantage under the Equalities Act 2010. Public bodies are required to consider the needs of diverse groups in the community when designing and delivering public services. An Equalities Impact Assessment is a recognised method of undertaking an appraisal of a service or of a policy. Its key purpose is to help identify in the development of policies and practises unlawful discrimination of 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. An assessment has been undertaken for this Options consultation and this will be updated to consider further stages of the Local Plan.

Health Impact Assessment

1.0.21 The Health Impact Assessment is a tool which can be used to assess how policies, plans or programmes can help to identify the health impacts of the policy. Using such an assessment it is possible to identify the actions needed to improve the impact on health and minimise the negative impacts. An assessment has been undertaken of this Options consultation and will be further updated for the Pre-Submission document.

Delivery of the Local Plan

1.0.22 The success of the Local Plan relies upon delivery of its policies and proposals. The Strategy is based on the delivery of sustainable development and goes beyond land use planning to bring together other policies and programmes that influence how the area functions.

1.0.23 As part of the Local Plan Review process the Council will be preparing an updated Infrastructure Delivery Plan (IDP) which will set out the infrastructure required to deliver the plan, timescales for delivery, agencies responsible for bringing infrastructure forward and funding streams. The revised IDP will be published at the Pre Submission stage to coincide with the refinement of policy options and associated infrastructure requirements from this current consultation stage.

1.0.24 The new IDP will identify the infrastructure required to deliver the Local Plan allocations and residential, employment and retail development in line with policies contained in the plan. The majority of the infrastructure schemes in the IDP will relate to development in the plan area, unless specified otherwise.

1.0.25 The timescales for delivery of key infrastructure in the IDP will enable development to come forward commensurate with the East Dorset Housing Trajectory.

1.0.26 The IDP will also identify proposals set out in the programmes of other public bodies related to delivery of growth in the Local Plan (Review). All of the agencies are committed to identifying funding streams as these become available. The IDP will also include risks to delivery and contingencies, where available for specific items of infrastructure.

1.0.27 The Council will work closely with landowners, developers, Dorset County Council, neighbouring authorities, local service providers and other key stakeholders to ensure the sustainable delivery of key infrastructure required to support the plan.

1.0.28 The delivery of strategic transport infrastructure improvements required to support new development over the plan period are set out in the Local Transport Plan and the IDP.

1.0.29 The Council is working closely with the South East Dorset authorities and Natural England to secure the delivery of appropriate heathland mitigation measures through the Community Infrastructure Levy, planning obligations and the continuation of the Dorset Heathlands Planning Framework (SPD).

Saved and 'rolled forward' Policies

1.0.30 At present the Council has a series of 'saved' policies originally contained in the East Dorset District Local Plan 2002. The Local Plan (Review) will replace all of these policies.

1.0.31 This local plan review also includes a review of policies contained in both the Christchurch and East Dorset Core Strategy 2014, although the majority of these policies are recently adopted and based on up to date evidence, so will "roll forward" into the Local Plan Review.

1.0.32 In some cases, allocated sites from the Core Strategy, or the older local plans, have been "rolled forward" into this Local Plan Review as they have not been completely built out and it is important therefore to retain the allocation policy until such time as they are completed. In many cases, detailed planning applications for these sites have been received and/or approved. It is important to note therefore that these allocations, especially those for housing and employment, are assumed to make up existing unconstrained supply, as opposed to additional housing or employment options which propose potential new supply, and which will need to be refined into formal allocations at Pre-Submission stage.

How to respond to the Local Plan Options Consultation

1.0.33 The consultation period runs from Monday **16th July 2018** until the end of Monday **3rd September 2018**.

1.0.34 Comments are welcome on all elements of this consultation document, including the policy options and sites suggested within the residential 'areas of search' as set out. If you consider there are alternative options, sites or policy approaches we have not included, then please also provide the details of these in your response to us.

1.0.35 There are a number of ways you can view the consultation documents, and make comments on them:

- All documents are available to view on the Councils' website:
 - www.dorsetforyou.gov.uk/planning/christchurch-east-dorset-local-plan-review
- The documents can be viewed at the Christchurch Civic Offices, East Dorset District Council Offices at Allenvie House, Wimborne, Town and Parish Council Offices and at all libraries throughout East Dorset.
- We shall hold public exhibitions at a range of locations in East Dorset.
- You can get up to date information on the consultation through Facebook and Twitter

1.0.36 Comments on the consultation can be made in several ways:

- By completing a response form – available from our offices, or on our website

- By using our online consultation system to directly input your comments to the document online through the website:
 - www.dorsetforyou.gov.uk/planning/christchurch-east-dorset-local-plan-review
- By sending us your comments by e-mail:
 - planningpolicy@christchurchandeastdorset.gov.uk
- Responses made in hard copy should be send to the following address:
 - **Planning Policy, Christchurch and East Dorset Partnership, Civic Offices, Bridge Street, Christchurch, BH23 1AZ.**

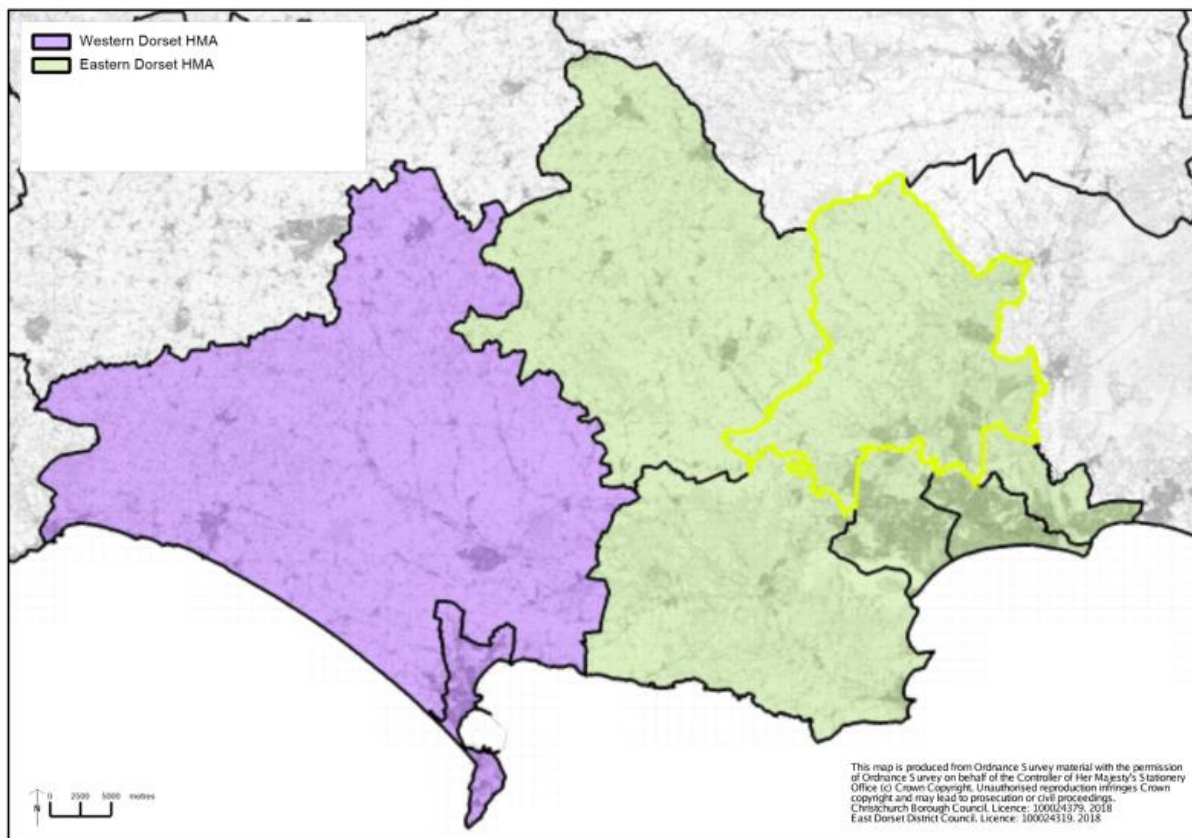
1.0.37 Please note that we will not acknowledge individual comments but will consider all comments received and publish responses to all comments in a response schedule prior to the next consultation stage. We look forward to hearing your views.

2 A Picture of East Dorset

2.0.1 The Local Plan is based on an understanding of the area's characteristics. What follows sets out the key attributes that are important to consider when establishing a vision, objectives, policies and proposals. Further detailed information is available in the Council's 'Authority Monitoring Report' which can be viewed on the Council's website www.dorsetforyou.gov.uk.

The Sub Region

2.0.2 The interaction of people and activity across the conurbation (Poole, Bournemouth and Christchurch) means that it is important to consider the wider context of East Dorset and the role that the area plays in the way that the conurbation functions. East Dorset forms part of the Eastern Dorset Housing Market Area which includes Bournemouth, Poole, Purbeck, North Dorset and Christchurch. The Local Plan area has a population of about 89,090 people, representing 22.3% of the conurbation population. The conurbation has a broad-based economy, with significant specialisms in tourism, education, financial services, high tech, marine industries, retailing and entertainment. The area is served by Bournemouth Airport, and the Port of Poole but has only adequate road and rail links to London, the South East and the north and west. Its setting in internationally recognised countryside makes it unique for a conurbation of its size. It is a place that attracts people to live, learn, work, relax and retire. It has seen significant growth over many years, principally through the in-migration of both people and companies, and substantially from London and the South East.



Map 2.0.1 Eastern and Western Housing Market Areas

The Local Plan Area

2.0.3 The District of East Dorset has a population of 89,090 (2016 mid year estimates ONS) and an area of 35,441 ha. It lies to the North of the conurbation, and has a number of settlements: Wimborne, Corfe Mullen, Colehill, Ferndown, West Parley, West Moors, St Leonards and St Ives and Verwood, as well as a large rural area.

Our Environment

Natural

2.0.4 The natural environment of the area is diverse and of high quality, consisting of extensive areas of internationally protected wet and dry heath, river valleys, ancient woodlands and chalk downlands. 9.7% of the area is covered by one or more nature conservation designations and 45% by an Area of Outstanding Natural Beauty.

Historic

2.0.5 In East Dorset there are 19 Conservation Areas, 689 Listed Buildings and 152 Scheduled Ancient Monuments. The historic town centre of Wimborne Minster is characterised by narrow streets, attractive older buildings and complemented by the Minster.

Rural and Urban Character

2.0.6 East Dorset has the characteristics of a rural authority with about 93% of it being countryside and only 7% urban. The main centres of Wimborne and Ferndown, together with the other urban settlements, are located in the south and eastern part of the District. The north and western part of the District is more rural in character, a large proportion being within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and contains villages, hamlets and isolated dwellings. Significant areas comprise of large rural estates where there has been a continuity of ownership and stewardship over many generations.

Climate Change

2.0.7 Climate change has the potential to not only affect the environment, but also the social and economic aspects of life in East Dorset. Although the precise nature of environmental changes is not fully understood, changes to rainfall levels (and river flow) may have implications in terms of flood risk. Conversely, predicted hot and dry summers will cause problems of low flows for some of the chalk downland rivers in the area. Additionally, climate change could have a significant impact on agriculture and wildlife.

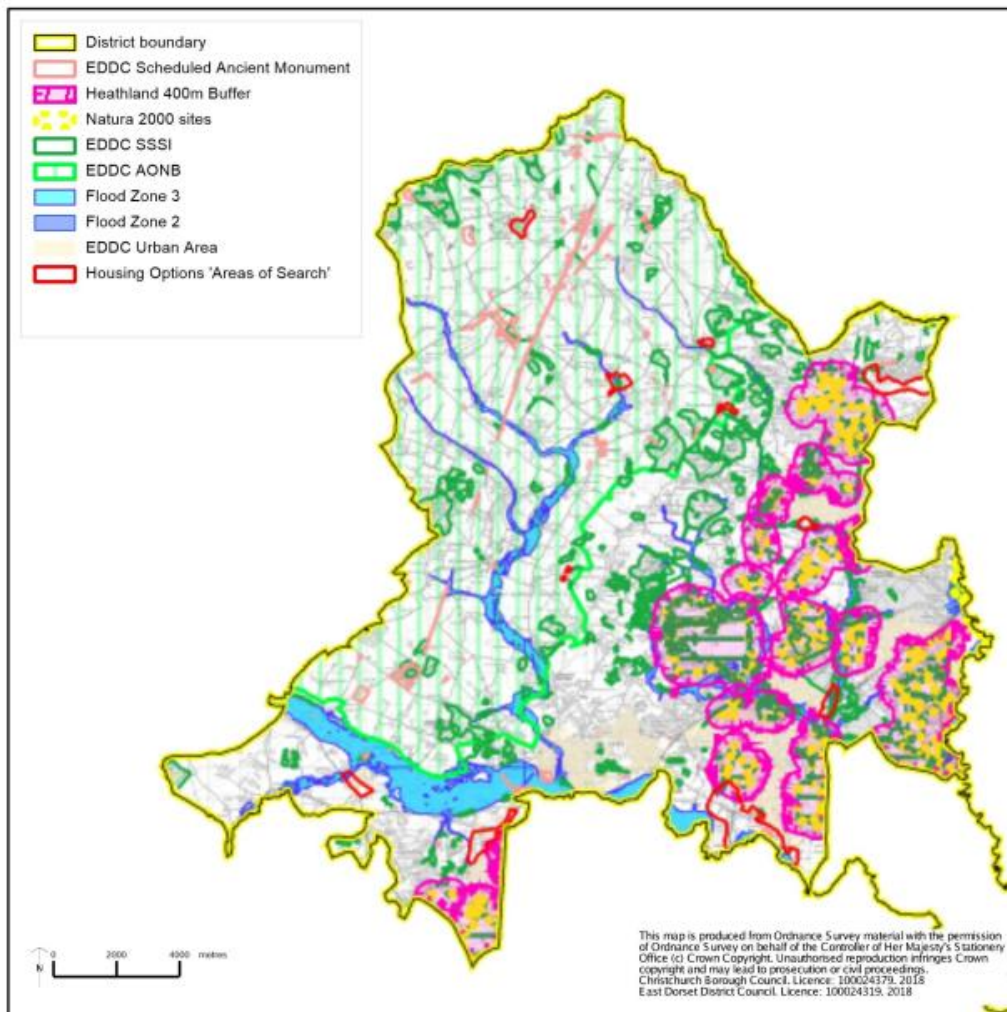
Water

2.0.8 The rivers Allen, Moors and Uddens Water flood regularly, Strategic Flood Risk Assessment work has identified some areas within East Dorset which are subject to flood risk. In Wimborne there is risk of flooding on the western side of the town centre along the line of the River Allen. Other areas of flood risk exist in Sturminster Marshall, Verwood and West Moors.

2.0.9 The area is well catered for in relation to water supply. The recently completed Longham Lakes ensure that future supply can be provided to accommodate the growing conurbation. A Groundwater Protection Zone associated with the chalk downlands relates to an important aquifer that serves the conurbation.

Minerals & Waste

2.0.10 Planning for minerals and waste is dealt with by Dorset County Council on behalf of Bournemouth, Dorset and Poole therefore separate planning documents are prepared for these matters. Minerals and waste planning proposals need to be taken into account within the Local Plan. The area to the south and east of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty are good sources for sand and gravel, particularly within the river valleys. In the Minerals Plan large areas of land are proposed to be safeguarded for minerals extraction. Additionally, there are some major issues relating to waste disposal that are to be addressed in coming years and these need to be taken into account. There is to be less landfill and more recycling and other means of disposal and this will require locations for recycling and waste plants.

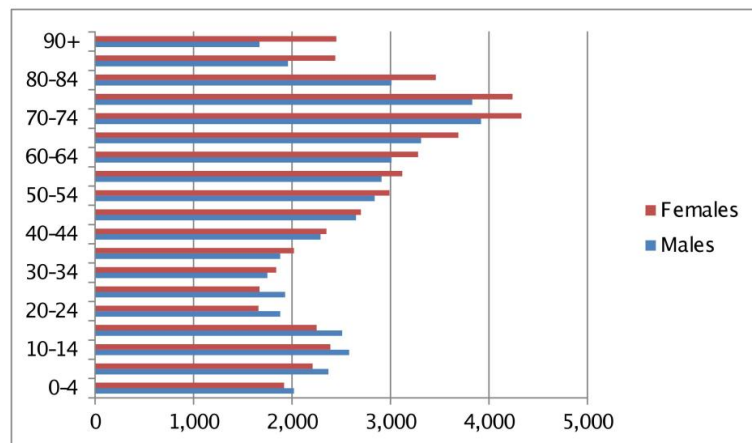


Map 2.0.2 Absolute Constraints

Communities

People

2.0.11 The population in East Dorset is 89,090 (ONS 2016) and the current proportion over retirement age aged 65+ (ONS 2016) is above the County and national average at 31%, compared with 28.3% in Dorset and just 18% nationally. Despite death rates exceeding birth rates in the area, the population continues to increase as a result of in-migration from other parts of the Country rather than from abroad. Between the years 2006-2016 in all age groups there was more international migration into the district than out. (Office for National Statistics, Detailed Components of Change, 2017). The age profile of people moving to the area from elsewhere within the UK is younger than that of the current population, so it should not be assumed that people only move to the area to retire. However this trend is not significant enough to change the age structure of the current population to one which is less heavily weighted towards the older age groups.



Map 2.0.3 East Dorset Population 2041 Source 2016-based trend population projections, Dorset County Council

2.0.12 Long term projections suggest that the population may grow to 99,310 by 2041. Older people are expected to account for an increasing proportion of the population in future with the percentage of residents aged 55 and over predicted to reach 50.9% by 2041 (2016 - based trend population projections Dorset County Council).

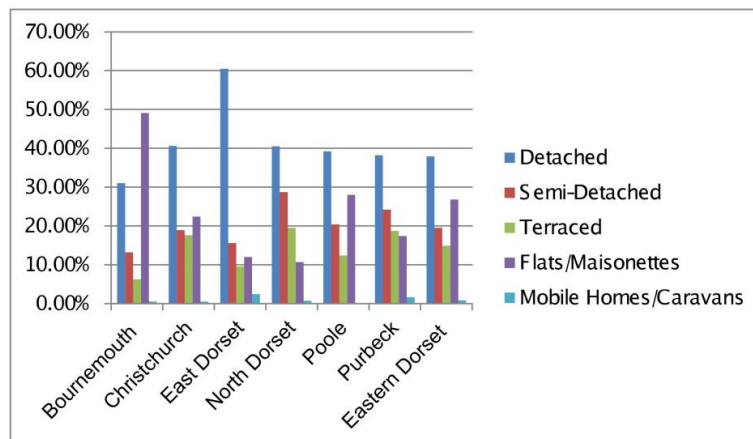
2.0.13 The proportion of population of working age is relatively low at 54% compared with 56% in Dorset and 63% nationally (2016 based trend population projections ONS). Working age population is predicted to drop to about 47% in the area by 2033. A shortage of people of working age has significant implications for sustaining and enhancing the local economy. However, this will be countered to a degree by changes in the retirement age. The ageing population also places increased pressure on the provision of health care services.

2.0.14 As well as a projected population increase, there is a predicted increase in households due to the following trends:

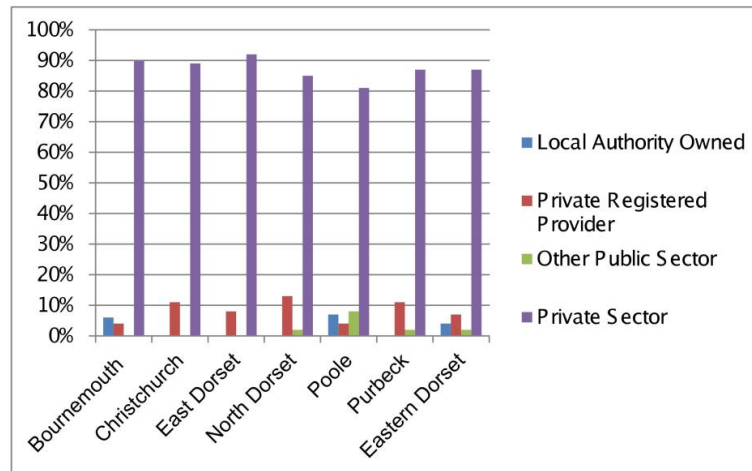
- Smaller households
- Fewer children per family
- Separation
- Older parents
- More people living alone
- Living longer

Ethnic minorities in this area are a small but growing proportion of the total population, the 2001 Census identified a proportion of 1% in East Dorset of population of black or minority ethnic origin (BME) compared with 3.2% in Dorset and 13.1% in England. The 2011 Census results show that the proportion of BME population had increased to 1.7% compared with 4.5% in Dorset and 19.5% in England.

Housing



Map 2.0.4 Eastern Dorset HMA Types of Housing (2015 SHMA)



Map 2.0.5 Eastern Dorset HMA Tenure of Housing (2015 SHMA)

Demand for housing in East Dorset is high and there is a significant problem of affordability due to the high house price to income ratios in the area. Housing land supply is affected by environmental constraints, in particular, proximity to heathland, Green Belt and also infrastructure constraints. Evidence on housing supply (East Dorset Strategic Housing Land Availability Assessment 2017) indicates a limited number of larger sites likely to come forward within the urban area, hence a reliance on smaller sites and a need to maximise opportunities to meet housing needs.

2.0.15 The Eastern Dorset Strategic Housing Market Assessment October 2015 identifies the main characteristics of the housing stock as being a disproportionately high number of detached houses across the HMA. The housing stock is dominated by 2 and 3 bed properties and there are slightly more one bed properties than the national and regional rates. Overall the current profile of housing appears to be reasonably well balanced. Population and demographic trends should be taken into account when assessing what different sizes of homes are required in the future.

2.0.16 The Strategic Housing Market Assessment (2015) assessment estimates a required housing mix for 20% of dwellings to be flats and 80% houses. In the affordable sector the estimated requirements are 45-50% flats and 50-55% houses.

2.0.17 The house price to income ratios remain significantly high at 11.64 times and are higher than the County (10.1 times) and England (7.7 times) averages in 2016. The median selling house price in East Dorset in 2016 was £325,000, compared to a national figure of £216,750 (UK House Price Index 2016).

2.0.18 The impact on the viability of housing schemes of increased affordable housing contributions, together with other contributions likely to be required was tested in 2009. The study at that time found all new housing schemes could provide 40% affordable housing, or an equivalent financial contribution, with the exception of some specific sites. The Peter

Brett CIL viability research undertaken in 2013 tested the impact of CIL and affordable housing on a range of developments including small sites within the urban area. It concluded that most developments would still be viable whilst providing affordable housing and meeting CIL requirements.

Health

2.0.19 Life expectancy rates in East Dorset are some of the highest in the Country 82 years for males and 85.6 years for females and compare well with national figures of 79.5 years for males and 83.1 years for females (ONS Life Expectancy at Birth 2012-14).

2.0.20 Health profiles (Public Health England 2017) show that:

- The proportion of people diagnosed with diabetes in East Dorset is not significantly different from the England average.
- Road injuries and deaths were significantly worse than the England average.

2.0.21 The 2015 SHMA revealed that there are 10,028 households in East Dorset with one or more members in an identified special needs group. Within this category, households with a 'medical condition' are the predominant group, closely followed by the frail elderly and those with a physical disability. Special needs households are more likely to contain older persons. 19.7% of the population of East Dorset have a Long term health problem or disability (LTHPD) and 26.7% of households contain someone with a LTHPD.

Education & Training

2.0.22 The percentage of the working age population in East Dorset without qualifications is 5.4% which is below the national average of 7.6%. Twenty two percent are qualified to degree level which is significantly below the national average (31.1%) (Annual Population Survey 2017).

2.0.23 In general, school facility provision currently meets the needs of the area. However, predictions for population increases and future residential development will put pressure on some education facilities. With the increase in school rolls over the next fifteen years some schools may need to be extended. Although some may have capacity to accommodate the increase in population, others, for example in Wimborne and West Parley may be affected. The Council will continue to work closely with Dorset County Council to ensure that the capacity of schools is continually kept under review and future needs are effectively planned for.

2.0.24 Attainment 8 measures the average attainment of pupils in up to 8 qualifications including Maths and English. The Average Attainment 8 score per pupil in 2017 was 45.00 in Dorset compared to 45.90 for the South West and 46.02 for statistical neighbours. The average for England was 44.20. (Secondary School Performance Tables 2017)

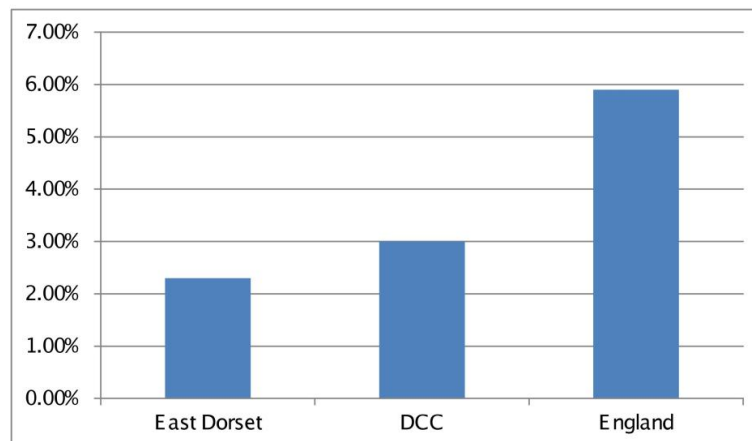


Figure 2.0.1 Proportion of Young People Not in Education, Employment or Training (NEETs) Dorset County Monitoring 2017

2.0.25 The proportion of young people not in education, employment and training (NEET) is 2.3% which is below the national average of 5.9% and the Dorset average of 3% (DCC Monitoring 2017).

Deprivation

2.0.26 Deprivation in East Dorset is low in the national context, however, there are pockets of deprivation within the area. Information provided at a more local level shows that the Ferndown, Tricketts Cross East, Heatherlands and Leigh Park areas are ranked at 21st, 27th and 28th most deprived areas within Dorset respectively (Index of Multiple Deprivation 2015).

Economy

2.0.27 The largest employment sectors that comprise the East Dorset economy include the construction industry (18%), the professional, scientific and technical sector (16%), manufacturing, information and communication, business admin and support services each accounting for 7% of the distribution of firms by sector. Tourism is a key part of the local economy in relation to visitor spend. The area has low unemployment but wage levels are below the national average.

2.0.28 There are around 4,480 firms in East Dorset. A market segment assessment undertaken as part of the East Dorset Employment Land Review identifies that the vast majority of employment land supply within the area falls within the 'General Industrial / Business Area' segment. These sites generally comprise older, more established land and buildings in industrial use.

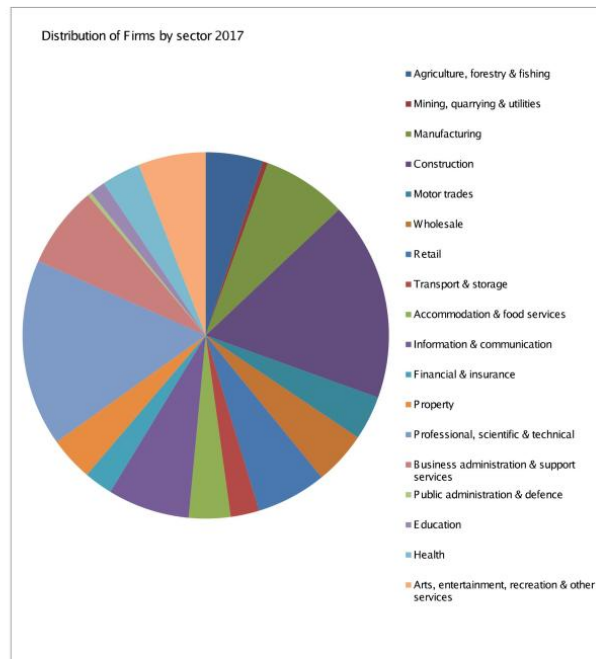


Figure 2.0.2 Distribution of Firms by Sector 2017

Town, District & Local Centres

2.0.29 Wimborne, Ferndown, Verwood and West Moors are town and district centres which are of differing size, significance and function and these are complemented by a variety of local and neighbourhood centres in the villages and suburban areas. The Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study 2017 has indicated that the area will face demand to accommodate increased levels of retail floorspace in the period up to 2033. The retail study concludes that town centres in East Dorset are relatively healthy but will need to accommodate more retail floorspace to maintain their current market position. They will also need to adapt to changes in the retail market.

Tourism

2.0.30 Tourism is important due to the high quality of much of the historic environment, riversides and countryside areas. The table below sets out how significant tourism is to the economy of the area.

Key Facts	East Dorset
Trips by staying visitors	228,000
Staying visitor nights	919,000
Spend by staying visitors	£39,948,000
Day visits	2,325,000
Spend by day visitors	£71,177,000

Key Facts	East Dorset
Other related tourism spend	£2,953,000
Jobs related to tourism spending	2,177
% of employment supported by tourism	5%
Total visitor related spend	£114,078,000

Table 2.0.1 Trips, nights and spend to the area by visitors (South West Research Company 2016)

Earnings

2.0.31 Workplace pay in East Dorset is below the national average (median weekly full-time pay) 91% of average pay. Levels of earnings vary across the area, with areas of deprivation suffering from low wages. Residents earnings in East Dorset are in line with the national average. 2.6% of employees in East Dorset are in high pay employment which is well below the national average for Great Britain 4.2% and just above Dorset average at 2.5%, Bournemouth has 8.4% of its employees in high paid employment and Poole 5.5% (Business Register and Employment Survey 2016 and ASHE 2017).

Transport & Accessibility

2.0.32 East Dorset has no railways and is poorly served by bus services. The main A31(T) runs through East Dorset linking the M3/M27 to Dorset. This route is the main east-west route into Dorset and the south west from Hampshire and feeds traffic into Bournemouth, Poole, Purbeck, West Dorset and Christchurch. There are links to the A354 and A338 to Salisbury.

2.0.33 The A337, A338 and B3073 have congestion problems along with the A31(T) and routes in and around Ferndown, particularly at the Canford Bottom roundabout. The River Stour is crossed only in a few places which restricts movement to the main conurbation, especially if a crossing is blocked.

2.0.34 89.7% of households have access to a car and 1.1% of the workforce get to work by public transport a reflection of the very high levels of car ownership in the district. (2011 Census)

Places

2.0.35 Key characteristics and issues for the different places throughout East Dorset are set out in the relevant area sections. These not only help to inform policies relating to those particular places, but also those that cover the whole area.

3 Strategic Policy

3.1 Challenges, Vision & Strategic Objectives

The Challenges We Need to Deal With

3.1.1 This Local Plan (Review) has reviewed the challenges set out in the 2014 Core Strategy, which were themselves the subject of extensive consultation and community involvement. Most of the challenges remain broadly similar to those listed in the Core Strategy, which is not entirely surprising given that this Local Plan Review essentially updates and continues the 15 year planning framework for the area, first developed in the Core Strategy.

What We Need to Plan For

3.1.2 The main challenges facing East Dorset over the next 15 years include:

- A significant need for affordable housing, including growing housing waiting lists, and a small but increasing amount of households living in temporary accommodation
- House price to income ratios at levels of 12:1, among the highest in the country
- Almost limitless housing demand, given the popularity of the area to live in
- Significant constraints which limit potential land for development, such as Green Belt, flood zones, nature conservation and landscape designations
- An increasingly congested transport network, with some areas poorly served by public transport
- The need to adapt to the challenges of climate change, particularly the increased risk of flooding, as well as measures to reduce the impact of new development on climate change
- The need to sustain economic growth, including development of major employment sites such as Blunts Farm, Ferndown Industrial Estate, and Woolsbridge, enabling the rural economy to diversify and flourish
- Supporting local communities and ensuring that community facilities keep pace with development, and that the specific needs of older residents and young people are met
- Tackling inequalities, such as pockets of deprivation and above average levels of young people not in education, employment or training, which are often hidden in a relatively affluent area
- A significant elderly and retired population who will require appropriate housing, health, care and community facilities

A Vision for East Dorset

3.1.3 The National Planning Policy Framework contains an expectation that planning should be genuinely plan-led, with succinct Local Plans setting out a positive long term vision for an area. The strategic priorities for Local Plans defined in the NPPF and set out below are taken forward through policies in the East Dorset Local Plan (Review).

