

Review – main changes shown in **purple text**

Milborne St Andrew

Neighbourhood Plan

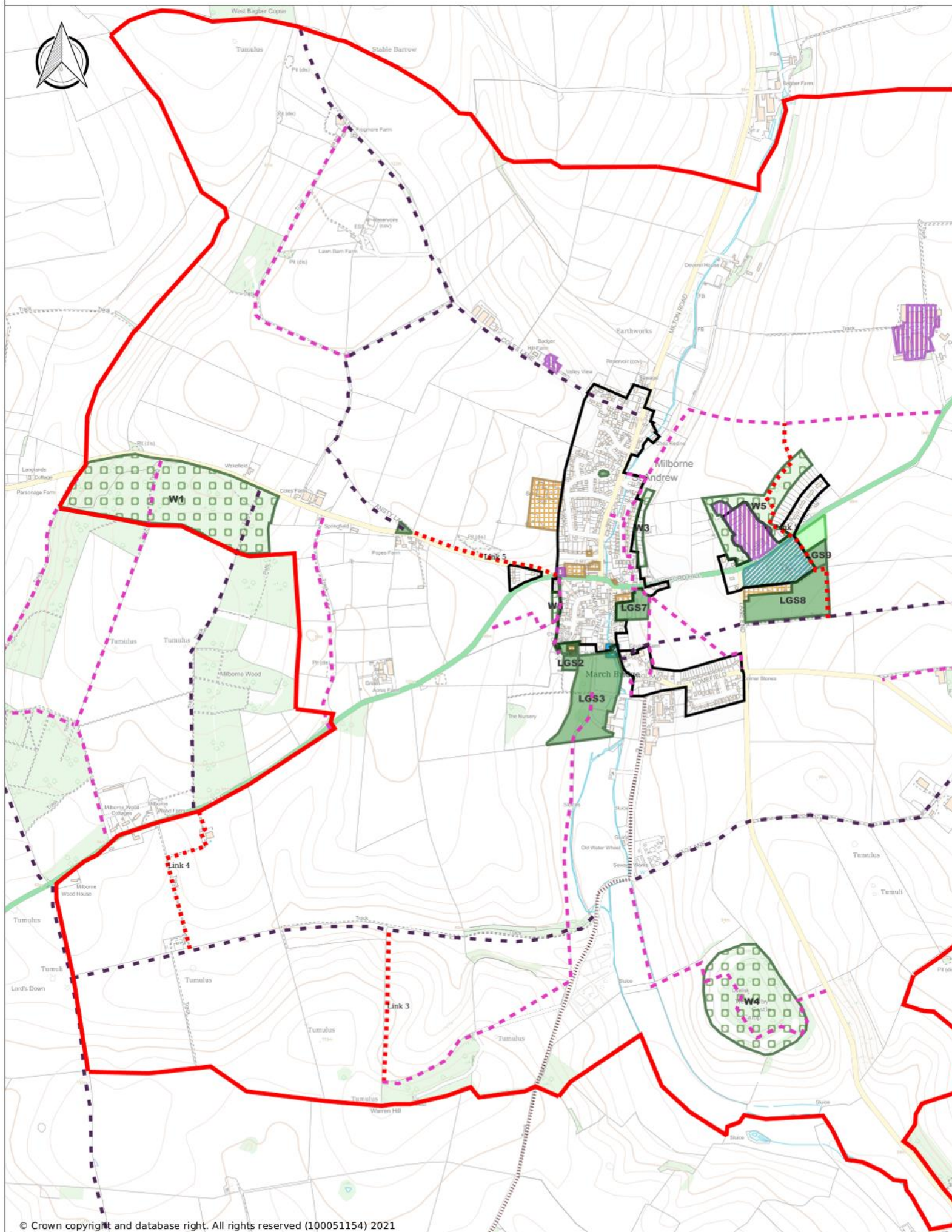


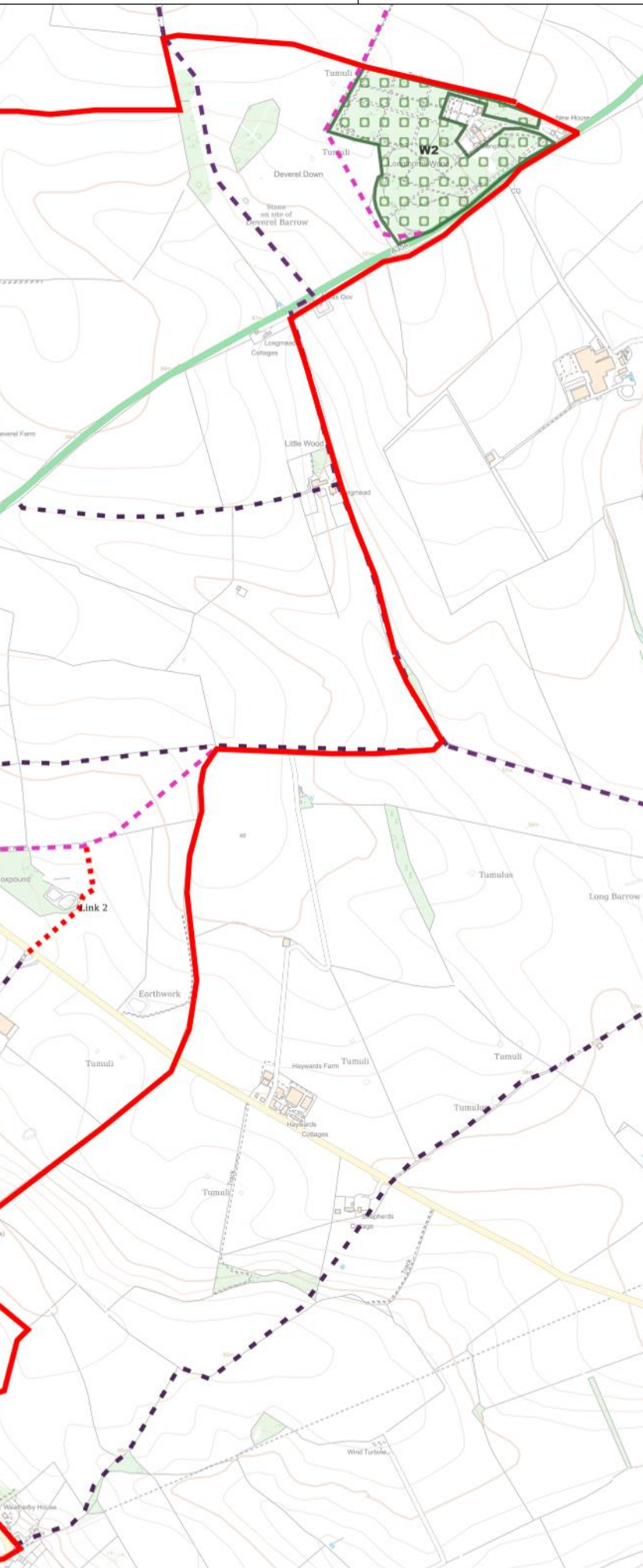
2018 to 2033

Milborne St Andrew Parish Council, Dorset

First Review: Submission Version, July 2022

Review update - 2021





Flooding



Community Facility



Site Allocation



Mixed Use



Recreation

Revised Settlement Boundary



Employment



Green Space



LGS



Woodland

Walking Routes



Bridleway



Footpath



Proposed



Trail



U Road

NP Area



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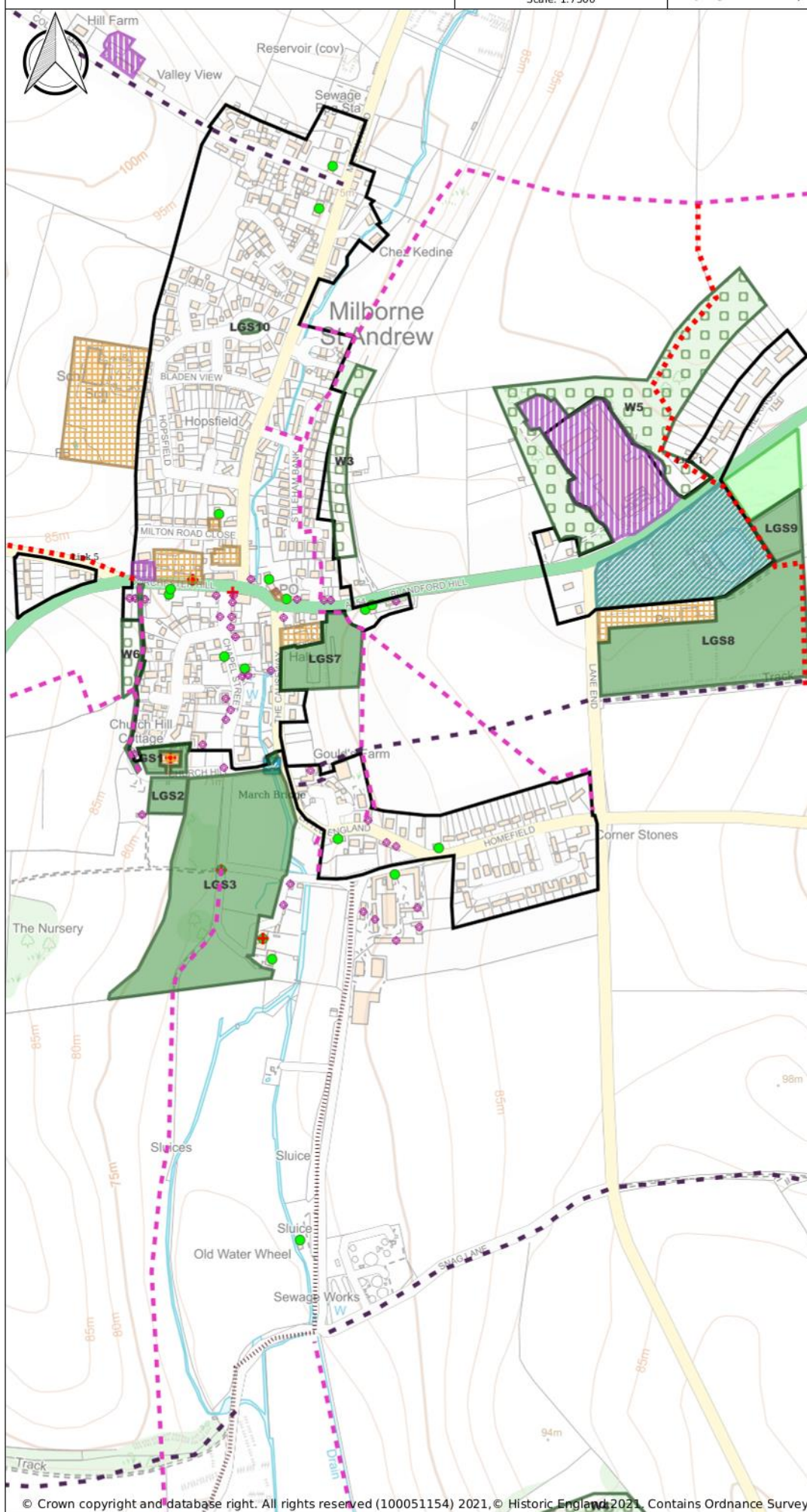
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**Listed Buildings**

● II

● II*

Landmark**Flooding****Local Historic Buildings****Community Facility****Site Allocation**

Mixed Use

Recreation

Revised Settlement Boundary**Employment****Green Space**

LGS

Woodland

Walking Routes

Bridleway

Footpath

Proposed

U Road

What this Plan is all about ...

When the community first considered preparing a Neighbourhood Plan in 2014, no-one expected it to take over 4 years. But working out what development is needed where, and what it is about an area that is cherished and which planning can help safeguard, is no easy task. However, having gone through numerous consultations, talking with the Local Planning Authority, Service Providers, landowners, developers and the local community, and pulled together evidence on a range of topics, from housing, employment, transport, heritage, ecology and more, the findings and conclusions have been condensed into this Plan. A light-touch review in 2021/2 was done to ensure the plan remained up-to-date.

This Plan will be a key document in determining future planning applications in Milborne St Andrew. It sets out policies as to what sort of development will be supported and where. Proposals that are in line with the policies in this Plan should be approved, and those that don't should be refused, unless there are compelling reasons that clearly justify a different approach.

So what is different about this Plan that makes it worthwhile?

It says where
development will happen,
with a comprehensive
plan for the Camelco site

This Plan identifies the locations where new development will be supported. In particular, it allocates land opposite the Milborne Business Centre to be the main site where new homes, plus some small-scale workshops, and a new Pre-School will be built. As a previously developed 'brownfield' site on the edge of the village, it makes a lot of sense to prioritise building in this location over alternative greenfield sites.

It sets the standards for
new development,
including parking
provision

It sets out design standards, including more generous parking standards, for all new development to comply with. This should mean that developers and their architects have a clear steer as to the type of development that will be supported, that will enhance the village and not cause problems for neighbouring properties

It sets out how
development can help
reduce the likelihood of
road traffic accidents

It identifies the priorities for improving local roads and footpaths, to make the village feel safer and easier to walk around. Developers will know what measures are expected and can factor the likely costs into their plans, and the Highways Authority will also know what measures the community wish to see put into place.

It makes sure that
developers know about
the local flood risk issues

It also highlights the flooding issues that have happened in the past, that justify a more rigorous approach to assessing flood risk and drainage solutions than would otherwise happen (particularly on smaller sites where flooding issues can sometimes be overlooked).

The North Dorset Local Plan

1.3. The statutory development plan includes the North Dorset Local Plan Part 1 (2016), together with a number of policies “saved” from the North Dorset District-Wide Local Plan (2003) and the relevant minerals and waste plans. The Local Plan examines the need for development across the area and sets out the strategy of where development should happen. The adopted strategy is to concentrate new homes at the four main towns, with additional development in rural villages such as Milborne St Andrew to meet local needs. This is because significant growth in rural area is considered unsustainable, as access to services is limited, and public transport simply not convenient or sufficient to easily access the nearby towns. Planning policies generally seek to protect the intrinsic character and beauty of the countryside, the best and most versatile agricultural land, and the biodiversity benefits of less intensively farmed land.



1.4. Neighbourhood planning has been promoted through the Local Plan as a way for local communities to develop their own vision and set out what development they need and where it should be built. Neighbourhood Plans can, for example,

- > review settlement boundaries or allocate specific sites for development;
- > identify and protect local green spaces and other local features that contribute to the character and history of the area;
- > influence what new buildings should look like, and requirements for parking, landscaping etc, provided this does not make development too costly to build.

1.5. The Local Plan does not specify the amount of new homes or business premises to be built in Milborne St Andrew. It does set a housing need figure for rural areas of at least 825 dwellings to be built in Stalbridge and the eighteen larger and more sustainable villages, of which Milborne St Andrew is one. This figure (and potentially figures for all designated Neighbourhood Plan areas) will be re-examined through the Local Plan Review, and early indication is that the overall rate of development may need to increase from 285 dwellings per annum to 366 dwellings per annum. The latest employment evidence contained in the Bournemouth, Dorset and Poole Workspace Strategy 2016 suggests that there is no strategic need for more employment land – therefore the main consideration is whether there is a specific local need.

1.6. Whilst Dorset Council is now preparing a new Local Plan for the whole of the Dorset Council area, which will eventually replace the North Dorset Local Plan, their work is still at a relatively early stage, and the new plan is not expected to be adopted until 2023/24. The first draft of the Dorset Council Local Plan does not suggest a significant shift in the status of the village or anticipate a higher level of development than is already planned for.

How this Neighbourhood Plan was prepared

1.7. From February 2014, when the first vote at the Parish Council started this process, there has been various consultation sessions, a packed village hall on several occasions, stands at the school May fair and other drop-in events, website and magazine articles providing updates in the dozens, together with questionnaires and flyers to every household, to try to reach out and engage with as many local residents as possible. The village has risen to the occasion to give their opinions and responses.

1.8. At many points the Neighbourhood Plan Group - all local residents - have asked for help from the community. We have had wonderful support, with no arm twisting, from volunteers to deliver flyers and questionnaires around the village. The Milborne Reporter editorial team has been very supportive and even featured our articles on their front page at the site options stage. We have had help from the Parish Council with funding and website support. And the Facebook page has been shared by many, resulting in numerous comments that have been both positive and challenging.

1.9. We've asked for people's comments on issues and ideas, what is special about the village, what needs to change, and which sites should be developed. We have asked landowners what they can offer the village. We've asked service and infrastructure providers what they require to better serve the village, taking into account the likely level of growth. We've had a good level of response at all stages – with over 50% of the household questionnaires returned in 2016, and the landowner



presentations in November 2017 had a packed hall (100 person capacity). We put the consultation details and forms online to allow those unable to come to the events to respond as well. The final consultation was on the pre-submission draft of the Plan. This took place from July through to early September 2018. It included consultation with statutory consultees including the local planning authority, adjoining parish councils, Natural England, Historic England and the Environment Agency. This provided some useful feedback and further changes were made, as described in the consultation summary. The latter stages of the process have also been run in tandem with the strategic environmental assessment checks, to help identify which choices are the most 'sustainable' and what additional measures could be put in place to avoid harm to the built and natural environment.

1.10. The review process started in early 2021 with a consultation to check the level of local housing need, on-street parking issues, travel patterns and priority projects, as well as consult on the draft Conservation Area Appraisal that had been produced. This did not indicate a need for any major changes at this point in time, and therefore the plan was simply updated to reflect some of the progress that had been made and the additional information from the Conservation Area Appraisal. The result of all this work is what you see in this Plan.

Should and Will, and the weight to be given to this Plan

1.11. It is worth pointing out in this introduction, that as the Neighbourhood Plan is part of the development plan, planning decisions should be made in accordance with the policies in this Plan and the adopted Local Plan, unless material considerations are so significant as to justify a departure.

1.12. Just because a policy says 'should' does not mean that it can be treated as a suggestion that can be disregarded. There are many types of development that will be considered against the policies in this plan, and because of this, some flexibility needs to be built into the policy tests on occasion. Where the word "should" is used, this is because it was thought conceivable that a proposal may not be able to fully comply with that policy's requirements, but that if it aligned with the policy intention as far as possible, it may still on balance be found to be acceptable (depending on the reasons why complying wholly was not possible, and the extent to which the proposal aligned with that policy and the development plan as a whole). Therefore, where the word "should" is used, and an applicant considers that there are good reasons why their proposal cannot meet the policy requirements, they should explain this as part of their application, and show how they have aligned with that policy's intention as far as possible.

The Plan Period, Monitoring and Review

1.13. The plan period (the period this Plan will be in effect) is from April 2018 to March 2033.

1.14. Although this Plan is intended to last to 2033, it will make sense to keep the plan under review and make updates when needed. Best practice suggests that Local Plans should be reviewed at least every 5 years, and the need to review this Plan next should be considered by the Parish Council when the new Dorset Council Local Plan is being finalised and the 2021 Census data becomes available. Whether a review is necessary will depend on the extent of any changes in national or local policy, the changing needs within the Parish, or whether the Plan is not delivering the intended outcomes (something that should be picked up through the Strategic Environmental Assessment monitoring requirements). The decision to review this Plan will ultimately rest with the Parish Council, as the responsible body for Neighbourhood Planning.

2. Key facts about Milborne St Andrew parish

1,090 people

Average age: 46

480 dwellings

1 in 6 lone pensioner households

few young adults (aged 15-29)

72% of homes have 3 or more bedrooms

44% are 2 person households

underoccupied **unaffordable**

average weekly wage under £500

House prices in excess of £250,000

2 car households 'the norm'

Busy main road (7,000 cars/day)

2-hourly bus service

but limited transport options early mornings / evenings / weekends

3 local employment sites

Shop and Post Office *Good local facilities*

Pub, Village Hall and Playing Fields

First school and pre-school

Conservation Area

29 Listed Buildings / Structures **Dark night skies**

12 scheduled monuments and high archaeological interest

Chalk downland landscape

Bere Stream **Flood Risk**

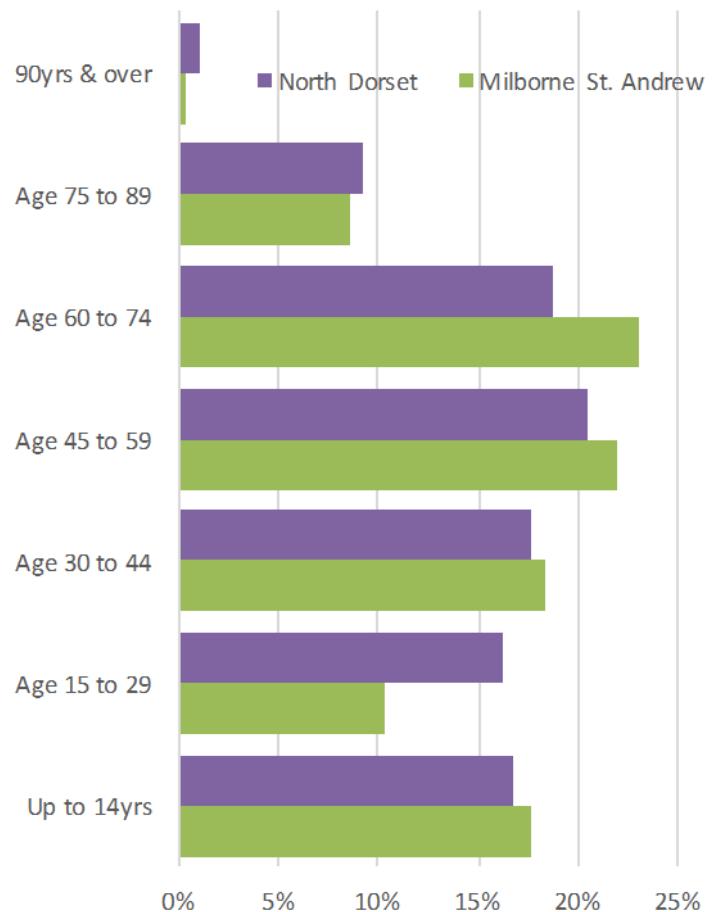
local wildlife interest

Local footpaths and walking routes

Social and economic statistics

2.1. At the time of the 2011 Census there were 1,062 people living in Milborne St Andrew parish, forming 453 households in a parish of 472 dwellings. The 2019 population estimate was just over 1,090 people. The parish is in pre-2019 Abbey ward (in North Dorset 008A LSOA) which was amongst the 40% least deprived neighbourhoods in the country. The median age (2011 Census) was 46 years old. Compared to North Dorset, the age profile is skewed towards those in their late 40s to early 70s, with a notable lack in the early adult (15 - 29) age cohort.

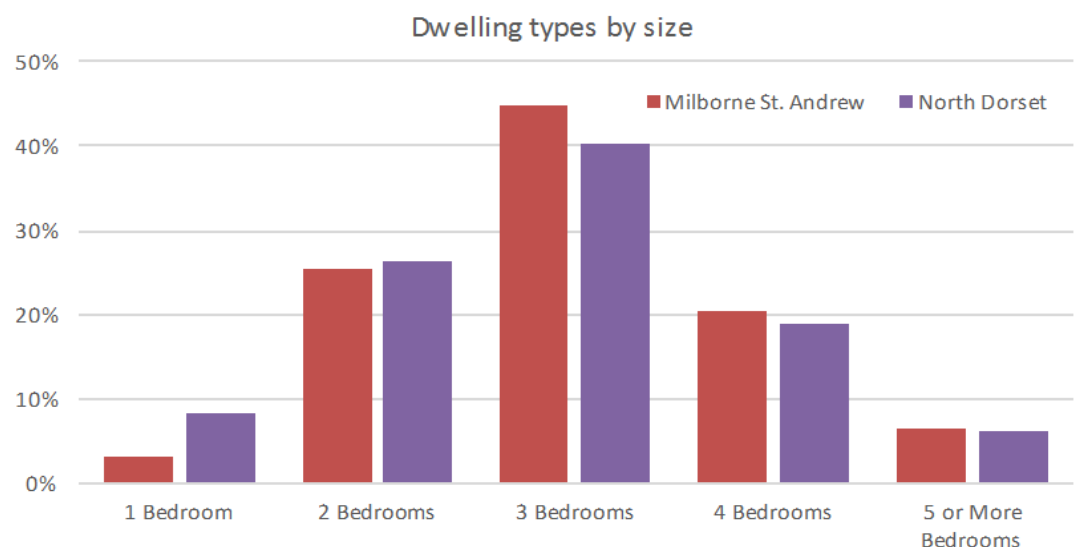
2.2. Most people (83%) were in good or very good health, with 1 in 5 people (18.5%) claiming that their day-to-day activities are limited by health conditions. About 1 in 8 people (11.7%) regularly provided some degree of unpaid care. These figures are fairly typical for North Dorset.



2.3. Nearly half (44%) of all household were occupied by 2 persons. About one in six households are lone pensioners (aged 65 or more). About one in four households (24%) are families with dependent children living at home. Most houses (87% of the housing stock in 2011) were detached or semi-detached houses or bungalows, typically with 3 or more bedrooms. There are very few flats or apartments, and comparatively few terraced properties compared to the North Dorset average. As such, most homes (82%) would be considered 'under-occupied', with very few cases of overcrowding.

2.4. House prices are much higher than average wage levels – which is true across Dorset. The average house price (2015/6) is £250,000 - £300,000, whereas the typical North Dorset single-income household can only afford a mortgage of just over £100K.

Second and holiday home ownership levels are not so significant as to cause a problem.

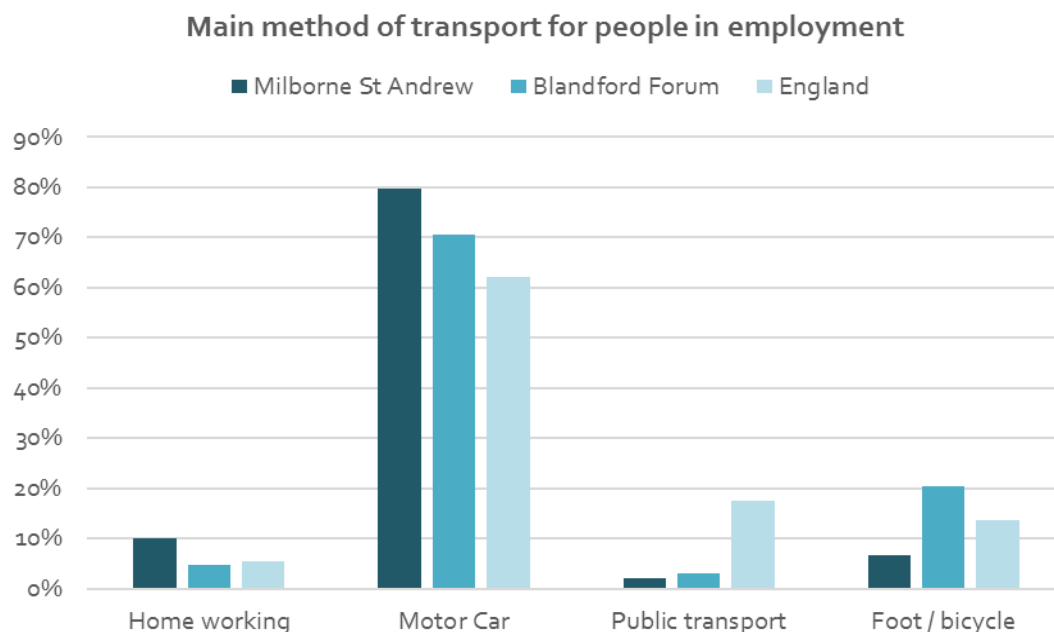


2.5. There are opportunities for work locally and in the nearby towns. In 2011 very few people (4.7% or fewer than 1 in 20 working-age people) were unemployed– although this was slightly higher than North Dorset as a whole (which at that time had an unemployment rate of 3.7%).

Transport and Infrastructure statistics

2.6. The A354 bisects the village, connecting to the main towns of Blandford Forum and Dorchester. The road carries approximately 6,600 vehicles / day (in the main 12 hour period).

2.7. Public transport (bus) services in the village are too few and far between to be considered a reliable and easy means of transport to nearby towns, and with continuing funding cuts there is no certainty over future service provision. In 2018 there has been a regular 2-hourly service to Blandford Forum (8.5 miles) the local market town, but starting too late for people travelling to get to work by 9am. The 2-hourly service to the county town of Dorchester (9.0 miles) can potentially be used by workers, provided they can make the last bus (leaving 5:54pm) as the service does not extend later into the evenings. There are no services on Sundays or Bank Holidays. Getting into the Poole / Bournemouth conurbation is trickier, for example to get to a hospital appointment, as there is only a limited period where an appointment could fit in with the outward and return journeys and onward connections. *Research conducted as part of the 2021 Neighbourhood Plan refresh process indicated that over half of regular journeys made by villagers are to destinations away from the bus routes that serve the village.*



2.8. It is hardly surprising then, that people are more reliant on cars than people living in the nearby towns. According to the 2011 Census, almost every household (93%) had a car (this compares to 82% in Blandford Forum) and most households (56%) had at least 2 cars (compared to 38% in Blandford Forum). Four out of every five journeys to work rely on the private car, and very few of these journeys (just 11%) are for distances of under 5km.

2.9. Having said this, the village has a good range of facilities, including a post office and shop, first school and pre-school, pub, sports field and pavilion, village hall and playing fields. So a lot of day to day needs are met locally.

Natural Environment

2.10. The Dorset Area of Outstanding Natural Beauty runs along the parish boundary with Dewlish (to the north-west), and wraps around the northern part of the parish about 1km from the parish boundary. The landscape within the parish is mainly chalk downland and valley, and although it may not be designated as part of the AONB, it includes many enjoyable views and vistas. There is an extensive network of public rights of way criss-crossing the area, and the Jubilee Trail passes along the eastern side of the parish.

2.11. The area enjoys dark skies and a general lack of light pollution, however the area around the Milborne Business Centre is notably brighter.

2.12. Although there are no nationally important wildlife sites in the parish, there are sites of local nature conservation importance - including Longthorns Wood and Milborne Wood (both ancient woodland), Dewlish Road (a conservation verge), Weatherby Castle and the Bere stream. A section of the Bere Stream downstream of Milborne St Andrew is designated as a Site of Special Scientific Interest (Bere Stream SSSI) and the river discharges into Poole Harbour (a protected SSSI, SPA and Ramsar site) which is known to have issues with high nutrient levels, and therefore any development discharging into the Bere Stream needs to be considered. There are also internationally protected heathlands around Bere Regis, within 5km of the village.

2.13. Since 2011 records of protected species within the parish include Adonis Blue butterfly, Brown Long-eared Bat, Cuckoo, Dingy Skipper butterfly, Eurasian Badger, European Water Vole, Soprano Pipistrelle and Wall butterfly, plant species including Bluebell, Divided Sedge, Field Scabious, Quaking-grass and Wild Strawberry.

Historic Environment

2.14. There are 12 scheduled monuments in the plan area, the most notable being Weatherby Castle, an Iron Age hillfort, to the south. There is also an extensive range of barrows and earthworks and the remains of a Medieval settlement in the farmland surrounding the village.

2.15. There are 29 Listed buildings or structures in the parish, most of which are Grade II with the exception of the Parish Church (Grade II*). Many of these lie within the Conservation Area. At the time of drafting the



Neighbourhood Plan, there was no conservation area appraisal or management plan, although the following observations were made by the Conservation Officer in relation to assessing the impact of a major wind turbine scheme in March 2013:



The Milborne St. Andrew Conservation Area was designated in 1995 and includes the historic core of the village together with its open parkland and former Milborne House to the south the latter of which not only reflects its former status but also its role in providing a setting for particular buildings and the village when viewed from the south, south east and south west.

The history of the settlement is complex and to a degree obscure. The former St. Andrew's parish comprised two distinct areas north and south of the Blandford to Dorchester Road and comprising Deverel and St. Andrew. The village as we know it now comprises a mix of buildings from at least the 17th century onwards and which comprise both buildings reflecting the vernacular traditions of the county as well as more polite, high status buildings, the latter including the parish church and remnants of Milborne House (now Manor Farm) to the south with their associated structures and settings ...its character and appearance [are that of] a typical rural village with its range of vernacular, polite secular and ecclesiastical buildings.

2.17 As a project of the Neighbourhood Plan, a Conservation Area Appraisal has been prepared and minor changes to the boundary are proposed.

Flooding and other hazards

2.16. Milborne St Andrew has always had a history of flooding with the winters of 2000/2001 and latterly the winter of 2013/2014 being the worst in living memory. The flooding was due to periods of heavy rainfall, causing high river and ground water levels (when the underlying chalk aquifer has filled up), and exacerbated by run off from surrounding land, including natural springs, local roads, hard-surfaced areas and agricultural land. The main flood risk relates to the Bere Stream that runs north to south through the centre of the village, causing flooding along Milton Road, and across the A354 main road into The Causeway, with houses in Milton Road, the Square, the Causeway and Chapel Street all flooded. In 2000-2001, bungalows in the Bladen View area of Milborne were inundated with mud and debris flowing off the adjacent ploughed field. In previous years flood alerts have also been issued in connection with run-off from the land above the school site, and along Dewlish Road and the A354 into the village. When groundwater enters the drainage network, the flood waters can become contaminated by raw sewage.

2.17. There is a sewage treatment works south of the village, for which an odour consultation zone has been designated by Wessex Water to avoid potential development being adversely impacted by odours. Wessex Water have indicated that it is likely that further development within the village will exceed the current operating consents of the pumping station, and network capacity improvements will therefore be required. Prioritising and programming these works will be necessary to ensure that capacity improvements can be delivered to match the rate of development. There is also a storage lagoon on land west of the village, south of the A354, used to store liquid fertiliser produced from the anaerobic waste facility in Piddlehinton. The digestate is a nutrient rich liquid used to fertilize agricultural land.

3. Vision and Objectives

3.1. Milborne St Andrew is generally thought to be a friendly, safe and attractive place by its residents, whether young or old (or somewhere in between).

3.2. It is remarkable for a number of reasons, including

- > its valley setting (with the winterbourne Bere stream running through its centre),
- > its farming links (surrounding fields with their cycle of changing crops and livestock, and tractors part of the village life),
- > its historic roots (with nearby Weatherby Castle, the barrows in the surrounding chalk downland and the many old and iconic buildings in the village), and
- > its strong community spirit (the school, post office, pub and village hall and recreation facilities as well as local job opportunities all making this possible).

3.3. The main worries people have, include: the ability to afford to live here (exacerbated by the cost of housing and reliance on a car), the possible reduction in community facilities and services (as a result of public spending cuts and other pressures), and increasing traffic and road safety (especially on the A354).

Vision

The vision for Milborne St Andrew is – simply put – that local people continue to be able to afford to live here, to work and socialise in the village, and that it remains the safe and attractive rural village that it has always been.

Objectives

To support a working, active village – with affordable homes, local job opportunities and local services that meet people’s day-to-day needs as the village grows in the future

To promote a walkable village whilst minimising potential traffic problems – ensuring people can walk around the village safely and easily now and in the future

To reinforce local character whilst creating attractive places to live which maintain the village form, its character, local features and important green spaces, and the amenity of those who live and work here

To minimise flood risk – making sure that the flooding problems experienced in the past are not experienced in the future



4. Supporting a working, active village

Housing, employment and community needs

4.1. There is no specific housing or employment land targets or major infrastructure proposals for Milborne St Andrew set through the Local Plan. The Local Plan's Core Spatial Strategy (Policy 2) seeks to focus significant development in locations which are or can be made sustainable, as required by national policy. It states that for villages such as Milborne St Andrew, "the focus will be on meeting local (rather than strategic) needs". The supporting text says that "In the recent past, housing development in the rural areas significantly exceeded planned rates, yet did not always enable rural facilities to be retained or enhanced" and asserts that this unsustainable pattern of development should not be repeated. The early indication in the new Dorset Council Local Plan is that the Local Planning Authority is not proposing to alter its spatial strategy in respect of this village. We have therefore undertaken a lot of research to establish what level and type of development would be appropriate over the lifetime of the Plan, and the infrastructure requirements that should be provided in tandem, to meet local needs.

Housing

4.2. To decide how much and what type of housing could be needed, we have looked at a wide range of factors, including what could be considered the area's 'fair share' of general housing growth (taking into account the Local Plan's strategy to focus development in the main towns), past build rates, the current housing mix and levels of affordability. The following table summarises the main findings as at April 2018, suggesting that land for at least 32 dwellings should be allocated, with an emphasis on providing more affordable house types.



Table 1. Housing Need Figure Basis

Source	Notes	Target
2016 Local Plan and housing need projections	Population-based pro-rata target for rural areas used, based on Milborne St Andrew's status as one of 19 'more sustainable villages' in North Dorset, taking into account latest projections	3.3 dwellings a year
Past build rates	Average build rate has varied considerably since 2000, including the re-development of the old school site to enable the new first school to be built	1.6 - 3.9 dwellings a year
Population and housing mix data and housing affordability data	Known need with a local connection (14, March 2022) – based on 40% delivery rate on large sites. Slight under-representation of smaller and more affordable home types	2.3 dwellings a year on large sites (11 or more dwellings) and seek higher % of smaller

Source	Notes	Target
	i.e. terraced / apartment. No obvious need for larger (4+ bedroom) homes.	and more affordable home types i.e. terraced / apartment
Local opinions	Broad spread of opinion – with the median response being between 2 – 3 dwellings a year	2 – 3 dwellings a year
Proposed target	Within a range of 1.6 - 3.9 dwellings a year – target based on latest need projections	3.3 dwellings a year
2018-2033 target		
Housing target	2018 – 2033 target 15-year target (within range of 1.6 - 3.9 dwellings a year)	49 dwellings (within 32 – 78 range)
Anticipated Delivery - Review check		April 2021
Minus sites with extant consent at April 2021	5 dwellings at Gould's Farm (2009/0206) 1 dwelling at Manor Farm Lane (2015/1073) 7 dwellings at Fox View (2017/0277)* 1 dwelling on Blandford Hill (2018/1296) 25 dwellings at Huntley Down (2018/1240)	32 to 39 dwellings*
NP allocations	Up to 58 dwellings at Camelco (MSA5)	Up to 58 dwellings**
Anticipated delivery		Up to 90 – 97 dwellings

* whilst the site was cleared a meaningful start may not have been made

** based on outline permission 2019/0403 (Aug 2021) which conditioned "no more than 58 dwellings"

4.3. The following criteria (as shown in Figure 2) were devised to help assess new housing sites to ensure that were both sustainable and addressed the hopes and concerns of local people, and that their development would reflect the Neighbourhood Plan's objectives.