3.1.4 In the context of Local Plans, the NPPF encourages them to be inspirational, but realistic. Strategic priorities should be set out for:

- Housing and economic development requirements;
- The provision of retail, leisure and other commercial development;
- The provision of infrastructure for transport, minerals, waste, energy, telecoms, water supply and water quality;
- The provision of health, education, security, community infrastructure and other local facilities; and
- Climate change mitigation and adaptation.

3.1.5 The NPPF also notes that Local Plans are the key to delivering development that reflects the vision and aspiration of local communities.

3.1.6 The proposed Local Plan Vision and Objectives aim to set the appropriate balance between aspiration and realism, and therefore set the appropriate context for the Local Plan policies. To deliver the Vision will be a significant challenge and will take time, but nonetheless it is considered to be positive and achievable.

East Dorset Local Plan Vision

The natural environment of East Dorset and its historic and thriving towns and villages are, and will continue to be, the most important assets for the area. The quality of this special environment will be secured, sustaining the growth of the local economy, and the welfare of its local communities, rather than being used as a reason to turn its back on sustainable growth.

The intrinsic landscape and biodiversity value of the Dorset Heathlands, the Cranborne Chase and West Wiltshire Downs AONB, and rivers, will be protected and their connectivity enhanced.

The area will adapt to the demands of climate change through clear policies to reduce the risk of flooding, and through encouraging high standards of building design and construction.

Housing need in the area will be addressed, with housing delivery of a type, size and tenure which meets the aspirations of those wishing to buy or rent. An element of this housing will be delivered in well planned and sustainable new residential areas, including high quality homes, areas of open space, new community facilities and services and transport enhancements.

Housing will also continue to be delivered in our towns and villages, with developments maximising the use of previously developed land, whilst not compromising quality of design and making appropriate contributions to infrastructure. Wherever possible, new housing development will contribute to the provision of affordable housing, enabling a significant uplift in delivery of affordable dwellings in area.

The Green Belt will be protected, subject to limited alterations required to enable housing to meet the needs of local communities.

Wimborne will be a vibrant centre of commercial and cultural activity, with niche shopping, and varied attractions and facilities for residents and visitors alike. Other key retail centres in Ferndown, Verwood, West Moors, and West Parley will support shops and services for their local communities, with villages and smaller neighbourhood centres providing basic services. New ways of delivering services in rural areas will also be encouraged.

The economy of the area will grow, both by sustaining traditional sectors such as tourism, health and education, and also by encouraging growth in knowledge-based sectors including engineering, creative and technical industries and the knowledge economy. Growth will be sustained by the creation of major high quality employment sites in East Dorset, and by the protection of other well located sites for employment use. Within rural areas, traditional employment will be supported and diversification encouraged to create jobs and prosperity.

The area will be easier to get around, not just for those with a car, but also on public transport and for cyclists and pedestrians. Development will be focused on locations accessible by different modes of transport and along the main transport corridors, bus routes and town centres. Transport corridors along the A347, A348, B3073, B3072 and B3074 will be enhanced to promote a wider choice of transport.

In East Dorset, improvements to the A31 from Ferndown to Merley will reduce congestion and improve connectivity with the rest of Dorset and Hampshire.

Perhaps most importantly, communities will thrive. The challenges of supporting a significant elderly and retired population will be planned for through provision of appropriate housing, health and community facilities and services. There will be targeted regeneration to provide improved housing and facilities in the Leigh Park and Heatherlands Estates. Community facilities will be safeguarded and support will be given to community groups and organisations to develop volunteering and to deliver services and run premises wherever possible.

Strategic Objectives

3.1.7 The Local Plan Vision is supported by 7 Strategic Objectives. These set the aspirations of the Vision into a series of more practical long-term objectives, which are linked closely to the policies which help achieve them.

Objective 1

To manage and safeguard the natural environment of East Dorset

The **Green Belt** will be retained and protected, except for strategic release of land to provide new housing. Impact on or close to **designated sites** will be avoided, and residential development will contribute to mitigation of its effects on **heathland habitats**.

New **greenspace and biodiversity enhancements** will be provided as part of major housing proposals. Important natural features such as rivers and the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty will be protected and enhanced.

Objective 2

To maintain and improve the character of the towns and villages, and to create vibrant local centres

A clear **hierarchy of centres** will be developed, with a strategy for the major centres. **Town and district centre boundaries** will be created in Wimborne, Ferndown, Verwood, West Moors and West Parley to act as vibrant locations for shops, services and facilities. Key sites will be identified which can provide **high quality mixed use developments** in the main centres.

Heritage assets, including listed buildings and conservation areas will be protected and enhanced, including through the appropriate use of Article 4 Directions to control inappropriate minor works which would damage the character of these areas.

Open space will be provided alongside new residential development, and larger developments will provide a range of landscape features and open spaces to create a sense of place.

Objective 3

To adapt to the challenges of Climate Change

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 encouraged to incorporate **carbon reduction, water, and energy efficiency measures** to reduce impact on climate change and support important ecosystem services.

Development will be located in areas at lowest **risk of flooding** and guidance will be produced on how the sequential and exception tests will apply locally.

Objective 4

To enable the mixed economy of East Dorset to grow, and to develop new employment sectors

Significant **new zones of employment development** will be located on key sites in East Dorset to serve the local and sub-regional economy.

A **range of employment sites** will be provided across the area meeting the needs of the local economy, and a hierarchy of sites will be developed so that some can be reserved for higher order development in key employment sectors.

Agriculture and horticulture will be supported and **rural farm diversification** encouraged in appropriate locations near key rural settlements such as Alderholt, Cranborne, Sixpenny Handley, and Sturminster Marshall

The key environmental features which attract **tourism** will be protected, including the AONB and the Dorset Heaths. Opportunities will be taken to create new features and habitats where possible.

Objective 5

To deliver a suitable, affordable and sustainable range of housing to provide for local needs

Sufficient housing will be provided in East Dorset to address local needs, whilst maintaining the the character of local communities. This housing will include well planned **sustainable new communities** in appropriate locations. New housing growth will be allowed in more **rural settlements** to sustain local communities and services.

The **size and type of dwellings** (both open market and affordable) will reflect current and projected local need through the Strategic Housing Market Assessment, and will include housing capable of meeting people's needs at all stages of life.

Wherever possible, residential development will contribute to the **provision of affordable housing**, with an overall target of 35% of all new residential units developed being affordable homes. Development of **100% affordable housing schemes** may be considered exceptionally in locations adjoining rural and urban settlements.

Objective 6

To reduce the need for people to travel and to have more travel choices

Congestion will be managed and where possible reduced in key locations by **reducing the need to travel** and encouraging use of public transport, 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.

Prime transport corridors will be improved on the A347, A348, B3072 and B3074, and on the B3073 between East Dorset and Christchurch. **Key transport schemes** proposed to support the Local Plan will include:

- Improvements to the B3073 though Longham and West Parley.
- Improvement of the A31(T) around Wimborne

The development of **new green infrastructure** including footpaths, cycleways and bridleways will also encourage people to enjoy recreation without the need to travel by car.

Objective 7

To help our communities to thrive and help people support each other

The main town centres of Wimborne, Ferndown and Verwood will be the focus for **commercial, retail and community facilities**, with district centres and villages playing a supporting role. **New facilities and services** will be developed alongside the new neighbourhoods, and associated facilities will be provided as part of new employment development at Ferndown and Woolsbridge.

3.2 The Key Strategy

Introduction

3.2.1 The Key Strategy sets out broad locations where residential and commercial development, services and facilities will be located across East Dorset over the plan period to 2033. This strategy is central to shaping the future role and function of the District and its settlements.

3.2.2 The high quality natural and built environment of East Dorset is what makes the area an attractive place to live and work in. It is important that the strategy maintains and enhances these assets while meeting local needs and supporting sustainable economic growth. Opportunities for new development are constrained, in particular, by the importance of the natural environment and floodplains. Additionally, the Green Belt limits growth opportunities.

3.2.3 It is important that we plan carefully to reduce the impact we have on climate change. It is vital also that the future effects of climate change are taken into account. Increases in seasonal rainfall and sea level rise mean that parts of the existing urban area are affected by high flood risk.

3.2.4 The Strategy is also dependent on improvements to the local transport network in the form of enhancements for pedestrians, cyclists and motor vehicles in relation to highways, junctions and public transport. Future development will need to be located primarily in accessible areas which reduce the need to travel and avoid harmful emissions that contribute to climate change.

3.2.5 Despite the natural and infrastructure constraints there are important local needs for new housing, employment, leisure, shopping, community facilities and services that have to be accommodated. The Key Strategy sets out how the needs of the community can best be balanced to ensure that appropriate infrastructure is provided and that the environment is protected and enhanced.

Presumption in Favour of Sustainable Development

Draft Policy 3.1

Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants, in particular through the pre-application process, to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b. specific policies in that Framework indicate that development should be restricted.

The Settlement Hierarchy

3.2.6 Within the plan area, there are a wide range of settlement types including main settlements that relate to the Bournemouth and Poole conurbation through to rural hamlets. A settlement hierarchy focuses the distribution of development across the area and sets out the general roles of individual settlements. Those settlements which provide the best access to services, facilities and employment are to provide the key focus for development, subject to constraints, such as floodplains, nature conservation etc.

3.2.7 Evidence to support the settlement hierarchy policy is contained partly in a regional report by Roger Tym and Partners which considers the function of settlements. Additionally, Town Factsheets and Profiles produced by Dorset County Council have informed the policy along with Area Profiles previously produced and published by the Council for East Dorset.

Draft Policy 3.2

Settlement Hierarchy

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.

Settlement Type	Function
Main Settlements	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.
	Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen
District Centres	Settlements which will provide for smaller scale community, cultural, leisure, retail, employment and residential development.
	West Moors
Suburban Centres	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.
	Colehill, St Leonards and St Ives
Rural Service Centres	Main providers for the rural areas where plan led residential development and infill within the settlement boundary 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.
	Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross
Villages	Settlements where development will be allowed that supports the role of the settlement as a provider of services to its home community.
	Edmondsham, Furzehill, Gaunts Common, Gussage All Saints, Gussage St Michael, Hinton Martell, Holt, Horton, Longham, Shapwick, Wimborne St Giles, Witchampton, Woodlands/Whitmore
Hamlets	Settlements where development would not be allowed unless it was functionally required to be in the rural area.
	All other settlements

Green Belt Policy

3.2.8 Green Belt policy is an important tool in controlling the location of growth throughout the area. Over its 30 year history it has proved to be very successful in preventing the joining of settlements and has controlled the spread of development into the countryside. Green Belt policy is therefore to be kept in place, subject to limited alterations of boundaries to allow for some housing to meet the needs of the local communities.

3.2.9 In 2017 Land Use Consultants were commissioned by Christchurch and East Dorset Councils to undertake an assessment of the South East Dorset Green Belt located within its administrative areas. Stages 1 and 2 of the Study set out a strategic assessment of the Green Belt in the Councils' administrative areas and the definition and assessment of land parcels against the five purposes of the Green Belt set out in the National Planning Policy Framework (NPPF para 80). Stages 1 and 2 of the Green Belt Study are published on the Council's website.

3.2.10 Following this 'Options' consultation, it is anticipated that a further stage to the study will be undertaken which will assess the impact of potentially removing sites from the Green Belt for development purposes. This stage of the Green Belt Study will address the following:

- consider how any proposed sites perform against the Green Belt purposes;
- review potential implications of removing that area/site from the Green Belt on neighbouring land and the integrity of the wider Green Belt;
- identify any boundary issues associated with the removal of the land from the Green Belt;
- consider what mitigation can be applied to minimise effects on Green Belt; and
- identify opportunities to encourage positive use of remaining Green Belt land.

Minor Green Belt Boundary Amendments

3.2.11 An internal assessment has been undertaken by the Council to address minor anomalies of the currently defined Green Belt e.g. where the boundary subdivides properties/gardens, or follows indefensible, illogical or unclear boundaries. As a result of this assessment, some minor amendments to the Green Belt boundary are proposed to address these, as set out in Section 5 and the area based policies.

Draft Policy 3.3

Green Belt

Development in East Dorset District will be contained by the South East Dorset Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open: the essential characteristics of Green Belts are their openness and their permanence.

Limited changes to the existing boundaries are proposed to enable some new housing to meet local needs and to correct local anomalies. The revised Green Belt boundaries will follow the edge of the new urban area. Significant open space and SANGs will be within the Green Belt, and will be shown on the Proposals Maps for each individual development proposal.

In accordance with the guidance contained within the National Planning Policy Framework, development proposals on previously developed land within the Green Belt must demonstrate that they will not have a greater impact on the openness of the Green Belt; and shall be considered against sustainable development criteria, and prerequisites for development which include:

- Approval of a development brief by the Council,
- Agreement of a comprehensive travel plan, and
- A wildlife strategy to be agreed with the Council that ensures no harm to features of acknowledged biodiversity importance, as well as enhancing the biodiversity where possible through improving the condition of existing habitats or creation of new ones.

The Broad Location and Scale of Housing

3.2.12 East Dorset currently faces major pressure to provide more housing. There is a high level of local housing need that cannot be met in the private market. Additionally, it is predicted that there will continue to be changes in the size and nature of households which will increase the need for new homes. The local economy also requires new homes to provide for the workforce. The Eastern Dorset Strategic Housing Market Assessment (SHMA) (2015) has considered these factors within the following context:

- East Dorset is one of the least affordable areas in the South West.
- The size of households in the area is shrinking which increases housing demands.
- Young people find it particularly hard to afford a home in the area.

- There is a need to provide suitable housing to reduce health inequalities and improve educational attainment.
- The population of East Dorset is ageing and a lack of housing delivery will contribute to local economic decline. There is a need to provide an appropriate mix of housing to meet the needs of families and young people who are vital to the economy of the area.

3.2.13 This plan sets out the strategy for delivering housing in East Dorset for the plan period (2013 - 2033) informed by the Government's new methodology for assessing housing need (2017), the Eastern Dorset SHMA (2015) and updated East Dorset Strategic Housing Land Availability Assessment (SHLAA) 2017. Using the new Government methodology, there is an objectively assessed need of **442 dwellings per annum** which equates to an objectively assessed need for housing of **8,840 dwellings** in East Dorset over the plan period from 2013 - 2033.

3.2.14 In some cases, allocated sites from the Core Strategy, or the older local plans, have been “rolled forward” into this Local Plan Review as the Council as they have not been completely built out and it is important therefore to retain the allocation policy until such time as they are completed. In many cases, detailed planning applications for these sites have been received and/or approved. It is important to note therefore that these allocations, especially those for housing and employment, are assumed to make up existing unconstrained supply, as opposed to additional housing or employment options which propose potential new supply, and which will need to be refined into formal allocations at Pre-Submission stage.

East Dorset OAN Housing Need 2013 - 2033	Completions 2013/14 - 2017/18	Urban Potential (SHLAA, 2017)	Existing New Neighbourhoods	Remaining Housing Need
8,840	758	3,173	2,396	2,513

Once completions, remaining urban potential (identified through the SHLAA) and existing new neighbourhoods have been taken into account the remaining housing need to 2033 totals 2,513 dwellings. The current level of housing supply from completions, urban potential and existing new neighbourhoods does not meet the objectively assessed housing need for East Dorset when the Government Methodology is applied so it has been necessary to examine options for further allocations that would involve amending the existing Green Belt boundary. The difficulty in meeting housing needs provides the exceptional circumstances required to amend Green Belt boundaries, where appropriate. Following consultation at Regulation 18 stage the Council has identified potential to deliver a further 2,527 dwellings in the areas set out in Policy 3.4 and in Section 5.

'Areas of search' including Green Belt land have been identified in the District where new housing development may be appropriate. The identification of these 'areas of search' and potential development sites has been informed by strategic planning work undertaken as part of the preparation of the adopted Core Strategy and also in response to the Local Plan Review Regulation 18 consultation. Consideration has also been given to the appropriateness of new development in relation to the settlement hierarchy, and proximity to services and

employment. An assessment has also been undertaken regarding areas on the edge of settlements that are not affected by absolute constraints to development such as floodrisk and proximity to the heathlands.

3.2.15 The need to provide affordable housing is also a key objective of this Local Plan and a target has been set within Policy 3.4 that overall 35% of new housing delivered over the plan period will be affordable. The overall target of 35% is based on the fact that not all sites will be able to meet the full policy requirements for affordable housing set out in Policy 4.17 due to reasons of financial viability.

Housing Provision in East Dorset

Draft Policy 3.4

Housing Provision in East Dorset

About **8,854** new homes will be provided in the plan area between the years 2013 and 2033. This will comprise about **3,173** homes within the existing urban areas and **2,396** provided at existing allocated new neighbourhoods in Corfe Mullen, Wimborne/Colehill, Ferndown/West Parley and Verwood. A range of options have also been identified for the provision of a further **2,527** new homes in the following locations:-

- **Land Adjacent Main Settlements** - of Corfe Mullen, Ferndown, West Parley and Longham, Verwood and West Moors: **1,070 dwellings**
- **Land Adjacent Rural Service Centres** - of Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall: **1,405 dwellings**
- **East Dorset Villages** - of Wimborne St Giles, Edmondsham and Hinton Martell: **52 dwellings**

The locations of the existing strategic housing allocations and proposed options sites are identified in the relevant settlement chapters. The existing allocation sites are accompanied by illustrative plans setting out how they can be delivered. For all sites, development briefs will need to be agreed with the Council in advance of planning approval being granted.

The Council aims for a total of 35% of the new homes to be affordable, as defined in Appendix A.

The Council will carefully monitor the delivery of housing. If this falls significantly below the housing target set out in this policy the Council will undertake a partial review of the Local Plan.

Strategic Green Infrastructure and Heathland Mitigation

3.2.16 Identified in the South East Dorset Green Infrastructure Strategy, the Stour Valley Park is an emerging concept to improve recreational opportunities, wildlife and landscape that looks to link existing sites with new opportunities throughout the Stour Valley from the east of Sturminster Marshall in East Dorset, down to its mouth at Christchurch Harbour. The Stour Valley Park is developing with the support of Natural England, and other stakeholders including Bournemouth, Christchurch and Poole Councils.

3.2.17 The land is in various ownerships and is currently being brought forward in a piecemeal fashion as SANGs to accompany urban extensions. Part of the proposed strategic SANGs in East Dorset will assist in its delivery.

3.2.18 The Council will continue to work with its partners to identify opportunities to bring forward further land within the Green Belt that can join up and extend the Stour Valley Park and enhance existing rights of way. This could include the use of development contributions.

3.2.19 In order to deliver the housing provision for East Dorset and address the Habitat Regulations and effects new development can have on the Internationally designated Heathland, a strategic approach to its mitigation is set out.

3.2.20 Policy 4.2 'Protection of the Dorset Heathlands' sets out the detail of the mitigation new residential needs to provide and how it will be delivered through contributions, CIL and legal agreements, with the provision of SANGs is a key component of this. This policy sets the framework for the delivery of the strategic element of the SANGs.

3.2.21 The proposed sites are either existing sites that have been upgraded to provide greater capacity for visitors, or are wholly new sites.

Draft Policy 3.5

Strategic Green Infrastructure and Heathland Mitigation

The Council will seek to work with its partners, developers and other relevant organisations to maintain and expand the green infrastructure network throughout East Dorset and beyond in accordance with the Green Infrastructure Strategy, including the emerging Stour Valley Park concept.

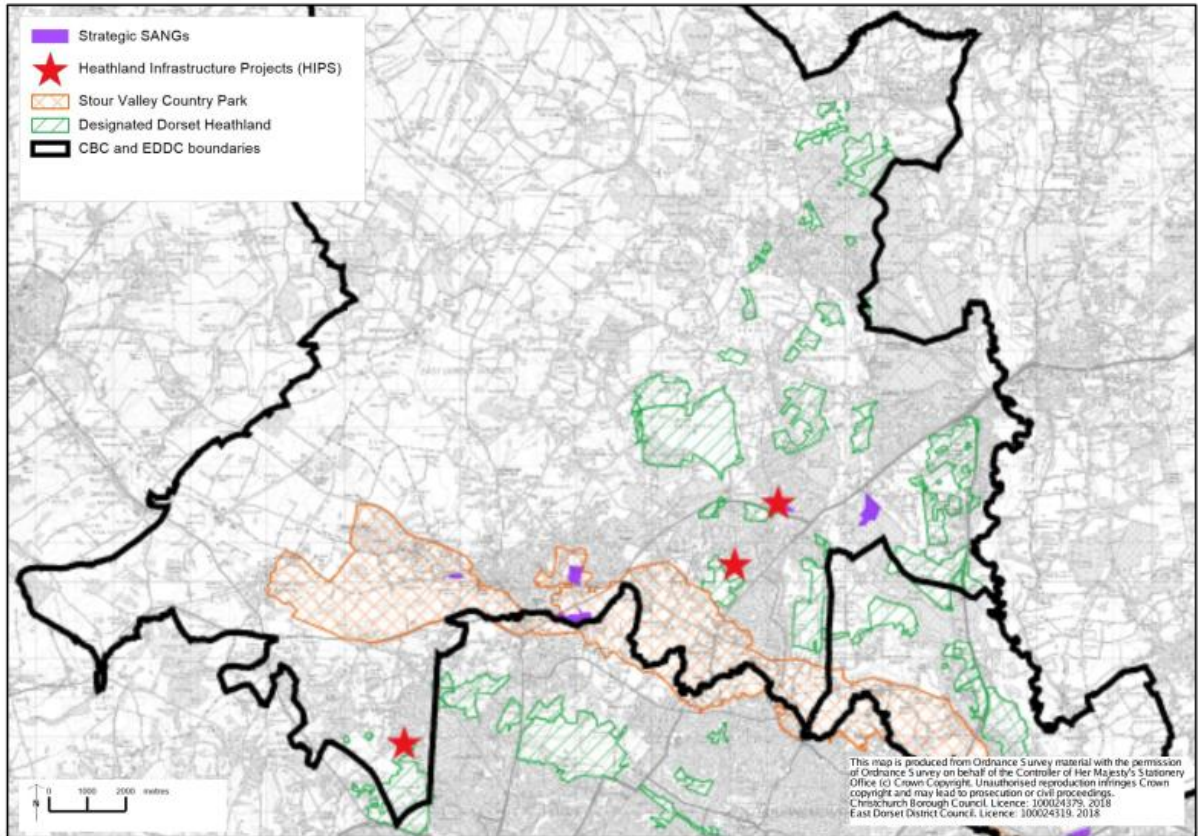
In order to mitigate the visitor pressures from new residential development between 400 metres and 5 km of protected Dorset Heathlands, strategic SANGs together with the detailed Heathland Infrastructure Projects (HIPs) set out in the Dorset Heathland Planning Framework Supplementary Planning Document, will be provided in the areas set out in the map below. This includes specific sites the following locations:

1. Stour Valley Park, specifically land at:
 1. Bytheway
 2. South of Leigh Road
 3. Cuthbury allotments
2. St Leonard's Hospital
3. Woolslope
4. Other site specific SANGs as identified with the New Neighbourhood allocation and emerging housing options

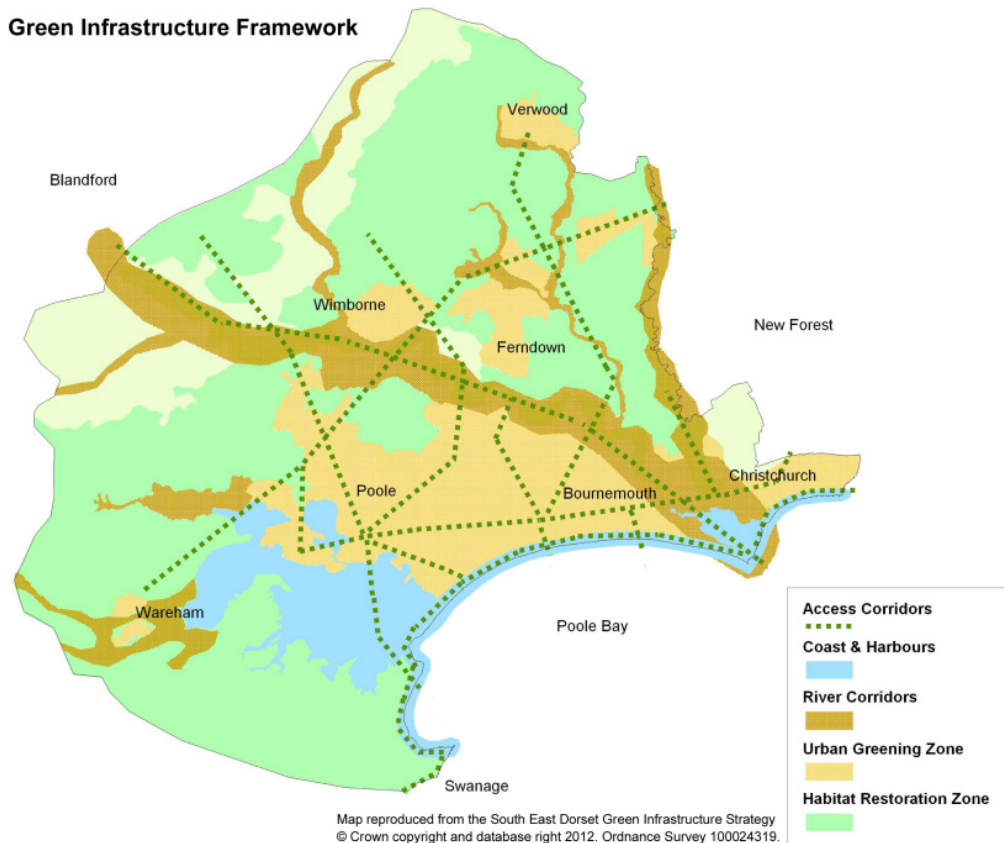
Green Infrastructure and New development

New development should protect and strengthen the green infrastructure network including Dorset's Ecological Networks by:

- enhancing and connecting cycling and walking provision to local open spaces
- connecting together and enrich biodiversity and wildlife habitats, taking into account Dorset Ecological Network mapping
- improving connections, green corridors and links between different components of the green infrastructure network
- and contributing to the delivery of strategic green infrastructure projects



Map 3.2.1 Strategic Heathland Mitigation



Map 3.2.2 South East Dorset Green Infrastructure Framework

The Broad Location and Scale of Employment Development

3.2.22 The Bournemouth, Dorset and Poole Workspace Strategy (2016) forms the evidence base that informs the level of future employment land provision in the Dorset Local Enterprise Partnership Area and the Eastern and Western Dorset Housing Market Areas. The Eastern Dorset Housing Market Area comprises Bournemouth, Poole, Christchurch, East Dorset, North Dorset and Purbeck. The Workspace Strategy identifies a requirement in the Eastern Dorset HMA for 222.7ha of employment land for B1, B2 and B8 use classes between 2013 - 2033. This is balanced against an employment land supply for the Eastern Dorset HMA of approximately 276ha which is capable of coming forward during the plan period to 2033.

3.2.23 The level of employment land provision identified in Policy 3.6 is necessary to address projected requirements across the Eastern Dorset HMA and reflects the availability of employment land across the area and shortages of supply in Bournemouth. Strategic sites of importance to the Eastern Dorset economy are located in East Dorset such as Blunt's Farm / Ferndown Industrial Estate and Woolsbridge Industrial Estate.

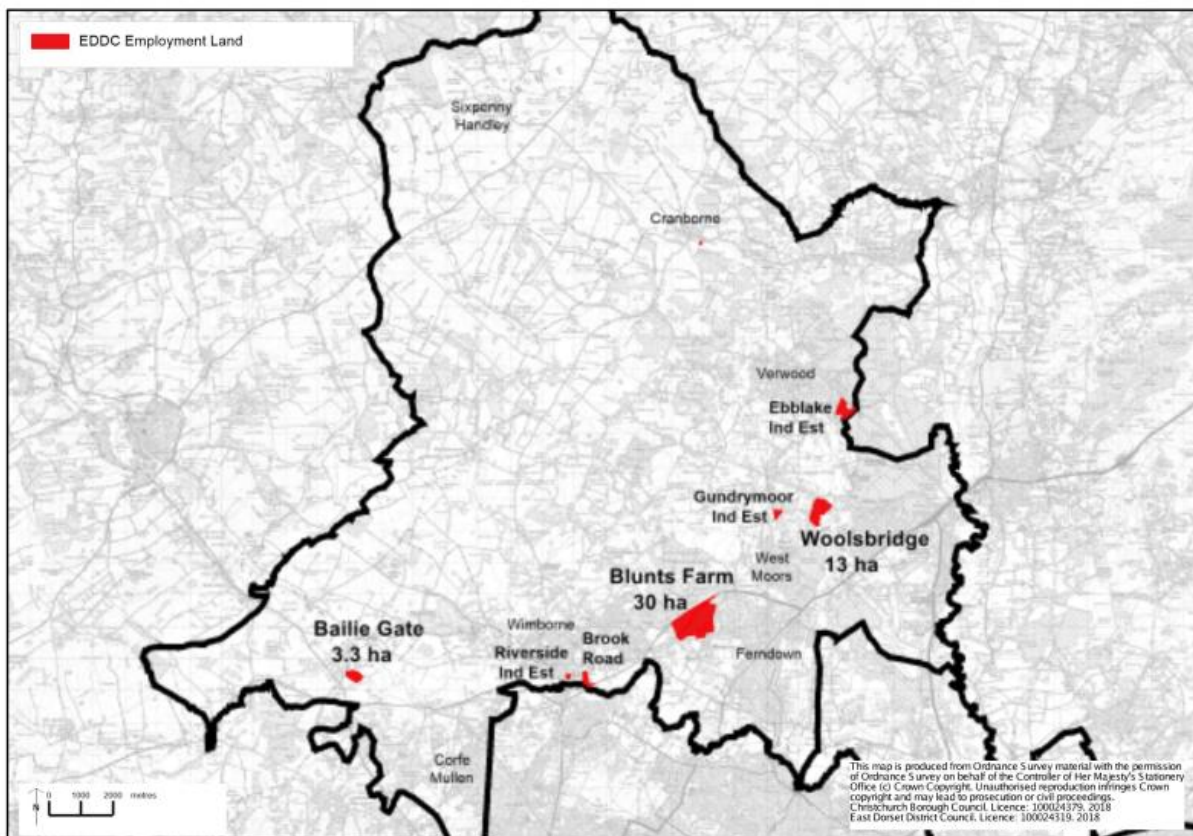
3.2.24 Therefore, it is important for the economies of the Dorset LEP area and Eastern Dorset for sufficient employment land to come forward in East Dorset. On the basis of available supply across the housing market area it is necessary for in the region of 46ha to come forward in East Dorset over the plan period to address future requirements identified in the Workspace Strategy.

3.2.25 In order to bring forward significant further employment development at strategic sites, off site transport infrastructure improvements are required. The Local Plan sets out strategic transport improvements that facilitate further development coming forward at these sites and in relation to development in the wider area in Policy 3.11 of this plan.

Draft Policy 3.6

Provision of Employment Land

Employment land supply located in East Dorset will contribute to meeting the wider strategic requirement for the Eastern Dorset Housing Market Area as identified in the Bournemouth, Dorset and Poole Workspace Strategy (2016). 46 hectares of land will be identified to meet the requirements of existing and new businesses. An appropriate mix of premises will be encouraged on employment sites within the portfolio to meet these business needs. Live/work units will be supported for business activity that is acceptable in environmental terms (noise, discharges or emissions to land, air or water) and that will not affect the health, safety or amenities of nearby land.



Map 3.2.3 Strategic Employment Sites

The Future Role of Town Centres and the Scale and Broad Location of Retail Development

3.2.26 Policy 3.8 of this Local Plan sets out the role of East Dorset's retail centres in the form of a town centre 'hierarchy' which will help to determine the level of retail growth in these locations to 2028. Retail projections are being addressed to 2028 in accordance with the revised NPPF and because projections have greatest reliability over this period.

3.2.27 Most additional retail development will be primarily located in Wimborne Minster, Ferndown and West Parley. It is also important that smaller centres in the area receive an appropriate level of future growth to support their vitality and viability, ensuring the provision of essential services and facilities. In this regard, Verwood, West Moors and Corfe Mullen will also deliver additional floorspace of a smaller scale to contribute to the overall district requirement. This approach is consistent with the NPPF and the town centre first approach set out in national policy which is intended to enhance the vitality and viability of our key retail centres.

3.2.28 The Bournemouth, Christchurch and East Dorset joint Retail and Leisure Study (2017) identifies the future requirements for retail provision in East Dorset. This Study has informed the broad level of retail development that needs to come forward in East Dorset as set out in Policy 3.7.

3.2.29 The scale and focus for retail growth in East Dorset is in accordance with the Town Centre Hierarchy defined in Policy 3.8. The floorspace requirements for the area and individual centres have been informed by the floorspace projections identified in 2017 Retail Study. The level of retail floorspace provision is defined in relation to projected housing and population growth over the plan period and the level of available expenditure this creates to support retail growth. The floorspace requirements set out in Policy 3.7 are also based on East Dorset maintaining its market share of retail expenditure in local area in relation to competing retail centres.

3.2.30 The floorspace requirements set out in the policy provide a high level assessment of need and future requirements will be reviewed over the plan period to take account of any changes in economic circumstances and population through updates in the Council's retail assessment.

Draft Policy 3.7

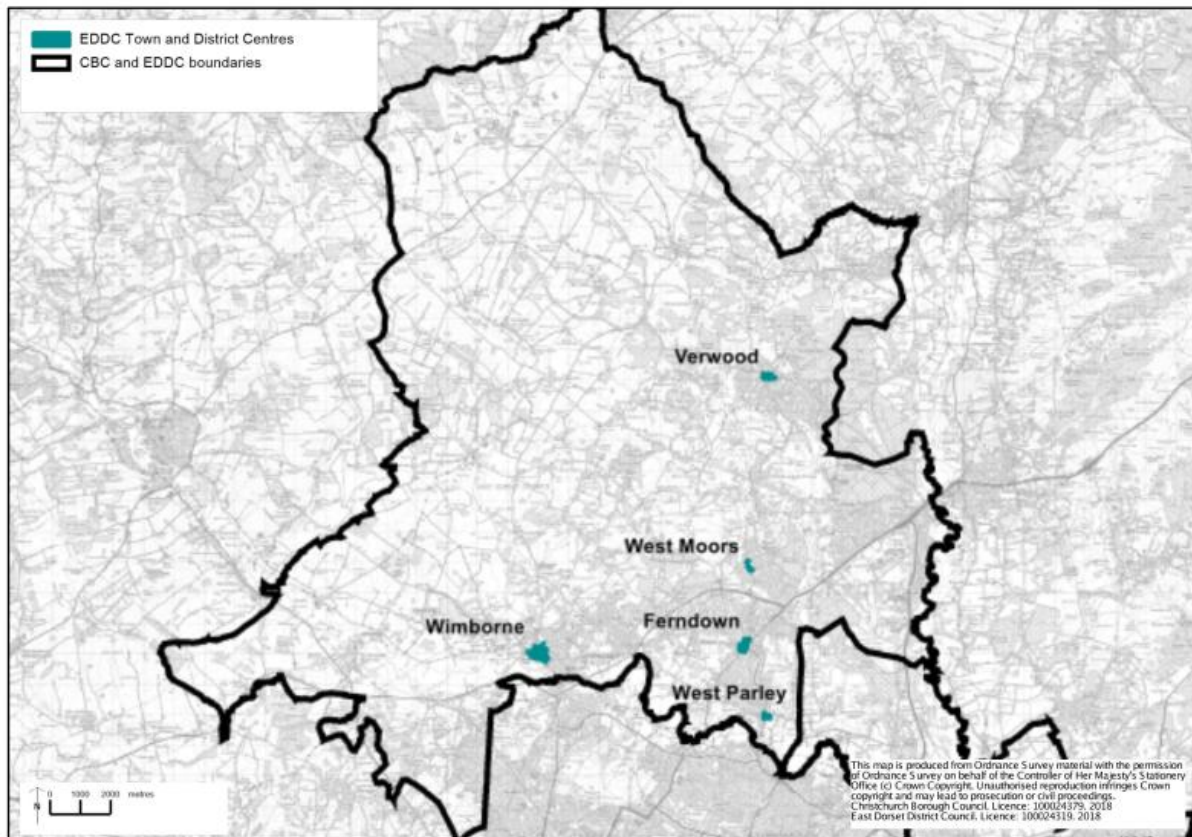
Future Retail Provision

In order for key retail centres in East Dorset to maintain and enhance their vitality and viability, provision will be made for additional retail floorspace to meet the needs of a growing population. It is also important for our retail centres to maintain their market share of retail expenditure within the South East Dorset sub region and provide the opportunity to increase this market share. In East Dorset, there is a projected need for the following floorspace to 2028:

- Comparison Floorspace: 2,800 sqm gross
- Convenience Floorspace: 1,600 sqm gross
- Food and Beverage: 2,400 sqm gross

The total level of A1 - A5 floorspace to be delivered in East Dorset to 2028 totals 6,800 sqm. Floorspace projections are based on the Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study (2017). Future updates to the retail study during the plan period will inform on-going strategic requirements for retail provision in East Dorset.

The delivery of this projected floorspace requirement will be achieved through a combination of the re-use of vacant units in existing centres and new developments. Wimborne Minster, Ferndown and West Parley will be the main focus for meeting district wide projections for convenience, comparison and food and beverage floorspace. Verwood, West Moors and Corfe Mullen will also deliver additional floorspace of a smaller scale to contribute to the overall district requirement. The Site Allocations and Area Based policies in this Local Plan sets out the detailed strategy for the delivery of the retail strategy (Section 5).



Map 3.2.4 Future Retail Provision

Town and District Centres

3.2.31 The role and relationship between retail centres in East Dorset is established through the definition of a Town Centre Hierarchy in Policy 3.8 and the broad distribution of retail development in Policy 3.7. The purpose of the hierarchy is to define the level of growth that should be accommodated sustainably within the retail centres in East Dorset according to their economic circumstances, potential for growth and accessibility by public transport, walking and cycling. The hierarchy has been defined in view of the sustainable level of growth which can be accommodated in each of the respective centres that does not lead to an over concentration of growth above and beyond the status of these centres within the hierarchy. The town centre hierarchy has been informed by the Bournemouth, Christchurch and East Dorset joint Retail and Leisure Study (2017).

3.2.32 In East Dorset the focus of new retail development will be in Wimborne Minster and Ferndown as town centres. Verwood is also defined as a town centre which reflects the needs of the population catchment for this centre, which will also deliver additional retail floorspace commensurate with its status. In fulfilling the status of a town centre, Verwood will require enhancements in terms of accessibility and retail provision which will be established over the plan period. West Moors is defined as a district centre within the hierarchy as it has a small number of shops and services commensurate with a district centre.

3.2.33 In West Parley there a need to consider improvements to facilities and shops within the existing local centre to meet the needs of a growing population and new residential development coming forward on strategic sites. 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. 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 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.

3.2.34 Corfe Mullen will also deliver additional floorspace of a smaller scale commensurate with its status as a local centre to contribute to the overall district level requirement.

Town Centre Hierarchy

Draft Policy 3.8

Town Centre Hierarchy

The town centre hierarchy should be as follows:

Town Centres: Ferndown, Verwood and Wimborne Minster.

District Centres: West Moors, and West Parley.

Local Centres: Corfe Mullen.

Parades: All other clusters of shops.

Role of Town and District Centres

3.2.35 It is important that the Town and District Centres are supported to ensure that uses that will support their vitality and viability will be retained and new ones provided. It is equally important that development outside the centres does not harm the function of the centres.

Draft Policy 3.9

Role of Town and District Centres

The Town and District Centres are to be the focal point of commercial, leisure and community activity. Their vitality and viability will be strongly supported. Town and District centre boundaries are identified in the settlement chapters of the Local Plan, and these will be the focus for town centre uses, including employment, retail, leisure and entertainment, arts, culture, religion, health, tourism, places of assembly, community facilities and higher density housing.

A sequential assessment will be required for planning applications for main town centre uses that are not in an existing centre to ensure that all in-centre options have been thoroughly assessed before less central sites are considered. Where it has been demonstrated that there are no town centre sites to accommodate the proposed development, preference is given to edge of centre locations which are well connected to a centre by means of easy pedestrian access.

An impact assessment is required for planning applications for main town centre uses not in a centre to assess the impact on town centre vitality and viability, town centre investment plans, and impact on allocated sites outside town centres. Impact assessments are required for applications for retail developments over 1,000 square metres gross floorspace within Ferndown and Wimborne and a 500 sqm gross threshold for other parts of the authority's area. This should include assessments of:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal;
- The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it will be refused.

Primary Shopping Areas are identified where retail development is to be focused. Within these, Primary and Secondary Shopping Frontages are defined.

1. At ground floor level, support will be given within the Primary Shopping Frontages for retail stores (Use Class A1), financial and professional services (Use Class A2), food and drink premises (Use Class A3), non-residential institutions (Use Class D1) and leisure uses (Use Class D2). Non retail uses (other than class A1) will not cumulatively amount to more than 30% of all ground floor units within the Primary Shopping Frontages. Additionally, the proposal should not result in more than three continuous frontages being non-retail or leisure uses and shop frontage appearances should be retained.

2. In Secondary Shopping Frontages the same uses will be supported as for Primary Shopping Frontages along with drinking establishments (Use Class A4), hot food take-aways (Use Class (A5) and hotels (Use Class C1).

Meeting Strategic Transport and Accessibility Needs

Minimising the Impact of Travel

3.2.36 The Council fully supports the principle of sustainable transport and is keen to promote proposals and strategies which reduce single occupancy car use and provide accessible services across the district. A lack of suitable alternatives to the car creates congestion and pollution, and those people without a car face issues of social exclusion and isolation. Development will be located in the most sustainable locations, primarily focused in the main settlements, and along and at the end of the Prime Transport Corridors. The priority should be to locate new residential development in close proximity to employment facilities and services, where good public transport exists, or where services and infrastructure can be improved.

3.2.37 Within the rural areas of East Dorset there is a high level of car dependency and the dispersed settlement pattern makes it difficult to provide realistic alternatives to the private car. It is necessary therefore to recognise the importance of the car in enabling the population of the more rural northern part of East Dorset to access employment, services and leisure whilst also attempting to reduce this dependency where possible.

3.2.38 In East Dorset there are also different transport challenges. One of the main contributors to congestion and air pollution in the urban area of East Dorset is peak hour commuter traffic on the prime transport corridors. Managing traffic on these routes is fundamental to the delivery of a sustainable transport network. This will be facilitated by offering a range of transport options to encourage alternatives to car usage.

Transport Strategy

3.2.39 This Local Plan Review is informed by the South East Dorset Transport Strategy and the Bournemouth, Poole and Dorset Local Transport Plan for the period 2011 - 2026. The Local Transport Plan also sets out the local transport investment programme over this period.

3.2.40 The Local Plan Review will also be informed by the refresh of the South East Dorset Multi Modal Study which is anticipated for completion over the next year. The update to this study will assess the cumulative impact of proposed development in East Dorset and across South East Dorset as a whole. In addition to this study route corridor modelling work is currently being undertaken for the A348 which passes through Longham and Ferndown. The outputs of these studies will identify further strategic transport improvements to be delivered over the plan period which will inform the next stage of consultation on this Local Plan. Prior to the completion of these studies the policy option below deals with current schemes from the adopted Core Strategy that remain to be delivered during the plan period.

3.2.41 Proposed new development over the plan period to 2033 will increase journeys in and around East Dorset as people commute and travel to a wide variety of destinations. However, there is little surplus road capacity available on the main routes into and around the conurbation during peak periods and significant increases in capacity for general traffic are not feasible. Better use of existing transport infrastructure and the provision of new sustainable transport infrastructure will be required. Extra capacity can be achieved by the development of an improved public transport network in conjunction with a series of junction and online improvements. This will be supported by a package of improvements to footpaths, cycle routes, signing and the public realm.

3.2.42 The strategic transport improvements identified in Policy 3.11 and the proposals for new walking and cycle routes set out in Policy 3.10 will not involve any loss of European designated habitats.

3.2.43 The Council will continue to work closely with the highways authority to deliver the required sustainable development alongside new transport improvements. In some cases transport improvements will need to be provided outside of the plan area, which will require joint working with neighbouring authorities and the relevant highways authority. Other strategic decisions on transport issues are taken by external bodies, including the rail industry and bus operators.

3.2.44 Policy 3.11 sets out key strategic schemes to be delivered during the plan period which will be updated following the completion of the 2018 refresh of the South East Dorset Multi Modal Study and the A348 Route Corridor Study.

Draft Policy 3.10

Transport Strategy and Prime Transport Corridors

In accordance with the Local Transport Plan (LTP3) the majority of development will be located along and at the end of the Prime Transport Corridors in the most accessible locations and supported by transport improvements that will benefit existing and future communities. Higher density development will be located in an around town centres and Prime Transport Corridors in order to reduce the need to travel.

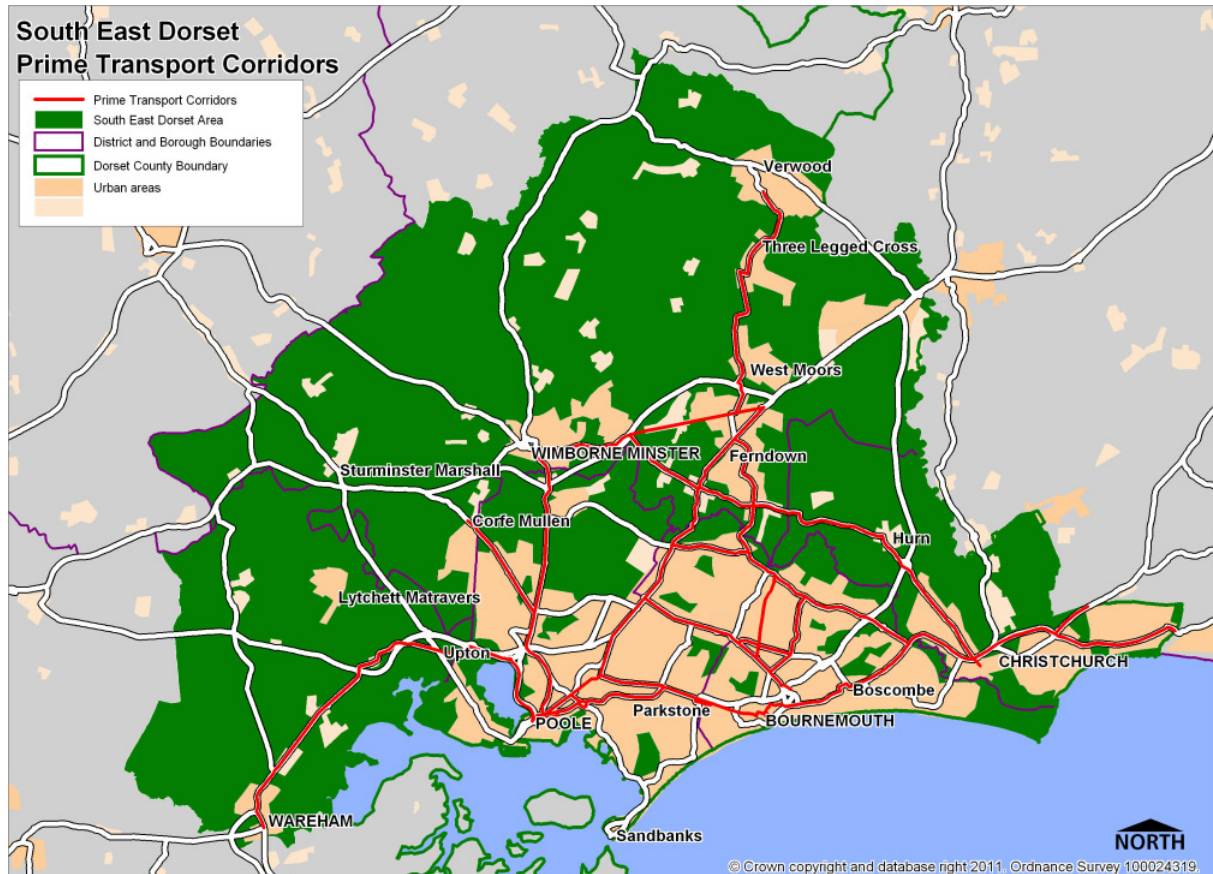
Improvements will be made to Prime Transport Corridors to include junction improvements, traffic management, enhanced public transport services and improvements to walking and cycling. The following corridors are proposed for improvement:

- B3073 Wimborne town centre - Longham mini roundabouts - Parley Cross - Chapel Gate - Hurn roundabout - Blackwater Interchange (A338 junction).
- B3073 Wimborne town centre - Wimborne Road West and East – Ferndown.
- B3072 Ferndown - West Moors - Three Legged Cross – Verwood.
- A348 Bournemouth boundary - Longham mini roundabouts - Ferndown.
- A347 Bournemouth boundary - Parley Cross - A348 junction.
- B3074 Poole boundary through Corfe Mullen.

The Local Transport Plan (LTP3) includes the following proposals which will support the development proposed in this Local Plan:

- Improvements to public transport with more frequent services within the urban areas in particular, bus priority measures, an expansion of Real Time Information at bus stops and use of smartcard technology,
- Walking and cycling improvements within and between the urban areas,
- Travel Plans to encourage working from home, flexible working, and car sharing to work to help reduce congestion levels and the level of parking provision required at employment locations,
- In the rural area, community travel planning will be encouraged for example Community Travel Exchanges will provide opportunities for car sharing, community car clubs and access to other shared services,
- Enhancement and protection of the existing rights of way network and trailways to provide off road walking and cycling links between suburban and rural areas,

- Traffic management measures will be implemented to improve junctions, reduce vehicle speeds, improve road safety, enhance the environment for pedestrian and cyclists in urban and rural areas and reduce the diversion of traffic on to inappropriate routes, and
- Investigate opportunities for sustainable freight movement where possible to reduce the impact of HGV traffic on communities.



Map 3.2.5 Prime Transport Corridors

Improving Connectivity to Support Development

Draft Policy 3.11

Strategic Transport Improvements

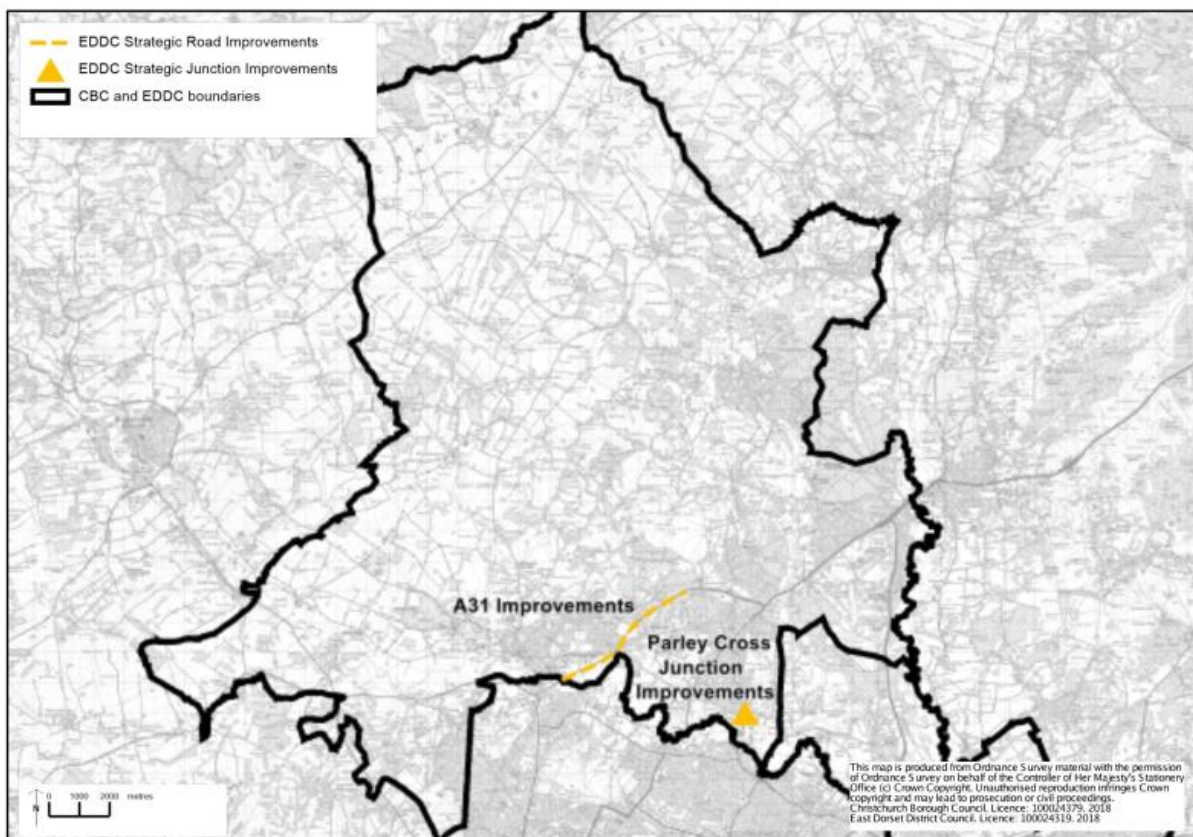
The Local Transport Plan recommends the following strategic transport improvements to support future development, and this will be subject to the outcomes of the updated traffic model for the conurbation and surrounding area. Development will contribute towards their delivery through Section 106 Planning Obligations and the Community Infrastructure Levy as set out in the Council's CIL Regulation 123 List.

Short Term 2018 - 2022:

- B3073 Parley Cross junction improvements and associated development link roads.

Long Term 2028 - 2033:

- A31 Improvements.



Map 3.2.6 Strategic Transport Improvements

Supporting Access to Development

3.2.45 Good accessibility to a range of facilities is an important element of planning sustainable communities. All future development will be planned to ensure excellent opportunities for walking, cycling and public transport. The Council will support the delivery of transport schemes that aim to reduce the need to travel by private car and improve accessibility within and around the South East Dorset conurbation by non-car modes.

3.2.46 Where necessary, development should be accompanied by improvements to public transport, including car sharing and for cycling and walking. Where appropriate, mixed use development will be encouraged so that people can work closer to where they live, or work from home in order to reduce congestion and widen travel choice.

3.2.47 All major development proposals that have significant transport implications (as defined in the national Guidance on Transport Assessment (2007) or any superseding national guidance or Local Development Document) will need to be accompanied by a transport assessment and comprehensive travel plan. The Council will seek to ensure the transport impact of any new development is fully mitigated, principally through reducing and managing the need to travel, especially by single occupancy private car. Developers will be expected to work with the District Council, Highways Authority, and the Highways Agency where appropriate, to ensure the mitigation of residual trips (for example through contributing to those schemes identified in the Local Transport Plan: Implementation Plan).

3.2.48 A primary planning consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for pedestrians, cyclists and occupants of vehicles. Equally important is the need to ensure that development related trips do not create new or exacerbate existing highway safety issues. All new development is required to address the transport implications of that development.

3.2.49 The Government publications 'Manual for Streets' and 'Manual for Streets 2' contain guidance on the design of streets and roads and encourage a shift of priority away from motorists and towards pedestrians, cyclists and public transport. It makes a distinction between roads and streets in that streets should be inclusive for all and attractive places in their own right rather than just corridors for traffic. Developers should have regard to these principles and seek to create high quality environments that are well designed and that encourage travel by modes other than the car.

3.2.50 Development proposals that involve a new direct access on to the A338 will generally not be permitted in order to maintain traffic flow and reduce safety concerns. Exceptions will be made where the type of development is such that it requires a primary route location, such as road side service stations and rest areas.

Draft Policy 3.12

Transport and Development

The Council will use its 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:

- i. contributions to transport modelling work;
- ii. the provision of new and the improvement of existing public transport, pedestrian and cycle routes;
- iii. the provision of electric vehicle charging points;
- iv. the provision of travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and
- v. the implementation of works to the highway.

Developers will be required to contribute towards local and strategic transport improvements through site specific legal agreements and payment of the Community Infrastructure Levy in accordance with the Council's CIL 123 list.

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:

- provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport;
- provide safe access onto the existing transport network;
- allow safe movement of development related trips on the immediate network; and
- minimise the number of new accesses on the A338.

Parking for Development

3.2.51 The availability of car parking can have a significant effect on people's choice of transport. Accordingly, past parking policy has sought to restrict levels of parking associated with new development in order to reduce the use of the car and promote more sustainable modes of transport. Car parking can also occupy a great deal of space and therefore impact

upon the appearance of development and the efficient use of land. However, it is considered inappropriate to under-provide for parking as insufficient parking associated with new development can lead to inappropriate parking on streets, footways and verges creating highway safety problems and unsightly environments. Additionally, rural areas of the district with more limited public transport services require adequate parking provision. Flexibility is therefore required to reflect the availability of non-car alternatives which might impact on the requirement for parking spaces. Parking provision should be appropriate for the type and scale of development and its location. The Local Plan will aim to ensure the provision of high quality cycle parking to encourage a modal shift away from the car. Parking provision guidance for residential and non-residential uses is set out in the Local Transport Plan supporting document and has been considered as part of the wider transport strategy.

Draft Policy 3.13

Parking Provision

Adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.

Community Facilities and Services

3.2.52 Access to a wide range of services and facilities is an essential requirement for the well being of the community. Provision through the urban area is, on the whole, good, but the rural areas and more suburban areas are not so well served. Also, there are threats to services and facilities and it is important to enable different ways for these to be provided. It is therefore necessary to ensure that the needs of current and future communities continue to be provided for.

3.2.53 The Infrastructure Delivery Plan (IDP) that was prepared as part of the Core Strategy will be updated to take account of the infrastructure needs of the district over the new plan period. The update of the IDP will be undertaken in consultation with local service providers and utility companies.

Draft Policy 3.14

Community Facilities and Services

Facilities and services will be provided to support existing and future population growth and changes in the age profile as follows:

New facilities should be concentrated in the settlements of Corfe Mullen, Wimborne Minster, Colehill, Ferndown, West Moors, Verwood, West Parley, Alderholt, Cranborne, Sixpenny Handley, Three Legged Cross and Sturminster Marshall. This is where access can be by public transport, bike and on foot. Some facilities can be provided in smaller settlements in innovative ways such as the provision of health care in the home. Services can also be provided in more innovative ways in suburban areas of East Dorset where access to facilities is more restricted to the car.

The Council will work with partners and service providers to ensure the timely provision of high quality, convenient, local and accessible facilities and services for community and cultural use such as education, health, libraries, facilities for older people / children and young people and community buildings.

Priority will be given to any proposals to allow the multi-use of existing facilities, followed by the expansion of existing, well located facilities to allow for the co-location of facilities and services.

New facilities will be required to serve the needs of the population and new development when the alternatives above are not feasible. Preference will be given to the clustering of services and facilities.

The loss of existing community facilities and services will be resisted unless it is clearly demonstrated there is insufficient demand and it is not feasible and viable to support their continued existence and the loss would not result in a substantial decline in the range and quality of facilities and services for local people.

The provision of facilities and services will be secured in accordance with the Council's Regulation 123 list.

4 Core Policies & Development Management

4.1 Environment

Introduction

4.1.1 East Dorset is renowned for its special and often rare natural environment with large areas of the district being protected through European and national law, conventions and planning policy. As well as its beauty and nature conservation importance, the natural environment is important for the production of food, fuel and raw materials, for regulating climate, absorbing flooding, filtering pollution and providing health and happiness to local people and visitors. It is important therefore to protect these natural assets for their own sake.

4.1.2 The impact of climate change also affects all areas of planning and presents one of the biggest challenges for the Local Plan Review. Dwindling global reserves of natural resources mean that policies must encourage the use of renewable resources, and make development more sustainable and efficient.

4.1.3 Communities are also faced with the practical effects of climate change, especially an ever greater threat of flooding as a result of increased rainfall and sea level rise. Conversely, predicted dry summers will affect flows in some rivers, with impacts on habitats and water abstraction.

4.1.4 This section of the Local Plan sets out policies for addressing issues associated with protecting the natural environment:

- Protecting sensitive habitats and species from the pressures of development
- Ensuring that high standards of sustainable construction and energy efficiency apply to new development
- Ensuring that new development does not become at risk of flooding
- Addressing surface water, waste and pollution in new development

Biodiversity and Geodiversity

4.1.5 East Dorset is renowned for the quality of its natural environment and significant areas are protected by national and international legislation. These natural assets are a valuable resource both in their own right, and also in the role they play in attracting people to live, work and visit the area.

4.1.6 The key role for the Local Plan is to ensure that future growth, especially in terms of housing and the economy, can take place without damaging the very high quality environment that attracts growth in the first place.

4.1.7 If impacts are unavoidable then mitigation should be put in place to reduce the harm caused. In particular, policies to mitigate the impact of residential development on the internationally protected Dorset Heathlands, including the provision of areas of Suitable Alternative Natural Greenspace (SANG) in larger developments as appropriate.

4.1.8 The Government published 'A Green Future: Our 25 Year Plan to Improve the Environment' in January 2018, to deliver the ambition to be 'the first generation to leave the environment in a better state than we found it'. Its focus is on enhancing natural capital and for new homes to be built with a reduction in demand for water, energy and material. The 25 year plan informs the natural environment updates to the National Planning Policy Framework.

4.1.9 The Dorset Biodiversity Strategy aims to enhance ecological quality, extent, capacity and function of habitats. Its key principles include protecting natural assets, raising awareness, managing our best habitats, and monitoring Dorset's biodiversity.

4.1.10 The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of the geological resource, provide guidance and increase the appreciation and understanding of the geological heritage of the area.

4.1.11 To mitigate harm caused by human impacts on the Dorset Heaths, the Dorset Heathlands Planning Framework Supplementary Planning Document (SPD), requires all residential development (of one unit net gain and above) between 400m and 5km of the heaths to contribute a financial sum towards heathland mitigation and management of the heaths. This is achieved through the Community Infrastructure Levy (CIL) and a separate S106 payment for Strategic Access Management and Monitoring (SAMM).

4.1.12 Research conducted to inform the SPD has suggested that alternative greenspaces should offer similar conditions to the heaths, e.g. large natural and semi wild open spaces with freedom to let dogs off leads.

4.1.13 The Cranborne Chase and West Wiltshire Downs AONB Management Plan contains an objective to conserve and enhance characteristic habitats and species at a landscape scale. This looks to address the fragmentation of habitats by the creation of habitat corridors that allow species to respond to climate change.