Figure 2. Site Assessment Criteria

- > **Support a working, active village** - would the development of the site support the improvement or continued use of key community facilities or provide opportunities to work locally?
- > **Promote a walkable village** - would most of the main facilities (shop, school, pub, village hall) be in safe and easy walking distance of the site?
- > **Retain important green spaces** – priority should be given to previously developed land, and would the development avoid harm to important views and landscape features?
- > **Strengthen the village form and character** - is the site well related to the built-up area of the village and not notably prominent in the wider landscape?
- > **Create attractive places to live** - could the site be developed to be in character with the village (taking into account nearby heritage assets), and avoid problems with overlooking adjoining properties?
- > **Minimise flood risk** - is the site outside any known flood risk area and unlikely to cause problems from surface water run-off (and potential reduce this further)?

- > **Minimise the risk of traffic problems** - would the site avoid adding to existing traffic-related problems, and potentially alleviate these problems further?

4.4. The following two policies establish the general principles for how this Plan will meet the need for housing. The first sets out the amount of development that is needed locally, and how this should be delivered in a manner that supports the known requirements for improved infrastructure, whilst maintaining the character and social cohesion of the village. The development of greenfield sites outside of the settlement boundary is not expected to be needed in the plan period (given the current permissions and the allocation of a large brownfield site, as reviewed – for more details please refer to the updated Housing Needs Assessment Report). The May 2021 consultation showed a local need for a total of 10 dwellings (6 open market and 4 affordable) and the current registered affordable housing need for Milborne St Andrew parish is 14 dwellings. The policy has been revised to remove the ‘exceptional test’ that related to the potential for an unanticipated local housing need or community benefits, as this will be more appropriately monitored and dealt with through the review process. This is supported by the recent appeal decision on the Homefield site, in which the Inspector noted that such a significant degree of oversupply (in comparison to local needs) would inevitably draw people into the village and this would run clearly contrary to the strategic rationale underpinning the settlement strategy, which seeks to focus growth on large towns. Reference is also made to Supplementary Planning Documents that deal with the impact of new housing on the European sites (see section 6.16 onwards for further information on this issue).

4.5. The second policy specifies the dwelling types needed as part of any future provision, which seeks to address the under-representation of smaller and more affordable home types. A Community Land Trust is proposed to manage the affordable homes (see MSA Project 1). The planning permission for housing at Huntley Down highlighted that a local connection criteria for affordable housing was not at the forefront of planning decision maker’s minds despite the Local Plans’ emphasis on meeting local needs in the villages, and as such this has now been added into the policy. This is supported by Policy 2 of the North Dorset Local Plan which states that all development proposals in the District’s village will focus on meeting local needs. Given that the need is for smaller homes, it would be appropriate to place conditions limiting the future extension of such homes delivered through this policy, so that the impact of the future extension of these homes on the overall availability of smaller, more affordable homes (including those sold on the open market) can be taken into account. There may well be circumstances (such as the need to make adaptations for long-term care requirements) that would clearly justify extension and alterations, and it is not expected that permission should be withheld in such circumstances.

Policy MSA1. Meeting Local Needs – Amount and Location of New Development

Sufficient land is allocated in the Neighbourhood Plan, which together with other limited infill and rural conversion, should more than meet the projected housing need of about 56 dwellings over the plan period (2018 – 2033).

The release of unallocated greenfield sites outside the settlement boundary for open market housing should be resisted.

Any net new residential development will need to avoid giving rise to any adverse impacts on the integrity of a European site. This can be achieved by adhering to the Dorset Heathlands Planning Framework SPD and the Nitrogen Reduction in Poole Harbour SPD.

Policy MSA2. Meeting Local Housing Needs – Dwelling Types

The type and size of housing permitted should primarily provide:

- > affordable homes for rent, with the sizes based on the current local need identified in the affordable housing register;
- > starter and shared-ownership affordable homes suitable for single adults, couples and young families;
- > one, two and three-bedroom open market homes (including semi-detached and terraced properties);
- > homes specifically designed for residents with more limited mobility and requiring an element of care.

Where affordable housing is provided, this should be made on the basis of meeting the needs of people in housing need who have a local connection to the parish (that satisfies the local connection criteria of the Dorset Housing Allocations Policy), and should be subject to a suitably worded condition or legal agreement to ensure that the housing will remain affordable for such people. The local connection criteria may be extended to the adjoining parishes if there are no people with a local connection at the time the property becomes available, and then to the rest of the Dorset Council area.

Where appropriate, conditions will be attached to planning permissions for new dwellings in order to restrict their future extension, so that the adverse impacts of any reduction in the availability of smaller, more affordable homes (including open market dwellings) can be considered.

Larger open-market homes (with the equivalent space for four or more bedrooms) should be designed to allow for potential future subdivision (e.g. into flats / annexed accommodation or workspace / studio).

Employment

4.6. The main employment sites in Milborne St Andrew are the Milborne Business Centre site on Blandford Road (a 1.9ha site) and Deverel Farm (of a similar size). There are further small business units at Barnes Croft (Coles Lane) and the local garage / car sales centre on the main road. There is also employment provided by several B&B / self-catering establishments (although for the avoidance of doubt, it is not intended that holiday accommodation should be considered as an employment use under the following policy), as well as the community facilities – the pub, shop and post office, and the first school and pre-school. There are several working farms operating in the local area that also provide local employment (and about 3.5% of local people in employment work in agriculture).

4.7. A survey of the main employment sites' owners was carried out during the Plan's preparation, which highlighted that these were well used and not able to meet the level of enquiries for small workshops and larger manufacturing and servicing businesses. The household questionnaire in 2015 also showed that most local people would like to see more businesses in the area (particularly workshops for light industry e.g. artisan crafts, electronics), if suitable sites could be found. There were two (2)



responses to the household questionnaire in 2016 from local people whose current premises in the parish were unlikely to be suitable in the future and would like to relocate to alternative premises in or close to the village, and a further six (6) responses from people who ran a business outside of the area and would want to relocate closer to the parish if possible.

4.8. The Local Plan allows for the small-scale expansion of existing employment sites. The expansion of the Milborne Business Centre is constrained by its treed surrounds (which are subject to Tree Preservation Orders). Although there may be opportunities to expand the Barnes Croft site, the topography and access via a residential road would not make any significant expansion easy. There is potential for expansion at Deverel Farm, given that the site is well-located in a slight dip in the landscape (and is therefore not visually prominent) away from any sites of known historic or ecological interest, and has good access to the A354. Being further removed from the village, with no near neighbours other than those involved in the site's operation, this site lends itself to catering for the needs of businesses requiring larger premises or less compatible with a residential area, with the added bonus that the storage requirements of the continued farming enterprise are often seasonal and therefore can be used flexibly. The farm complex does lie within a Groundwater Source Protection Zone and therefore, depending on the nature of the businesses proposed, measures may need to be included to prevent possible spillages and contamination of this important resource. Other opportunities for further small-scale employment units (including uses such as hairdressers or café), can be through allowing some employment as part of any site allocations or on other sites within or adjoining the settlement boundary. In all cases, further detailed consideration of the impact of development on the local area, such as biodiversity, flood risk, traffic, and any adverse impacts on heritage assets or landscape character, will be required in relation to the specific policies addressing those issues.

4.9. In order to avoid creating a loophole whereby new buildings may be developed purportedly for employment, but are changed as soon as possible to residential (via permitted development rights), such permitted development rights should be explicitly removed via condition, in order that their loss to the stock of employment premises can be properly examined.

Policy MSA3. Meeting Employment Needs – Business Requirements

The existing employment premises at Milborne Business Centre, Deverel Farm, Barnes Croft and the local garage / car sales centre on the main road should be retained in employment use, and allowed to reconfigure to accommodate changing business needs insofar as this is compatible with the local area (in terms of traffic movements, heritage and other environmental impacts including the living conditions of nearby residents).

The provision of new employment sites for small-scale E-Class uses within or adjoining the settlement boundary will be supported, provided that the development would not give rise to levels of noise and disturbance, including from traffic movements, that would cause unacceptable harm to the living conditions of residents, or cause harm to designated heritage or other environmental assets. In order to ensure that they are retained in employment use, permitted development rights will be removed via condition. Where a planning application is made to change the use, it should be demonstrated, through a robust marketing exercise for period of 6 months, that there is no reasonable period of their continued employment use.

The expansion of Deverel Farm complex to accommodate large-scale premises for E(g), B2 and B8 type uses and incidental parking and external storage areas, will be supported provided all of the following criteria are met:

- a) Any new or extended buildings or external storage areas would not be clearly visible from public rights of way to the detriment of the local landscape character;

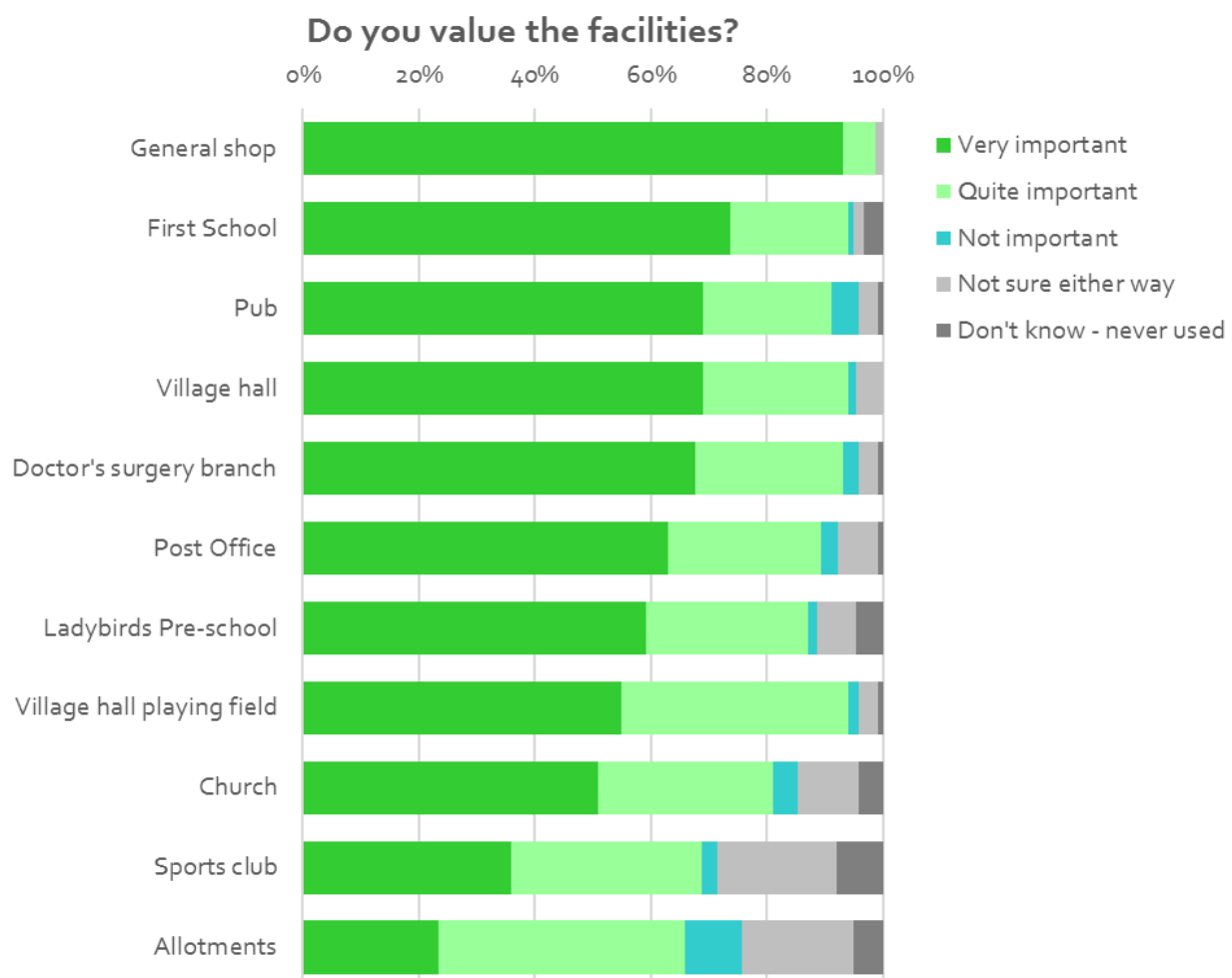
- b) Any external lighting is controlled to avoid creating unacceptable levels of light pollution;
- c) Any necessary measures are included to avoid potential harm to the groundwater protection zone from potential pollution;
- d) Proposals for development that are likely to generate a significant level of traffic are accompanied by a traffic assessment to establish any measures that would be reasonably required to address accessibility and safety issues, including improvements to pedestrian and cycle routes into the village.

Community facilities

4.10. There are 11 community facilities based in the parish that serve the village. When asked, local people made clear that they valued all the facilities. Even the allotments and sports field, which are on the outskirts of the village and less used than many of the other facilities, were felt to be important by two-thirds of villagers.

4.11. The service providers were contacted in 2016 as part of the research undertaken for the Neighbourhood Plan, to establish what their future requirements may be, taking into account the likely population growth. Where improved social infrastructure is deemed to be reasonable and necessary for a development to go ahead, it is possible to secure developer contributions towards such improvements.

Figure 3. Graph showing resident's support of local facilities



→ Healthcare

4.12. The main surgery for the area is in Milton Abbas with parishioners using neighbourhood car schemes to access this as needed. There is a small (84m²) branch surgery in the village, currently based in Milton Road Close, with limited parking. Clinics are run on set days of the week - usually Mon afternoons, and Wednesday – Friday mornings.



Key specs for new branch surgery premises:

150m² with flexibility for expansion / contraction of services

Modular / standard room sizes are preferred (8m², 12m², 16m², 32m²)

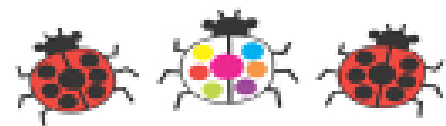
2 parking spaces per consulting room plus 1 for every full-time staff - suggesting approximately 8 spaces would be needed

4.13. Although the current branch surgery is relatively modern and centrally located, a slightly larger surgery would be welcomed to support the increasing population and local healthcare requirements. Unfortunately there is no scope to expand the building given the current footprint and plot size. Talks with the local GP practice suggest that premises extending to 150m² (over one or 2 floors)

with associated parking, would be ideal for the longer-term needs of the community. However at the current time (2021) the practice remains unable to commit to such an initiative, given the lease restrictions on NHS primary care contracts are restrictive, and as such they are focusing on internal improvements to the existing premises.

→ Education.

4.14. The Ladybirds Pre-School has successfully run from the village hall for over 15 years, but if it is to extend its offer to morning and afternoons for up to 25 children for ages 2 to 4 years, it needs to find alternative premises. The current providers would like to offer a 'forest school' environment, which would require an outside area for general play where children can build dens, grow plants, dig, explore etc in all weathers. *Ideally, the new Pre-School setting will be within or adjacent to the First School.*



Milborne Ladybirds

Key specs for new pre-school premises:

Estimated total floorspace requirement: **160m² (minimum) - 185m² (ideal)** plus outdoor area and parking / drop-off facilities. Access to safe play areas. 1 space per 2 full-time staff + visitor + disabled provision - suggesting approximately 5 spaces plus overflow provision for drop off / collection times.

Milborne St Andrew has a one-form entry first school (for 4 – 9 years), built in 2001 on the edge of Hopsfield. Most of its children are from within the parish (which broadly reflects its catchment area). The school's Sports Hall is available in the evenings for use



by community groups. The school roll has generally been around 70 - 90 children. Although it was designed to have sufficient capacity for up to 115 children, the school currently has to accommodate 5 different year groups (Reception to Year 4) within 4 classrooms. On this basis, there is likely to be a need for some expansion to at least one of the school classroom to enable 'bulges' in the intake to be sensibly catered for through the most appropriate combination of year groups into fewer classes.

4.15. Older children are bused to the middle school at Puddletown and the upper school of Thomas Hardy in Dorchester (or The Studio School at Kingston Maurward College).

→ Social and spiritual.

4.16. The Village Hall on the Causeway provides a central hub for many village activities, complemented by the Milborne Sports Club on Lane End and the sports hall at the First School. Both the Village Hall and Sports Club are



independently funded not for profit organisations run by volunteers. Regular activities (2021) include:

- > Badminton (School Sports Hall)
- > Beavers, Cub Scouts, Scouts (Sports Club)
- > Circuit training (School Sports Hall)
- > Dog Training (Sports Club)
- > Line Dancing (Village Hall)
- > Milborne Players (amateur dramatics) (Village Hall)
- > Pilates (School Sports Hall)
- > Under 5 Play Group (Sports Club).
- > Yoga (Village Hall, School Sports Hall and Sports Club options)

4.17. Monthly and less frequent events include:

- > Artsreach Events / More than a Movie (Village Hall)
- > Gardening Club (Village Hall)
- > Parish Council meetings (Village Hall)
- > Village Lunch (Village Hall)
- > Wednesday Club (Village Hall)
- > Women's Institute (Village Hall)

4.18. The Village Hall and Sports Club are also frequently used for private parties / celebrations / concerts / meetings / performances.

4.19. The Village Hall includes a large hall with stage, sound and lighting equipment, with seating available for up to 100 persons for concerts etc and up to 50 for sit-down meals (which can be served from the fully equipped kitchen). It benefits from a recently refurbished kitchen. There is also a smaller Committee Room that can accommodate up to 25 people. Many of the doors and windows, now 30+ years old will need replacing in the short term (estimated cost £16,000), and this is being progressed as a project but is also likely to require some external funding to complete. Outside there is parking for up to 20 cars, and this limited capacity has caused

problems for patrons and local residents, The Village Hall have been granted planning consent for the extension of the car park .

4.20. The limited indoor space at the Sports Club and the possible benefits of having a sheltered outdoor area for exercise and recreation (particularly in light of the Covid-19 pandemic) have sparked a potential project idea of a large, open sided shelter. This could be used for a wide range of leisure and recreation activities in all weather conditions, such as scouting activities, kick boxing, dog training classes, bowls, indoor cricket and even as an occasional live music venue or wedding reception area. Work is underway to better understand the scale, design and costing, and will ultimately need planning permission (including consideration of the impact on the Local Green Space) and funding to progress.

4.21. The Royal Oak pub is popular, frequented by many villagers, and is the venue for themed evenings, skittles, quizzes etc.