4.1.14 The New Forest National Park Management Plan seeks to maintain and enhance the tranquility of the National Park, by reducing the impacts of noise, visual intrusion and inappropriate activity. The 2008 Study 'Changing patterns of visitor numbers within the New Forest National Park, with particular reference to the New Forest SPA' concludes that new development up to 20km from the Park could generate additional recreation pressures requiring mitigation to prevent further harm to protected species.

4.1.15 Priority habitats and species are those 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.

4.1.16 National planning policy, together with the requirements set out in the Habitats Regulations, provide clear policy and legal advice on how developments should avoid, or mitigate impact upon designated sites and species. The Local Plan does not repeat this guidance, but sets out locally specific policies relating to biodiversity in East Dorset.

4.1.17 Protection of habitats and species will be undertaken through the Council's own work programmes, working with partners and the local community, and through implementing the initiatives and proposals within the Dorset Biodiversity Strategy, South East Dorset Green Infrastructure Strategy and the Local Nature Partnerships and Nature Improvement Areas. This will also provide an approach that seeks to create an expanded and more connected ecological network giving greater resilience to the natural environment against the pressures from climate change and development. Strategic Nature Areas are a positive tool for coordinating activities that secure the retention and enhancement of features of interest as well as activities for the benefit of locally important species.

4.1.18 Ecological Network mapping has been prepared for Dorset. Ecological Networks can encompass existing legislation and policies that protect designated sites for natural conservation, wildlife corridors and stepping stones in a more holistic way. They should not be viewed as an absolute barrier to development, but instead assist in guiding its location as well as the location, design and proposals for habitat protection, restoration and creation.

4.1.19 The earlier the data set for both existing and potential networks can be used in the process of developing a proposal, the greater the chance of that proposal contributing in a positive and cost effective manner to the Ecological Network.

4.1.20 New development is encouraged to incorporate ecologically sensitive design features for biodiversity, as demonstrated through the biodiversity appraisal process.

Draft Policy 4.1

Safeguarding Biodiversity and Geodiversity

The Local Plan aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including:

- Internationally designated sites (pSPA, SPA, pSAC, SAC, Ramsar)
- Sites of Special Scientific Interest (SSSI)
- Sites of Nature Conservation Interest (SNCI)
- Local Nature Reserves
- Irreplaceable habitats such as ancient woodlands and veteran trees
- Priority species and habitats
- Important geological and geomorphological sites
- Riverine and coastal habitats
- Suitable Alternative Natural Greenspace (SANG)

Within Strategic Nature Areas and the Nature Improvement Area identified on Map 4.1.3 specific action will be taken towards meeting targets for the maintenance, restoration and recreation of priority habitats and species, and linking habitats to create more coherent ecological networks that are resistant to climate change.

The Dorset Ecological Mapping shown on Map 4.1.4 below will assist in the location and design of new development and any accompanying habitat protection, restoration and creation. Areas identified on the Potential Dorset Ecological Network mapping will also help target where the best of most effective enhancements to the ecological network could be made.

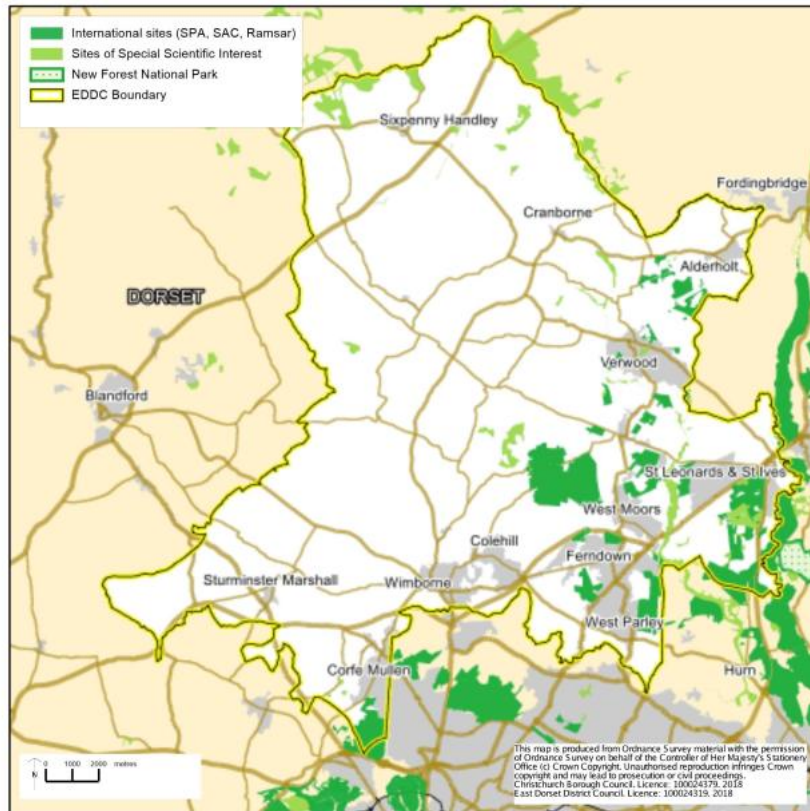
Where development is considered likely to impact upon particular sites, habitats or species as set out within the Dorset Biodiversity Appraisal, it will need to be demonstrated that the development will not result in adverse impacts. To determine the likelihood of harm occurring, there should be an assessment of effects on any existing habitats, species and/or features of nature conservation importance, and the results of this assessment documented. The method of survey and level of detail will vary according to the size and type of development and whether any priority species and habitats exist on site. The survey should involve consultation and advice from Natural England, the Dorset Wildlife Trust, and Dorset County Council.

In considering the acceptability of proposals, the Council will assess their direct, indirect and cumulative impacts relative to the significance of the features' nature conservation value. National policy will be applied to ensure the level of protection afforded international, national and locally designated sites and species is commensurate with their status.

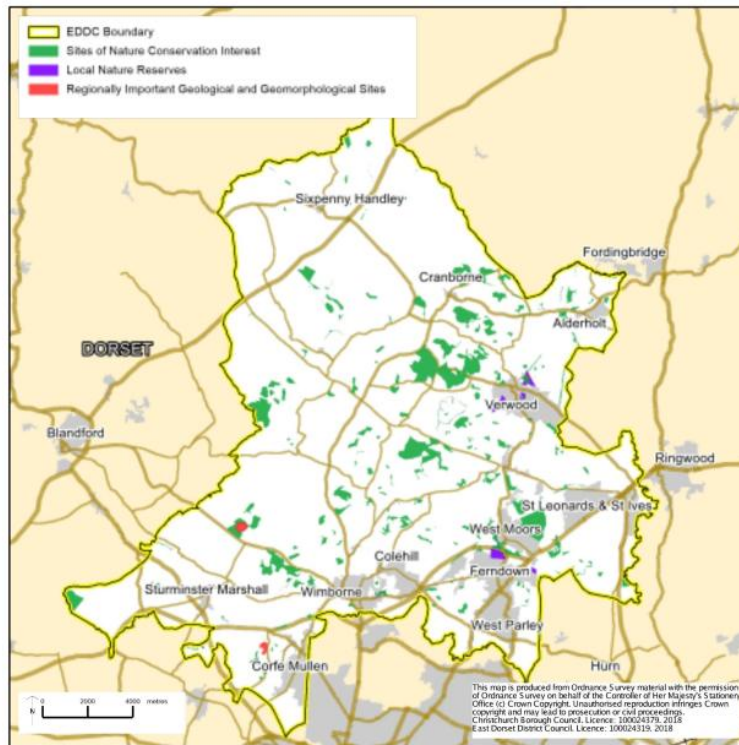
The following criteria should be addressed when development is proposed:

- Avoidance of harm to existing priority habitats and species through careful site selection, artificial lighting design, development design and phasing of construction and the use of good practice construction techniques.
- Retention of existing habitats and features of interest, and provision of buffer zones around any sensitive areas.
- Enhancement of biodiversity through improving the condition of existing habitats and achieving net gains in biodiversity, where possible. Particular attention should be paid to priority habitats and species referred to in Section 41 of the Natural Environment and Rural Communities Act 2006, the Dorset Biodiversity Strategy, Dorset Ecological Network mapping and the Strategic Nature Areas identified on the Dorset Nature Map.
- Where harm is identified as likely to result, provision of measures to avoid or adequately mitigate that harm should be set out. Development should be refused if adequate mitigation or, as a last resort, compensation cannot be provided.
- Provision of adequate management of the retained and new features.
- Monitoring of habitats and species for a suitable period of time after completion of the development to indicate any changes in habitat quality or species numbers, and put in place corrective measures to halt or reverse any decline.

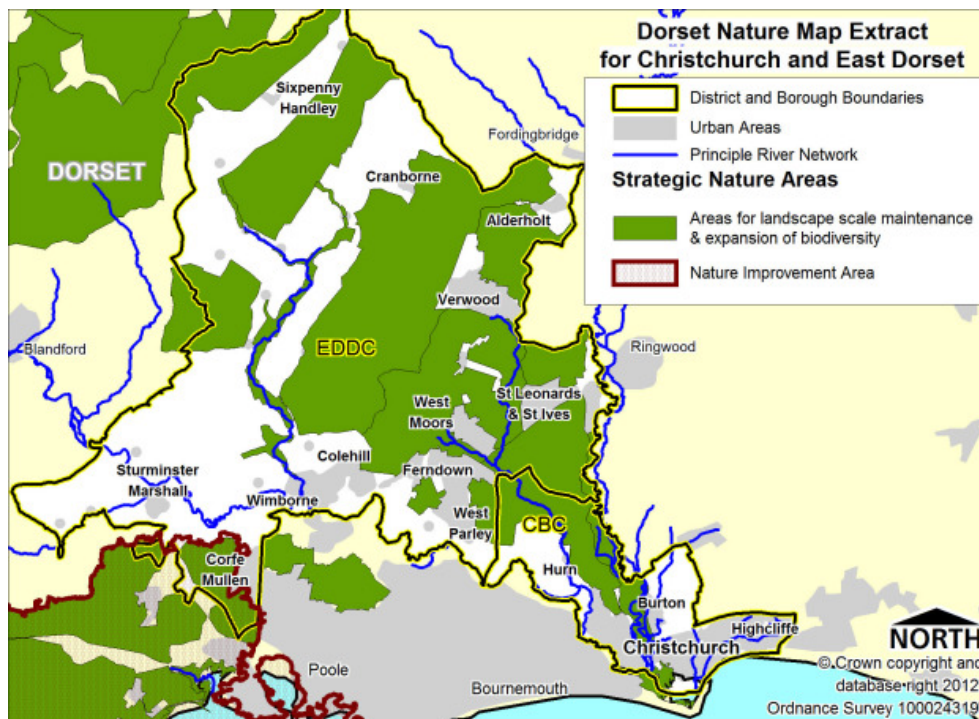
In addition, and in recognition of the function of the New Forest National Park, the Local Plan will carefully consider any adverse impacts on the New Forest as a result of development.



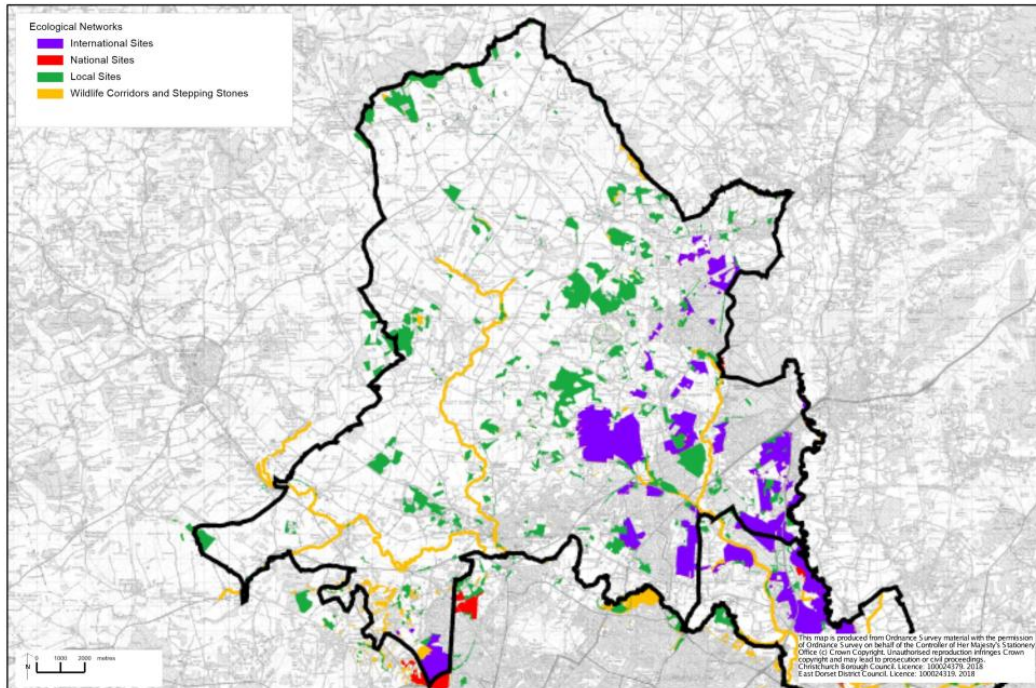
Map 4.1.1 International and National Nature Conservation sites



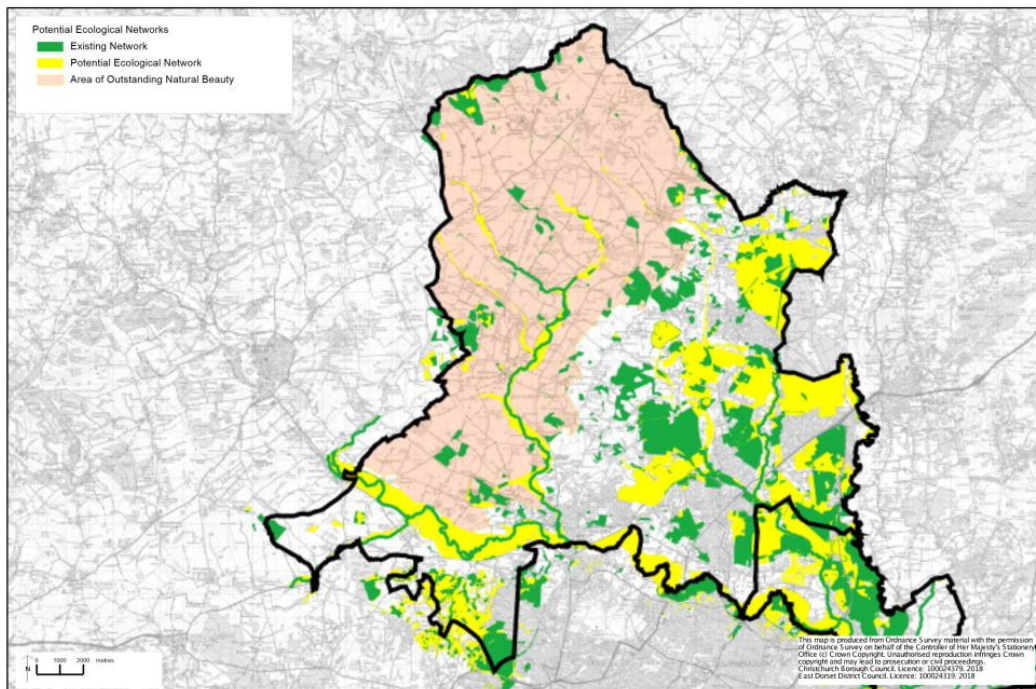
Map 4.1.2 Local Nature Conservation sites



Map 4.1.3 Dorset Nature Map extract for Christchurch and East Dorset



Map 4.1.4 Ecological Networks



Map 4.1.5 Potential Ecological Networks

The Dorset Heathlands

4.1.21 There is strong evidence to support the conclusion that the Dorset Heaths are under significant pressure from urban development across South East Dorset. It is the view of Natural England that further residential development should not be permitted within 400m of a designated Heathland, and that between 400m and 5km, residential development would still have a significant effect and must mitigate its impact.

4.1.22 The authorities have been formally required to consult Natural England about developments falling within a 400m zone of European and internationally protected heathlands. The principle through which this zone was established is set out in the Dorset Heathlands Planning Framework SPD. The authorities view, supported by the evidence, is that the Natural England consultation area represents the zone in which heathlands are most likely to be adversely affected by effects arising from residential development and consequently it should not be permitted in this area.

4.1.23 A detailed strategy for mitigation has been operated for some years as part of what is now the Dorset Heathlands Planning Framework Supplementary Planning Document (SPD). The SPD sets out a programme of both short and long term measures to ensure that appropriate avoidance and mitigation measures are being implemented. This sits alongside the Council's strategic approach to heathland mitigation set out in Key Strategy Policy 3.5.

Suitable Alternative Natural Greenspace (SANGs)

4.1.24 The provision of SANGs is one of the key tools in mitigating the adverse impacts of development on the Dorset Heaths. Once SANGs are secured they need to be retained in perpetuity unless alternative sites offering the same degree of protection and benefit can be delivered. For large sites of 40 dwellings and above it will be expected that the provision of SANGs will form part of the infrastructure provision of that site particularly where new neighbourhoods or greenfield sites are proposed.

4.1.25 Nonetheless, SANGs are identified as one of a suite of mitigation measures which should be provided, particularly in respect of larger developments. Appendix B sets out key standards which a SANG should provide.

4.1.26 In addition to the key features set out in Appendix B, the following SANG features are desirable, and consideration should be given to their incorporation into the layout of such greenspace:

- It is desirable for an owner to be able to take dogs from the car park to the SANG safely off the lead.
- Where possible sites should be chosen with a gently undulating topography.
- It is desirable for SANGs to provide a naturalistic space with areas of open (non wooded) countryside and areas of deciduous woodland and water features.

- Where possible it is desirable to have a focal point such as a view point, monument etc within the SANG.
- It is desirable that smaller SANGs do not have grazing stock and that on larger SANGs there are always areas free of grazing stock.

Draft Policy 4.2

Protection of the Dorset Heathlands

In accordance with the advice from Natural England, the evidence available to the authorities and Local Plan Habitats Regulations Assessment (HRA), no residential development will be permitted within 400 metres of protected European and internationally protected heathlands. This includes dwelling houses (use class C3), certain holiday accommodation (i.e. holiday cottages and static caravans), permanent and transit Gypsy & Traveller sites and other certain residential development and institutions covered by use classes C2 and C4. As an exception, certain C2 developments may be acceptable where the occupier of the development would not have an adverse effect on the Dorset's Heathland integrity. The Dorset Heathlands Planning Framework Supplementary Planning Document sets out these types of development circumstances in greater detail.

Any residential development between 400 metres and 5km of the heathlands will provide mitigation through a range of measures as set in this Plan and the Dorset Heathlands Planning Framework Supplementary Planning Document. All residential development is required to provide a Strategic Access Maintenance and Monitoring (SAMM) contribution for wardening, education and monitoring.

In addition to this, the following will also be required:

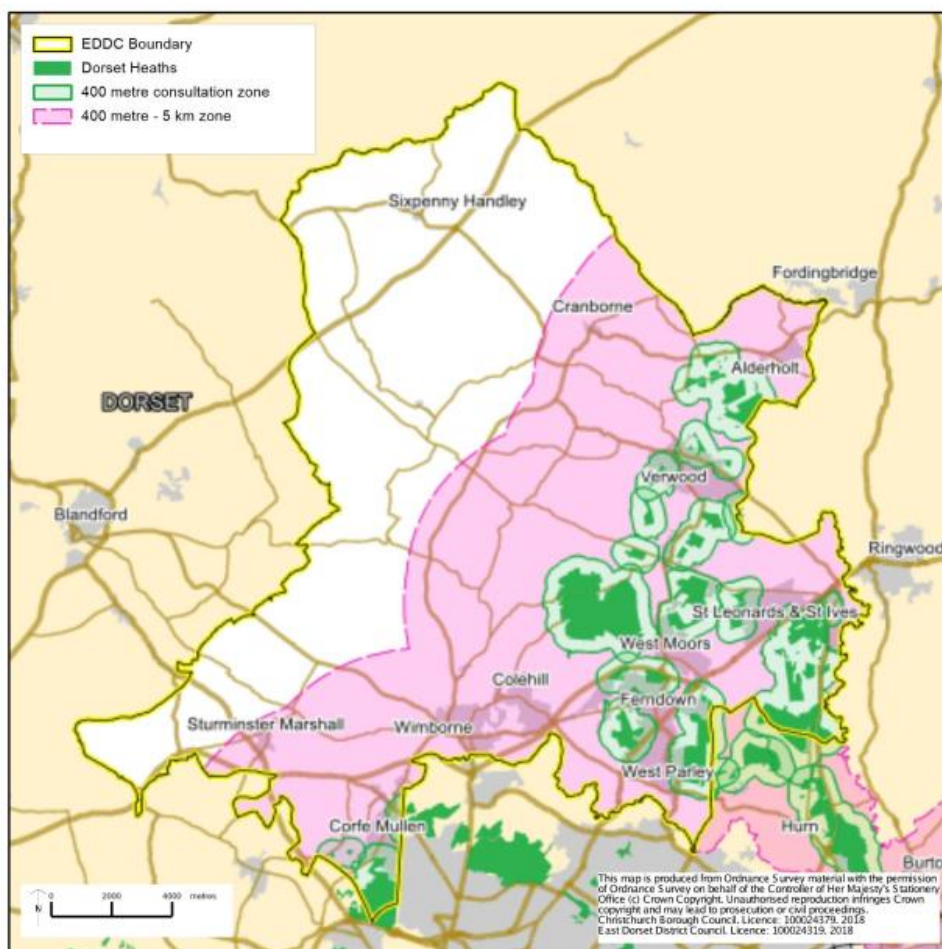
- Provision of on-site and/or off-site suitable alternative natural greenspace (provided in accordance with guidelines set out Appendix B).
- Provision of other appropriate avoidance/mitigation measures, including HIPS projects where relevant.

The type of this provision will depend on the size of the proposed development:

1. **Less than 40 units (net):** provide a contribution through CIL towards strategic SANGs set out in Policy 3.5 and/or other relevant HIPS projects set out in the Dorset Heathlands Planning Framework SPD. For sites close to the threshold and in order address Policy 4.16 (Design, layout and density of new housing development), justification may be required to be submitted with the planning application as to whether the density proposed represents the most efficient use of land.
2. **40 or more units (net):** provide an on-site SANG as part of the new development. If it is not physically possible to provide one, subject to the submission of appropriate evidence and agreement with the Local Planning Authority and Natural England, a s106 or CIL payment towards a strategic SANG or HIPS project may be acceptable.

The avoidance or mitigation measures are to be delivered in advance of the developments being occupied and must provide for mitigation in perpetuity. A phasing plan for the delivery of the mitigation may also be required for larger developments, which will require agreement with the Local Planning Authority. Suitable Alternative Natural Greenspaces (SANGs) will be secured by way of a legal agreement between the developer and the Council. The delivery of Heathland mitigation measures will be secured as set out in the Council's Regulation 123 list. The authority will ensure that mitigation measures to avoid harm are given priority as required by this policy.

The Dorset Heathlands Planning Framework Supplementary Planning Document sets out the type of development circumstances where mitigation is required, and a list of mitigation projects. Key Strategy Policy 3.5 sits alongside the Supplementary Planning Document in identifying SANGs provision. This will ensure that suitable measures are in place by the time development is occupied. The combination of the 400 metres exclusion zone with the heathland mitigation measures set out above are designed to function together as an effective package avoiding the harmful effects of additional residential development on the European and internationally designated heathlands.



Map 4.1.6 Dorset Heathland 400 metre and 5 km zones

Sustainable Standards for New Development

4.1.27 Although the precise nature of environmental changes is not fully understood, the impacts from climate change are likely to have significant implications for many of the existing settlements within the plan area, as well as for the location of existing development.

4.1.28 This section of the Local Plan sets out policies which will address climate change:

- By requiring new developments to make a lower impact upon the environment, in particular by reducing carbon emissions from energy use, and by using more sustainable forms of energy; and
- By reducing the impacts of climate change on new development, especially in relation to flood risk.
- Addressing surface water, waste and pollution in new development

4.1.29 There is a need to provide alternative, affordable renewable sources of energy, as well as improving energy conservation methods to better manage our energy demands. All new development, whether it is for housing or employment, will need to meet higher levels of sustainable construction and renewable energy sources. Development will also have to take account of the need to reduce water consumption, as well as maintaining and improving water quality.

Relevant Evidence

4.1.30 The Climate Change Act 2008 sets the Government's national targets for carbon reduction - 80% reduction by 2050, 26% reduction by 2020.

4.1.31 The National Planning Policy Framework requires local authorities to adopt policies for renewable, low carbon and decentralised energy, and that these should apply to both residential and commercial development. In doing so, the NPPF requires local authorities to consider the impact of such policies on development viability.

4.1.32 The Bournemouth, Dorset & Poole Energy Efficiency Strategy proposes a 20% CO2 reduction by 2020, based on 1990 levels. It also aims to reduce fuel poverty, and sets energy efficiency targets for new and existing dwellings.

4.1.33 The Council's Strategic Housing Land Availability Assessments show that a large proportion of new housing will come from very small sites of less than 5 dwellings.

4.1.34 Studies from the Centre for Sustainable Energy, and Regen South West advise that District Heating and power facilities could provide renewable energy to new and existing developments on an area-wide basis, although the locations of the new greenfield developments proposed in the Local Plan Review may make this difficult to achieve.

4.1.35 The approach taken in the policies below is therefore a flexible one, rather than setting prescriptive standards, or requiring particular forms of renewable energy or efficiency measures to be provided. Following the consultation on the Government's Clean Growth Strategy, further clarification is expected later in 2018 regarding national technical standards and energy performance standards in building regulations.

4.1.36 Where appropriate, at the earliest opportunity in the design process, renewable energy proposals must be integrated as part of the proposed scheme submitted as part of a planning application.

Draft Policy 4.3

Sustainable Development and New Development

Residential and non-residential development including new homes, and the extension of existing homes will be expected to meet current or subsequently agreed national sustainable development standards. The Council wishes to encourage higher standards of sustainable developments where they are viable and do not significantly compromise other policies in this plan.

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 will differ between residential and non-residential development but should all look to address:

- Energy efficiency through the design, construction methods and materials used (such as enhanced insulation and glazing, high efficiency heating, hot water heat recovery and use of renewable and low impact materials)
- Orientation and solar gain (natural lighting, heating and cooling)
- Water efficiency
- Minimising waste, pollution and water run-off, incorporating Sustainable Drainage where possible.
- Minimising soil disturbance to reduce soil carbon issues.

All new development will ensure CO₂ emissions are minimised to practical and viable levels by following the hierarchy for regulated energy ⁽¹⁾ below:

1. Energy efficiency measures resulting from maximising building fabric performance, scheme layout and building orientation.
2. On-site renewable, decentralised, and low carbon energy.
3. Carbon reductions through off-site measures.

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.

Draft Policy 4.4

Renewable energy provision for residential and non-residential developments

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 1,000m² gross floorspace (or 1 hectare or greater). This will include new development, and the extension and refurbishment of existing homes or premises.

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.

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.

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 4.3, 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.

Energy provision should normally be provided on-site as set out in the energy hierarchy, particularly on larger developments, or will be secured in accordance with the Councils' current Regulation 123 List.

1 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.

Draft Policy 4.5

Sources of Renewable Energy

The Council encourages 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.

Proposals for renewable energy apparatus will only be permitted where:

- 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;
- landscape sensitivity within a given landscape character area is best able to accommodate the technology and the scale of development, assessed in accordance with the Council's Landscape Sensitivity Assessment
- It is in accordance with Policy 4.1 regarding adverse ecological impacts upon the integrity of priority habitats or local populations of priority species and opportunities for biodiversity enhancement;
- Cumulative impacts are taken into account, and assessments undertaken for impacts on the landscape, visually, the local amenity and biodiversity;
- It would not cause interference to radar, or electronic communications networks, or highway safety;
- 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;
- It includes an agreed restoration scheme, any necessary mitigation measures, and measures to ensure the removal of the installations when operations cease;
- Safe access during construction and operation must be provided; and
- It avoids substantial harm to the significance and settings of heritage assets.

Development within Areas at Risk of Flooding

4.1.37 One aspect of climate change which is particularly relevant to the area, is the increase risk of flooding.

4.1.38 East Dorset is affected the two major rivers, the Stour and Avon, as well as the smaller rivers of the Allen and Moors River Systems. Areas of flood risk affect the settlements of Wimborne Minster and Sturminster Marshall in particular, as well as a smaller areas of the more rural settlements. It also has an impact on the future location of new development.

4.1.39 The National Planning Policy Framework (NPPF), when supported by the Christchurch and East Dorset Strategic Flood Risk Assessments (SFRA), will inform decisions regarding the suitability of all forms of development within flood zones. Only when development proposals satisfy the requirements of the NPPF will development be permitted.

4.1.40 The Council will provide additional information through the SFRA to inform applications with regard to floodrisk. In their determination of planning applications, the Council will make reference to all available information on flood risk from all sources of flooding at the time of the application, and will consult with the Environment Agency and Lead Local Flood Authority (LLFA) as appropriate.

Relevant Evidence

4.1.41 The National Planning Policy Framework makes specific recommendations that development should be located away from flood zones. It also requires that development within flood zones should be flood resistant (keeping water out) and resilient (to recover quickly following a flood). Development is also recommended to incorporate Sustainable Drainage Systems (SUDS) to manage surface water runoff.

4.1.42 The Council has recently completed an updated Strategic Flood Risk Assessment (2018). This work has been taken into account in planning for new development, particularly in terms of housing potential in the Strategic Housing Land Availability Assessment.

Draft Policy 4.6

Flood Management, Mitigation, and Defence

When assessing new development, the Council will apply the sequential and exception tests set out in the National Planning Policy Framework.

For the exceptions where development can be permitted within areas at risk of flooding (for all developments, including redevelopments and extensions which require planning permission), 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.

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.

The design, construction, operation and maintenance of sustainable drainage systems must meet national standards. Plans for new drainage systems will need to be approved by the Lead Local Flood Authority (Dorset County Council) before construction can start.

Strategic flood defences are identified in the Local Plan Infrastructure Delivery Plan, and delivery of these schemes will be supported by a range of funding sources including the Community Infrastructure Levy (CIL). Section 106 planning obligations will continue for implementation of site specific flood defence improvements where required. Where development is of a sufficient scale to fund flood alleviation works to make that development safe throughout its design life, works in kind will be considered where appropriate.

For developments within a flood risk area which pass the sequential test, but where risk can not be adequately mitigated on site, a flood management strategy and delivery plan will be required prior to the grant of consent. The strategy will identify the measures required to reduce flood risk and surface water run-off at the site for the duration of its design life, making it safe (including unaided access/egress during flood events) and ensuring that flood risk does not increase elsewhere as a result. The delivery plan will identify the level and source of funding required for such measures and set out a realistic and achievable timetable for implementation. For very large schemes, area wide flood attenuation measures may be required.

Draft Policy 4.7

Protection of Groundwater

Groundwater Source Protection Zones are identified on the policies map. Where development is proposed in a location likely to affect a Groundwater Source Protection Zone, an assessment of the impact and any mitigation measures proposed must be provided.

This assessment should cover the following:

- The nature of the development, and its anticipated impact on groundwater in terms of contaminants both during construction, and upon completion.
- The need for the development to be in a location affecting Groundwater Source Protection Zones.
- Proximity and impact on licenced and unlicenced water supply.
- Impact on underground aquifers.

The assessment should reflect advice contained in the Environment Agency's groundwater protection guides published on www.gov.uk.

Waste Recycling

4.1.43 There are national requirements to increase the amount of recycling domestic as well as encouraging waste minimisation. However, when considering application for new development, it will be expected to include adequate onsite facilities for the storage and collection of waste.

Draft Policy 4.8

Waste Facilities in new development

All new development proposals, particularly of a commercial nature, will need to provide facilities for the collection and for the transfer of waste for the purpose of treatment and disposal.

Potentially Polluting Development

4.1.44 New developments may have a significant impact upon their surroundings through noise, smell, disturbance, lighting or other pollutants. Whether these impacts are acceptable will depend on the nature of the surroundings. For example, development which generates

noise may be acceptable in some types of open country, but may not be so where it is close to housing, or where it is in an area of landscape value whose character depends partly upon quiet and a sense of remoteness.

4.1.45 In turn, it will be important to avoid siting sensitive development close to other uses which might have similar impacts upon it, or which might lead to restrictions on those uses or costly changes to reduce their effects.

4.1.46 Paragraphs 120 and 122 of the NPPF set out that to prevent unacceptable risks from pollution, planning policies should ensure new development is appropriate for its location. The following policy is included to protect of those working, using or living on the land nearby, as well as to protect the existing potentially polluting premises.

Draft Policy 4.9

Pollution and existing development

Development for or associated with activities which impose or suffer unacceptable impacts in terms of noise, smell, lighting, disturbance, traffic, discharges or emissions to the environment by land, air or water will not be permitted if the health, safety or amenities of the users or occupants of nearby land will be materially harmed or put at risk, or the operation of existing business or activity is prejudiced, unless any potential pollution problems can be overcome by mitigating measures.

The Water Environment

4.1.47 National policy requires Local Plans to take account of all sources flooding. In addressing the risk of flooding, together with dealing with surface water, priority should be given to the use of sustainable drainage systems in new development.

Draft Policy 4.10

Drainage and new development

Sustainable drainage systems should be incorporated in to new development unless there is clear evidence that this would be inappropriate, and be separate from all foul drainage systems. Plans for new drainage systems on major planning applications will need to both take account of advice and be approved by the Lead Local Flood Authority (Dorset County Council) before construction can start.

4.2 Green Belt

Introduction

4.2.1 Proposals for development in the Green Belt will be considered against Green Belt policies set out in the National Planning Policy Framework (NPPF), key strategy Policy 3.3, and the following development management policies in this section.

4.2.2 The NPPF sets out the five purposes of the Green Belt and states that new building is inappropriate in the Green Belt with some specified exceptions. The fundamental purpose is to prevent urban sprawl by keeping land permanently open.

4.2.3 The NPPF allows replacement of buildings in the Green Belt provided the new building is in the same use, and not materially larger than the one it replaces. Policy 4.11 below sets out criteria that will be applied to proposals for replacement buildings in the Green Belt.

Replacement Buildings in the Green Belt

Draft Policy 4.11

Replacement Buildings in The Green Belt

Replacement of existing permanent buildings in the Green Belt will only be permitted where all the following criteria are met:-

- i. the replacement building is not materially larger than the one it replaces;
- ii. the replacement building is in the same use as the one it replaces;
- iii. the proposed building does not materially impact on the openness of the Green Belt, especially through its height or bulk;
- iv. the proposed development will not generate the need for additional ancillary development including storage, parking and hard surfacing; and
- v. the proposed dwelling does not replace a temporary structure or one where the residential use has been abandoned.

Extensions to Existing Buildings in the Green Belt

4.2.4 Extensions to existing buildings can individually and cumulatively reduce the openness of the Green Belt. Planning applications for extensions will be considered on their merits on a case by case basis in terms of the impact on the openness of the Green Belt.

Draft Policy 4.12

Extensions to Existing Buildings in the Green Belt, and Ancillary Development

Within the Green Belt, extensions to existing permanent buildings will only be granted planning permission where :

- i. the proposed extension does not materially impact on the openness of the Green Belt, especially through its height or bulk; and
- ii. the size and scale of the proposed extension is not disproportionate to the existing building; and
- iii. the proposed development will not generate the need for additional ancillary development including storage, parking and hard surfacing.

The size and scale of any garage or outbuilding within the curtilage of a dwelling in the Green Belt must be proportionate to the dwelling.

Village Infill development in the Green Belt

4.2.5 Some settlements are surrounded by Green Belt but are not themselves designated Green Belt. Development within these settlements is not constrained by Green Belt policy (see residential infill policy 4.19). The settlements listed in policy 4.13 are 'washed over' by the Green Belt designation, i.e. all the land within the settlement is designated Green Belt. However because these settlements are characterised by a cohesive built character and have basic facilities, they are considered suitable for limited infilling. Other smaller communities (or communities with no or very limited services) 'washed over' by the Green Belt, have no defined village envelopes. These areas form part of the general open countryside covered by Green Belt and are unsuitable for further infill development as it could be contrary to the fundamental aim of Green Belt policy of maintaining the openness of the area.

4.2.6 Green Belt policies 4.11 and 4.12 do not apply to development in the villages listed in Policy 4.13 below, where village infill is permitted.

Draft Policy 4.13

Village Infill development in the Green Belt

Infill development will be allowed in the following villages washed over by the Green Belt:

- Edmondsham
- Furzehill
- Gaunts Common
- Hinton Martell
- Holt
- Horton
- Longham
- Shapwick
- Whitmore
- Woodlands

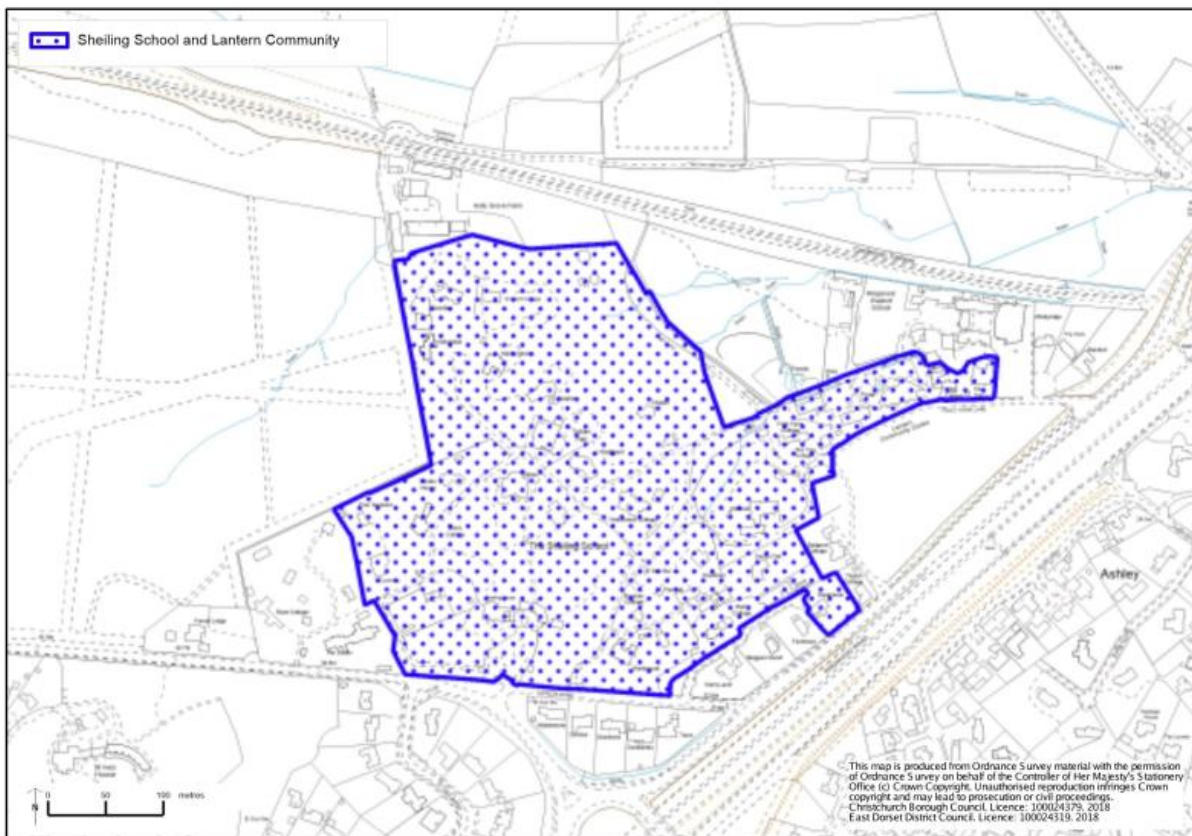
Such development should be contained wholly within the Village Infill Envelopes as defined on the proposals map, and should be of a scale and character that respects the existing village form in its Green Belt setting.

Special Schools in the Green Belt

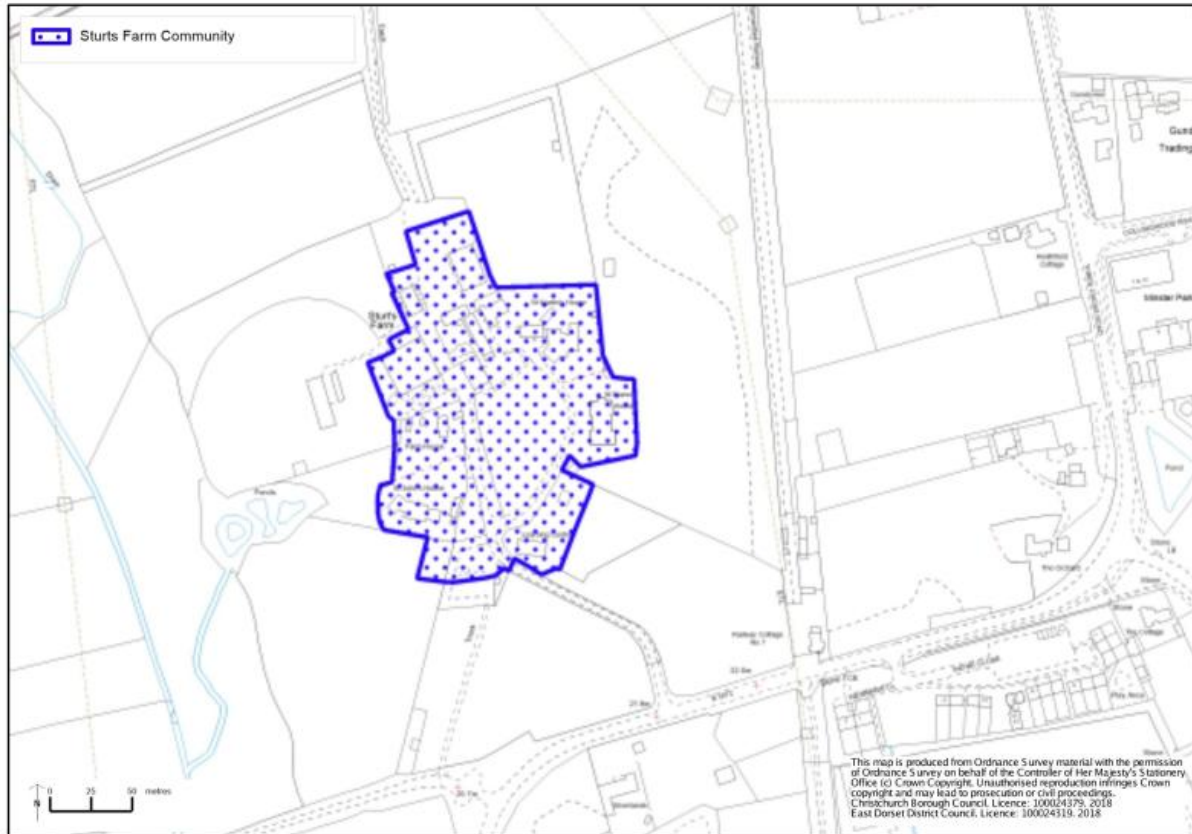
4.2.7 The Sheiling School, the Lantern Community and Sturts Farm Community, offer nationally important services to the community through their charitable work with children and adults suffering from learning disabilities.

4.2.8 These three establishments are within the Green Belt and further development to improve facilities would in the terms of national policy be 'inappropriate development'. The NPPF (para 88) states that inappropriate development should not be approved except in 'very special circumstances' i.e. where harm to the Green Belt is clearly outweighed by other considerations. Policy 4.14 below acknowledges that the work of these Schools and the Lantern Community are of national importance and indicates the circumstances where proposals to support their work could be considered to be 'very special circumstances' and could therefore supported.

4.2.9 Three further schools lie within the Green Belt at Dumpton School (Colehill), Castle Court School (Corfe Mullen) and Waldorf School (St Leonards). These are private schools and do not undertake work of national importance. It is therefore unlikely that the Council will support further development at these schools beyond that already approved, or which is the subject of permitted development rights.



Map 4.2.1 Sheiling School and Lantern Community



Map 4.2.2 Sturts Farm Community

Draft Policy 4.14

Sheiling School and the Lantern Community (St Leonards); and Sturts Farm Community (West Moors)

Proposals for development on these Green Belt sites must accord with national policy to protect the Green Belt from inappropriate development, so could only be supported if 'very special circumstances' exist. Proposals on these sites will be considered as 'very special circumstances' where it is demonstrated that all the following criteria are met:

1. the development is necessary to provide or support nationally important facilities on the site;
2. alternative suitable premises do not exist;
3. that the proposals are not excessive in terms of scale required for their intended use;
4. priority is given where possible to conversion or replacement of existing buildings over development of greenfield land;
5. opportunities are maximised to retain the open character of the site in so far as possible; and
6. applications are supported by a site-wide Statement of Development Intent setting out the overall framework for future development.

4.3 Housing

Introduction

4.3.1 This section of the East Dorset Local Plan Review sets out general policies relating to housing in East Dorset, which will be used in the determination of residential development proposals and planning applications.

Dwelling Size and Type

4.3.2 The opportunity to provide new homes is a chance to meet the housing needs of the local community. It is important that the right mix of housing is developed over the plan area over the forthcoming years. The housing must be appropriate to the needs of the community, providing a range of types, sizes and tenures to meet the needs of existing and future households including housing for the elderly and other specialist housing needs. This will include the provision of affordable housing as set out in Policy 4.17. The Strategic Housing Market Assessment provides the relevant evidence on household needs.

4.3.3 Evidence suggests that the health and well being of people is directly related to the space in which they live. Overcrowded conditions can result in poor health, family conflict, poor educational attainment and anti social behaviour. In order to ensure that the new housing built over the lifetime of the plan is fit to last it is important that standards are set. Building to suitable space standards will ensure new homes provide sufficient space for everyday activities. The local planning authority therefore proposes to require new dwellings to be designed to meet the national space standards, as first established in March 2015, and in accordance with the standards, this requirement is set out in policy. The national space standard can be accessed at the following link:

- www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard

Draft Policy 4.15

Size and type of new dwellings

Overall, the size and type of new market and affordable dwellings will reflect current and projected local housing needs identified in the latest Strategic Housing Market Assessment and informed by future Authority Monitoring Reports to ensure that the proposed development contributes towards attaining a sustainable and balanced housing market. Individual sites will be expected to reflect the needs of the Strategic Housing Market Assessment, subject to site specific circumstances and the character of the local area.

In particular the local planning authority will monitor provision of retirement and older persons housing to ensure that provision of such developments is aimed at meeting identified need whilst avoiding proliferation of such developments in the area.

All new housing will be required to be built to at least the minimum size and specification set out in the Nationally Described Space Standard, first published in March 2015.

Density of Development

4.3.4 It is important to ensure that new housing respects the character of an area, whilst ensuring that the best use is made of land to deliver the quantity of homes required. There is a wide variation in the built character of the area which means it would be inappropriate to impose density requirements. Nonetheless, the National Planning Policy Framework places increasing emphasis on increasing density on brownfield sites in urban areas to make efficient use of urban land and reduce the need for additional greenfield development.

4.3.5 The defining features of character areas are described in separate statements and local design studies will continue to inform decisions regarding protection of local character and appropriate design control. Elsewhere there are locations where high densities would be appropriate, reflecting existing character and also placing people in locations with easy access to services, facilities and work.

Draft Policy 4.16

Design, layout and density of new housing development

On all sites, the design and layout of new housing development should maximise the density of development to a level which is acceptable for the locality.

Proposals for high density developments will be acceptable in the following types of location where this form of development will not have an adverse impact on the character of the area and where residents have the best access to facilities, services and jobs:

- New greenfield housing sites
- Town centres
- Along the Prime Transport Corridors.
- Areas outside town centres with good access to public transport and essential facilities and services.
- In areas where there is a high level of need for affordable housing or on land already owned by housing associations, or where a housing association is the applicant.

The following minimum densities will be encouraged, unless this would conflict with the local character and distinctiveness of an area where a lower density is more appropriate.

- Rural and suburban areas with limited access to services and transport - 20-40 dwellings per hectare
- Urban sites within easy walk (normally 10 minutes) of shops and services, and regular public transport - 40-80 dwellings per hectare
- Sites in or on the edge of town centres, or near public transport hubs, with excellent access to a wide range of shops, services and facilities - 90-140 dwellings per hectare.

Proposed housing densities will be informed by the Strategic Housing Land Availability Assessment, housing need as set out in the Strategic Housing Market Assessment, the master plan reports for new neighbourhoods and future Authority Monitoring Reports.

The Councils will carefully consider the design and density of new development in terms of their responsibilities for community safety under Section 17 of the Crime & Disorder Act, and will involve the Police Architectural Liaison Officer in appropriate cases.

Meeting Affordable Housing Needs

4.3.6 The provision of more affordable housing forms part of the Local Plan Vision and is expressed in Objective 5. Affordable housing definitions are set out in Appendix A. Not enough affordable housing has been delivered over the past 20 years and this, along with steep house and rental prices has made suitable accommodation inaccessible to many people.

4.3.7 A key aim of the Council's affordable housing strategy is to meet local needs. As a result the Council will require the allocation of new affordable housing in line with local connection criteria, ensuring that such homes are always prioritised, and in certain cases restricted, to occupation by those in housing need and with connections to the local area.

4.3.8 The Bournemouth and Poole Strategic Housing Market Assessment Update 2015 provides the latest information on the level of affordable housing need in the area and justifies policies that seek the highest possible provision, subject to financial viability. The following policy sets out the circumstances in which affordable housing is required.

4.3.9 Details on how the policy is to be implemented are published within the Housing and Affordable Housing Supplementary Document.

Draft Policy 4.17

Provision of Affordable Housing

To maximise affordable housing provision, whilst ensuring flexibility and sufficient margins to facilitate housing delivery, the Council will require all residential developments to meet the following affordable housing requirements:-

Policy Percentage Requirements

All greenfield residential development on sites of over 10 units or more than 1,000sqm floorspace is to provide up to 50% of the residential units as affordable housing unless otherwise stated in strategic allocation policies. All other residential development on sites of over 10 units or more than 1,000sqm floorspace is to provide up to 40% of the residential units as affordable housing.

Any Planning Application which on financial viability grounds proposes a lower level of affordable housing than is required by the Policy Percentage Requirements must be accompanied by clear and robust evidence that will be subject to verification.

Affordable Housing Requirements

The mix of affordable housing units will be subject to negotiation and agreement with the Council but in any event must reflect local housing needs identified in the latest Strategic Housing Market Assessment (see Policy 4.15). Tenure split should normally allow for 70% of units to be for affordable rent, with the remaining 30% being other forms of affordable housing including starter homes and low entry market housing.

Conditions or legal obligations will be used to ensure that affordable housing is secured for those in housing need and prioritised for those with a Local Connection.

Policy Delivery Requirements

On sites resulting in a net increase of 11 to 14 dwellings or more than 1,000sqm floorspace, the Council will require on site affordable housing provision in accordance with the Policy Percentage Requirements and Affordable Housing Requirements, however, where this is not possible or at the Council's discretion, a financial contribution in lieu of on-site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology as set out in the Housing and Affordable Housing SPD.

On sites resulting in a net increase of 15 or more dwellings, provision should be on site but where it is not possible to provide affordable housing units on the site, off-site provision on an alternative site may be acceptable. If an alternative site is not available, a financial contribution in lieu of on-site affordable housing will be acceptable, calculated in accordance with the Commuted Sum Methodology.

Financial contributions should be of equivalent value to on-site provision calculated in accordance with the Commuted Sum Methodology.

Where developments are required to provide 10 or more affordable homes, 10% of the affordable housing element should be planned for households requiring specially adapted or supported housing. However, if a requirement for specialised affordable housing (or a viable delivery mechanism) cannot be demonstrated by the Council at the point of submitting a planning application, the quota shall revert to 100% general need affordable housing.

Under no circumstances will the financial consequences of including 10% adapted or supported housing result in a greater cost to the development than would arise through an acceptable, viable and proportionate mix of general need affordable housing.

Affordable Housing Exception Sites

4.3.10 The following policy seeks to enable the provision of affordable housing in areas where no significant development is proposed. Further details on how this policy is to be implemented are published within the Housing and Affordable Housing Supplementary Document.

Draft Policy 4.18

Exception sites for the provision of affordable housing

Exceptionally land adjoining or very close to the defined rural and urban settlements which would otherwise be considered inappropriate for development may be developed to facilitate affordable housing, in perpetuity, provided that:

- Secure arrangements are included to ensure that affordable housing will be enjoyed by successive as well as initial occupiers.
- The proposed development would provide a mix of affordable housing size and type which meets demonstrated local housing needs.
- The development is small scale and reflects the setting, form and character of the settlement and the surrounding landscape.

This policy may apply to any settlement or location in East Dorset, but, where specific housing sites are allocated in or adjoining a settlement which will provide affordable housing, the expectation will be that these sites are developed before any exception site is permitted.

Residential infill development

4.3.11 Infill development is an important tool in the overall goal of achieving sustainable development. The use of appropriate sites within the built up area for housing provides homes close to places of employment, shops, public transport, schools and other services thereby reducing the need to travel. It is important to ensure that all new

development is appropriate in scale, form, detail and materials and fits in well with the established residential area. Any new development must have regard to the existing townscape, character, distinctive features of the area, and also the amenities of adjoining properties.

4.3.12 The following policy sets out criteria that general residential development must meet. It is aimed at covering the whole range of residential development and redevelopment, private or institutional, so will include houses, flats, sheltered accommodation and nursing homes. It also deals with extensions to existing residential premises.

Draft Policy 4.19

Residential infill development criteria

Proposals for private or institutional residential development, including extensions to existing residential premises, will be permitted provided that:

- They are appropriate in character, scale, design and materials to the immediate locality
- The residential amenities of existing or future occupiers of dwellings are not adversely affected by noise or disturbance, or by the loss of light or privacy
- They do not result in the loss of an important landscape or other environmental feature, such as open space or trees, which is part of the character of the area
- They include where appropriate an adequate provision of open space

Gypsies, Travellers and Travelling Showpeople

4.3.13 The Council has a statutory responsibility to provide for the needs of Gypsies, Travellers and Travelling Showpeople. The Council is working with the other authorities in Dorset to produce a Gypsy, Travellers and Travelling Showpeople Sites Development Plan Document. This will identify the required provision of allocated permanent and transit pitches and where suitable sites should be allocated. This Development Plan Document will also consider the accommodation needs of Travelling Showpeople and will also provide a general approach to the criteria to be used to determine any planning application for Traveller sites which will replace individual policies in various local plans across Dorset.

Housing and Accommodation Proposals for Vulnerable People

4.3.14 To achieve sustainable and inclusive communities, larger scale developments and new neighbourhoods should make provision for older and vulnerable people in both the market and affordable housing sectors. This should include, but not be limited to older and younger people and people with physical or learning disabilities.

4.3.15 By requiring appropriate and adaptable housing, good layout and design, such schemes should create opportunities for older and vulnerable people to live securely, independently and inclusively within communities. Across all types and tenures the Council will therefore encourage the provision of homes which incorporate flexible and sustainable design principles, including the 'Lifetime Homes' standards and those that contribute to achieving affordable warmth.

4.3.16 Mutual and co-housing models will be supported where a group of households with supported or specialised housing requirements, meet their own needs collectively, procuring and managing their own housing.

Draft Policy 4.20

Housing and Accommodation Proposals for Vulnerable People

Category C2 health and care related development proposals

New social, care or health related development proposals, or major extensions to existing developments, within the C2 use classification will not be subject to Policy 4.17 however they will be required to demonstrate that any impacts upon, or risks to, the strategic aims and objectives of Dorset County Council and NHS Dorset health and social care services have been taken into account and mitigated against.

Non C2 residential development proposals for older and vulnerable people

All other residential development proposals for older and vulnerable people including sheltered housing, assisted-living and extra-care accommodation, must meet the requirements of policies 4.15 and 4.17 above.

Subject to viability, open market development proposals to provide housing for older or vulnerable people will be required to meet Policy 4.17 through a commuted sum contribution, calculated in accordance with the approved methodology.

Specialist housing proposals for older or vulnerable people that seek to address the policy requirements of Policy 4.17 through on site affordable housing will be considered, however, the details of any such proposals and associated delivery mechanisms will require the prior approval of both the Council and Dorset County Council.

Elderly person's accommodation.

4.3.17 In addition to conventional housing, other forms of housing development may take place within existing urban areas. Among the most common in East Dorset, with its high population of retired people, is specialist accommodation for the elderly. This type of development is valuable in meeting a growing need among the local population, and provides an important supply of new, specialised accommodation within the existing urban areas.

4.3.18 As well as new, purpose built accommodation, the development often takes the form of the conversion and extension of existing buildings. Problems commonly arise where the scale of the proposed development is too great for the existing building or site to

accommodate comfortably. These problems may stem from the scale of the extensions needed in the case of a conversion or from the bulk of a new building, which may in either case damage the character of the local housing area; or the building may overlook or overshadow neighbouring properties; or the coverage of buildings and parking on the plot may preclude adequate sitting out space or landscaping; or parking and servicing areas themselves may cause disturbance through their proximity to adjoining dwellings. The policies provide that such factors are specifically taken into account in considering applications.

Draft Policy 4.21

Criteria for elderly persons accommodation

Infilling within urban areas and Village Infill envelopes defined on the Policies Map by development or redevelopment of sites, including the conversion or extension of existing buildings, for elderly persons' accommodation, rest homes, nursing homes and other similar communal establishments, will be permitted where:

- it is not of such a scale as to create a building whose bulk or site coverage is damaging to the amenity of neighbouring residents or the character of the local area; and
- it will not adversely affect the amenity of neighbouring residents through loss of light, privacy, or overlooking; and
- it will provide adequate external amenity space for its residents, away from vehicle parking or manoeuvring areas and main road frontages; and
- vehicle parking or manoeuvring areas do not cause unacceptable noise or disturbance to neighbouring residents or loss of amenity by their proximity to ground floor windows either of the development or of adjoining properties.

Granny Annexes

4.3.19 A further type of housing for which permission is commonly sought is known as the 'granny annexe', although these may be for a wide range of relatives. They are usually designed to be partly self-contained and in many cases are in places where a wholly separate dwelling would not be permitted. Therefore, in order that these developments can be allowed, it is necessary to ensure by design and, where necessary by planning condition, that when the original need ceases they will become part of the original house, rather than becoming a separate dwelling. As they are a type of extension, it is also necessary to ensure that a permanent extension of that scale is acceptable, judged against the other policies of the Plan.

Draft Policy 4.22

Criteria for development of 'granny annexes' on residential dwellings

Extensions to existing dwellings to provide semi-self contained accommodation (granny annexes) will be permitted where a separate dwelling would not be acceptable and where:

- an extension of that scale would be acceptable under other planning policies; and
- its dependence on the existing dwelling is established by physical arrangements and, where necessary, planning condition; and
- its incorporation as part of the existing dwelling when no longer needed for its original purpose is secured.

Agricultural Dwellings

4.3.20 The NPPF requires local planning authorities to avoid new isolated homes in the countryside unless there are specified special circumstances (para 55). The latter includes the essential need for a rural worker to live permanently at or near their place of work in the countryside.

4.3.21 The pressure for development in the countryside (and especially within the Green Belt) is intense. Therefore the Local Planning Authority must be satisfied that an agricultural worker's dwelling is essential, and that the dwelling is a relatively modest one suitable for its long term retention for the needs of agriculture locally.

4.3.22 In granting permissions the size of the dwelling should reflect the agricultural need and not the individual aspirations or circumstances of applicants. This is to avoid large dwellings being built in the countryside which are disproportionate to the needs of the holding which they serve. These may then become subject to pressure for release from agricultural occupancy because of the difference between their open market value and the price which a wholly agricultural worker can afford.

Draft Policy 4.23

Agricultural Dwellings

Agricultural dwellings which are of an excessive size or which are disproportionate to the income generated by the holding for the worker in question will not be permitted.

4.4 Heritage & Conservation

Introduction

4.4.1 The historic environment plays an important role in the economic well-being of the area, particularly in relation to tourism. This can place significant pressures on the historic environment. Pressures come from the demand to modernise historic buildings, change their uses, develop within Conservation Areas, and from the increased effects of traffic and highway improvements. The Council will apply the detailed policies set out in the NPPF with regard to conserving and enhancing the historic environment. The policies in this chapter should be considered alongside the NPPF policies, and seek to enable future development whilst conserving and enhancing our historic assets. Further advice and guidance on planning and heritage assets is published by Historic England, including: Historic Environment Good Practice Advice in Planning Note 3 (2017) - The Setting of Heritage Assets; and Historic Environment Good Practice Advice in Planning Note 1 - The Historic Environment in Local Plans (2015).

Valuing and Conserving our Historic Environment

4.4.2 As part of the heritage strategy, a publicly accessible Dorset Historic Environment Record (HER) is held and maintained by Dorset County Council's Historic Environment Team. The HER is a record of all aspects of the historic environment in the county and informs the planning and management of the historic environment.

4.4.3 The Council will seek to promote and support initiatives to reduce the number of heritage assets at risk including the sensitive re-use and adaptation of historic buildings. Working with the Highways Authority and Town and Parish Councils, highway infrastructure and public realm works will be designed to protect and enhance the historic environment.

4.4.4 The historic town of Wimborne is vulnerable to flooding. Existing and new dwellings will need to incorporate flood resistance and resilience measures which may affect the character and setting of central conservation areas. Good design will be crucial to ensure this does not harm the historic features of such buildings.

4.4.5 Alongside the draft policy below, two new SPDs are proposed to be drafted and adopted relating to double glazing and windows in the historic environment and another to be drafted and adopted with regard to thatching.

Draft Policy 4.24

Valuing and Conserving our Historic Environment

Heritage assets are an irreplaceable resource and will be conserved and where appropriate enhanced for their historic significance and importance locally to the wider social, cultural and economic environment.

The significance of all heritage assets and their settings (both designated and non-designated) will be protected and enhanced especially elements of the historic environment which contribute to the distinct identity of East Dorset.

For planning applications potentially affecting a heritage asset or its setting, the applicant should assess the significance of the heritage asset and its setting, and the impact of the proposal on that significance, taking account of the following local information and guidance where applicable:

- the Dorset Historic Environment Record (HER)
- relevant Conservation Area Appraisals
- the Countryside Design Summary (This is currently adopted as Supplementary Planning Guidance and will require updating and adopting as a formal Supplementary Planning Document (SPD) to accord with the NPPF)

Conservation Areas

4.4.6 There are 19 Conservation Areas in East Dorset. Conservation Area Appraisals identify the important elements that contribute to the character of conservation areas and propose measures to maintain and improve their character and local distinctiveness. The impact on character of new development within conservation areas is a crucial issue. Carefully designed schemes have the potential to improve historic areas, provided new development complements and enhances the special features of historic buildings and respects the scale, building materials and density of the surrounding built form.

Draft Policy 4.25

Demolition of Unlisted Buildings in Conservation Areas

Permission will only be granted for demolition within a Conservation Area if it will, in itself or through subsequent redevelopment of the site, sustain or enhance the significance of the Conservation Area or its setting.