4.22. St Andrew's Church is a Norman Church on the edge of the village, part of the Puddletown Benefice. Car parking can be a problem here on occasion, but the Frampton family do make land available to provide free church parking in the Grove when required. The cemetery may need extending in about 10-15 years when it is anticipated to be at capacity, and the need for this should be kept under review.



→ Shops and Retail.

4.23. Grays Stores is the local shop located in the centre of the village on Milton Road. It is open 7 days a week providing a much-needed facility for both general and top-up shopping. The Post Office in the Square is another facility that is considered to be vital to the village.

4.24. A number of local residents have suggested that a cafe would be a desirable addition to the village. At the time of writing this plan, no potential commercial operators or community groups had been identified to set up and run such a facility.

→ Outdoor Sport and Recreation

4.25. Within the grounds of the Village Hall is a children's playground with swings, a slide, zip wire, climbing frames and a basic BMX cycle track. There is a Multi-Use Games Area (MUGA) with markings and equipment for football, tennis and basketball. A large grassed area provides space for football or fetes.

4.26. To the east of the village, off Lane End, is the Sports Field and associated Pavilion, part of the Milborne St Andrew Sports Club. The land was purchased by the Parish Council in the 1990's to realize a vision for a local sports facility, and the Sports Club was established in 2000, following which the land was leased to the Club (on a secure tenure to 2059).

4.27. In 2001 the main pitch was formed, and external funding for more than £250K was secured to build the Pavilion and changing rooms. The original main pitch has since been added to with a second pitch capable of being used as either an adult or downsized to form a youth pitch. The Sports Club currently boasts two high quality football pitches capable of hosting up to five home teams each weekend and, since 2018, has worked to significantly upgrade the facilities available to users. Including the provision of 6m high rebound netting behind the Lane End goal and portable floodlights to assist with evening training sessions. The main football pitch is considered to be the best grassroots pitch in the Dorset FA and is regularly used for the Dorset FA Cup Finals.



4.28. Also to the west of the village, between the Sports Field and main road, are the village allotments. These were established through volunteer effort in 2012, and the area has capacity for some 34 plots. 12 whole plots are being

cultivated, and the number of plots can be increased by expanding into the adjoining area when the level of demand justifies the expense of further rabbit-proof fencing.

4.29. The above recreation areas have been identified as Local Green Spaces, and protected under Policy MSA11.

4.30. Planning permission has been granted for an area of informal public open space on land at the top of Huntley Down, also accessible from Coles Lane. This is being developed in conjunction with the housing at Huntley Down, and will provide an area that is in easy reach of households in the north part of the village, and has a dog-



training and activity trail. It is expected that this will be open in 2022, and it may be designated as a Local Green Space through a future review of this Plan.

→ Overview

4.31. The emphasis on community facilities in this Neighbourhood Plan has focused on supporting and improving the existing facilities, which are very much valued by the local community.

4.32. The main projects that are deemed the top two 'priorities' by local residents are the traffic calming through the village (as outline in section 5), and the need for a new pre-school building to enable it to run morning and afternoons. The importance of the traffic calming was accepted in the consideration of the Huntley Down decision, and the officer report explains that the financial (S106) contributions negotiated towards improved community facilities could be used for 'facilitation of access', and with the commencement of development on the Huntley Down site (2021) Dorset Council are now costing the scheme to establish whether further funding will need to be secured. The provision of a new pre-school is highlighted as a key requirement in relation to the development of the main housing site allocation (Policy MSA5).

4.33. With the amount of affordable housing likely to be built over the plan period, together with other community buildings (that could then be rented by the service providers), it would make sense to establish a Community Land Trust. Community Land Trusts have already been established in villages such as Buckland Newton and Maiden Newton. Any new community buildings could then be owned and managed by a Community Land Trust, in order to ensure that they continue to benefit the village in perpetuity.

What is a Community Land Trust (CLT)?

A Community Land Trust is a not-for-profit community-based organisation run by volunteers for the benefit of the community. It delivers housing and other community facilities at permanently affordable levels for local people. Its membership is open to local people living and working in the community to join, and is normally run by a board elected from the membership.

4.34. The potential for future expansion of recreation opportunities is considered in Policies MSA4 and MSA12. The ongoing management arrangements proposed for any new open space provision (including future maintenance costs) should be made clear, and agreed with the Parish Council (if it is to manage that space).

4.35. The review of the plan has highlighted further projects from the Sports Club and Village Hall that they consider would enhance their facilities. These will be subject to further consultation as their plans are finessed. A planning application for the extension of the Village Hall Car Park was submitted in late 2021, and will need to be considered in light of the impact on the Local Green Space. The provision of an open sided shelter that could be used for a range of leisure and recreational activities and act as a covered venue for occasional events is at a slightly earlier stage and project development, and similarly would need to be considered in light of the impact on the Local Green Space and other planning matters. If accepted, they would need funding which could in part come through Section 106 developer contributions.

Policy MSA4. Supporting Community Facilities

Development proposals to improve the provision of community facilities (including those listed below) in a manner in keeping with the character of the area will be supported.

- a) Village Shop

- b) Post Office
- c) First School and Pre-School
- d) Village Hall and Playing Fields
- e) Parish Church and Cemetery
- f) Public House
- g) Sports Pavilion and Sports Field
- h) Allotments

Every effort should be made to work with the local community and relevant authorities to investigate potential solutions to avoid any loss of these valued assets.

The area adjoining the allotments (as shown on the Policies Map) is reserved for the future expansion of the allotments or alternative informal recreation use.

Developer contributions may be sought where reasonable and necessary for improvements to the above social infrastructure.

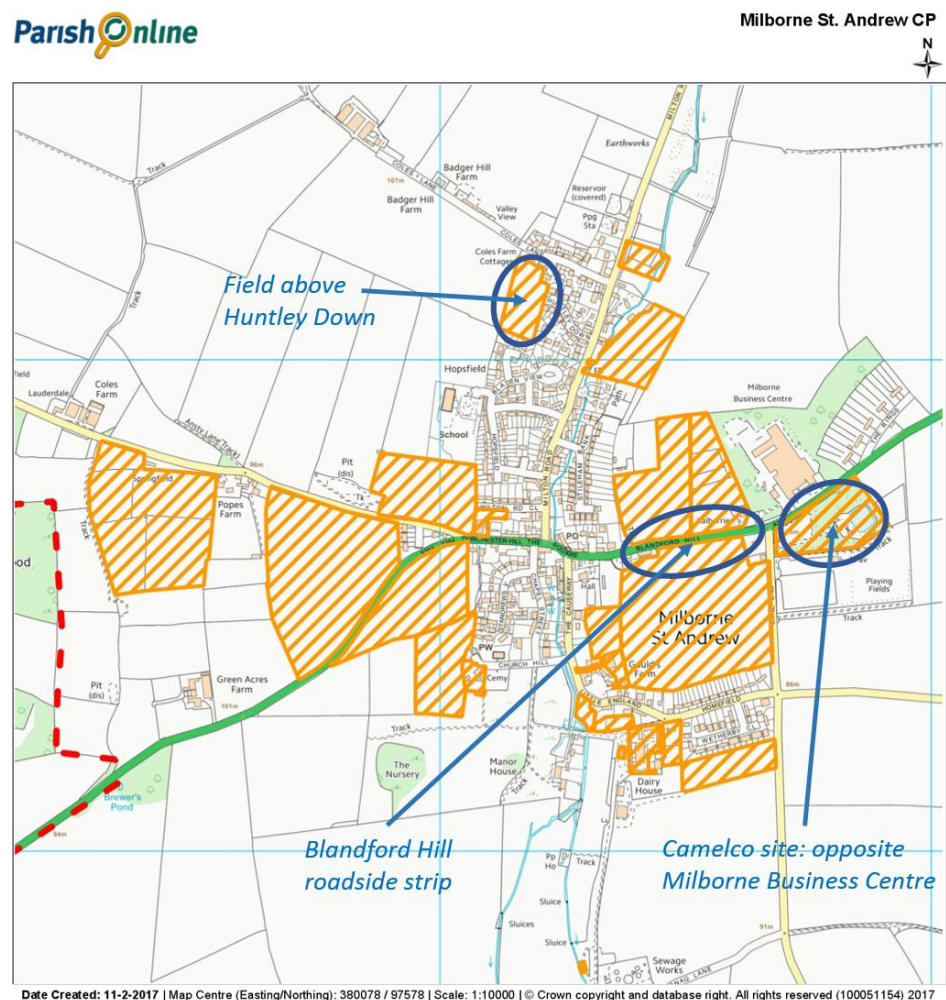
MSA Project 1 Community Land Trust

The Parish Council will support local volunteers to set up and run a Community Land Trust for the benefit of the village.

Development Site Selection

4.36. Landowners were invited to put forward sites that they would like to be considered for development in a “call for sites” in 2017 to see if there were any sites that had not been identified through the Local Planning Authority’s Strategic Housing Land Availability Assessment. We had a terrific response, with just over 42 hectares of land submitted for consideration. To put this in context, 42 hectares is almost 1½ times the size of the village (as defined by the settlement boundary), and far in excess of the amount of

Figure 4. Sites assessed, including Camelco, and Reasonable Alternatives



land needed. It was therefore clear that the choice of sites needed to be whittled down, to find the best available location/s for development that could then be allocated for development through the Neighbourhood Plan.

4.37. As a first step, the sites were visited and assessed by the Neighbourhood Plan Group based on the following criteria (as shown in Figure 2). Those sites that scored generally positively against these criteria were the focus of the options consultation in Summer 2017, and from this, the top contenders supported by local people (and performing well in terms of general sustainability criteria) were identified:

- Land Opposite Milborne Business Centre / Camelco
- Land immediately adjoining on either side of the A354 on Blandford Hill (just up from South View and the Old Bakery), comprising
 - > Blandford Hill North (part of the field opposite the Old Bakery)
 - > Blandford Hill North (part of Homefield)
- The field at the top of Huntley Down, off Milton Road.

4.38. Landowners of these top-scoring sites were invited to present their ideas at an open meeting in November 2017. Following these presentations, the Camelco site continued to be ranked as the most preferred site, which could deliver a wide range of benefits to the village whilst re-using previously developed land. It can accommodate the identified need for housing, employment and community facilities, and has been put forward as a site allocation in this Plan.




4.39. The landowners of the alternative sites all sought to gain planning consent prior to the Neighbourhood Plan coming into force. The Huntley Down scheme was refused in the first instance, dismissed at appeal, and a revised was finally approved in October 2019, on the grounds that the Planning Inspector's concerns had been satisfactorily addressed. The Homefield site on Blandford Hill site was dismissed at appeal in September 2020, and the application for the field to the north of Blandford Hill, which had remained undetermined, was subsequently withdrawn. At the time of the first review, there was no need to revisit the potential allocation of any of these sites, or call for further sites to be assessed.

Camelco

4.40. The following Table 2 reflects the detailed findings of the site assessment and desk-top checks relating to the Camelco Site. Whilst this site now has outline planning permission (2/2019/0403/OUT granted August 2021), the policy has been retained to guide the reserve matters application that will follow.

Table 2. Camelco Site Assessment

Site description	<p>Relatively flat elevated site, comprising previously developed (brownfield) site on the eastern end of the village. Total site size: 2.2ha</p> <p>Large area of tarmac hardstanding with floodlights and waste treatment / lagoon at eastern end, not in any active ongoing use for over 20 years</p>
	
Neighbouring uses	Adjoins mix of uses (Sports Field and Pavilion to south and allotments to east, factory premises across A354, residential to west)
Access points / and suitability	<p>Existing access from Lane End, pavements / footpath along Lane End (going north) and A354 (north side) into village centre</p> <p>Suitable visibility splays would be needed for any access onto A354 (at current speed limits this would equate to 2.4m by 79.0m) and a 2.0m wide footway would be required along the frontage of the site and a crossing on the A354 to facilitate safe pedestrian movement to the village centre</p>
Visual impact and landscape interest	Potentially prominent site, visible in long-distance views from the Bere Road / Weatherby Castle, although set against existing large buildings of business centre site. Hedges and occasional trees along site boundaries worthy of retention
Wildlife interest	<p>Around 20% of the site is tarmac and concrete with the remainder a mosaic of grassland and scrub, some of the latter has recently been cleared (early 2018). There is a small lagoon which is fenced off in the southeast corner. Along the northern boundary of the site is an overgrown hedgerow which may qualify as important under the Hedgerow Regulations (1997).</p> <p>Although no protected species were identified at the time of the most recent site survey, the site provides potentially suitable habitats for hedgehogs, dormice, reptiles, birds and bats, and precautionary mitigation is recommended.</p>
Historic interest	<p>There are no statutory listed buildings likely to be affected, the nearest comprising the Milestone (to the east) and 36 and 37 Blandford Hill (to the west). The conservation area (also to the west) is largely invisible from the site. There is some intervisibility between the scheduled monument of Weatherby Castle (to the south) and the site, but given the distance and surrounding development, any visual impact can be mitigated by strengthening planting along the southern edge of the site, to the north of the Sports Field and Pavilion, to avoid any harm to the setting of Weatherby Castle. The Dorset Historic Environment Record identifies land</p>

	north of the site within the Milborne Business Centre as an early Iron Age/Romano British settlement dating from around 800 BC to 409 AD, and given the topographical nature of the area that this may have extended southwards. It is recommended that further site investigation of the archaeological potential of the site is undertaken with regard to its development.	
Flood risk / ground conditions	No known flood risk, outside all mapped flood risk areas. Existing lagoon understood to have been used for processing waste water related to the factory's food production (1990s) and more recently to discharge surface water from the business centre.	
Summary – main benefits and issues to mitigate	<ul style="list-style-type: none"> – Brownfield site – Potential for mixed use – Unlikely to contribute to flooding – Potential to soften visual impact of business centre – Good access to sports facilities / employment – Potential public access to woodland area adjoining Milborne Business Centre 	<ul style="list-style-type: none"> – Distance / uphill from village centre for pedestrians – Visibility due to elevated nature of site and potentially hard edge to the settlement unless properly landscaped – Possible noise / disturbance from business centre uses – Possible contamination from previous use to be mitigated – Busy nature of the A354 – difficulties crossing safely

4.41. Based on this assessment, discussions with the landowner (to ensure the proposals could be delivered) and the research underpinning this and other policies in this plan, the site is allocated for a mixed-use development including housing, employment and community facilities, subject to a list of 15 detailed requirements.

4.42. As well as housing and some employment workspace, the development of the site will deliver a number of community benefits, including improvements to the highways which should make it safer for pedestrians crossing the A354, [the provision of a community building that should be able to accommodate the future needs of the pre-school](#), and accessible green spaces for use by local residents. A potential option for a community woodland is identified in Table 9 (REC 3), subject to providing for the on-going management of the woodland in a way which respects the privacy and security of neighbouring properties, but other options may be considered. These community buildings and associated land should be secured for community use in perpetuity (potentially via a Community Land Trust as outlined in MSA Project 1). If not required in the short-term, they can be leased to other users to enable an income stream for re-investing in community facilities.

4.43. Based on the site size and providing sufficient room for the employment uses and community buildings, there is sufficient room to deliver at least 32 houses within the site, but potentially a higher number given the need for smaller dwelling types which would have smaller than average plot sizes, and therefore the number of homes may be in excess of this minimum figure.

Policy MSA5. Development of the Camelco Site

The Camelco site, as shown on the Policies Map, is allocated for mixed use of housing, employment and community facilities, and subject to all of the following requirements:

- a) The site is made good through the removal of redundant structures (unless their retention would be of demonstrable benefit), and measures are taken to ensure that any evidence of potential contamination before or during construction are investigated and remediation agreed by the Local Planning Authority
- b) A new vehicular access is provided onto the A354, designed to create adequate visibility to allow safe access / egress and to help slow traffic entering the village. The existing vehicular entrance onto Lane End should be retained, to provide an alternative route and the potential to connect the two access points to create a permeable layout
- c) Pedestrian access from the village centre to the site should be improved, including the provision of a safe pedestrian crossing point of the A354 adjoining the site, a 2m footway along the frontage of the site and a safe and attractive link through the site to the Sports Field and allotments. Developer contributions will also be sought towards pedestrian improvements to the A354 in the village centre, as identified in Table 3
- d) Sufficient space should be provided to allow the west-bound buses to pick up and set down without interrupting the movement of traffic along the A354, along with a new bus shelter
- e) The design of the development fronting onto the A354 is of high quality to create a welcoming entrance point into the village from the east, including suitable planting and design. The location and design of any housing and garden areas along this frontage will need to take into account possible disturbance from the main road and existing business centre
- f) At least 32 dwellings are provided, and the dwellings provided are of a type and size that accords with Policy MSA2, and their detailed design accords with Policy MSA14
- g) Community building/s and associated land and parking of suitable size and specification to accommodate a pre-school, are provided within the site in line with the requirements identified in section 4.14 (or to an alternative specification of equal community benefit, potentially via the funding of such a facility on another site within the village, in agreement with the relevant service providers and Parish Council). These should be designed flexibly to allow other employment or community use should the need for the pre-school be delayed or delivered elsewhere
- h) In addition to the community buildings, at least 5% of the site area should comprise buildings and associated parking for small-scale E-Class employment such as workshop / studios appropriate to a rural area (these may have residential uses above)
- i) The employment and community buildings should be co-located and their parking provision designed to allow shared / flexible use and minimise disruption to nearby residential occupants
- j) At least 180m² of equipped play space plus at least 430m² of informal amenity green space should be provided within or very close to the site, with the total provision of public open space delivered being in line with Policy MSA12 (a)
- k) A landscape scheme is secured that provides substantial landscape planting using native species along the southern and south-eastern site boundaries, and pockets of amenity space within the development of sufficient in size to support mature trees, to visually integrate the site in this edge-of-village location and soften the visual impact of the development in long-distance views from Weatherby Castle. The management of these spaces should be secured so that they provide an on-going benefit
- l) A certified biodiversity mitigation and enhancement plan is secured so that the loss of hedgerow and wildlife habitats likely to support protected species is avoided as far as

possible, and that mitigation and, if necessary, compensatory measures are agreed, to provide an overall biodiversity gain

- m) A Suitable Accessible Natural Greenspace (SANG) will be required to be provided within a safe and reasonable walking distance of the site, and its future management secured (which will include additional measures as necessary to provide appropriate mitigation in line with the requirements set out in Policy MSA12 (b)). The SANG may include a variety of features such as grassland, community woodland and ponds. In any event, any net new residential development will need to avoid giving rise to any adverse impacts on the integrity of a European site, which can be achieved by adhering to the Dorset Heathlands Planning Framework SPD and the Nitrogen Reduction in Poole Harbour SPD. Improved access to the countryside via the provision of Link 1 (see Table 10 and Figure 10) should also be delivered if feasible
- n) Archaeological investigation is undertaken prior to the site's development, and recording undertaken, to a level agreed as necessary by the County Archaeologist
- o) A surface water and drainage plan is secured to manage surface water run-off and foul water disposal from the site, including the consideration of any necessary off-site network capacity improvements that may be required to accommodate this development.