Where gaps, harmful to the significance of the Conservation Area, would be created as a result of demolition far in advance of redevelopment; demolition for redevelopment will not be permitted unless detailed proposals for the replacement development have been approved by the Local Planning Authority and agreements made to ensure that the replacement works will be carried out within a specified time scale.

Draft Policy 4.26

New Development in or Close to Conservation Areas

Within Conservation Areas proposals for new development, alterations or extensions to buildings and for change of use of land or buildings will be expected to sustain and where appropriate enhance the significance of the conservation area, and will be required to meet all of the following criteria.

1. the siting, design, scale, form and materials respect and complement those of existing buildings and spaces;
2. historically significant boundaries such as important trees, hedgerows or other features contributing to the character of conservation area are retained;
3. open spaces important to the character or historic value of the area are protected;
4. important views within and out of the area are maintained; and
5. the level of activity, traffic, parking, services or noise generated by the proposal do not detract from the character or appearance of the area.

Proposals for a new development, or alteration to a building or demolition of a building that is outside but close to the boundaries of a conservation area will be permitted provided it sustains or enhances the significance or appearance of the adjacent conservation area.

4.5 Landscape, Design & Open Spaces

Introduction

4.5.1 This section of the Local Plan Review covers:

- i. Design of New Development: setting out issues that must be addressed to retain and enhance local character and distinctiveness, to reduce light pollution and to protect dark skies;
- ii. Landscape Quality and Character; and
- iii. Open Space, Leisure and Green Infrastructure, including policy to protect existing open space, and a developer contributions calculator for provision of open space.

Design of New Development

4.5.2 The aim of the emerging policies is to preserve valued features in the towns which give them their distinctive characters and sense of place. New development should respect the prevailing characteristics of a local area and, where possible, enhance those neighbourhoods in need of improvement both within the existing urban areas and within the rural countryside. New development will be expected to be attractive, functional, sustainable and of the highest quality, optimising the site potential and respecting the scale of the locality.

4.5.3 The Countryside Design Summary, currently adopted at Supplementary Planning Guidance provides important design guidance for anyone intending to build in the countryside or villages of East Dorset. It aims to safeguard local character and promote higher standards of building design. The document highlights the diverse character and distinctiveness of buildings and settlements and how they relate to their landscape settings. It also includes design criteria that need to be taken into account and advises on local materials and building traditions. This document will need updating and adopting as a Supplementary Planning Document to inform local plan policy and planning decisions in accordance with the NPPF.

4.5.4 The adopted Core Strategy designated Areas of Great Landscape Value and Special Character Area. These local designations have not been carried forward in this draft local plan review. Government policy has moved away from local designations relying instead on criteria based policies. Sites within these existing designations can be protected where appropriate by criteria based policies in this plan for design, and landscape. There is no justification for retaining these local designations. Much of the AGLV is within the Green Belt which is afforded protection by Green Belt policies.

4.5.5 The Government focus on housing delivery and making effective use of land, particularly brownfield land is expressed in the revised NPPF consultation published March 2018. The Government's aim is to make the best use of land and to achieve higher densities where appropriate to deliver more housing and to minimise loss of the Green Belt. In this context it would be inappropriate to apply blanket assumptions regarding density through Special Character Area designations and these are therefore not to be carried forward into this Local Plan Review. The application of other development management policies in this Local Plan can be used to protect local character and also make the best use of land in accordance with local circumstances.

Draft Policy 4.27

Design of New Development

The design of development must be of a high quality, reflecting and enhancing areas of recognised local distinctiveness. To achieve this, development will be permitted if it is compatible with or improves its surroundings in terms of:

- Layout
- Site coverage
- Architectural style
- Scale
- Bulk
- Height
- Materials
- Landscaping
- Visual impact
- Relationship to nearby properties including minimising general disturbance to amenity
- Relationship to important trees

In the rural area, design should take account of the Countryside Design Summary. (This is currently adopted as supplementary planning guidance and will require updating and adopting as a formal Supplementary Planning Documents to accord with the NPPF (para 153)). Careful design will be required to reduce the risk of crime.

Criteria for External Lighting on Developments

4.5.6 Outdoor lighting is beneficial for a number of purposes including:

- safety of movement;
- security of movement;
- extension of working practices;
- extension of sporting and leisure activities;

- advertising of commercial enterprises;
- 'bringing on' horticultural and farming produce; and
- enhancing the amenity value of important buildings and settlements.

4.5.7 However, lighting can have significant environmental and amenity disbenefits. Lighting columns and associated generators and junction boxes can be visually intrusive. Poorly designed lighting can result in light spill leading to a loss of residential amenity, light spill is also a sign of wasted energy and light pollution of night skies can extend over wide areas. There is a concern that increased levels of outdoor lighting are also having detrimental effects on flora and fauna.

4.5.8 There is concern that additional lighting could have an adverse impact on the character of the countryside, in particular the Cranborne Chase AONB characterised by very low density scattered development with little external lighting. Dark skies are an important part of the overall issue of light pollution because artificial light can obscure the natural beauty of the night sky, which is one of the most visible consequences of poor lighting.

4.5.9 DEFRA leads on and co-ordinates policy relating to light pollution across Government and promotes dark skies within National Parks and Areas of Outstanding National Beauty (AONBs) ⁽²⁾. Over 90% of the population live under a lit night sky but more than 50% of the 380 square miles of the AONB still has some of the lowest levels of light pollution in England; 40% of the AONB has the next level down from this. This special quality should be protected.

4.5.10 The Cranborne Chase AONB Partnership is seeking formal recognition and designation for its dark skies by seeking to gain status as an International Dark Sky reserve (IDSR) and is preparing a Lightscape Management Plan (LMP) to set out acceptable limits for defined environmental zones, which can be applied by the local planning authorities.

4.5.11 The Planning Practice Guidance sets out guidance with regard to light pollution. Detailed advice on the provision of suitable lighting schemes can be gained from the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Obtrusive Light' (2011).

2 Artificial Light in the Environment: policy Update December 2013

Draft Policy 4.28

Criteria for External Lighting on Developments

Proposals for development that require external lighting will need to demonstrate that;

- a. the lighting is the minimum required for the specified use;
- b. light spill is minimised;
- c. lighting fixtures, including generators, columns and junction boxes are located to prevent visual intrusion; and
- d. within the Cranborne Chase AONB or within its setting, the requirements of the AONB Position Statement on light pollution incorporated in the adopted AONB Management Plan are taken into account.

Applicants should submit lighting plots, and column and luminaire details to demonstrate that the scheme does not cause significant light spill. Conditions may be used to limit the hours of operation.

Landscape Quality and Character

4.5.12 Forty five percent of the Local Plan area is designated as an Area of Outstanding Natural Beauty (the Cranborne Chase AONB). Alongside national polices, the Local Plan aims to ensure that development does not harm these areas, but adds to their attractive character. Additionally, outside designated landscape areas the quality of development will need to ensure that the character and visual amenity of settlements, their setting and the countryside are protected and enhanced.

Draft Policy 4.29

Landscape Quality and Character

Development will need to protect and seek to enhance the landscape character of the area. Where proposals could have a significant impact on the landscape, planning applications must be supported by a landscape appraisal identifying the potential impacts of the proposal on landscape character, and its visual impacts.

Proposals will need to demonstrate that the following factors have been taken into account:

1. the character of settlements and their landscape settings;
2. natural features such as trees, hedgerows, woodland, field boundaries, water features and wildlife corridors;
3. features of cultural, historical and heritage value;
4. the physical quality and natural history of rivers, tributaries and waterfronts;
5. protection of important views and vistas, and visual amenity; and
6. tranquility and the need to protect against intrusion from light pollution, noise and motion;

Development will be permitted where its siting, design, materials, scale and landscaping are sympathetic with the particular landscape quality and character.

Open Space, Leisure and Green Infrastructure

4.5.13 The provision of attractive, accessible and functional open space is important for the well being and health of residents and the support of valuable wildlife. The Council seek to ensure that local residents have access to open space to meet their needs.

4.5.14 The provision of large open spaces and green infrastructure also serves to divert recreational pressure away from the sensitive Dorset Heaths. The mitigation benefits of sites provided in support of the heathland policies will be enhanced by green infrastructure through improved connectivity with other open spaces, thereby promoting informal recreation (such as cycling and dog walking) and facilitating access by alternative forms of transport to the car. Green infrastructure will also be designed to protect and enhance sites of biodiversity value.

4.5.15 The Christchurch and East Dorset Open Space, Sport and Recreation Study (2007) sets out in detail, the existing provision throughout the Plan area. It also identifies the level of provision that should be available and where shortfalls exist for each type of open space. The policy below therefore particularly seeks to ensure that provision of these types of facilities is not reduced through redevelopment or changes of use.

4.5.16 The SE Dorset Green Infrastructure Strategy (2011), endorsed by the Council and the partner organisations, identifies large scale, cross boundary needs.

4.5.17 The policy below aims to deliver a combination of new facilities and improvements to existing ones, depending on the unique needs of the 'Local Need Areas' and the availability of land.

4.5.18 Strategic housing developments will be required to make provision for recreation and open space either by on-site provision or developer contributions. This would generally include sites allocated for housing in the local plan, and any proposal of 40 or more dwellings; although the need for on-site provision will be assessed on a case by case basis, in view of the 2007 Open Space, Sport and Recreation Study, and more recent provision of open space and housing. This could require smaller sites of less than 40 dwellings to make such provision.

4.5.19 If on-site provision is made, the applicant will not be required to make any further financial contribution for open space. Where appropriate provision is not made on site, proposals over 10 dwellings, or over 1000m²(gross internal floorspace) will be required to pay a developer contribution that will be used for the improvement and enhancement of existing facilities. The Council will need to amend the CIL 123 list in view of this policy, as contributions cannot be taken through S106 agreements, if it is listed as eligible for CIL funding on the council's CIL 123 list. This contributions policy will only be included in the local plan if the government takes forwards its draft proposals to lift pooling restrictions for section 106 funding. The latter would enable us to combine payments received from any number of proposals to fund projects. Under the existing pooling restrictions, contributions are limited to a maximum of 5 development contributions, which if the schemes are small, may not generate sufficient funding to provide effective open space delivery.

4.5.20 The contribution payable is calculated using the following formula:-

Number of people the proposed development will accommodate (calculated on basis of 2.42 per house and 1.65 per flat)	X	0.00375 (standard per person, i.e. 3.75 divided by 1000)	X	£2876 (the cost of improving 1 ha of open space)	X	25 years	=	Developer Contribution Payable
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Draft Policy 4.30

Open Space, Leisure and Green Infrastructure

Required Standards for Open Space

The open space standards and Local Need Area boundaries provided by the 2007 Open Space, Sport and Recreation Study will be applied throughout the Plan area (amended as necessary to take account of recent open space and residential developments and new areas allocated for housing in the Local Plan):

Open Space Standards: Open Space and Recreation Study 2007				
Open space Uses	Recommended accessibility standard (straight line distance).	Recommended quantity standard (hectares per 1000 population)	Recommended quantity standard (square metres per person)	Total recommended provision
Recreation Grounds & Public Gardens (includes parks)	450m	0.5 ha	5.0 sq m	3.75 ha per 1000 population / 37.5 sq m per person
Amenity Green Space	450m	0.5 ha	5.0 sq m	
Natural & Semi-natural Green Space	600m	1.0 ha	10.0 sq m	
Active (outdoor) Sports Space	600m	1.25 ha	12.5 sq m	
Children & Young People's Space	450m	0.25 ha	2.5 sq m	
Allotments	600m	0.25ha	2.5 sq m	

Loss of Existing Open Space

Existing open spaces and leisure facilities identified on the Proposals Map (which includes public and private spaces), will be protected for open space uses (as listed in the table above). Informed by the 2007 study, the loss of such sites for open space will not be permitted unless the following criteria are met:

- a. replacement provision is provided in a suitable location to meet the needs of the catchment population; or
- b. it can be demonstrated that it is no longer practical or viable to retain the facility in its current use and the development provides alternative community benefit which outweighs the loss of the facility; or
- c. it can be demonstrated that the facility is no longer needed to serve the needs of the community.

The 2007 study identified cases where for certain types of open space in particular local needs areas, there is a deficit in provision against target standards. Proposals that involve a loss of specific use types where there is a deficit in provision, will only be permitted if the above criteria can be met.

New Open and Green Infrastructure Space Provision:

i. Developer Requirements for Housing Proposals:

Strategic sites will be required to provide open space of a suitable quality and quantity on-site. This would generally include sites allocated for housing in the local plan, and developments of 40 or more dwellings; although the need for on-site provision will be assessed on a case by case basis, in view of the 2007 Open Space, Sport and Recreation Study, and more recent provision of open space and housing in the catchment area of the development. Where a proposal makes appropriate on-site provision is made, no further contributions will be sought for open space.

All proposals for more than 10 dwellings or with a combined floor-space greater than 1000m² of gross internal floor-space, will be required to pay a financial contribution towards the improvement in quality and accessibility of existing open space, unless they make on-site provision for open space. The contribution will be calculated using the methodology set out in the explanatory text accompanying this policy.

Where appropriate, elements of green infrastructure should 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. When considering sites for new green infrastructure provision, priority will be given to sites which can be integrated into a network of green infrastructure.

4.6 Economic Growth

Introduction

4.6.1 East Dorset faces significant challenges in stimulating local employment growth, inward investment, and facilitating sustainable development of the tourist industry. In meeting the future needs of the economy and local communities it is also important that an appropriate range of retail facilities are maintained across the area.

4.6.2 This section addresses the following issues associated with establishing a sustainable and prosperous economy:

- Employment land hierarchy - the location of employment uses across sites in East Dorset
- Use of existing employment land
- Economic development in rural areas and farm diversification
- Safeguarding local shops and other local community facilities
- Supporting the tourist economy

4.6.3 Local Plan policies relating to the broad provision of employment land, the town centre hierarchy and the distribution of employment land in East Dorset are set out in 'Section 3 Strategic Policy'. The detailed policy approach for the main retail centres in East Dorset is set out in Section 5. Strategic allocations of new employment sites are also set out in Section 5.

The Natural Environment and Climate Change

4.6.4 The area is renowned for the quality of its natural environment; these natural assets are a valuable resource for the area and help to sustain our local tourism industry as well as attracting businesses to locate in the area. Growth in employment and tourism must help to support the environment and avoid contributing to the causes of climate change.

Connectivity and Accessibility

4.6.5 Within the wider sub-region East Dorset is not well connected to the rest of the South West and South East. There is no motorway access and parts of the area are served by limited public transport services which has implications for the level of future inward investment that can be achieved in comparison to better connected areas in the South East.

4.6.6 Rural areas only provide limited employment opportunities and shopping facilities. There is a requirement for key rural centres such as Sturminster Marshall, Sixpenny Handley, Cranborne and Alderholt to maintain and possibly expand existing employment, shops and facilities to reduce the need to travel. Nevertheless it is unrealistic to believe that sufficient facilities can be provided in these small settlements to avoid trips to other centres in the area. However, the rise of the Internet now enables rural communities to access goods and services by different means.

East Dorset Employment Land Hierarchy

4.6.7 Policy 4.31 provides the opportunity to maximise the market potential of employment sites in East Dorset in a way that is sensitive to the types of business activity currently located on these sites and activity that could be attracted to these sites in the future. The direction of higher order employment uses to higher quality sites across the district will also assist in encouraging clusters of related activity which promotes economic growth such as with clusters of engineering companies located at Ferndown Industrial Estate. The site hierarchy approach needs to be sensitive to the changing economic requirements during the plan period and in this respect a specific approach is adopted to individual sites.

4.6.8 The approach to provision of employment land is set out in Policy 3.6 of the Key Strategy. The employment land hierarchy set out in Policy 4.31 identifies the 'Strategic' and 'Other Higher Quality' sites that will be key in delivering sufficient employment land to meet projected requirements to 2033.

4.6.9 On strategic sites including Blunt's Farm and Ferndown Industrial Estate it is necessary to consider a range of non employment uses which are ancillary to the main employment uses and necessary to meet the needs of workers. This approach assists in making these locations more attractive for inward investment. Potential ancillary uses have been explored through the East Dorset employment land review process.

4.6.10 Across the plan area a large proportion of employment sites fall within one market segment of 'general industrial / business activity'. It is important to sustain businesses in the local area but also to encourage inward investment from a more diverse range of business activity. The employment land hierarchy identifies a range of sites suitable for 'upgrading' whereby through on site and off site infrastructure improvements and the delivery of the right mix of premises, opportunities may be generated for inward investment.

Draft Policy 4.31

East Dorset Employment Land Hierarchy

The following site hierarchy is proposed to influence the location of employment uses across sites in East Dorset. 'Higher order' uses that are economically productive offering highly skilled and well paid employment will be located on 'Strategic Higher Quality' sites which offer the necessary locational attributes. A more flexible approach toward employment uses will be adopted towards other employment sites in the East Dorset hierarchy.

The following site is considered to be a 'strategic higher quality site' and offers the necessary locational attributes to attract 'higher order' uses. This site will be the focus for meeting projected requirements for B1 (Office and Light Industrial uses), B2 (General Industry) and B8 (Warehousing and Distribution) uses as set out in Key Strategy Policy 3.6. The Strategic site set out below will be protected for employment uses within B1, B2 and B8. On this site, employment activity within non B use class (other employment generating uses) will only be considered where it makes a significant contribution to raising levels of productivity and offers skilled employment opportunities. Non employment uses ancillary to core employment functions will be considered where such facilities are required to meet the needs of workers.

Strategic Higher Quality Sites:

- Blunt's Farm, Ferndown Industrial Estate

The following sites will also be a focus for meeting projected requirements for B1 (Office and Light Industrial uses), B2 (General Industry) and B8 (Warehousing and Distribution) uses as set out in Key Strategy Policy 3.6. Employment uses within B1, B2 and B8 use classes will be protected in accordance with Policy 4.32. A more flexible approach will be adopted for the following sites where B1, B2 and B8 uses will be accommodated in addition to a more diverse range of non B employment uses, as well as non employment uses ancillary to core employment functions:

- Brook Road Industrial Estate, Wimborne, East Dorset
- Gundrymoor Industrial Estate, West Moors, East Dorset
- Riverside Park Industrial Estate, Wimborne, East Dorset
- Uddens Industrial Estate, Ferndown, East Dorset
- Ferndown Industrial Estate, East Dorset
- Woolsbridge Industrial Estate, Three Legged Cross, East Dorset
- Ebblake Industrial Estate, Verwood, East Dorset
- Bailie Gate Industrial Estate, Sturminster Marshall, East Dorset
- Stone Lane Industrial Estate, Wimborne.

Existing Employment Land

4.6.11 There is a shortage of employment land that is available in the short term in South East Dorset and key strategic sites such as Blunt's Farm and Ferndown Industrial Estate face infrastructure constraints which limit the level of development that can come forward. In this respect it is important to retain employment sites in sustainable locations well served by infrastructure that enable the future employment land requirements of the housing market

area to be met. In adopting a flexible approach to changes in economic circumstances the loss of employment land will be considered where there is robust evidence to demonstrate that a site is not required by the market to meet projected land requirements over the plan period to 2033. In some instances mixed use schemes may be considered where this is necessary for reasons of development viability to enable a site to come forward for development.

Draft Policy 4.32

Alternative Uses for Employment Land Where Justified by Market Evidence

Where there is strong evidence of the lack of market demand over the plan period (2013 – 2033) employment land may be considered for non B use classes. High quality mixed use schemes may also be considered to ensure a site can be brought forward for development.

Communications Infrastructure

4.6.12 High quality communications infrastructure is vital for sustainable economic growth, and high speed broadband and other communications networks also play an important role in enhancing the provision of local community facilities and services. Many types of communications equipment do not require express planning permission but may be installed under permitted development rights.

4.6.13 It is national policy, set out in the NPPF, that the planning system should encourage and not hinder the expansion of electronic communications networks, including telecommunications and high speed broadband. However, this does not mean the appearance of buildings, towns and the countryside can be allowed to suffer serious damage, or that the ecology of identified sites of nature conservation importance should be degraded. The Council will consider the prevailing government advice which stresses the importance of modern communications as an essential part of the local community and national economy in determining planning applications. It is recognised that other developments may, in turn, have an impact on electronic communications. In particular, bulky buildings or large structures may mask or reflect signals or block micro-wave links. This may be a material consideration in determining planning applications.

Draft Policy 4.33

Electronic Communications Network

In determining whether approval of siting and appearance is required or considering applications for planning permission from licensed telecommunication operators, including the provision of high speed broadband networks, the planning authority will need to be satisfied that:

1. The siting and external appearance of apparatus, including any location or landscaping requirements, have been designed to minimise the impact of such apparatus on amenity, while respecting operational efficiency;
2. Antennae have, so far as is practicable, been sited so as to minimise their effect on the external appearance of the building on which they are installed;
3. Applicants for large masts have shown evidence that they have explored the possibility of erecting antennae on an existing building, mast or other structure;
4. Applicants have, where possible, considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators.

The potential impacts of proposals for bulky buildings or other structures upon known telecommunications links will be taken into account in determining planning applications. Measures to mitigate significant impacts will be required as a condition of planning permission.

The Rural Economy

4.6.14 The rural economy performs a significant role in the sustainable economic growth of East Dorset. The Local Plan will strictly control economic development in open countryside away from existing settlements and strategic housing and employment allocations identified in this plan. There are however, opportunities for economic development to come forward in or on the edge of existing settlements where employment, housing, services and other facilities can be provided close together. Such proposals should be small scale to reflect the rural character.

4.6.15 Additionally, the Local Plan will consider favourably proposals for sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and which utilise and enrich, rather than harm, the character of the local countryside, towns, villages, buildings and other features. The Council recognises the important role played by major country landowners and large rural estates in shaping, maintaining and promoting rural housing, enterprise, tourism and landscape quality.

Draft Policy 4.34

Conversion and Re-use of Existing Buildings for Economic Development

Proposals for the conversion and re-use of appropriately located and suitably constructed existing buildings in the countryside for economic development, including tourist related uses, must ensure:

1. The proposal supports the vitality and viability of rural service centres and villages with existing facilities.
2. Proposals must not adversely impact the supply of employment sites and premises and the economic, social and environmental sustainability of the area, when considering proposals which involve the loss of economic activity.
3. Proposals do not have a materially greater impact on the openness of the Green Belt and the purpose of including land within it.
4. The benefits outweigh the harm in terms of:
 - i. The potential impact on countryside, landscapes and wildlife.
 - ii. Development is compatible with the pursuit of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) purposes, which are set out in the AONB Management Plan.
 - iii. Local economic and social needs and opportunities not met elsewhere.
 - iv. Settlement patterns and the level of accessibility to service centres, markets and housing.
 - v. The building is suitable for the proposed use without major re-building and would not require any significant alteration which would damage its fabric and character, or detract from the local characteristics and landscape quality of the area. Any necessary car parking provision should also not have an adverse impact on the setting of the building in the open countryside.
 - vi. The preservation of buildings of historic or architectural importance/interest, or which otherwise contributes to local character.

Draft Policy 4.35

New Development and Rural Diversification

Proposals for the development and diversification of agricultural and other land-based rural businesses will be supported which meet the criteria set out in the National Planning Policy Framework and also that:

1. Are consistent in scale and environmental impact with their rural location avoiding adverse impacts on sensitive habitats, landscapes identified through landscape character assessments and the openness of the Green Belt;
2. Conserve the landscape quality and scenic beauty of the Cranborne Chase and West Wiltshire Downs AONB, and comply with the provisions of the AONB Management Plan;
3. Do not harm amenity and enjoyment of the countryside through the impact of noise and traffic generation;
4. That minimise additional trips on the highway network and are accessible by sustainable modes other than the car;
5. They would have no adverse impact on existing local shops.

Subject to compliance with criteria set out above acceptable uses for rural diversification include:

- Tourism
- Leisure and related activities
- Equestrian
- Small offices
- Light Manufacturing
- Renewable energy
- Retail (farm shops and pick your own)

Support will be given to new forms of working practices, which include the creation of live/work spaces in rural areas. The assessment of these proposals will be made in accordance with rural housing need and potential affordable housing exception sites as well as access to services.

The Safeguarding of Local Shops, Services and Facilities

4.6.16 East Dorset has a range of local commercial facilities that provide for the basic needs of the community, including shops, supermarkets, pubs and post offices, however, most of these are located in the urban area. Some rural communities in East Dorset lack convenient access to basic facilities. The rural settlements and villages are also vulnerable to the loss of non profitable facilities. Maintaining shops and other local facilities is important in maintaining the vitality and viability of local retail centres, shopping parades and rural settlements.

Draft Policy 4.36

Shops and Community Facilities in local Centres and Villages

The loss of existing retail premises, leisure and other local facilities will be resisted unless it is clearly demonstrated there is insufficient demand and it is not feasible and viable to support their continued existence and the loss would not result in a substantial decline in the range and quality of services for local people.

Supporting the Tourist Economy

4.6.17 The historic town centre of Wimborne has the potential to enhance tourism and the evening economy through the provision of restaurants and cafés in appropriate locations. Tourism is a key part of the local economy which employs 1,700 people and is a growing sector which plays an important role in creating jobs and sustaining the local economy. The area serves as an important base for visiting tourist destinations within the districts and elsewhere, such as The New Forest National Park, The Jurassic Coast and Bournemouth and Poole.

4.6.18 The Local Plan adopts a sustainable approach to tourism in avoiding harmful impacts on important natural features which make the area attractive to visitors and in reducing recreational pressure on sensitive habitats, the Dorset Heathlands and the New Forest.

Draft Policy 4.37

Tourism

The unique features of East Dorset which attract visitors to the area will be protected and enhanced. Holiday accommodation and tourist facilities that are required to meet the needs of the local economy will also be maintained. These objectives will be achieved through the following measures:

1. Tourist related development must avoid increasing visitor pressure on the Dorset Heaths. Policies 3.5 and 4.2 of this plan sets out the approach to heathland mitigation and the approach to proposals for the development of holiday accommodation.
2. New visitor attractions and accommodation should be located in sustainable locations which can be accessed by sustainable modes of transport. In addition, sustainable modes of transport will be encouraged for existing tourist attractions.
3. The loss of existing holiday accommodation or tourist facilities will be resisted unless it is demonstrated that the existing use is no longer economically viable and the proposed change of use would not adversely affect the range of tourist accommodation and facilities required to meet the needs of the local economy.
4. The aims and objectives of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty Management Plan will be supported.

Criteria for the Location of New and Extended Holiday Caravan and Camping Sites

4.6.19 Camping and caravanning remain popular forms of tourism. They bring valuable additional income to the local economy. However, their impact upon the rural environment can be severe. Static caravan sites and holiday chalets are essentially forms of permanent development, whose occupation is difficult to control and which are essentially unsuitable within the open countryside.

4.6.20 Sites for touring caravans and camping also conflict directly with the aims of the Green Belt. Elsewhere they are likely to be more acceptable, although in the Area of Outstanding Natural Beauty or Areas of Great Landscape Value they can damage the landscape quality, unless they are small in size and sensitively sited and landscaped. The number of suitable sites in these areas are likely to be limited.

4.6.21 Elsewhere in the countryside there is more scope for touring caravan and camp sites, particularly in well-wooded areas, although it is important that they should be unobtrusive, and should not adversely impact upon rural character having regard to landscape and design policies in this plan.

Draft Policy 4.38

Camping and Caravan Sites

New sites or extensions to sites for static or touring caravans, tents, chalets or cabins for holiday use will not be permitted within the Green Belt, or where it would cause harm to the landscape character of the AONB. Elsewhere, such development will be permitted if the following criteria are satisfied:

- a. the site is well screened from external views by means of landform or landscaping;
- b. the development would not harm residential amenity;
- c. any additional traffic can safely be accommodated on the local highway network;
- d. the proposal would not harm an important wildlife habitat;
- e. there would be no detrimental impact upon a site of archaeological importance, listed building, or conservation area;
- f. the site is well laid out to provide adequate room for pitches and will allow for generous landscaping;
- g. it is established that any risk of flooding is acceptable.

4.7 Bournemouth Airport

4.7.1 Bournemouth Airport is a key asset for the region with existing capacity to accommodate 3 million passengers per annum. The Airport is located on the north west of Christchurch Borough and is adjacent to the south eastern border of East Dorset district.

4.7.2 The adopted Christchurch and East Dorset Core Strategy (2014) and emerging Christchurch Local Plan Review contain a full suite of policies relating to the Airport and adjoining business park. However, in the East Dorset Local Plan Review it is necessary to include development management policies relating to Bournemouth Airport Safeguarding and also development and aircraft noise.

4.7.3 In terms of airport safeguarding, this zone extends to the majority of East Dorset District so it is necessary to have a policy approach set out in this Local Plan. It is also appropriate for this Local Plan to provide a policy approach for development and aircraft noise as the noise contours identified in Policy 4.40 extend into West Parley.

Bournemouth Airport Aerodrome Safeguarding

4.7.4 The Safeguarding Zones around Bournemouth Airport are defined on a safeguarding map issued by the Civil Aviation Authority. They define certain types of development which by reason of their height, attraction to birds or inclusion of or effect upon aviation activity

require prior consultation with the Airport Operator, who is identified as the Aerodrome Safeguarding Authority under the terms of the ODPM Circular 01/2003. This Circular also sets out detailed guidance on how safe and efficient operations can be secured.

4.7.5 The Safeguarding Zone for Bournemouth Airport covers a considerable proportion of the South East Dorset conurbation. The main implications for the types of development that will require consultation are:

- Any proposal likely to attract birds, such as proposals involving mineral extraction or quarrying, waste disposal sites and management facilities, significant areas of landscaping, reservoirs or other significant areas of water, land restoration schemes, sewage works, nature reserves or bird sanctuaries;
- Applications connected with an aviation use; all wind turbine applications;
- Development over a certain height in different areas as specified on the safeguarding map.

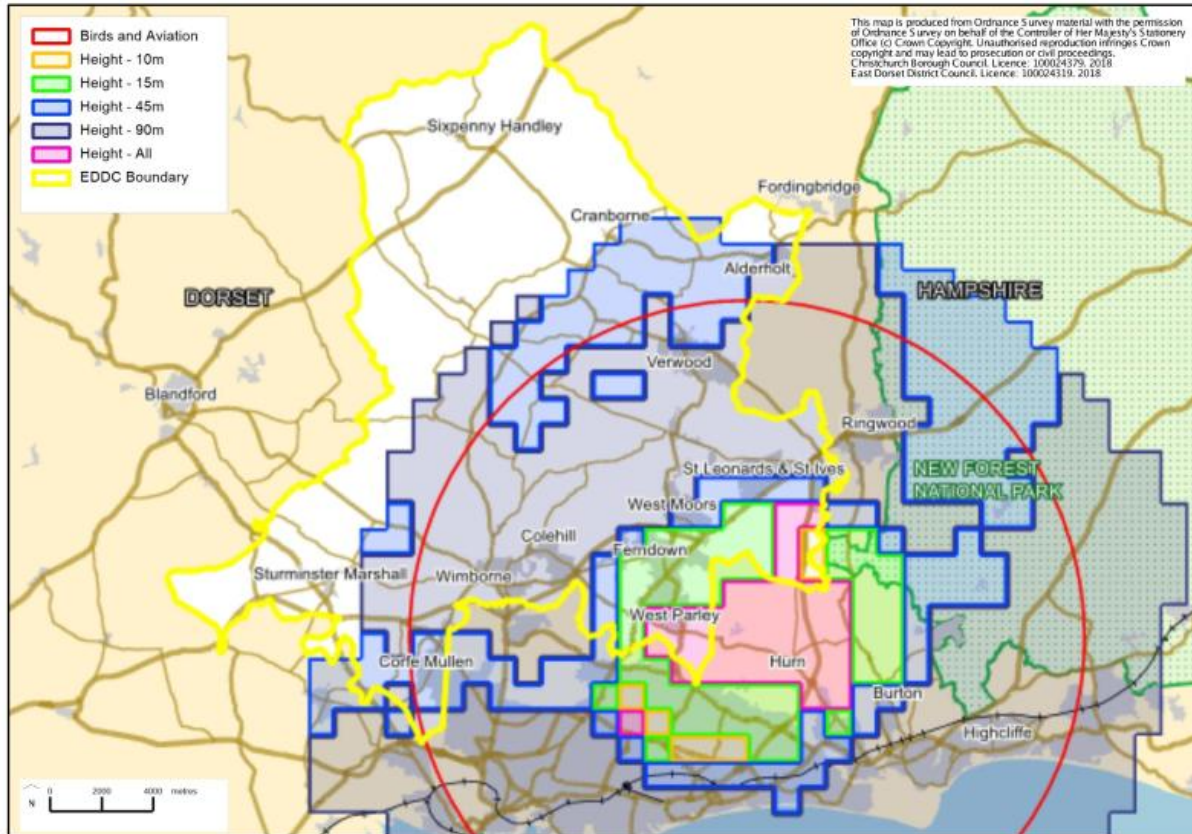
4.7.6 The Safeguarding Zones relating to building height are divided into areas where development is required to be assessed by the Airport Operator: all development; development over 15 metres in height (over ordnance datum); development over 45 metres AOD. These zones extend over all of the South East Dorset conurbation and a considerable distance beyond.

4.7.7 On a precautionary basis, consultations should be made in relation to telecommunications development within 3km of the airport perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.

Draft Policy 4.39

Bournemouth Airport Aerodrome Safeguarding

Development that would affect the operational integrity or safety of Bournemouth Airport or Radar will not be permitted.



Map 4.7.1 Aerodrome Safeguarding

Development and Aircraft Noise

4.7.8 It is important to ensure that land use planning prevents the encroachment of noise sensitive development, in particular residential dwellings around airports. As a national trend there have been significant reductions in populations in the areas around airports affected by aircraft noise and it is important to maintain that trend in the future.

4.7.9 Since the publication of the NPPF, national planning guidance on Planning and Noise (PPG24) has been lost. In the absence of guidance in the NPPF, PPG or a national statement on aviation policy, its necessary to address this issue through the Local Plan.

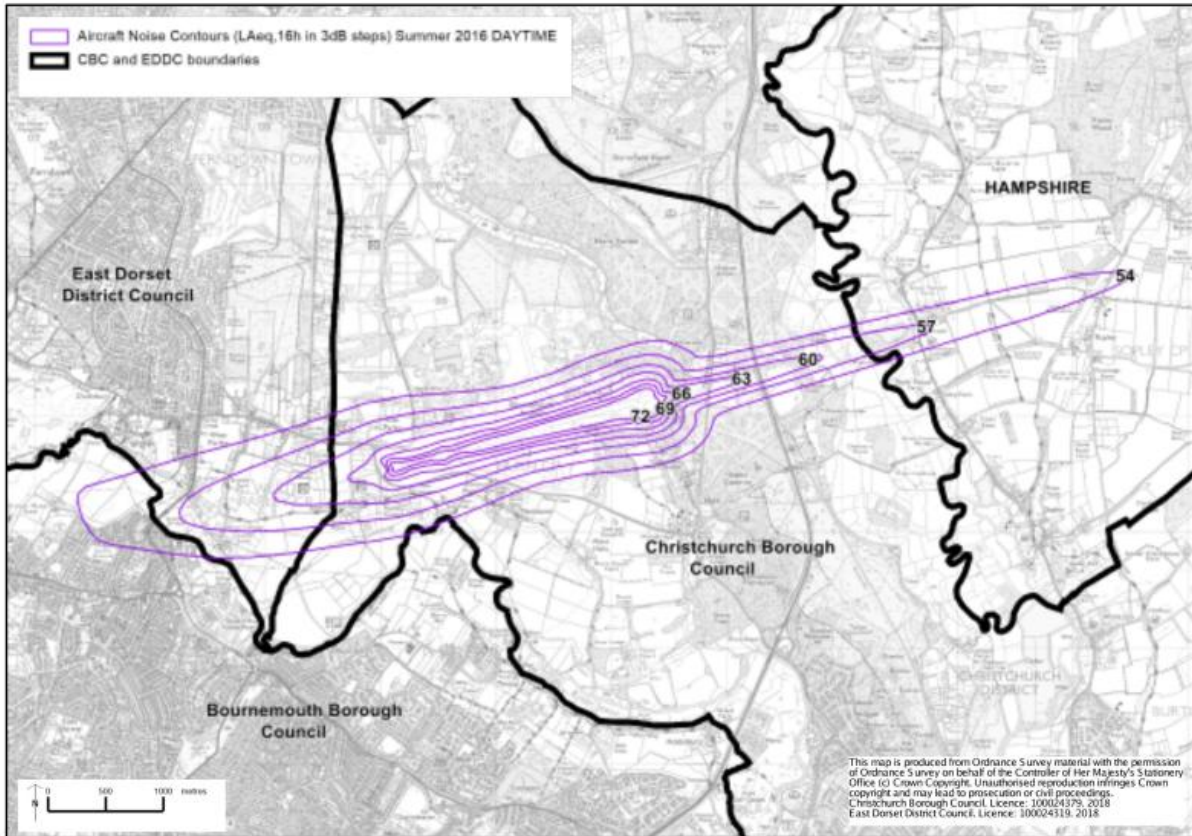
4.7.10 The following policy approach has been developed with the Airport in order to ensure, where possible that development in noise sensitive areas, and population encroachment into previously noisy areas are prevented. This approach is consistent with the Airport's master plan and the impact of forecast noise contours. This policy approach works alongside the use of planning conditions and Section 106 agreements associated with the grant of planning permission which place airport operating restrictions to limit the impact of aircraft noise.

Draft Policy 4.40

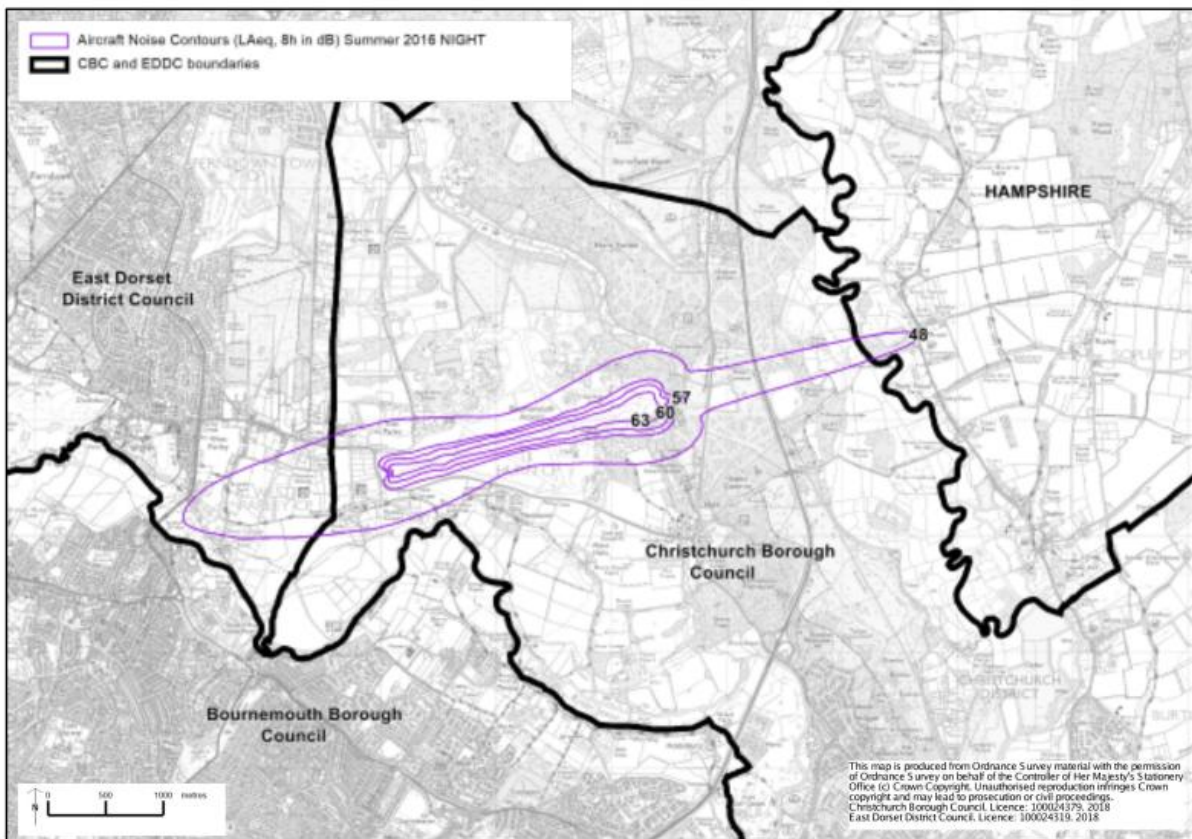
Development and Aircraft Noise

Applications for noise sensitive development or redevelopment on sites likely to be affected by aircraft noise will be determined in relation to the latest accepted prediction of existing and foreseeable ground measurement of aircraft noise. Applications for noise sensitive development will be determined in accordance with the following noise exposure categories (NEC):

- NEC A <57 LAeq - Aircraft noise will not be a determining factor.
- NEC B 57-66 LAeq - Aircraft noise will be taken into account in determining applications for planning permission and where appropriate conditions will be imposed to ensure an adequate level of protection against noise.
- NEC C 66-77 LAeq - Planning Permission will not be granted except where the site lies within the confines of an existing substantially built up area. Where residential development is exceptionally granted, conditions will be imposed to ensure an adequate level of protection against noise.
- NEC D >77 LAeq - Residential or other noise sensitive development will not be permitted.



Map 4.7.2 Aircraft Noise, Day time



Map 4.7.3 Aircraft Noise, Night time

5 Site Allocations and Area Based Policies

5.1 Wimborne, Colehill & Corfe Mullen

5.1.1 Introduction

5.1.1.1 This section examines a number of key issues regarding the future of the main settlements of Wimborne, Colehill and the village of Corfe Mullen which 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 Wimborne Town Centre and Corfe Mullen Local Centre and improvements to retail provision.

5.1.2 Housing

Introduction

5.1.2.1 The Key Strategy 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 Wimborne, Colehill and Corfe Mullen to contribute toward the delivery of the overall objectively assessed housing needs for East Dorset.

5.1.2.2 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 Wimborne, Colehill and Corfe Mullen. 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.

5.1.2.3 Following the initial consultation on the scope of this Local Plan (Regulation 18 Stage) an 'area of search' has been defined for Corfe Mullen 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.

5.1.2.4 A number of sites were also submitted adjoining or in close proximity to the existing urban area of Wimborne. and Colehill. All of these are within the Green Belt. Submitted sites west and north of the town would encroach on open countryside and are not supported. Sites east of the town are not supported as they would reduce the gap between Wimborne and Colehill. Therefore, further development at Wimborne over an over the already planned new neighbourhoods is not proposed.

Existing Housing Potential

5.1.2.5 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 Wimborne, Colehill and Corfe Mullen further to the south. 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.

5.1.2.6 This latest SHLAA update has identified potential to deliver 2,144 new homes within the existing settlements of Wimborne and Colehill. This housing potential figure includes the existing new Neighbourhoods of Cuthbury Allotments, North Wimborne and South of New Road. In addition to this, Corfe Mullen has identified potential to deliver 243 new homes, which includes the existing new Neighbourhood of North of Wimborne Road.

5.1.2.7 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 the Corfe Mullen area and this option is explored further in this section.

Wimborne and Colehill

Cuthbury Allotments and St Margaret's Close New Neighbourhood

5.1.2.8 These sites lie to the immediate west of Wimborne and offer the opportunity to provide homes within easy access of key services, facilities and work opportunities. They are important gateways to the historic town and, as such, development is expected to be of the highest design quality. The Cuthbury site provides the opportunity to relocate the Football Club and enable it to significantly improve the facilities it can offer. This will also allow the opportunity for Victoria Hospital to expand and improve its important services to the community.

5.1.2.9 Active sports space is to be provided across Wimborne and Colehill. Additionally, further needs for allotment provision are identified specifically for Colehill.

5.1.2.10 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 5.1

Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne

Areas south of Julians Road, at Cuthbury allotments, at Wimborne Town Football Club and to the east of St Margaret's Hill are allocated to provide New Neighbourhoods including 220 homes, open space and 0.4 hectares of land for a future extension to Victoria Hospital, or housing if shown to be not required.

Layout and Design

- The layout and design of the schemes must be consistent with the principles set out in the Masterplan.
- A design code will be agreed by the Council, setting out the required high standards.
- Development must be sympathetic to the gateway location of the sites and their proximity to the Wimborne Minster Town Centre Conservation Area.

Green Infrastructure

- Land running alongside the river is to be set out as parkland, to provide an attractive informal recreation area.
- 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.
- New replacement allotments are to be provided in an easily accessible location within the Town or Colehill Parish. Land is identified to the south of Julians Road, and as part of Policy 5.3 to meet the needs of the allotment holders.

Transport and Access

- The main access for the Cuthbury site is to be delivered from Julians Road with a secondary access from Cuthbury Gardens. Only pedestrian and cycling access is to be provided from Cowgrove Road.
- Access for the St Margaret's Hill site will come from St Margaret's Close.
- The Cuthbury development must contribute to delivering a traffic light controlled system to improve safety at Julian's Bridge.
- Improved pedestrian and cycle access must be provided across the River Stour to enable access to the wider countryside, the town centre and the settlements to the south.

Phasing

- Prior to development of land occupied by the Football Club a new ground must be made available as identified in Policy 5.3.
- Suitable new allotments are to be made available before allotment holders have to vacate the existing site.



Map 5.1.2.1 Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne

Cranborne Road New Neighbourhood

5.1.2.11 This New Neighbourhood provides the opportunity to locate homes in close proximity to the town centre with its wide range of facilities, services and employment opportunities. To provide further community support the New Neighbourhood includes shops and services to meet daily needs and a new first school.

5.1.2.12 Care needs to be taken to ensure that the development sits sensitively in the landscape. A series of ridges run along the north and east of the site and it is important that development is contained within these. Additionally, a strong tree belt contains the land to the west. This should be further strengthened to ensure that there is no visual impact on the Area of Outstanding Natural Beauty to the west.

5.1.2.13 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 has started.

Draft Policy 5.2

Cranborne Road New Neighbourhood, Wimborne

Approximately 16.7 hectares is allocated to provide a New Neighbourhood to the east and west of Cranborne Road, north of Wimborne. This will include about 600 homes, a First School and a local centre, along with significant areas of greenspace.

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.
- Development must be carefully planned to avoid a negative impact on the Burts Hill Conservation Area and the historic character of Wimborne Minster.
- The built form of the New Neighbourhood must not impact on the wider countryside. It will therefore be contained by the ridgelines to the north and east. To the west the strong tree line must be further strengthened to mitigate visual harm that development could cause to the Area of Outstanding Natural Beauty.
- A clear open gap must be maintained between the north of the development and buildings on Dogdean.

Green Infrastructure

- The implementation of a generous green infrastructure strategy, along with a Suitable Alternative Natural Greenspace strategy, in accordance with Policy 4.2 and Appendix B, is a fundamental requirement. This is to ensure that the New Neighbourhood provides major informal recreational opportunities along with landscaping to ensure the scheme blends into the gentle and attractive landscape. Key features to be included include:
 - Suitable Alternative Natural Greenspaces utilising the River Allen Valley and land to the north of the housing.
 - A green corridor running east to west through the housing areas linking with the local centre and school and utilising the existing farm lane in the east.
 - A park within the Burts Hill Conservation Area.
 - Provision of allotments.

Transport and access

- Vehicular access is to be provided primarily from Cranborne Road, access from Burts Hill will be for pedestrians and cyclists only.
- Traffic management measures will be required along Cranborne Road to limit speeds to less than 30 mph.
- Public transport routes are to be provided through the scheme.
- A network of dedicated pedestrian and cycling routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane and also towards the town centre.

Drainage

- A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aims of preventing flooding problems for neighbouring properties and on the River Allen as well as protecting and enhancing nature conservation quality.



Map 5.1.2.2 Cranborne Road New Neighbourhood, Wimborne

South of Leigh Road New Neighbourhood and Sports Village

5.1.2.14 This area offers the opportunity to provide high quality sporting, recreation and open space facilities alongside much needed housing. It can also help to maintain the long term integrity of the Green Belt gap between Colehill and Wimborne. This can be achieved by keeping development to an area no further east than the existing housing on Leigh Road and protecting the gap as public open space.

5.1.2.15 The land is flat with only a few small hedgerows and does not have any identified wildlife quality. There may be some archaeological importance associated with a Roman Road.

5.1.2.16 The New Neighbourhood is closely related to Wimborne. Although the town centre is beyond easy walking distance, it can be accessed by bicycle or via the regular bus services that travel along Leigh Road. To support the daily needs of residents it is proposed that a local centre is provided as part of the New Neighbourhood.

5.1.2.17 The sewage works lie to the south west of the land and it is important that the development takes into account the potential for smell nuisance.

5.1.2.18 The Council's Open Space, Sport and Recreation Survey also identifies a shortfall in the provision of active sports pitches of about 8 hectares within Wimborne and Colehill.

5.1.2.19 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 5.3

South of Leigh Road New Neighbourhood and Sports Village, Wimborne

About 75 hectares of land is allocated for a New Neighbourhood to the south of Leigh Road, east of Wimborne Minster. This will include the following:

1. 350 new homes.
2. A Sports Village with a new home for Wimborne Minster Football and Rugby Clubs, 8 hectares of other active sports pitches, with changing facilities and an area for teenage activity.
3. New allotments.
4. A local centre providing for day to day needs.
5. Land for a First School.
6. About 37 hectares as a country park to the north and south of the A31(T).

Green Belt

- The Green Belt boundary has been amended to remove the land required for the new housing. The boundary runs directly south from Brookside Manor and its amendment is not to narrow the sensitive gap between Wimborne Minster and Colehill/Little Canford. Additionally, the buildings associated with the rugby and football clubs have been removed from the Green Belt.

Layout and Design

- The New Neighbourhood will be set out according to the principles of the Masterplan reports.
- A design code is to 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.
- Suitable land is to be made available to enable the relocation of Wimborne football and rugby clubs. This will include clubhouse facilities, pitches and associated car parking. Lighting of pitches is to be carefully designed to have the minimal possible impact on dark skies.

Transport and Access

- Vehicular access is to come from Leigh Road to the east of Brookside Manor. Emergency vehicular access only will be made available from Parmiter Drive. However, until the new access is provided from Leigh Road a temporary access will be allowed to enable the football club to relocate. Pedestrian and cycling access is to be provided throughout the New Neighbourhood, including the country park.
- Improvements for walking/cycling to link the development to the existing network towards the town centre and the Castleman Trailway.

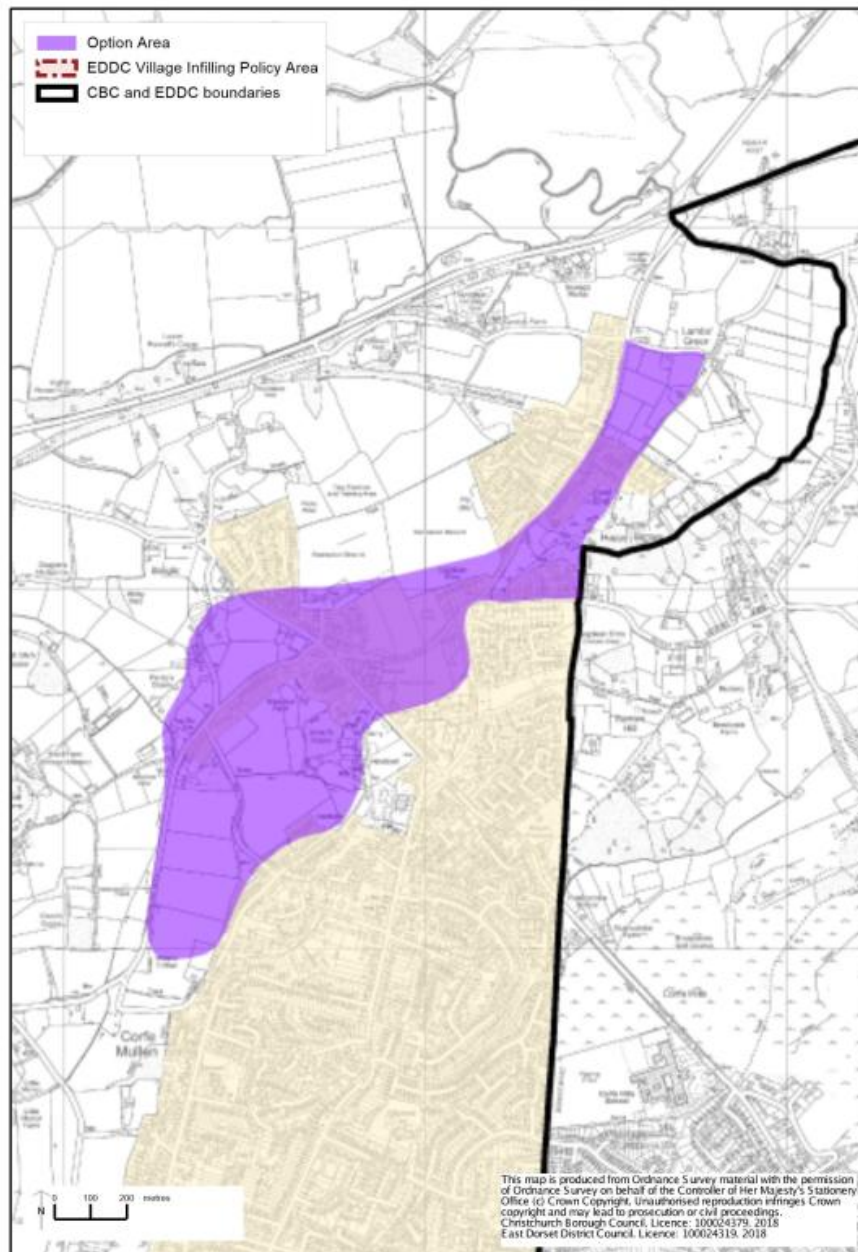


Map 5.1.2.3 South of Leigh Road New Neighbourhood and Sports Village, Wimborne

Corfe Mullen

Corfe Mullen 'Area of Search'

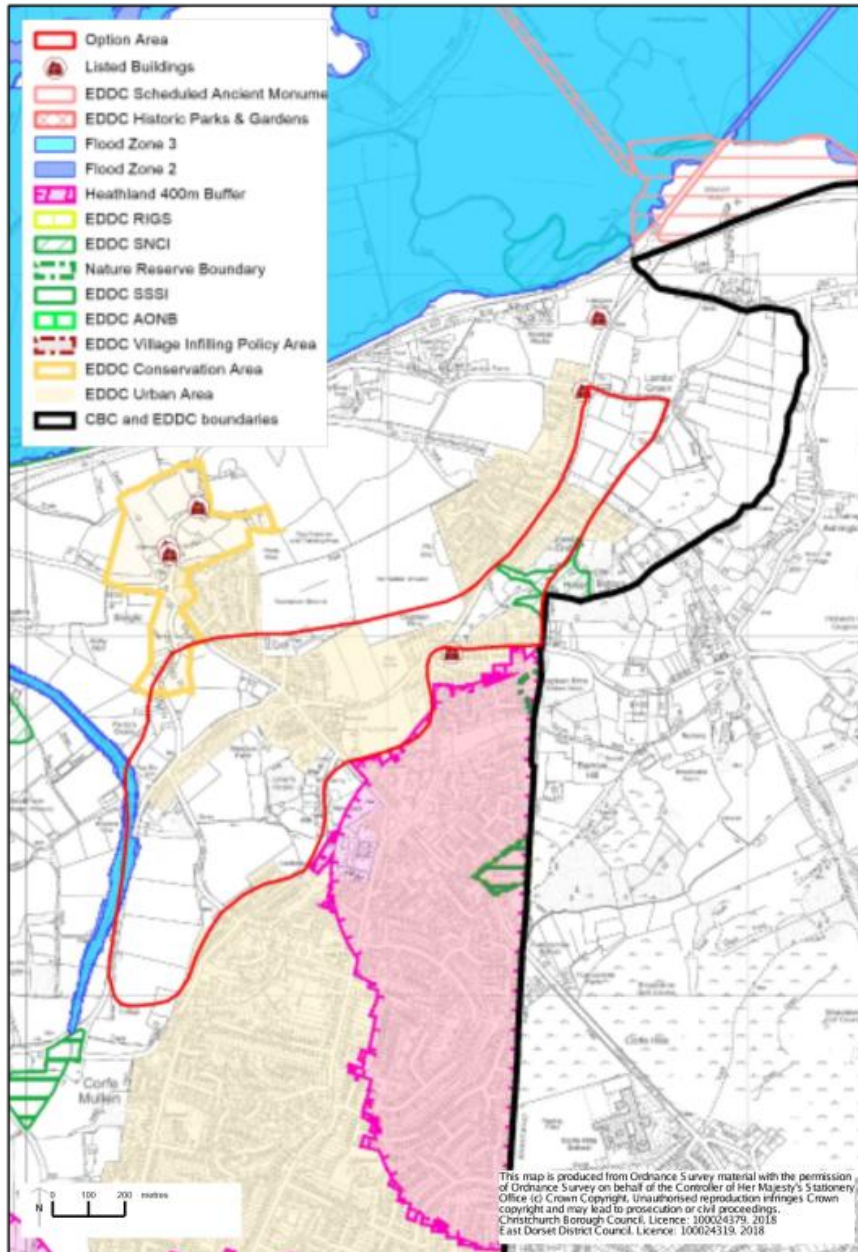
5.1.2.20 An 'Area of Search' has been defined to explore potential options for new housing development in Corfe Mullen. This 'area of search' is defined in relation to the settlement hierarchy and reflects reasonable locations for new housing development in 'Main Settlements' within the district. The 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' is also located to the north of the settlement as a narrowing strip towards the Lamb's Green area.



Map 5.1.2.4 Corfe Mullen Option Area

Area of Search Constraints & Land Use Considerations

5.1.2.21 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 5.1.2.5 Corfe Mullen Constraints

5.1.2.22 The northern end of the area is more distant to the local centre at Corfe Mullen, and also contains a small area of SSSI at Happy Bottom.

5.1.2.23 The central part of the 'area of search' does not include any sensitive environmental designations, which are outside the area, but includes the edge of the Brogg Street / Sleight Lane Conservation Area, extending off to the north. It also includes the existing Core Strategy New Neighbourhood allocation, 'North of Wimborne Road'. The land slopes a way to the south of Wareham Road.

5.1.2.24 The southern end includes a small area of flood risk in the Waterloo valley on the western boundary and the 'area of search' continues until joining the main urban area of Corfe Mullen.

Area of Search Infrastructure Considerations

5.1.2.25 A range of key infrastructure will need to be provided to support potential new development in the Corfe Mullen area. The key infrastructure considerations are set out below:

Suitable Alternative Natural Greenspace (SANG)

5.1.2.26 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

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

5.1.2.27 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 this draft Local Plan.

Education

5.1.2.28 The impact of new development on education provision in Corfe Mullen is an important consideration. This is both for the first schools further to the south of the settlement and the nearby middle school at Lockyer's which has recently received Academy status. The impact on education provision of potential new sites identified in this Local Plan review is being assessed. Any new housing allocations at Corfe Mullen would be required to make provision for new facilities or provide developer contributions to enhance provision locally.

Health

5.1.2.29 An increase in population in the Corfe Mullen area will 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

5.1.2.30 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). Corfe Mullen is currently designated as a Local Centre. The village itself has limited facilities, but those required to support the community which are not in the village are near at hand in Broadstone and Poole. Shopping facilities are limited for the size of the settlement and are found in two small clusters at the northern and southern ends of Wareham Road.

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

New Housing Options

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

5.1.2.33 In response to the Regulation 18 consultations undertaken in 2015 and 2016 a number of sites were submitted for consideration in Corfe Mullen 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.

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

Draft Policy 5.4

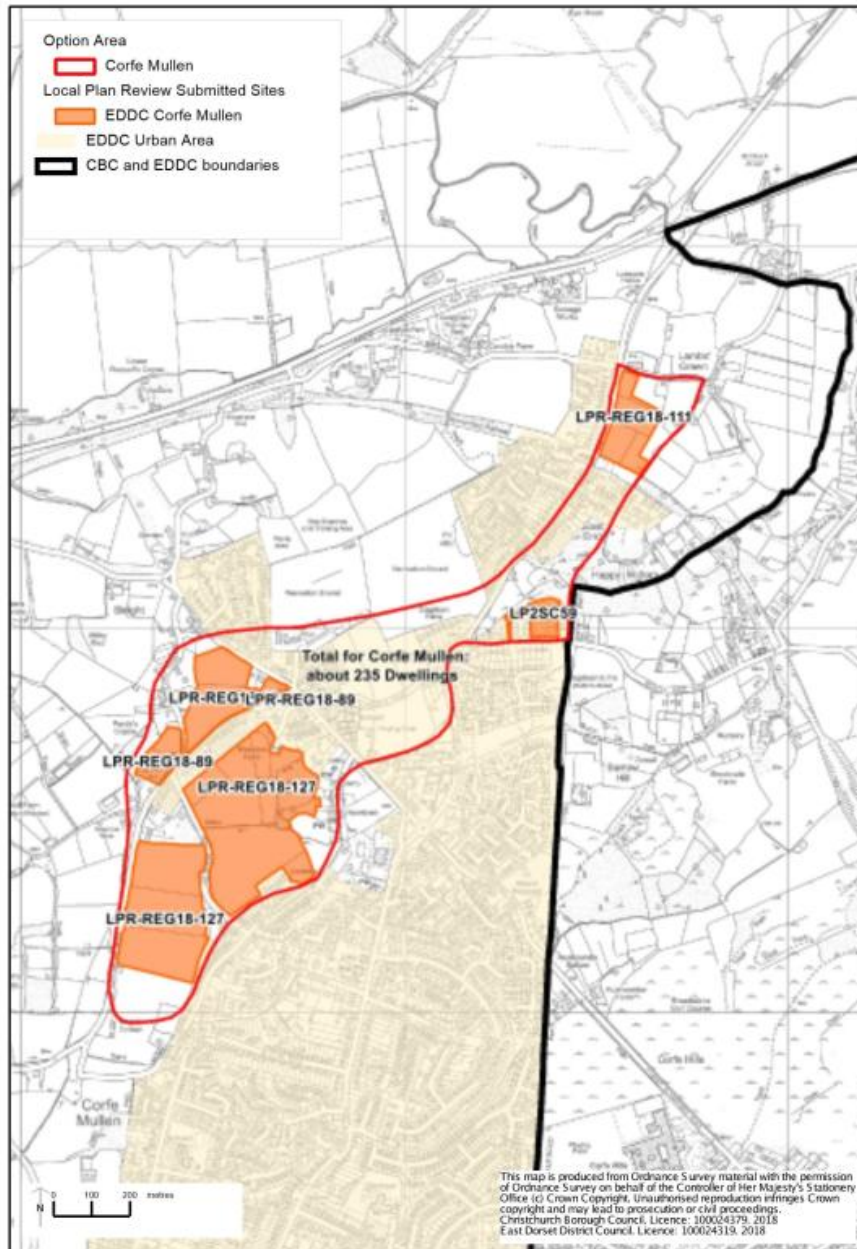
Corfe Mullen Housing Options

Land at Corfe Mullen is considered suitable for housing development to provide a minimum of **235 dwellings**. Development of land in this area may include but is not limited to, the following sites:

- Cogdean Elms Industrial Estate
- Land at Haywards Lane, Pardys Hill
- Land West of Parady's Hill
- Land at Lambs' Green

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 5.1.2.6 Corfe Mullen Housing Options

North of Wimborne Road

5.1.2.35 Land to the north of Wimborne Road provides the opportunity to deliver much needed housing in the local area.

5.1.2.36 As part of the preparation of the adopted Core Strategy, the Council undertook a master planning exercise that looked at a large area of search to the north and west of the main built area. The objective of this work was to see if there was the opportunity to deliver a New Neighbourhood which could provide new housing and also improve the provision of local facilities and services. The large majority of the 'area of search' was considered inappropriate for development, but the exercise concluded that the area including land to the north of Wimborne Road can deliver the objectives of the master plan exercise.