Settlement Boundary

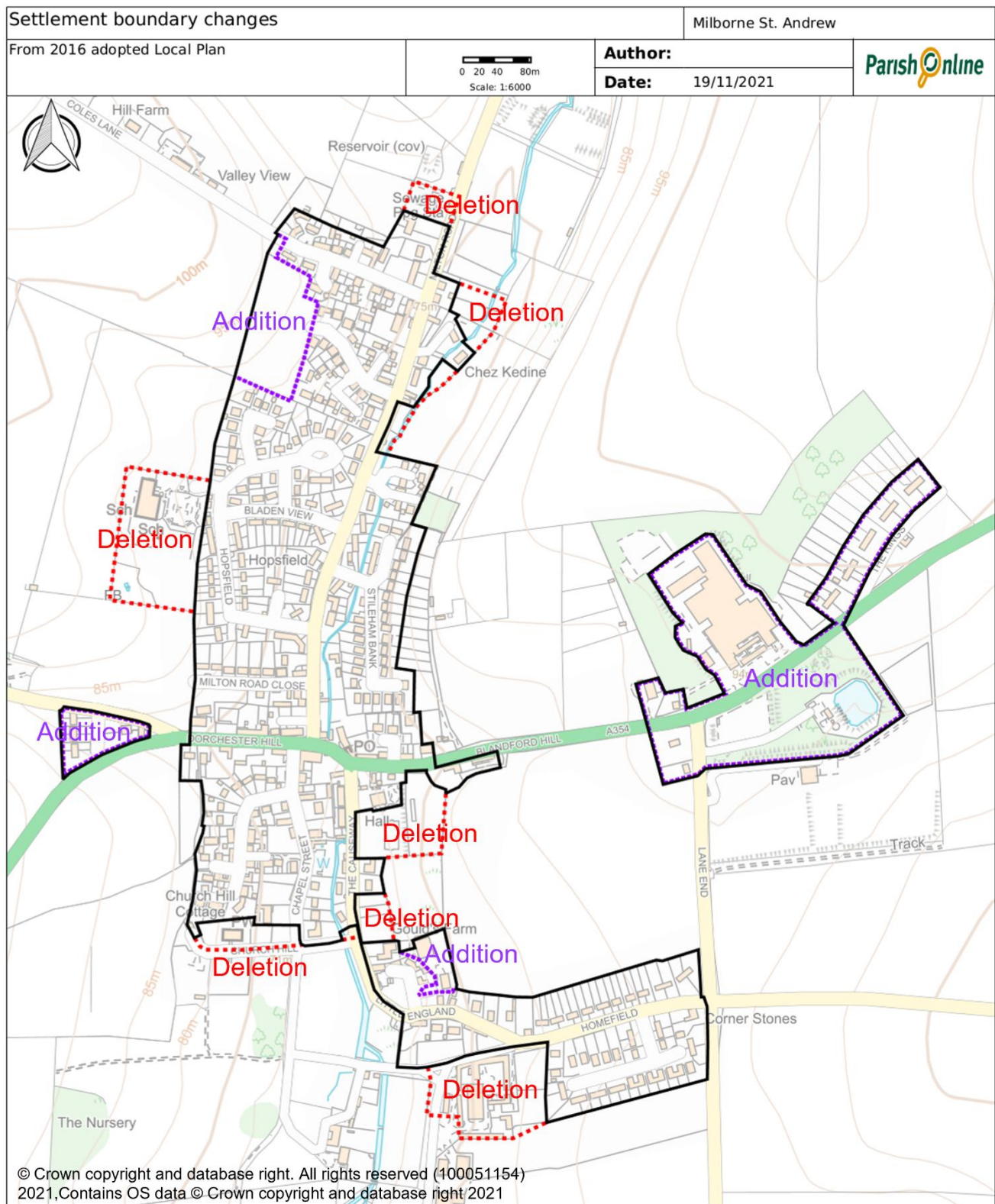
4.44. A settlement boundary is an established planning tool that basically defines those built-up areas where further infill development can in principle happen, subject to site specific considerations such as safe access, overlooking, local character, wildlife interest and avoiding risk from flooding, contamination etc

4.45. Figure 5 shows the settlement boundary as revised from the previous version (last examined in the 2003 Local Plan). In addition to minor changes to better align the settlement boundary with features on the ground, the key changes have been to:

- > Include areas where housing development has been built or gained planning consent adjoining or otherwise well-related to the village core, and no specific exclusions to the principle of development in this location would apply in future. This applied to
 - Planning consent granted adjoining Fox View
 - The cluster of development at Lynch Close
 - The Rings and the houses on the A354 / Lane End junction
 - **The new housing development at the end of Huntley Down approved in 2019**
- > Exclude undeveloped areas on the edge of the settlement where development would not be considered acceptable in principle. This applied to
 - The area around the Church – including adjoining areas where development would be likely to impact on the setting of this key historic landmark
 - The area adjoining Gould's Farm off the Causeway (part of which is in the flood risk zone and was not supported as a potential development site)
 - The area around the Dairy House (which was not supported as a potential development site)
 - Areas of undeveloped land adjoining the Bere Stream in the flood risk zone (mainly off Milton Road)
- > Exclude community buildings and their grounds where these are on the edge of the settlement, as in principle these should not be developed for open market housing (and their continued use and expansion is allowed for under this Neighbourhood Plan and existing Local Plan policies). This applied to

- The First School site
- The Pumping Station on Milton Road
- The Village Hall and playing fields

Figure 5. The Revised Settlement Boundary



4.46. The settlement boundary has also been amended to accommodate the Camelco site-specific allocation, although it may be revised in a future review to exclude any peripheral areas of

green space secured as part of the allocation which may be better retained within the countryside.

Policy MSA6. Settlement Boundary

The settlement boundary for the village of Milborne St Andrew is amended as shown on the Policies Map. Development outside of this boundary will be treated as 'countryside' in respect of the Local Plan policies.

5. Promoting a walkable village and minimising potential traffic problems

5.1. Planning decisions have to consider whether safe and suitable access to a site can be achieved. Developments that generate significant levels of traffic should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (though national policies recognises that public transport options may be limited or not available in rural areas).

5.2. Most residents will walk to local facilities, rather than go by car, as most journeys are within easy walking distance. The safety, attractiveness and connectivity of the various walkways is therefore critical. However Milborne St Andrew is a rural village divided by the A354. This main road is part of the primary route network, providing an alternative and comparably less-used route connecting London to the South West (the alternatives being via Southampton or Bristol). A 12-hour vehicle count in 2016 showed:

- > the main road carries some 7,000 vehicles a day with about 760 vehicles / hour at peak times;
- > about 4% of the traffic is HGVs and buses / coaches;
- > more than 15% of vehicles exceed the 30mph restriction within the village, slightly more so for those travelling past the Royal Oak Public House toward The Square (where an 85 percentile speed of 34.2 mph was recorded).

5.3. Although there have not been any recorded fatalities from road traffic accidents, local residents are concerned about the safety for vehicles and pedestrians trying to cross the main road (the main 'desire line' being trips between Milton Road and The Causeway). In particular:

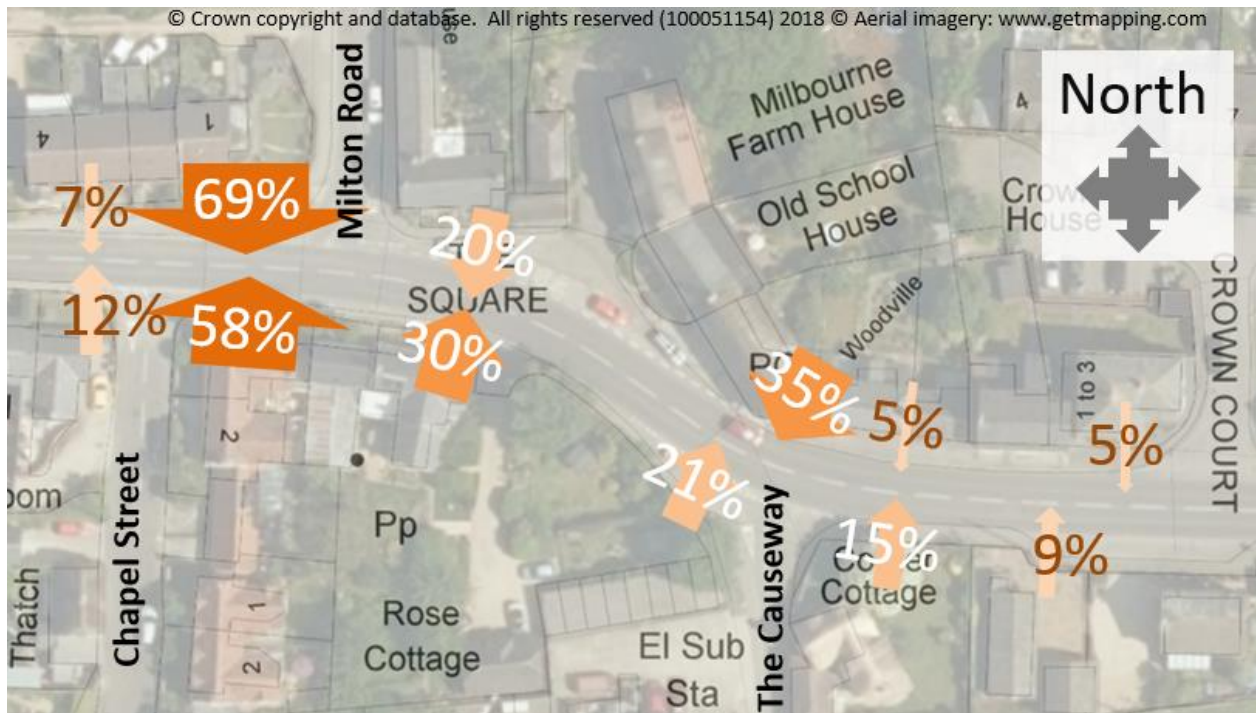
- > the speed of vehicles, both within the village centre and on the approach to the village from the east on Blandford Hill and west on Dorchester Hill;
- > the restricted forward visibility, particularly into and through the Square, for drivers of vehicles exiting from Chapel Street on to the A354, and created by the location of the westbound bus stop in The Square
- > the narrowness of the carriageway and footways, particularly outside the Royal Oak Public House and in the vicinity of The Square;

Where accidents have happened, measures have been introduced (such as on the Dorchester Hill approach to the village with the Armco barrier) which are not in keeping with the character of a village environment, reinforcing the perception that pedestrians are not safe.



5.4. A survey of local residents (2018) indicated that a significant proportion of people tend to cross within The Square, instead of using the designated crossing point not far to the west, as shown in Figure 6. This highlights the importance of understanding human behaviour, where the most direct route may still be used in preference to the safest 'designated' one.

Figure 6. Pedestrian crossing focus, The Square



Traffic Management

5.5. As part of the preparation of the Neighbourhood Plan, a traffic consultant was engaged to identify practical solutions to address the specific problems of crossing and walking alongside the busy A354 main road, in consultation with local residents, the Highways Authority and the Police. The potential locations for future development were taken into account in identifying the best solutions. Table 3 outlines the measures (west to east) that are proposed. The concept for this scheme is shown diagrammatically in Appendix 2.

5.6. The traffic management measures are designed to raise driver awareness of the village environment and likelihood of pedestrian activity (and therefore decrease speeds), in a manner that is in keeping with a rural village setting. Any highway schemes should adhere to the Rural Roads Protocol as adopted by the Highway Authority, particularly to preserve and enhance the historic character of the village, through:

- > Balancing the safety and access needs of users with care for the historic environment and landscape setting;
- > Using local materials with designs sympathetic to the character of the village;
- > Considering sustainability and climate change impacts, in particular local propensity of flood risk and problems associated with loose surface materials;
- > Keeping signs, lines and street furniture to the minimum and remove intrusive roadside clutter. Where signs and markings are needed, adapting standard designs wherever possible to make them the best possible fit with local surroundings;
- > Encouraging and testing innovative approaches and making full use of the flexibility in national regulations, standards and codes of practice.

Table 3. Traffic Management Measures

West entrance / Dewlish junction	<ul style="list-style-type: none"> → Enhanced 30mph Gateway comprising distinct surfacing and additional gateway furniture → Upgrade junction warning sign to yellow-backed sign to increase visibility → Provision of a carriageway 'SLOW' marking adjacent to existing 30mph repeater and Vehicle Activated Sign just before Dewlish turning
Royal Oak Pub	<ul style="list-style-type: none"> → Provision of tapered edge lines and removal of carriageway centre line to front of Royal Oak, with appropriate warning signs e.g. 'road narrows' and 'oncoming vehicles in middle of road' on approaches
The Square	<ul style="list-style-type: none"> → Provision of distinct surfacing within / approaching The Square to highlight this as a 'place' where pedestrian activity should be expected → Relocation of westbound bus stop from The Square (to layby opposite Crown Court) – <i>this was achieved in April 2020.</i>
Blandford Hill	<ul style="list-style-type: none"> → Provision of a new uncontrolled crossing (dropped kerbs / tactile paving) and distinct surfacing or zebra crossing across from Crown House → Provision of a carriageway 'SLOW' marking adjacent to existing westbound Vehicle Activated Sign → Provision of repeater roundels up the hill, with distinct surfacing and tapered edge lines <p><i>In conjunction with development on or east of Blandford Hill:</i></p> <ul style="list-style-type: none"> → <i>Extend 30mph zone along Blandford Hill</i> → <i>Future opportunity noted to provide new footway on south side (in conjunction with potential future development of Homefield)</i>
Camelco / The Rings / East entrance	<ul style="list-style-type: none"> → Enhanced 40mph Gateway comprising distinct surfacing and additional gateway furniture → Provision of repeater roundels, with distinct surfacing and tapered edge lines <p><i>In conjunction with development in this area:</i></p> <ul style="list-style-type: none"> → <i>Extend 30mph zone to cover existing 40mph area</i> → <i>Provision of uncontrolled crossing (dropped kerbs / tactile paving)</i> → <i>Provision of new footway on south side, from Lanes End eastwards</i>

5.7. Housing growth will give rise to additional pedestrian movements, as future occupants access the local facilities that are dispersed around the village. As such, until such time that the Community Infrastructure Levy is implemented, developer contributions will be sought from all proposals resulting in net increase in housing, towards the general proposals outlined in Table 3. Some funding has already been secured through the S106 legal agreement for the housing development at Huntley Down (through wording which would enable funding for improved community facilities to be used to facilitate access), and Dorset Council has agreed to cost the scheme to see what if any additional funding may still be required. Additional contributions will be sought from new housing development on or east of Blandford Hill, to implement those measures that relate specifically to development in that location. The level of contributions sought should be proportionate to the development and not be to such an extent that the site's development becomes unviable.

Policy MSA7. Creating safer roads and pedestrian routes

Where development has the potential to connect via new or existing public rights of way to more than one road, pedestrian routes should be provided through the development, so that more

people are likely to walk rather than drive around the village. The design of any such paths should:

- a) be suitable for use of people with mobility difficulties, wheelchairs or buggies;
- b) be suitably overlooked and landscaped so as to be safe and attractive and be designed in a manner in keeping with the rural character of the area, taking into account the potential to enhance biodiversity through the provision of wildlife corridors;
- c) enable reasonable direct links to nearby community facilities; and
- d) allow for future onwards connections where there is reasonable prospect that an adjoining site may be developed.

Where development would give rise to increased pedestrian movements within and around the village, proportionate developer contributions should be sought for improvements to the highway infrastructure as identified in Table 3 and to be implemented through MSA Project 2.

MSA Project 2. Traffic Management in Milborne St Andrew

The traffic management measures outlined in Table 3 will be pursued by the Parish Council in conjunction with the Highways Authority, and be designed in accordance with the Rural Roads Protocol.

5.8. In 2018 a Community Speedwatch Group was established to monitor and hopefully add a further deterrent to speeding within the village, both along the A354 and Milton Road. *The Parish Council has agreed to place a Speed Indicator Device on Milton Road.* The possible inclusion of additional measures to slow speeds along Milton Road may be considered in the future, once the success of the A354 traffic management measures has been established. *This issue will be kept under review in future versions of the Neighbourhood Plan.*

Parking

5.9. On street parking in the village is a notable problem in both older and more recent developments. Although on-street parking can sometimes slow traffic down, parked cars too close to junctions can create more safety issues, reduced road widths can block access for emergency vehicles and deliveries / collections, cars parked on pavements can force pedestrians into the road, and front gardens turned into car parking areas can be to the detriment of the character of the local area.

5.10. A reality check was carried out based on a site in the village which was used in "The Bournemouth, Poole and Dorset Residential Parking Study May 2011". Described in the guidance as "characterised by its well-designed highway layout and thoughtful provision of on and off-road parking facilities", the reality today is that cars are frequently parked straddling the pavement. In other parts of the village, problems have also arisen when garage blocks intended to serve the houses have remained in separate ownership and not been made readily available, and where dwellings have been extended onto what was the off-road parking area.

5.11. The county car parking guidelines are based on the projection that, in locations like Milborne St Andrew, car ownership levels are likely to be about 1.3 to 2.1 cars / household come 2026, depending on house size. Our household questionnaire, with a sample of over 200 households, shows these levels have already been exceeded for 2 and 3-bedroom dwellings.

Table 4. Car ownership levels

No. bedrooms	ND Village 2026 car ownership projections	Milborne St Andrew 'reality' 2016
2	1.23 - 1.31	1.62
3	1.50 - 1.78	1.99
4	1.91 - 2.25	2.02

Figure 7. Parking problems observed – on roads, junctions, pavements...



5.12. As part of the review the level of parking provision was again checked, and remains largely unchanged from the previous results. We also took the opportunity to check whether public transport could be reasonable alternative to the car. Our findings showed that over half of all 'frequent' trips made outside the village were off the bus route, and nearly all respondents felt that it would not be feasible to use the bus and/or train to get to work. School journeys were the only trip regularly done by bus.

5.13. Based on the data obtained from the household questionnaire, and accepting that bus services are unlikely to improve, and car ownership levels are unlikely to fall, the following optimum parking provision would better match the typical car ownership levels found:

Table 5. Car parking reality

Bedrooms	Data Sample: Typical No. of Vehicles							County Standard*	Optimum car parking spaces		
	0	1	2	3	4	5	6		Allocated	Visitor**	Total***
1		4			1			1 + V	1	+ 0.5	1.5
2		17	14	2	1			1 to 2 + V	2	+ 0.5	2.5
3	2	32	46	19	3	2	1	2 + V	3	+ 0.5	3.5
4+	2	13	29	14	2			2 to 3 + V	3	+ 1	4.0

V = visitor spaces

* Extra unallocated parking is needed for each garage at a rate of 0.5 spaces per garage. 1 visitor space will be required for sites of up to 5 dwellings. For sites of more than 5 dwellings a more complex formula is used to calculate parking space requirements.