5.1.2.37 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 the site north of Wimborne Road has been approved.

5.1.2.38 The adopted Core Strategy allocation (Policy CM1) allocated land at Lockyers School and land north of Corfe Mullen for 250 homes. As part of the Local Plan review this allocation has been amended to exclude the Lockyer's School site. The Lockyer's School now has Academy status and will be receiving investment, as such this site is now excluded from the allocation as there is no certainty that it will come forward during the plan period. As a result, there is also now no requirement to identify land for a replacement school north of Wimborne Road.

5.1.2.39 The Core Strategy had identified potential for further retail development to come forward as part of the CM1 allocation. Due to the removal of the Lockyer's School site the opportunity for further retail development as part of this allocation has fallen away. However, as part of the local plan retail strategy it is envisaged that further retail development will come forward over the plan period within the Corfe Mullen local centre to complement provision in Wimborne.

Draft Policy 5.5

Land North of Corfe Mullen New Neighbourhood

Land at the northern end of the main built area of Corfe Mullen is allocated to provide a new neighbourhood including 112 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

- New replacement allotments are to be provided in an easily accessible location within the Parish.
- A Suitable Alternative Natural Greenspace strategy is to be agreed with the Council and implemented as required by Policy 4.2 and Appendix B.

Transport and Access

- Access to the New Neighbourhood is to come from Wimborne Road.

Phasing

- The allotments must be suitably located and established before development can commence on the current allotment site.



Map 5.1.2.7 Land North of Corfe Mullen New Neighbourhood

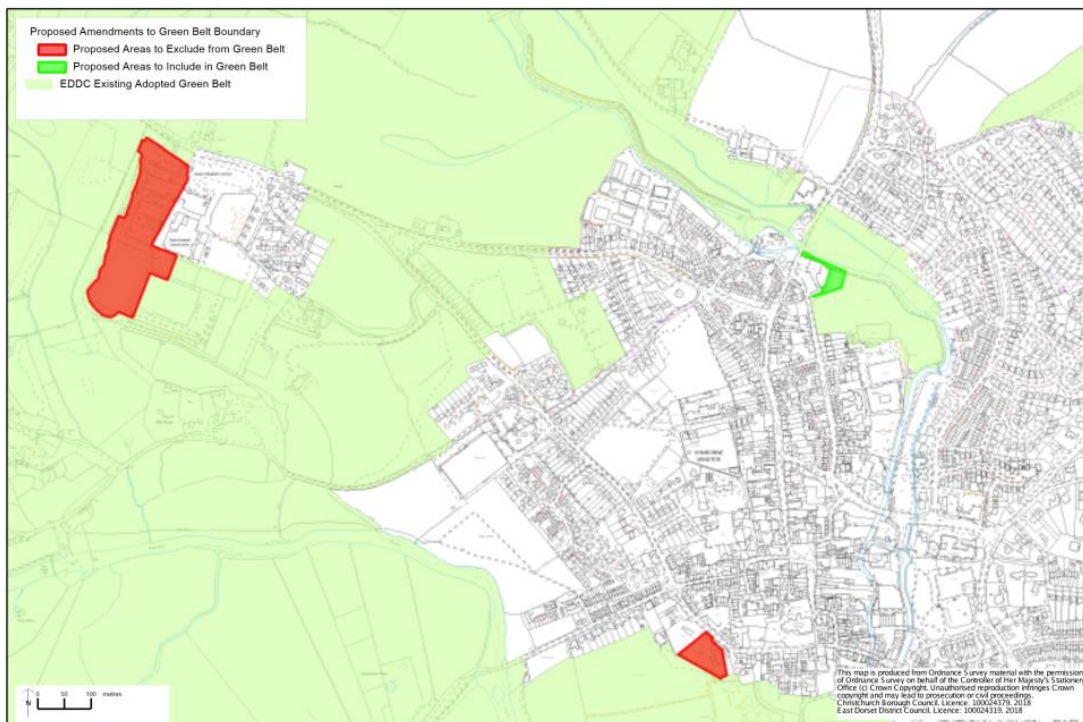
Green Belt Anomalies

5.1.2.40 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.

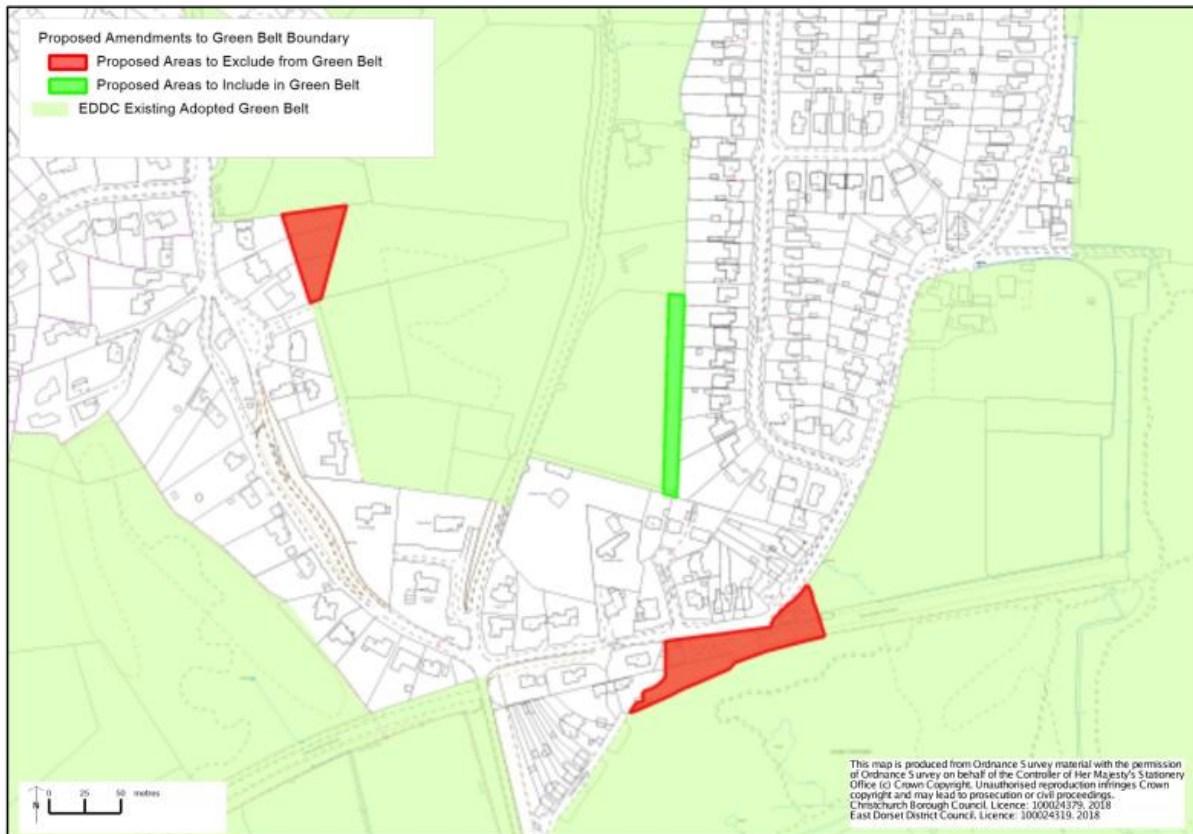
5.1.2.41 The maps below show a number of minor Green Belt amendments proposed around Wimborne, Colehill and Corfe Mullen which have been identified through the Green Belt anomalies review. Where land has been proposed to be excluded from Green Belt this does not imply that the land is question will obtain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

5.1.2.42 Exclusion of land at Queen Elizabeth School and Wimborne Model Town due to both sites being largely built development typical of adjoining land which is already outside the Green Belt, and serving no Green Belt purpose.



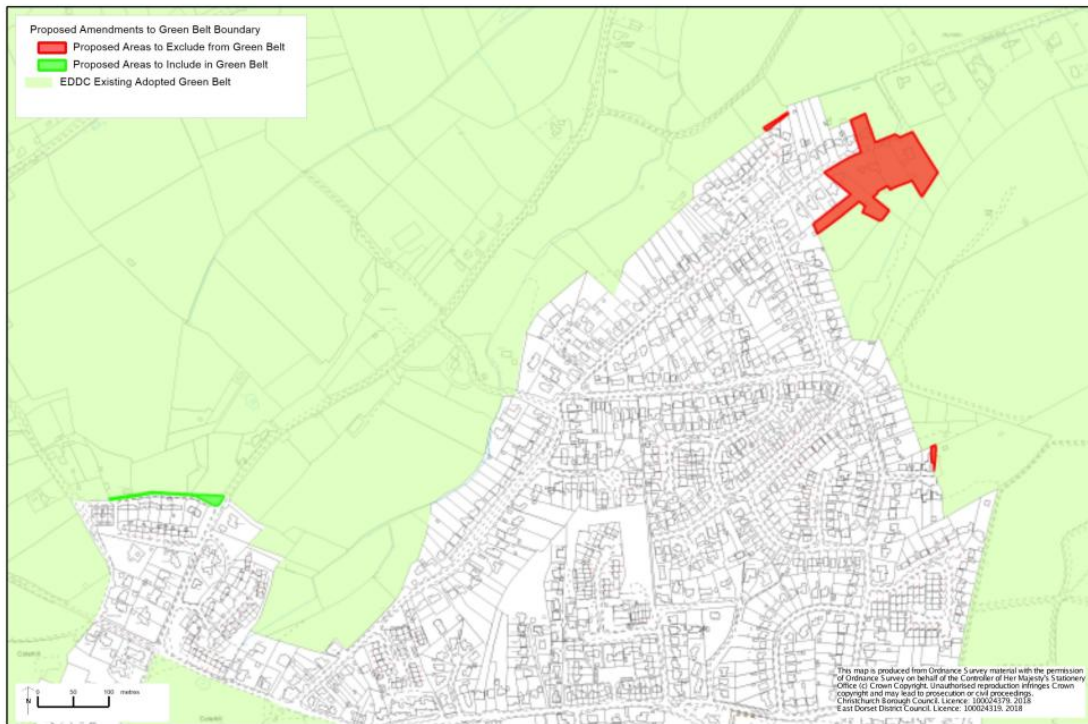
Map 5.1.2.8 Wimborne, Pamphill, Green Belt anomalies

5.1.2.43 Inclusion of land at the rear of 9-23 The Vineries which does not form part of residential curtilages but which has not been included as Green belt, and exclusion of land at Alplegarth and adjacent 6 Leigh Lane which forms part of residential curtilages typical of adjoining properties outside the Green Belt. Also exclusion of residential curtilages 43-47 Beaucroft Lane where the boundary cuts across the curtilage.



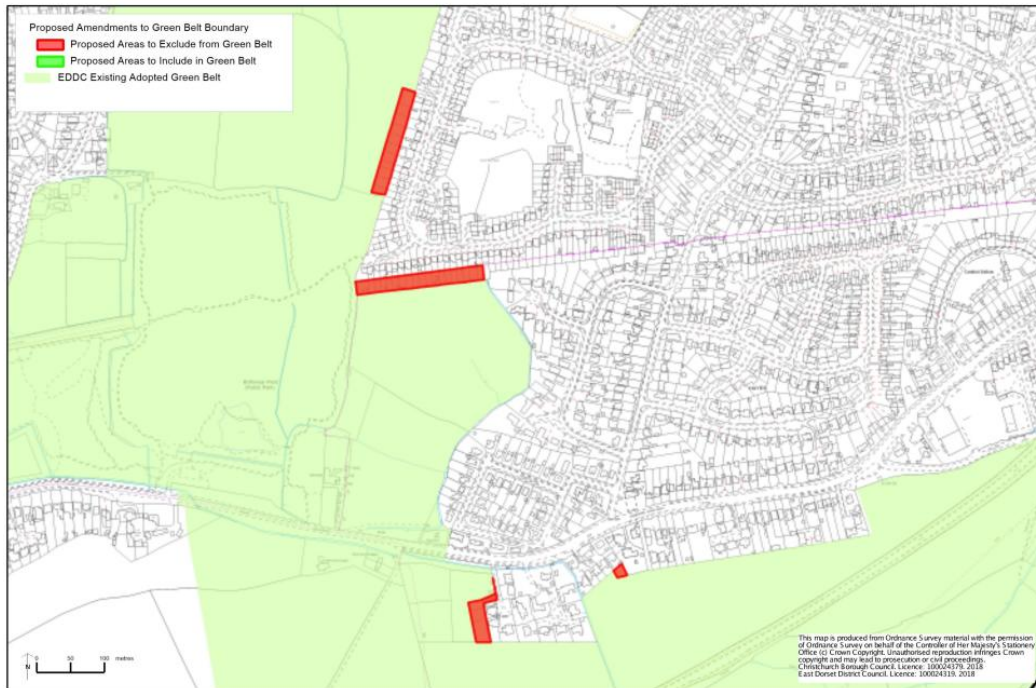
Map 5.1.2.9 Wimborne East, Green Belt anomalies

5.1.2.44 Inclusion of land to the north side of New Merrifield which creates a more identifiable boundary, and exclusion of land within residential curtilages on Lonnen Road to create more defensible boundary and maintain consistency of properties included in and excluded from the Green Belt. Also small exclusion of land within a residential curtilage in Heath Close where the boundary cuts across the curtilage.



Map 5.1.2.10 Colehill North, Green Belt anomalies

5.1.2.45 Exclusion of curtilages of properties in Cutlers Place where boundary cuts across the curtilage. Also exclusion of curtilage of 3 Summerfield Close for the and properties at Farm Court, The Acorns for the same reasons.



Map 5.1.2.11 Colehill West, Green Belt anomalies

5.1.2.46 Exclusion of the BH Live Health club, and St Nicholas Church to create more logical and defensible boundaries, from the curtilages of 2-6 Brook Lane where the boundary cuts across these curtilages, and from the curtilage of Cogdean Cottage, Wimborne Road for the same reason.



Map 5.1.2.12 Corfe Mullen, Green Belt anomalies

5.1.3 Open Space

Open Space

5.1.3.1 A number of existing open spaces previously allocated in the 2002 East Dorset Local Plan are currently protected by adopted Core Strategy Policy HE4. These sites will continue to be protected for open space in the Local Plan review by Policy 4.30. These include Redcotts Recreation Ground, Leigh Park, the Riverside Open Space, the Cuthbury

allotments and St. Catherine's allotments, the Colehill Cricket Ground, the 'Colehill Triangles' between the War Memorial and Smugglers' Lane/Middlehill Road, Stapehill Crescent, Olivers Park (Cutlers Place), Glynnville, Pine Tree Close and Bridle Way/Harness Close.

5.1.3.2 The adopted policies map shows land between Rowlands Hill and the River Allen (formerly Hanhams Cricket Ground) as open space. A Waitrose superstore had since been constructed on part of the site, so the policies map will be amended to include only the remaining area of open space (See map 5.5).



Map 5.1.3.1 Rowlands Hill Open Space

Leigh Park Recreation Ground

5.1.3.3 Wimborne Rugby Club occupies the recreation ground at Leigh Park. This area is supposed to provide open space for the Leigh Park community, but the presence of the Rugby Club diminishes its benefit. This is not ideal for either residents or the Rugby Club. The two pitches are heavily used for matches and training and are therefore often in poor condition despite the best efforts of the Club. Additionally, there are times when users of the Club have to park on the estate roads, leading to conflict with residents. As a result the Club would like to relocate to gain an additional pitch and remove the conflict that currently exists with residents. The allocation of land to the south of Leigh Road for the Rugby Club relocation gives the opportunity to reconsider how to use the Leigh Park open space to benefit the local community.

5.1.3.4 The most important aim in these circumstances is to significantly improve the quality of open space available for the residents. This could include the provision of a Multi Use Games Area for five a side football, basketball, netball and other games. Some allotments could be set out, along with a community garden and landscaping to make the area more attractive.

5.1.3.5 There is also the opportunity to improve community facilities. The Council's Open Space, Sport and Recreation Survey also identifies that Wimborne has an over provision of recreational space.

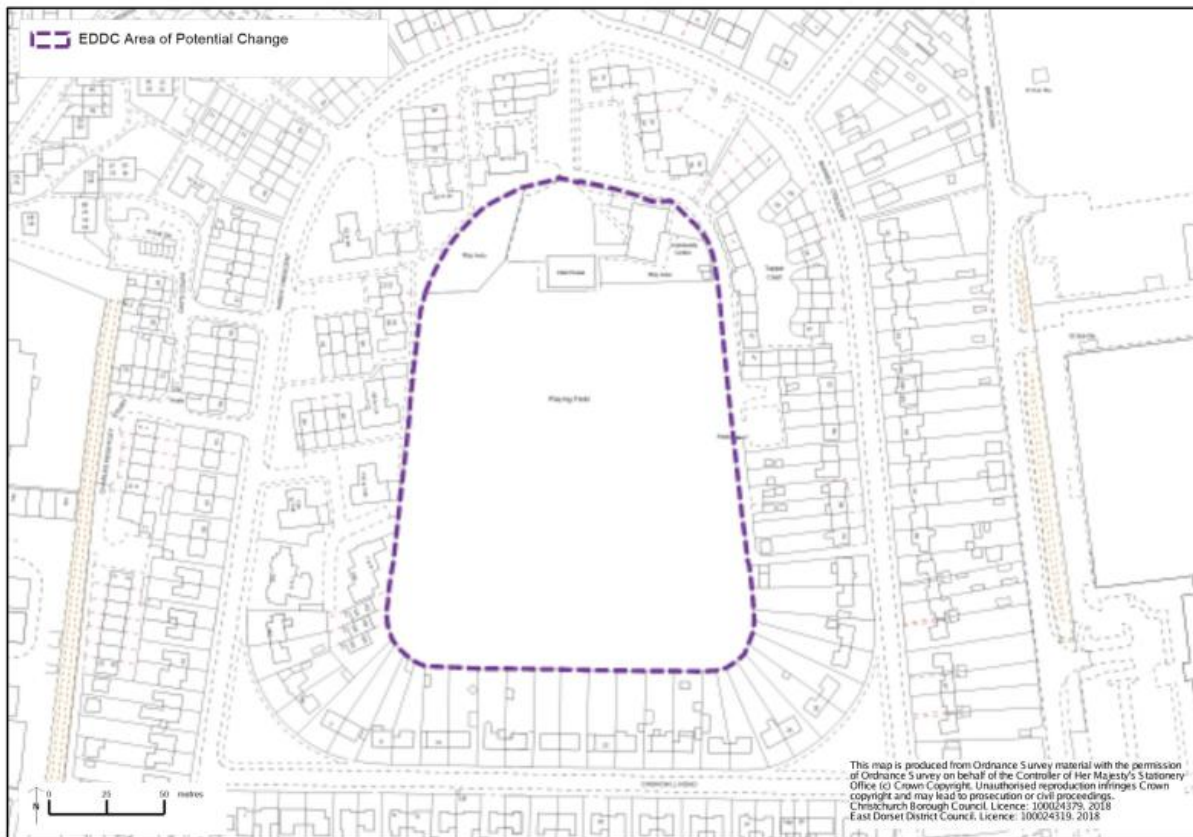
Draft Policy 5.6

Leigh Park Recreation Ground

If Wimborne Rugby Club relocates to the area identified in Policy 5.3 their existing home should be used to benefit the Leigh Park Community. This is to include:

1. The retention of 1.5 hectares of land to be used as open space, within which a multi use games area is to be provided.
2. Youth club facilities.

An Area Brief is to be agreed with the Council to set out how best to achieve the greatest benefit for residents of Leigh Park.



Map 5.1.3.2 Leigh Park

5.1.4 Town, District & Local Centres

Introduction

5.1.4.1 Wimborne is designated as a Town Centre, within the top tier of the retail hierarchy, alongside, Ferndown and Verwood. It provides a number of important functions such as shopping, leisure, entertainment, recreation and employment. Wimborne has a reasonably good selection of retail, leisure and service uses for a centre of its size, and its key roles include:

- **Convenience shopping:** there is a large Waitrose store (1,651 sq.m net) and a Co-op (1,168 sq.m net). These larger stores are supported by a number of smaller convenience units, including a butchers and a number of bakeries.
- **Comparison shopping:** there is a reasonable range and choice of comparison goods shops when compared with some other centres in the District, predominantly comprising small independent traders and boutiques.
- **Services:** there is a range of service uses, including, estate agents, hairdressers, travel agents, dry cleaners, banks, accountants and solicitors.
- **Entertainment:** town centre entertainment includes the Tivoli theatre and cinema, together with a number of cafés, restaurants and public houses.

Mix of Uses and Retailer Representation

5.1.4.2 Wimborne has 199 Class A retail/service uses. The mix of uses within Wimborne town centre is broadly similar to the national average. The most noticeable differences are the high proportion of Class A2 services and Class A4 pubs/ bars. The latter is consistent with Wimborne's role as an historic market town, attracting visitors during the day and evenings.

5.1.4.3 The proportion of Class A1 comparison units within the town centre is slightly above the national average, whilst the proportion of Class A1 convenience units is below the national average. Town centres of Wimborne's size (medium sized) would normally have a higher proportion of comparison goods shops. Wimborne has a slightly lower than average proportion of vacant units when compared with the national average.

5.1.4.4 In overall terms the proportion of Class A1 uses is the same as the national average (56.8%), although the proportion of non-A1 units in the primary retail frontages now exceeds the 30% local plan policy threshold. Strengthening the comparison good offer within the primary shopping frontages will help to maintain the vitality and viability of the centre.

5.1.4.5 Wimborne is a historic market town which comprises a number of independent boutique retailers. National multiple comparison good retailers are more limited.

5.1.4.6 Wimborne has a wide range of non-retail service uses including chain restaurants/café/ bars e.g. Costa Coffee and Prezzo. Most cafés/restaurants/bars are independent that provide an excellent choice. In terms of leisure and entertainment, the main facility is the Tivoli theatre, which provides a cinema and theatre destination.

5.1.4.7 Recent survey work has identified 15 vacant units within Wimborne, a vacancy rate of 8.5%, which is below the national average of 11.2%. This indicates a reasonable balance between the supply and demand for units. The vacant units are dispersed throughout the centre and range in size from around 40 to 160 sq.m.

Quality of the Streetscape/Environment

5.1.4.8 The quality of the streetscape/environment in Wimborne is considered to be very good to excellent. Wimborne is an attractive historic town with well maintained, high quality commercial units, public realm and planting/landscaping. However, there is scope for improvement in the Crown Meads shopping centre.

Accessibility and Movement

5.1.4.9 Movement in and around Wimborne is considered good, but consistent with the town's historic nature, there are a number of narrow pavements making pedestrian movement difficult in places. Within the town centre there is some traffic, but the narrow roads limits traffic speeds. In terms of car parks, there is a very good range available in, or within close proximity to the town centre.

Town Centre Audit

5.1.4.10 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.

Strengths

5.1.4.11 Wimborne town centre is an attractive town, with a number of historic buildings. The centre has a good range of boutique/independent shops and some higher order national multiples. The proportion of vacant units is below the national average, suggesting a good balance between the supply and demand for units. There is also a number of convenient and public car parks located in close proximity to the town centre. There is a very low perception of crime or anti-social behaviour.

Weaknesses

5.1.4.12 The Crown Mead shopping centre suffers from a relatively poor shopping environment. Within the town centre there are narrow pavements in places, which can hinder pedestrian movement. The town also has a lack of development sites to accommodate new retail investment.

Opportunities

5.1.4.13 The Waitrose store is a key anchor to the centre which may attract more national multiple retailers to complement the retail offer within the centre. The optimisation of the Crown Mead shopping centre would also lead to an improvement in the retail environment / offer.

5.1.4.14 There are currently limited opportunities for further retail development in the town centre, however the police and magistrate's court site provides an opportunity to deliver significant new retail floorspace to enhance the vitality of the centre.

5.1.4.15 The 2017 Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study (2017) identifies a projected requirement of 6,800 sqm of additional retail floorspace to come forward in the District to 2028. In accordance with the NPPF Wimborne town centre will be the focus for accommodating retail growth alongside Ferndown town centre and West Parley.

5.1.4.16 Wimborne Town Centre Boundary

5.1.4.17 The Town Centre Boundary defines the focus of where town centre uses may be appropriate subject to compliance with other national and local policy, including the sequential test approach and impact assessment for retail uses.

5.1.4.18 Wimborne Town Centre Primary Shopping Area and Shopping Frontages

5.1.4.19 The Primary Shopping Area forms the area where retail development will be concentrated comprising the Primary and Secondary Shopping Frontages. New retail development will also come forward outside the primary shopping area but within the town centre boundary in accordance with the sequential approach (as defined by the NPPF).

5.1.4.20 The Primary Shopping Frontages cover the busier streets and includes The Square, High Street, and Crown Mead where A1 retail uses will 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.

Draft Policy 5.7

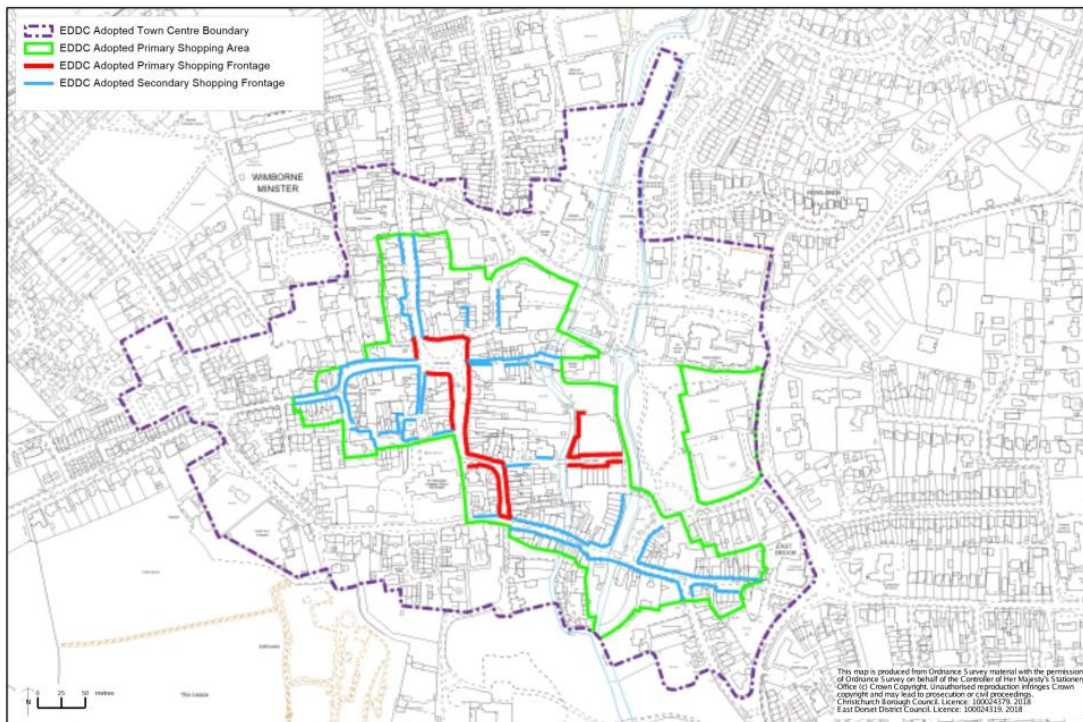
Wimborne Town Centre Vision

Wimborne will continue to act as a key town centre in the District and together with Ferndown and West Parley will be the main focus for retail development. This is because Wimborne sits at the top of the town centre hierarchy as defined by Key Strategy Policy 3.8 and it is also a sustainable location, well served by public transport. The shopping environment will be improved to provide a more pleasant pedestrian 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. Wimborne 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. Wimborne town centre will perform a key role in contributing to the overall retail floorspace requirements for East Dorset as defined in Policy 3.7 of the Key Strategy. The Wimborne Minster 'Primary Shopping Area' is the primary area where retail development will be concentrated and comprises the Primary and Secondary Shopping Frontages. New retail development will also come forward outside the primary shopping area but within the town centre boundary in accordance with the sequential approach (as defined by the NPPF).
3. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Tivoli Theatre, Walford Mill, the Allendale Centre and the Library. These will be retained, supported and where possible enhanced to support the vitality of the town centre.
4. 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.
5. The townscape quality of the town centre will 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. Higher density residential and commercial development will take place alongside new retail provision to provide for a balanced, mixed use environment.
7. In order to improve pedestrian safety, traffic movement and improve the ambience of the public realm, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict and enhancements to the High Street will be introduced in a phased programme, subject to funding.

8. The townscape quality in and around Crown Mead will be improved, and the opportunity for redevelopment to improve links through the town will be promoted.
9. New development, shop fronts and advertisements in the town centre will be of the highest standard of design and in good quality materials, to reflect the architectural and historic significance of the town centre.
10. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported with a transport hub created in the town centre to support this and pedestrian safety.



Map 5.1.4.1 Wimborne Town Centre designations

Wimborne Town Centre Retail Allocation

5.1.4.21 In accordance with Key Strategy Policy 3.8 (Town Centre Hierarchy) Wimborne town centre will perform a key role in delivering new retail floorspace to address future needs alongside new provision coming forward in other retail centres in the district including Ferndown town centre and West Parley. It is important that new retail development comes forward in Wimborne town centre to enhance its vitality and viability and also to maintain its market share of retail expenditure in relation to competing retail centres outside the district.

5.1.4.22 The 2017 Bournemouth, Christchurch and East Dorset Retail and Leisure 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. In East Dorset there is a need to provide an additional 6,800sqm of new retail floorspace over the period to 2028.

5.1.4.23 An assessment has been undertaken for Wimborne town centre of potential sites which are capable of coming forward for retail development over the plan period which can contribute to the overall district level requirement. This has concluded that there is a general shortage of sites in Wimborne town centre capable of coming forward for retail development and no available sites within the Wimborne town centre primary shopping area.

5.1.4.24 The Police and Magistrate's Court site has been identified as the only significant site capable of coming forward for up to 2,000 sqm of retail development within A1, A2, A3, A4 and A5 use classes. It is considered appropriate to identify this site for retail purposes which is located within the Wimborne town centre boundary and is 'edge of centre' (as defined by the NPPF). Development of this site would require the relocation of the fire and police station and as such the site is more likely to come forward later in the plan period.

Draft Policy 5.8

Police and Magistrate's Court Site Retail Allocation

The Fire and Police Station Site located within the Wimborne Town Centre boundary is proposed to be allocated for retail purposes for up to 2,000 sqm within A1, A2, A3, A4 and A5 use classes.

Development of this site will be subject to the following criteria:

- Satisfactory relocation of the Fire Station and Police Station.
- Creation of high quality road frontages along Hanham Road and Allenvie Road which make a positive contribution to this location on the edge of the Wimborne Minster conservation area.
- Contributions toward transport infrastructure that may be required in accordance with Policy 3.12.