-
- ** Visitor allowance can be on plot, in a nearby dedicated parking area, or on spaces on the road side related to that dwelling (assuming these conform to the Highway Code and there would be adequate width left for emergency vehicles etc and sufficient passing spaces / forward visibility)
- *** Rounded up to nearest whole number

5.14. The design and layout of the parking spaces also has a bearing on their effectiveness. For example, garages are frequently used for storage, whereas open car ports / car barns tend to be better utilised. In-line provision, particularly when this exceeds 2 spaces (i.e. three spaces end to end in a line or two spaces in front of a garage) creates a blocking effect that renders this layout less flexible and the parking spaces less effective.

5.15. Developers are therefore encouraged to provide more parking spaces than the county standard, to better reflect the real-life situation of the village where car ownership levels are high, and public transport simply not flexible enough to forego the need for a car. The loss of areas provided for parking to alternative uses (even, for example, if the parking area is sold into different ownership or has been deliberately altered so as to no longer function as a parking area) can have a similar impact and should equally be taken into account in planning decisions. **Given the switch over to electric vehicles, there should be at least one off-road parking space per dwelling or workplace that can readily connect to an electric charging facility.**

5.16. Care will need to be taken in designing parking into scheme to avoid large, unbroken expanses of tarmac. Grassed verges, garages set slightly back from the building line, the use of street trees and hedgerow boundaries, and overflow parking areas using modular systems such as grasscrete that allow grass to grow within the parking area, can soften the impact of parked cars in the street scene and allow for sustainable drainage. The use of loose gravel and other materials that can get washed into the drains in periods of high rainfall should not be used, given the flooding problems experienced in the village.

Policy MSA8. Parking Provision

Parking provision for new or extended dwellings (including conversions) should meet or exceed the county car parking guidelines. Garages should generally be designed as open car ports / car barns to ensure they do not get re-purposed for storage. In assessing the numbers of parking spaces proposed in new developments, multiple "in line" parking spaces should be assessed as only providing one space as, in practice, the additional spaces within such a configuration are seldom effectively used.

Development, including plot sub-division, that would result in the loss of parking will be resisted if this will result in a level of provision below the expected guidelines.

The design of parking provision will need to respect the character of the area, use permeable, non-migrating surfacing materials, and avoid large areas of hard-standing that would be visible from the street or other public areas. Plans should clearly indicate the provision of electric vehicle charging points and ensure that at least one charging point is readily accessible for each dwelling or workplace.

6. Reinforcing local character and creating attractive places to live

Landscape Character

6.1. The farming heritage from which Milborne St Andrew has developed is evident in the surrounding fields with their cycle of changing crops and livestock, and tractors forming part of village life. The plan area sits within the open chalk downland associated with the South Blandford Downs Landscape Character Area, with the Lower Milborne chalk valley cutting through the area from north to south. Key characteristics noted in the North Dorset landscape character appraisal include:

- > An undulating open chalk downland landscape with medium to large scale fields bounded by low, straight and clipped hedgerows
- > Narrow, widely spaced out straight lanes are bounded by continuous clipped hedgerows with the occasional hedgerow trees.
- > A distinctive network of straight bridleways and paths, some of historic importance.
- > Flat valley floor with a narrow stream corridor often lined with willows and alders and farmed up to its edges.
- > Some important groups of trees on the side valley slopes and important woodland copses and regular-shaped small plantation woodlands dotting the landscape.
- > Weatherby Castle is a key feature, surrounded by a more intimate valley landscape as it becomes tighter and constricted by topography and corresponding reduction in field size. There are several tumuli and barrows across the area.



6.2. The character assessment also notes that the road network and settlement pattern follow the valley floor, and where the urban settlement edges have developed up the side slopes of the downland, in places this has detracted from the landscape's quality.

6.3. About three-quarters of respondents agreed that the lack of street lights, and resulting dark skies that allow people to more clearly see the stars, was a bonus – although this should not override safety and security issues. This would suggest that street lighting and high level security / flood lighting should be avoided. Where necessary, lighting should be low-level and focused downwards, to minimise unnecessary glare and light spillage.





6.4. Nearly all residents (95%) agreed on the importance of the stream corridor in defining the character of the area. Over 90% of respondents to the village survey agreed that the hedgerows and trees in gardens and on the edge of the village, that generally 'green' the village, were important, together with the wooded areas in the wider landscape. These include (but are not limited to) the wooded areas noted in Table 6 below (and are shown in Figure 9 and on the Policies Map). Some of these can be enjoyed from public rights of way, but all are in private ownership.

Table 6. Important Treed and Woodland Areas

W1	Milborne Wood	Ancient broadleaved woodland locally known for its bluebells, with limited public access via rights of way
W2	Longthorns Wood	Broadleaved woodland, a significant part of which is also ancient woodland. No public rights of way (other than around perimeter).
W3	Stileham Bank treed upper edge	Important treed backdrop to village on higher ground. No public rights of way.
W4	Wooded hilltop of Weatherby Castle	Ancient hillfort with mature trees providing locally significant landmark, with limited access via public rights of way
W5	Milborne Business Centre woodland	Important wooded backdrop to village on higher ground. Site of an historic Iron Age / Romano-British settlement. No public rights of way.
W6	Woodland adjoining the Coffin Path	Forms the setting of a historical path connecting to the church as well as an important landscape feature – with the woodland providing a backdrop to the village. No public rights of way (other than around perimeter).

6.5. The plan area is comparatively rich in archaeological features within the countryside, including many barrows as well as remains of former settlements abandoned in the Medieval period. Some of these sites are under cultivation and not readily discernible, others such as Weatherby Castle (an Iron Age Hill Fort) are clearly seen in the landscape (and its obelisk is thought to be part of the inspiration behind Thomas Hardy's novel *Two on a Tower*).

6.6. Most of the scheduled monuments are on rural farmland and unlikely to be affected by development proposals, but there may be opportunities for better management through schemes such as countryside stewardship. Historic England have indicated that they would be keen to talk to the landowners who own sites and look into any options there might be for helping improve the conservation of these monuments.

6.7. However the archaeological interest of the area is not fully understood, and it may be necessary to undertake more detailed examination including trial trenching to better understand the importance of archaeological remains. This has been highlighted in the evaluation of Homefield, where four Bronze Age ring ditches of potential national importance were discovered – and the fact that the open visual exposure of barrows within their setting would have been important historically.

Policy MSA9. Reinforcing Local Landscape Character

Development should respect and, where practicable, enhance local landscape character, including the retention and reinforcement of the following key characteristics:

- a) the general lack of light pollution;
- b) the hedge-lined rural lanes;
- c) the Bere Stream corridor, which has a rural character, in places being lined with trees (willows and alders) and in others farmed up to its edges;
- d) the important groups of trees, woodlands and copses dotting the landscape and within and on the edge of the village itself, softening the visual impact of the village in wider views – these include (but are not limited to)
 - Milborne Wood
 - Longthorns Wood
 - Stileham Bank treed upper edge
 - Wooded hilltop of Weatherby Castle
 - Milborne Business Centre woodland
 - Woodland adjoining the Coffin Path
- e) the historic tumuli, barrows and ancient hillforts;
- f) historic rural barns and farm buildings and associated features that reinforce the area's farming heritage.

Local Wildlife

6.8. The main areas of potential ecological interest within the plan area relate to the Bere Stream, areas of ancient and semi-natural woodland, and well-established hedgerows with a mix of native species. There are records of various protected species within the area – including

- > **Badger:** There have been many recorded sightings of the Eurasian Badger, mainly as road casualties.
- > **Bats:** known species include Soprano Pipistrelle and Brown Long-eared Bat. These may use roof voids and old trees for roosts, and forage in a wide range of habitats (depending on the species) - waterways and ponds, trees, woodlands and their associated shrubbery, farmland, gardens and allotments. Linear features like tree-lined footpaths are used by the bats as corridors to commute from one area of countryside to another
- > **Birds:** Mute Swan, Mallard, Hobby, Cuckoo, Barn Owl, Firecrest and Dunnock have all been recorded locally. Hedgerows, scrub and trees offer nesting and foraging opportunities for common and widespread bird species.
- > **Butterflies and Moths:** of many different varieties, including the Adonis Blue, Marsh Fritillary, Dingy Skipper and others – many favouring the calcareous (chalk) grassland, as well as woodlands, streams and hedgerows
- > **Dormouse:** the Hazel Dormouse has been recorded in the area – it is particularly associated with deciduous woodland but also inhabits hedgerows and scrub where hazel, hornbeam and blackthorn provide rich pickings
- > **Hedgehog:** there are several records of Hedgehogs from sites within the village, with suitable habitat including woodland, hedgerows and gardens.
- > **Otters and Water Voles:** there are records of Otters upstream from the village (just outside of the parish), and the Water Vole has been recorded in the Bere Stream

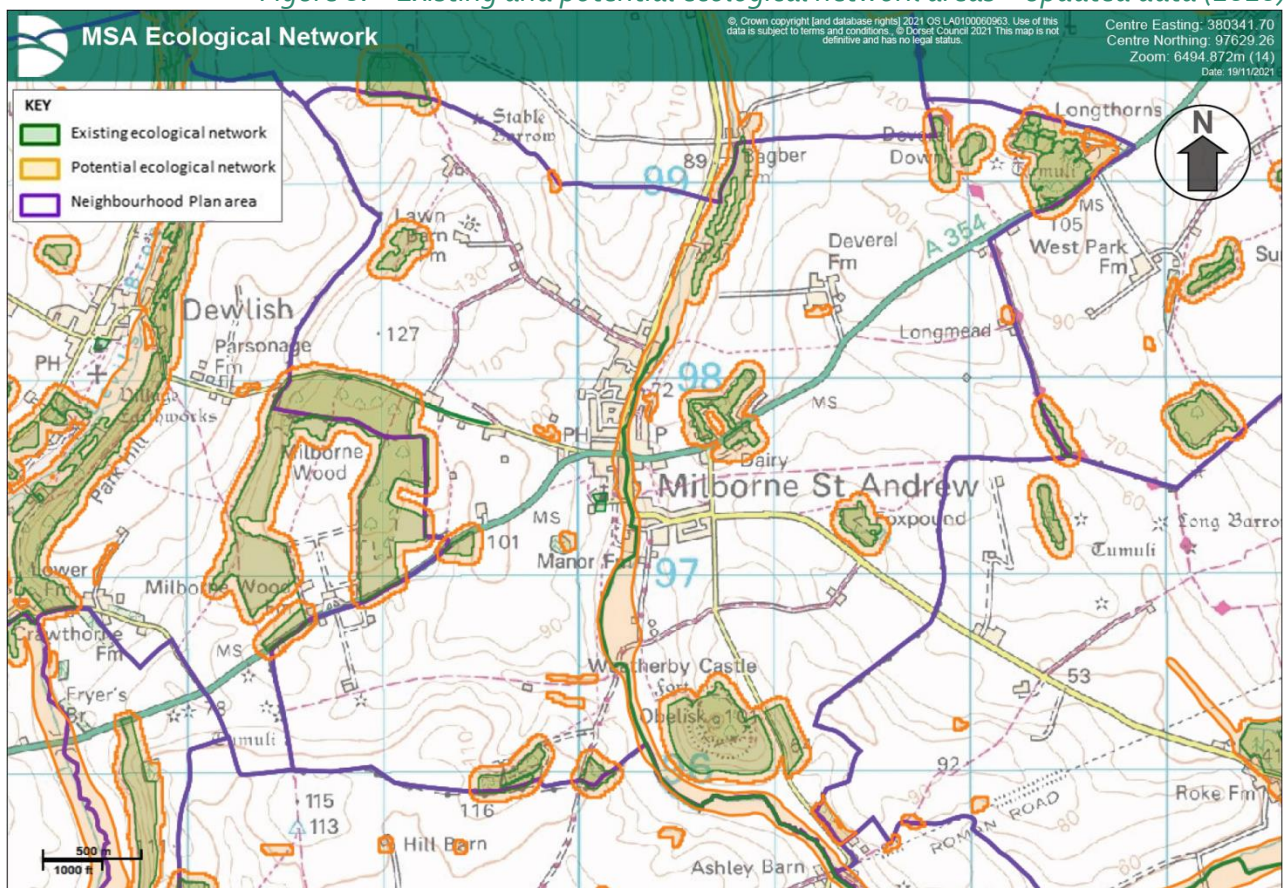
6.9. The Dorset Environment Record Centre have worked with the Dorset Local Nature Partnership to create a map showing existing and potential wildlife areas across Dorset

(<http://explorer.geowessex.com>). The data for Milborne St Andrew (as of 2018) is replicated in the Figure 8.

6.10. It is important that measures are taken to assess the wildlife value of all development sites in order to ensure that proposals include measures that will achieve a net gain for nature, in line with national and local planning policies.

6.11. The Dorset Biodiversity Protocol, which requires an approved biodiversity mitigation and enhancement plan to be submitted with a planning application, is a recognised way in which the impacts of a development proposal can be properly assessed and considered through the planning process. These should be checked by Dorset Council's Natural Environment Team who issue a Certificate of Approval, which can then be submitted as part of a planning application to demonstrate compliance with the following policy.

Figure 8. Existing and potential ecological network areas – updated data (2020)



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6.12. Such appraisals will be required where protected species or habitats are known or suspected to be present, which may well be the case where development would impact on species-rich hedgerows, unimproved grassland, natural watercourses and their margins, copses / woodland and mature tree specimens, rural barns and other roof voids (where bats may be present) or near wildlife sites. Even where development is unlikely to impact on existing wildlife, measures can be taken to provide new habitats – such as the inclusion of bird, bat or bee boxes on buildings, creating a pond or other water feature in your garden, or even a compost heap.

Policy MSA10. Protecting Local Wildlife

Development should protect and, where practicable, enhance biodiversity, through an understanding of the wildlife interest that may be affected by development, and the inclusion of

measures that will protect the existing ecological network (as shown on Figure 8) and, again, where practicable, secure an overall biodiversity gain.

A certified Biodiversity Mitigation and Enhancement Plan will be required where a development would involve:

- a) the loss of a hedgerow (in whole or part), copse / woodland area or mature tree specimen;
- b) works within 10 metres of the Bere Stream or other areas identified as part of the existing ecological network, or within the potential ecological network (as shown in Figure 8);
- c) works involving the development of a greenfield site, or a brownfield site in excess of 0.1ha; or
- d) works involving a rural barn (including barn conversions) or other roof space where bats may be present.

Works that would support the ecological improvement of the network of existing and potential ecological sites will be supported.

6.13. Development within the parish has the potential to impact on sensitive designated heathland areas within 5km (for example, due to recreational pressures that arise from housing) and also on the sensitive estuarine habitat of Poole Harbour (which is deteriorating due to increased nitrogen levels from sewage and agricultural practices in the catchment). Both the heathlands and Poole Harbour are protected under European legislation, government policy and the Conservation of Habitats and Species Regulations. The Local Planning Authority has worked with Natural England to devise Supplementary Planning Documents (SPD) to provide further guidance on these issues. The requirements in respect of these wildlife areas are dealt in Policy MSA12.

Local Green Spaces

6.14. National planning policy allows for green spaces, that are well related to existing settlements and hold a particular local value, to be designated Local Green Spaces. This designation provides strong protection against development, similar to Green Belt designation. This protection will last well beyond the Neighbourhood Plan period, so is not appropriate for extensive tracts of countryside, or land which may need to be released for housing, employment or community buildings / infrastructure in the longer term.

6.15. National planning policy also makes very clear that sports and recreational land, including playing fields, should not be developed for alternative uses unless the facility is:

- > clearly surplus to requirements; or
- > replaced by equivalent or better provision in an equally suitable location; or
- > replaced by alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the former use.

6.16. Table 7 lists the Local Green Spaces that have been identified as particularly important to the local community. The only form of development that would be appropriate in such locations

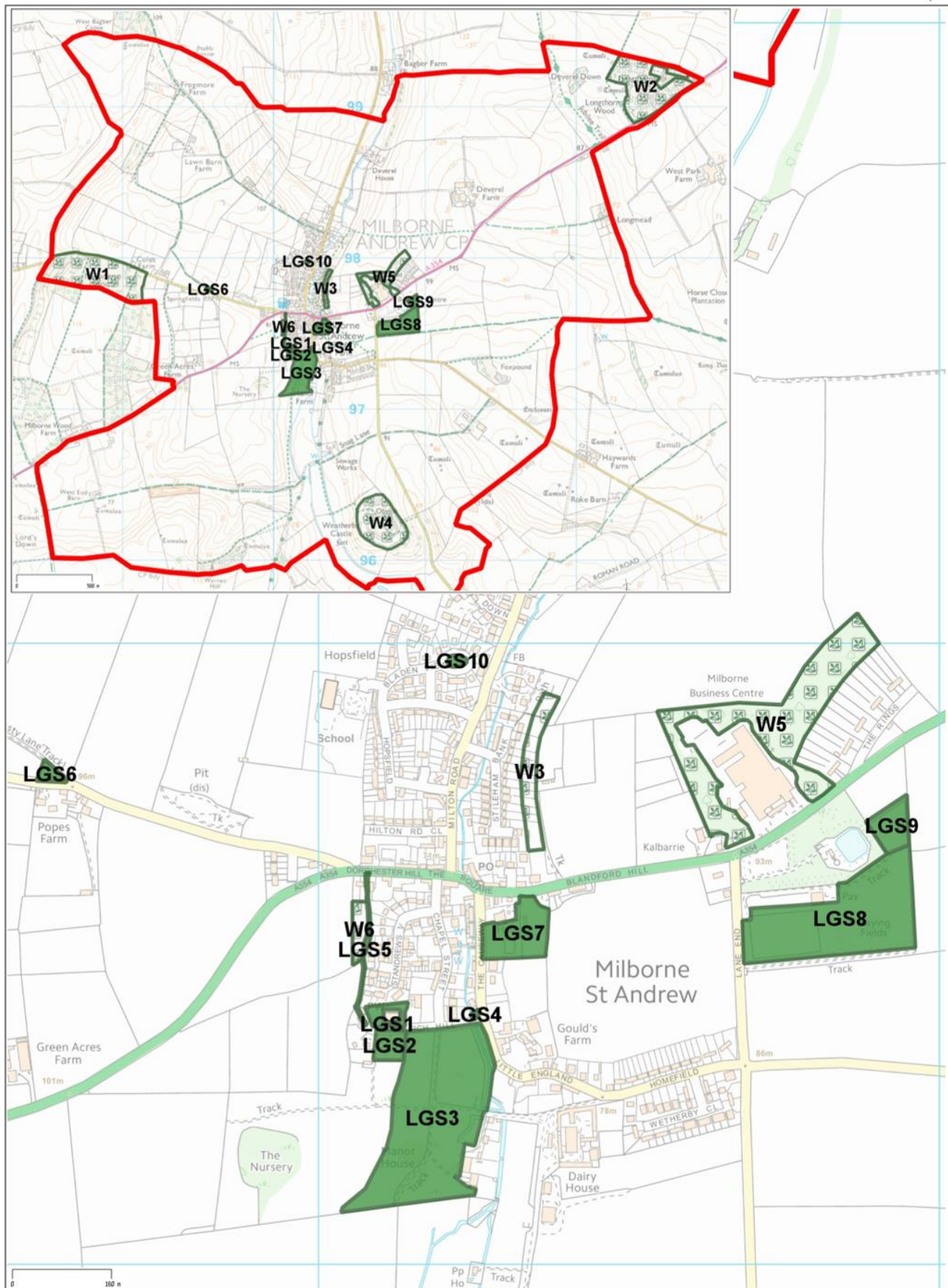


would be ancillary development to support their on-going function (such as outdoor recreation facilities within the Sports Field site). Consideration should also be given to development adjoining such sites, to ensure that this compliments and does not have an adverse impact on the Local Green Space – for example the approval of a noisy industrial unit adjoining a space noted for its tranquillity would be inappropriate, as would poor design adjoining an area noted for its landscape contribution. Opportunities to use or extend the network of green spaces for recreation are covered in the following section.

Table 7. Local Green Spaces

LGS1+2	St Andrews Churchyard and Cemetery	Churchyard and Cemetery (opposite) – Provides setting to Grade II* Listed Church, and recognised for its wildlife value by Dorset Wildlife Trust. A pleasant tranquil area where villagers find comfort and peace. Among the graves there are 3 Commonwealth War Graves Commission and a monument to a Victoria Cross recipient.
LGS3	The Grove	An area of parkland in the conservation area providing the setting of a number of historical features and buildings. The Bere Stream cuts through this area, and is of significant wildlife interest. Although privately owned, there is an unclassified road and public footpaths through the area which are frequently used by dog walkers and hikers.
LGS4	War memorial triangle	A small triangle on the junction of The Causeway / Church Hill, home to the village's War Memorial and also noted for its Weeping Willow tree and where the Bere Stream emerges from behind rear gardens to cross under the road and into the countryside.
LGS5	The Coffin Path	Attractive and historically important path connecting from the main road to the church, part of the public rights of way network and of no recognised ownership
LGS6	Parish Pit (Ansty Lane Common)	Small area of Common Land off Dewlish Road, with chestnut trees and bench
LGS7	Village Hall Playing Fields	Land surrounding the village hall which was gifted to the 'parishioners'. Used for village fetes and general recreation. The lower field is used mainly as a playing field, and over the years, facilities such as a MUGA (the fenced Multi-Use Games Area), equipped children's playground, zipwire, cycle track and sensory meadows have been created.
LGS8	The Sports Field	Well maintained area providing sports facilities for recreational and leisure of local residents, publically accessible, and available to hire for games and events. Includes two football pitches used mainly for official games (with changing facilities available in the Pavilion), and the outdoor gym (relocated from the village hall playing fields).
LGS9	Allotments	Allotments providing an important resource for villagers who want to grow their own produce
LGS10	The Green at Bladen View	Grassed area within housing estate, believed to be highway land, providing local green space enjoyed by local residents

Figure 9. Local Green Spaces and Important Treed and Woodland Areas



Date Created: 11-7-2018 | Map Centre (Easting/Northing): 380254 / 97990 | Scale: 1:8000 |

6.17. Two other areas designated in the 2003 Local Plan as locally important were also considered but were not felt to meet the national criteria for Local Green Spaces. These were the School Playing Fields (which are used exclusively by the school, and will be safeguarded as a community facility under Policy MSA4), and the Paddock East of Dairy House (which was less valued by the community compared to other green spaces, but was not a preferred option for development, and therefore has been placed outside of the settlement boundary).

6.18. The Conservation Area Appraisal has also suggested that the fields to the immediate east of the Causeway are of some antiquity, and it is proposed that the boundary is therefore amended through to include these fields. This area may therefore also be considered for designation as a Local Green Space through the following review of this plan. *The area to the rear of the village hall/playing field is thought to include some remnants of low banks and enclosures from the deserted medieval village of Milborne Stileham, though this is perhaps not readily discernible on the ground. In addition, in 2022, the publically accessible recreational spaces associated with the Huntley Down development should become available for use. When opened to the public, it will be assessed for designation as a Local Green Space in the next update of the plan.*

Policy MSA11. Local Green Spaces

The sites listed in Table 7 (and as shown in Figure 9) are designated as Local Green Spaces, and, other than in very special circumstances, no development will be permitted within or immediately adjoining them that would harm their reason for designation.

Improving Recreation Opportunities, including Access to Nature

6.19. As part of the preparation of the Neighbourhood Plan, thought was given to how the existing network of Local Green Spaces might be enhanced, and new areas provided, to support the recreation needs of the growing population. The Local Plan uses Fields in Trust (FIT) standards for outdoor sport and play provision. This recommends the equivalent of 250m² of equipped play, 300m² of other play (such as a multi-use games area of skatepark) plus 1,400m² of informal amenity green space per 100 population, and additional requirements for playing pitches etc). The Local Plan also specifies the provision of one standard allotment plot for every 60 people in a settlement. The following table sets out what applying these recommended standards means for the Neighbourhood Plan area, based on its population and provision.

Table 8. Further Recreation Opportunities

Green Space Type	FIT standard per 100 people	MSA equivalent (1,060 people)	Current (2018)		Requirement per 10 homes*
Amenity Space	600 m ²	0.64 ha	0.06 ha**	Below	56 m ²
Equipped play	250 m ²	0.27 ha	0.04 ha	Below	180 m ²
Other play***	300 m ²	0.32 ha	0.78 ha at village hall	Below	67 m ²
Parks and gardens	800 m ²	0.85 ha			135 m ²
Formal pitches	1,200 m ²	1.27 ha	1.8 ha approx	Above	n/a
Allotments	1.7 plots	18 plots	12 plots	Below	0.5 plots

* based on average occupancy rate of 2.25 (2011 Census)

** to be within 480m walking distance of the dwellings eg: Bladen View / War Memorial

*** MUGA, skatepark etc

6.20. It is clear from Table 8 that the village currently does not have the optimum level of accessible green space of the various types suggested by the Local Plan, with the exception of

sports pitches. The development of Huntley Down with its local area for play (100m²) and informal amenity open space to the east (1.13ha) will help address some of the existing shortfall, particularly in the northern part of the village. Depending on the scale and location of future development, developers may still be required to make provision or contribute to the improved access to or the upkeep of existing sites, and are encouraged to work with the Parish Council to identify appropriate projects.

6.21. In terms of natural and semi-natural green space, the Fields in Trust (FIT) standard is set at 1,800m² per 100 population, within 720m walking distance of people's homes (which for the size of the local population would equate to about 2ha). In 2018 there was very little provision other than the very small Parish Pit on Dewlish Road. Due to the need to ensure there are no likely significant effects on European wildlife sites, the actual requirement is likely to be much higher than 2ha. Milborne St Andrew falls within 5km of protected heathland, and evidence has shown that within this zone, residents will visit these sensitive heathland areas (unless other more attractive spaces are available nearby), leading to increased damage and wildlife disturbance. The legislation safeguarding these sites is very strict, and without adequate measures in place any new homes within this 5km zone should be refused. The accepted solution (set out in the Dorset Heathlands Planning Framework SPD) is to put in place measures to divert recreational pressure away from heathland. The SPD does not identify any specific projects close to Milborne St Andrew - most are focused closer to Poole / Bournemouth, Wareham or Winfrith near to the main areas of heathland and larger populations. The outlying nature of Milborne St Andrew, together with the cumulative impact of housing in the plan period which is likely to exceed 50 dwellings, suggests that a local project is required that secures improved access to one or more suitable alternative green spaces (SANGs) within easy walking distance of the developments. These spaces should be designed with:

- > a variety of circular walks of about 2.4km within natural countryside
- > paths that are well-maintained, clearly signed (so that the routes available to visitors are readily understood), and safe to use – and not too urban in format (they don't need to be hard-surfaced)
- > areas suitable for dog-walkers (ideally including places where dogs can be let off their lead) - this could include an accessible dog-training area.

6.22. The village also lies within the catchment of Poole Harbour, and the impact of increased sewage on this European protected site needs to be mitigated. One option available to developers is to take land out of a nitrogen intensive uses (such as intensively farmed land). Any such land that is set aside could also provide opportunities for local recreational use. An example is provided giving the amount of land that would need to be set aside. However if this involved land alongside the Bere Stream and included managed wetland or other interventions (such as a beaver dam) to further reduce the nitrogen levels in the stream, a smaller area for nitrogen off-setting would be possible.

How much land should be set aside for nitrogen off-setting? Example: 32 dwellings

32 dwellings x 2.25 average occupancy (2011 Census) = 72 persons

Each person produces 0.000875 tonnes of nitrogen per year which isn't removed by sewage treatment

Therefore $72 \times 0.000875 = 0.063$ tonnes of nitrogen would need to be mitigated

Converting 1ha of land from high to low input would reduce nitrogen by 0.0298 tonnes per year
 $0.063 / 0.0298 = 2.11\text{ha}$ to mitigate 32 dwellings

6.23. Applicants with additional residential units will therefore be expected to demonstrate how appropriate mitigation measures will be provided for their proposal, either through strategic contributions or direct mitigation measures in line with the Dorset Heathlands Planning Framework SPD. A contribution to Strategic Access Management and Monitoring (SAMM) of the heathland sites will also be required. In addition, applicants will need to show how they are delivering nitrogen off-setting as required through the Nitrogen Reduction in Poole Harbour SPD.

6.24. Altogether, Natural England officers have suggested that it would be advisable to identify suitable alternative green space of about 5ha in order to provide an effective level of provision that should address the legislative requirements for the plan period and potentially beyond. At the time of writing this Plan the exact location had not been identified. Planning permission (ref P/FUL/2021/01651) is now being sought for such a SANG, on land north of the Milborne Business Centre. The proposal extends to 4.8ha and includes part of a large arable field as well as an area of established woodland.

6.25. Table 9 lists the potential opportunities for off-site recreation provision that have been identified through the Neighbourhood Plan process. Improvements to the existing public rights of way network (as outlined in the following section) will also be supported as meeting this need. Further opportunities may come to light during the lifetime of the Plan, and developers are encouraged to contact the Parish Council and consult the local community where off-site provision may be the most appropriate option for enhancing green infrastructure.

Table 9. Further Recreation Opportunities

REC1	Land north of the allotments	There is an opportunity to extend the allotments northwards within land owned by the Parish Council, or to provide other complementary recreational opportunities within this area (such as community orchard)
REC2	Sports Field	Part of the Sports Field not used for formal sports could be used to establish a multi-wheeled (skate and bike) park, subject to sufficient funding and consents, or other recreation activities for which there is evidence of local demand
REC3	Milborne Business Centre woodland	The woodland area to the rear of The Rings could be made available for public access for informal recreation (<i>this is currently being pursued as part of the SANG proposals referred to above</i>). Measures would need to be secured to provide for access to and the on-going management of the woodland in a way which respects the privacy and security of neighbouring properties. <i>NB a small area opposite the Lane End junction was identified as a potential area for the exclusive use of the pre-school.</i>
REC4	Circular walks	Improvements to the existing public rights of way network (as outlined in the following section)
REC5	Village Hall Playing Fields	The village hall committee has identified the need for improved fencing and tree surgery within the grounds to make the area safer and more user-friendly

6.26. The various stages of public consultation showed how much local residents value having access to the countryside surrounding Milborne St Andrew, provided through the footpath network. While the parish is already blessed by a good number of rights of way, useful for both "off tarmac" movement around the village and recreational purposes, feedback pointed to a number of possible improvements to enable the fuller use of the network as a whole, particularly by bridging gaps in the existing network to reduce the number of paths within the parish that are

dead ends or terminate on roads now unsafe for pedestrian use. These links are described in Table 10 and shown on Figure 10.

Figure 10. Map showing existing route network and potential improvement projects

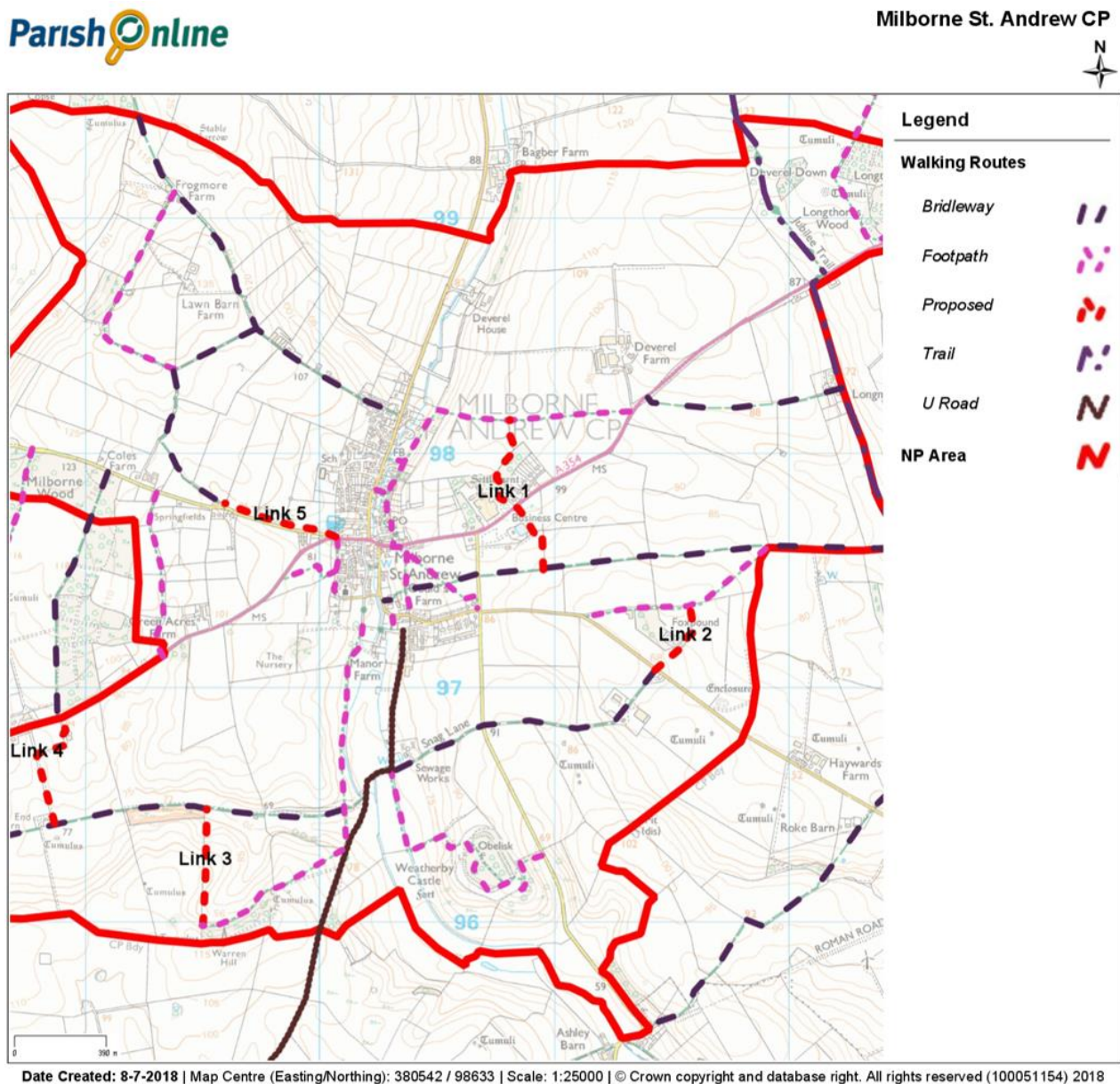


Table 1. Potential projects to improve access to the countryside

Ref	From	To	Benefit
Link 1	A354 / Lane End junction	Footpath E14/3 north of Milborne Business Centre	Avoids the need to walk along a long and dangerous stretch of the A354 to create a potential circular route north-east of the village
Link 2	Bridleway E14/9 (Snag Lane)	Footpath E14/8 via Foxpound	Avoids the need to walk along a long and dangerous stretch of the Bere Regis road to create a potential circular route east of the village
Link 3	Footpath E14/3 (Warren Hill)	Bridleway E14/3 (to West End Barn)	Links current dead end (Warren Hill) to create a potential circular route
Link 4	Bridleway E14/3 (by West End Barn)	Bridleway E19/14 (south of Milborne Wood)	Avoids the need to walk along a dangerous stretch of the A354 to create a shorter circular route west of the village

Link 5	Junction with Dewlish Road	Bridleway E14/18 (Ansty Lane)	Avoids the need to walk along a dangerous stretch of the Dewlish Road to create a circular route north-west of the village
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6.27. Informal approaches to local landowners on providing new or improved recreational routes has flagged a number of understandable concerns, such as

- > Providing public access can reduce the value land and area of useable farmland
- > The landowners are responsible for maintaining the footpaths – including appropriate stock fencing, styles etc on their land
- > Walkers do not always act responsibly, leaving litter, not clearing up after their dogs and letting dogs off leads where livestock is present
- > There is no real benefit for the landowner in providing improved access.



6.28. Although landowners have voiced their reluctance to provide new routes because of the issues highlighted above, these concerns could potentially be overcome through negotiation, improved public responsibility, the provision of a dog-training area close to the village (one such area being provided through the Huntley Down development) and financial contributions including the funding of fencing, new gateways and such like.

Policy MSA12. Improving Recreation Opportunities, and having regard to European and internationally protected sites

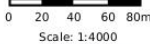

Development will be required to protect and where possible enhance opportunities for informal outdoor recreation (including the use of the public right of way network). The amount of open space provided in relation to new housing development should be in line with requirements set in Table 8 (which reflects the FIT and allotment standards set in the Local Plan). Such provision should be made within the site, particularly for development of 10 or more dwellings where amenity green space could be planted with one or more tree specimens to reinforce the village character, unless it is not practical to do so. Where the full requirement is not provided on-site, development will be expected to provide new, and/or enhance existing, recreation opportunities off-site elsewhere within the Neighbourhood Plan area. This may be through the projects as outlined in Tables 9 and 10, or through alternative projects.

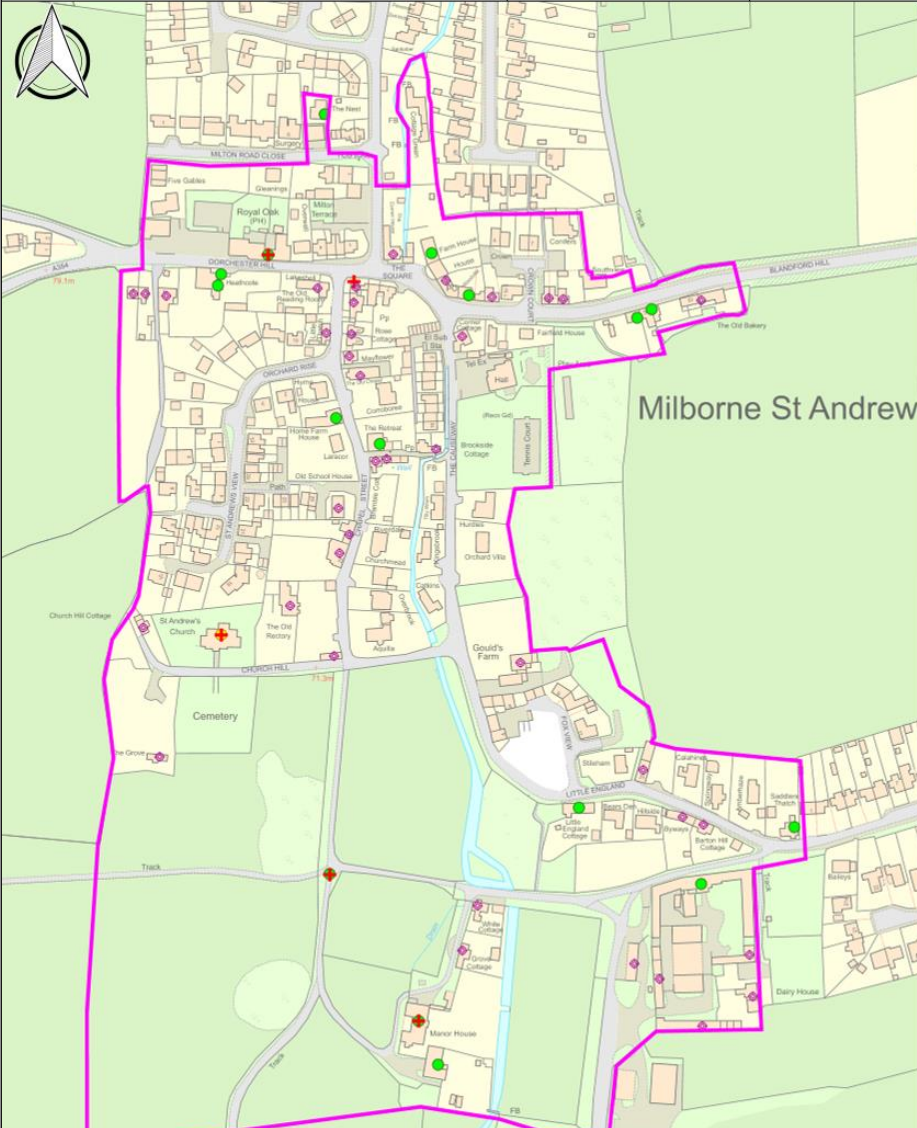
Development will be required to avoid having an adverse effect on the integrity of European and internationally important wildlife sites (Poole Harbour and the Dorset Heathlands). In assessing the likely effects, consideration must be given to the likely effects of the developments alone and in-combination with any other project or plan in the Neighbourhood Plan area. This can be achieved by adhering to the Dorset Heathlands Planning Framework SPD and the Nitrogen Reduction in Poole Harbour SPD. A suitable SANG project (or Heathland Infrastructure Projects (HIPs)) and mechanism to secure timely delivery in the parish must be agreed by Natural England prior to the approval of any housing developments of 10 or more dwellings. Consideration should also be given to whether the SANG land could also include measures to reduce nitrogen levels in the Bere Stream, and to secure this if practical. Thereafter all new housing development resulting in a net gain of 1 or more dwellings will be expected to contribute proportionally towards this project in order to provide appropriate mitigation.

6.29. The centre of the village is rich with positive architectural features and buildings that are largely protected due to their Listing or Conservation Area status. These include:

- > The Square as the village centre
- > The mix of uses and building types on the A354 that reflect the working status of the village
- > The stream running through Milborne St Andrew
- > The flint walls that run throughout the village and line many of the roads
- > Local landmarks, including the Royal Oak, the Stag on Stag House on the junction with Chapel Street, the Church of St Andrew, Manor Farm House and the Gate Piers and open vista in the Grove.

Care should be taken to retain existing features that are particularly noteworthy to the character of the village, and to ensure that their prominence in the street scene is not diminished through poor or insensitive maintenance, poorly placed development or overgrown vegetation.

Heritage Assets including CAA findings		Author: Date: 19/11/2021	
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Listed Buildings

- II
- II*

Conservation Area

-

Landmark

- +

Local Historic Buildings

-

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6.30. In addition to the Listed Buildings within the Parish, there are many locally important historic buildings. Some of these can be identified through a review of the Inventory of the Historical Monuments in Dorset. Others are obvious from historic maps and local knowledge. Examples include:

- > 15 and the Old Bakery, Blandford Hill
- > Farm buildings and Cart Sheds west of Dairy House, Little England
- > Gould's Farm, The Causeway
- > The Corner House and associated outbuildings, The Square
- > The Post Office and Old School, The Square
- > Lakeshell and The Old Reading Room, Chapel Street
- > Little Thatch, Chapel Street
- > The Wesleyan Methodist Chapel, Chapel Street
- > The Old Rectory, Chapel Street
- > The former Village School, Chapel Street
- > Farm buildings at Manor farm, including the 18th century Threshing Barn

6.31. The above list of Locally Important Buildings is not exhaustive, and the Conservation Area Appraisal has identified further buildings that make a positive contribution to the character of the area and may be appropriate for Local Listing.

MSA Project 4. Conservation Area Appraisal

The Parish Council is working with external partners and with the Local Planning Authority to re-appraise the Conservation Area, with the aim of identifying features of significance including buildings that merit Local Listing, and reviewing its extent. This project should be completed in 2022.

6.32. Local residents like the fact that Milborne St Andrew is a working and farming village with a mix of housing, rural businesses and community facilities and green spaces. Over 85% of responses to the household questionnaire agreed that designs should reflect the Dorset materials – cob, thatch, local brick, flint etc – and retain a ‘village’ scale with very few 3 storey properties, and a predominance of simple cottage / estate worker / farm building styles.

6.33. The character of housing development at Brooklands, Coles Lane (and the two cottages built on the opposite side of Milton Road), Fox View, Huntley Down and St Andrew’s View are broadly considered by local residents to be good examples, although not without their flaws – such as the lack of adequate parking or green spaces, and over-provision of larger house types. These generally had a mix of building types and styles that respected the local vernacular – although the older examples (such as Huntley Down) still with too much repetition. There was also support for more modern eco-friendly designs such as the straw bale house that was built to the rear of Grays Stores, on the south side of Milton Road Close.

6.34. Table 11 provides guidelines for designs to be in harmony with the local vernacular. New development should take the opportunity to reinforce the underlying character and appearance of the village by following these guidelines, unless justified by particular circumstances (such as because the immediate surrounds justifying an alternative approach, or because deviating from this guidance would enable the achievement of much higher eco-credentials than required under Building Regulations and the resulting design would not detract from the character of the village).

6.35. The density of development varies across the village, but overall averages around 17dph (excluding significant open areas such as the playing fields). A slightly more detailed analysis

based on samples taken within the Conservation area and the developments cited as good examples (with the exception of St Andrew's View which was criticised most strongly for its density, and Fox View as not completed) suggests that a housing density of around 20dph should be acceptable. Higher densities *may be possible with smaller house types, but* will need greater scrutiny to ensure that they retain a village character whilst providing sufficient parking, garden areas and amenity green space.

6.36. The recent appeal decision on Homefield (APP/D1265/W/20/3246429) also highlighted the importance of the views out to the open fields on rising ground, which make a strong contribution to the rural character and setting of the village.

6.37. Given the changes in topography found around the village, care also needs to be taken in considering potential overlooking – both in terms of back-to-back distance between windows and also from higher level windows into private garden areas. Where this may be an issue, section drawings showing the relationship between new and existing properties, including sight lines between windows and private garden areas, should be submitted as part of any planning application. As a guide, rear garden depths of at least 10m or more are likely to avoid overlooking issues and provide sufficient amenity space.

Table 2. Local vernacular design guidance

Feature	Guidance on local vernacular
Scale and orientation	<p><i>Whilst there is variation, dwellings are mainly of a modest, cottage scale in a local vernacular character, with ridges running parallel to the street</i></p> <ul style="list-style-type: none"> – predominantly 1½ to 2 storeys, with some single storey (bungalows and workshops) and some 2½ to 3 storey (primarily on the main roads or reflecting a higher status buildings such as the Manor House and Rectory). – floor-to-ceiling heights within buildings (and roof space) should reflect their status (i.e. more modest heights on farm worker and similar cottages, and larger spans on higher status buildings), adding to the variety within the street scene. – buildings generally facing onto the street, although a small proportion of dwellings are orientated side-on, and agricultural / workshop buildings are sometimes formed as a courtyard – <i>despite changes in topography and ground level, buildings are generally at street level, engaging directly with the street scene.</i>
Walls	<p><i>The most prevalent walling type is deep red/orange colour brick in Flemish bond (sometimes with grey flared or vitrified headers), painted render and knapped coursed flint and brick banding, predominantly to boundary walls. Higher status buildings have stone (ashlar).</i></p> <ul style="list-style-type: none"> – use of brick (red / dark red and vitrified blue), flint / flint banding, rubble, natural stone and rendered cob – dentil courses (where the bricks are orientated and spaced to project like teeth, usually just below the cornice / top course of a wall). simple buttresses (projecting out to support a wall) or similar features should be used to add interest, but without resulting in overly complex designs unless justified by the status of the building.

Roofs	<p><i>Gabled roofs predominate, although there are some hipped roof examples. Roofs generally have a plain narrow barge board (although there are some notable examples of decorative bargeboards or occasionally exposed purlin ends). There is a variety of roof finishes with slight emphasis on natural slate, which has taken over from the strong tradition of thatch. Red brick chimneys are seen throughout the area and greatly enhance views.</i></p> <ul style="list-style-type: none"> – roofs should generally use natural slate, plain and decorative clay tiles, or thatch (combed wheat reed). More modest materials such as corrugated iron may be appropriate on outbuildings and non-domestic buildings, but should not be used in visually prominent positions. – roofs are generally gabled, with some hipped or half-hipped, partly reflecting the mix of roofing materials used. Decorative ridge tiles may be used to add interest. – eaves generally project beyond the wall to create shadows. – red brick chimneys should be incorporated unless inappropriate to the style of building, located on the roof ends, and of sufficient height to project strongly above the roof line, with a variety of cowls and chimney pot designs
Windows / fenestration	<p><i>Casement windows of painted timber are typical of most homes. The more occasional, higher status houses might include stone and more decorative arches for window heads and are larger, with painted timber vertical sliding sashes. Dormer windows are found in traditional roofs and are generally small in comparison to the scale of the roof and set within the roof rather than to the eaves or forming part of the eaves line.</i></p> <ul style="list-style-type: none"> – side hung timber casements or timber vertical sliding sash windows are the predominant style, set within a reveal to create shadowing, texture and interest (rather than sitting proud to the wall). White paint is typical but heritage paints (including sage green and burgundy) are also found in the village. – the size and symmetry of windows should reflect the style of building and avoid leaving large areas of blank wall through too much spacing. Windows on the upper floors commonly extend close to the eaves. – the use of stone lintels, decorative brick headers or similar may be used to create a distinctive pattern and visual interest, at a level appropriate to the type and grandeur of the building.
Doors and porches	<p><i>Traditionally doors are timber, and may be enclosed within porches.</i></p> <ul style="list-style-type: none"> – door types are varied including timber and modern equivalents, split / stable doors and loading bays associated with agricultural buildings. – stone or brick thresholds should also be used to demarcate the main entrance where appropriate to the design of building. – porches or set-backs are reasonably common to provide some shelter but generally tend to be simple and open (unless on grander buildings).
Boundaries	<p><i>The most prevalent boundary walls are (knapped) coursed flint and brick banding</i></p> <ul style="list-style-type: none"> – a variety of low hedges, iron railings and walls using flint and brick banding demarcating boundaries and enclosing gardens is a strong and often repeated feature of the village which not only produces an attractive townscape but also defensible space.

Figure 12. Illustrative photos – Brick and Flint samples



Figure 13. Illustrative photos – Cobb and Render samples



6.38. The topography also means that roof-mounted solar panels can be highly visible. Future development should ensure sustainable technology is successfully integrated into the property itself.

Policy MSA13. Locally important character features

Care should also be taken to retain and, where possible, improve existing features that are particularly iconic to the character of the village, including consideration of their setting and visual prominence. These include:

- a) The Square as the village centre
- b) The mix of uses and related building types on the A354 that reflect the working status of the village
- c) The many Listed Buildings and locally important historic buildings as identified through the Conservation Area Appraisal project (as shown on Figure 11)
- d) The Royal Oak, the Stag (on Stag House on the junction with Chapel Street), the church of St Andrew, Manor Farm House and Gate Piers and open vista in the Grove, as a local landmarks and their importance in many views
- e) The flint walls that run throughout the village and line many of the roads
- f) The Bere stream running through Milborne St Andrew and associated bridges
- g) Views out to the open agricultural fields which make a strong contribution to the rural character and setting of the village.

Policy MSA14. Character and Design Guidance

New development should respond to the area's local character and history to reinforce the sense of place, and create places that are safe, inclusive and accessible, with a high standard of amenity.

The density of housing areas should be at a level that reflects the village character, provides sufficient parking (in line with Policy MSA8), and sufficient private garden areas (proportionate to the dwelling size, ensuring sufficient space is included to meet occupiers' needs (such as for an outdoor clothes line, and to store bins, cycles and gardening equipment), space for a sitting out area without excessive shade, and, in respect of family homes, space for children to play)).

A mix of building styles, types and designs is encouraged, obvious repetition (other than in one-off terraces or pairs of cottages) will not be supported. Affordable housing should be indistinguishable from open market homes, and enclaves of affordable housing should be avoided. Designs should accord with the guidance provided in Table 10 in order to reinforce the underlying character and appearance of the village, unless a different approach is clearly justified and the resulting design would not detract from the character of the village.

Sustainable technology (such as solar panels), bin stores, meter boxes and similar utility requirements should be clearly shown on the planning application drawings to demonstrate how these are successfully integrated into the property and will not be prominent in the street scene.

High boundary walls and fences should be avoided on the street frontage (or if these are unavoidable, these should be set slightly back with planting included to the front).

7. Minimising flood risk

7.1. Flood risk in the area is partly as a result of the Bere stream flooding its banks, but is also caused by surface water running off the surrounding hills in times of high rainfall (often bringing mud and gravel with it), and groundwater flooding where the ground becomes so saturated that it cannot absorb any more water. Sewer flooding has also occurred due to ground and surface water entering into the foul sewers, causing surcharging.

7.2. Responsibility for minimising flood risk falls on a number of different organisations and individuals

- > THE ENVIRONMENT AGENCY is the regulatory body for works in close proximity to main river channels and river (fluvial) flood risk and are consulted on all development proposals within Flood Risk Zones 2 and 3 (medium to high risk).
- > DORSET COUNCIL is the regulatory body for 'ordinary watercourses' (i.e. channels/streams not main rivers) and the Lead Local Flood Authority (LLFA) dealing with matters such as surface water and groundwater drainage, and are always consulted on major development proposals with sites over 1ha, or 10+ dwellings.

As the Local Planning Authority it is also responsible for checking the validity of the data and conclusions in Flood Risk Assessments and determining all planning proposals.

- > WESSEX WATER is responsible for water supply and the sewerage network
- > FLOOD WARDENS appointed by the Parish Council are the local response co-ordinators during times of flooding and pass on information from the Environment Agency and emergency services to local residents, and vice-versa. They also monitor the local watercourses and advise the Environment Agency should any potential flooding hazards arise (e.g. blockages).
- > LANDOWNERS are responsible for the maintenance of any waterways flowing through their land. Drains and gullies should be kept clear of debris, as should the banks and bed of the stream. Local residents whose property may be at risk of flooding can sign up to the Environment Agency website for local water levels and flooding information

<https://www.gov.uk/sign-up-for-flood-warnings>.

Local knowledge of flood incidences in Milborne St Andrew:

1977/78: snow melt caused significant flooding in the village

2000/2001: a period of heavy rainfall and rising groundwater levels led to 30 properties including much of the village centre being flooded. There was also a deluge of muddy water from the higher ground above Huntley Down that flowed into people's houses in Bladen View to a depth of several feet.

2013/14: a period of heavy rainfall and rising groundwater levels led to sustained flooding along Milton Road during the Winter, with the road temporarily closed as a result

2018: a flash flood affected the A354 and Chapel Street during the Spring, as a result of a short period of moderately heavy rain.

7.3. After the flooding experienced in the village in 2013/2014, the Environment Agency, Dorset County Council, North Dorset District Council and Wessex Water made a concerted effort to tackle the flooding problems. The village was surveyed by JBA Consulting, who produced a Property Level Protection Scheme for the village. This led to significant drainage enhancements to the existing networks in Milton Road and the Causeway. Individual property owners were

provided with flood barriers, pumps and other equipment as recommended by JBA Consulting. It would appear that the improvements have helped many properties affected within the village. However there is no room for complacency – as recent as early 2018 a property in Chapel Street was inundated by run-off from higher ground when the highway drains had become blocked by gravel washed down the roads.

7.4. In September 2017 Wessex Water produced a map of areas where it asked to be consulted because development presents a high risk of contributing towards groundwater levels and consequential sewer inundation. The map basically included the whole of the village and adjoining land. Wessex Water are continuing to undertake a programme of investigations and sewer re-lining to reduce the risk of sewer flooding in the area, and are committed to working with the Local Lead Flood Authority to agree and implement a groundwater management strategy. This is likely to require higher levels of design and construction, to ensure that the proposed drainage is resilient to the impacts of groundwater infiltration when the water table rises. The approach of pumping out the sewerage system from below March Bridge in times of sustained wet weather is not a sustainable, long-term solution.

7.5. Given the significant history of flood risk, Wessex Water, and the Flood Risk Management Team at Dorset Council, should be consulted on all development proposals for 1 or more dwellings in and around the village. The restrictions created by March Bridge and other pinchpoints upstream need to be considered in calculating the flows and flood risk implications.



Policy MSA15. Minimising Flood Risk

All development proposals upstream of March Bridge (at the junction of Church Hill and The Causeway) that are likely to give rise to increased surface water run-off which will ultimately discharge to the Bere stream, should be supported by a site-specific Surface and Foul Water Drainage Strategy that sets out details of how surface water and foul water drainage will be managed. This should demonstrate all of the following criteria are met:

- a) that there is no net increase in flood risk on and off-site as a result of the proposed development, including at times of max ground water levels (measured as 137m at Delcombe woods bore hole);
- b) that any surface water connections do not link into the foul drainage network;
- c) that existing private drainage (if to be used) is in good structural working order. If private drainage systems are discovered to be unsound and contributing to ground water ingress to the public sewer system, remedial measures should be identified and delivered;
- d) that any infiltration techniques, if used, are appropriate to the local geological and groundwater conditions.

Appendix 1 – Supporting Documents

Produced as part of the plan-making process

The following documents were produced as part of the research into the Neighbourhood Plan:

- Strategic Environmental Assessment, Dorset Planning Consultant Limited plus supporting documents
 - Ecological Assessment of Sites, Bryan Edwards, DERC
 - Heritage Assessment of Sites, Kevin Morris Heritage Planning Ltd
- Basic Conditions Statement, Dorset Planning Consultant Limited (updated in the review)
- Consultation Statement, Milborne St Andrew NPG (updated in the review)
- Character Review Analysis, Milborne St Andrew NPG
- Employment Needs Assessment Report, Milborne St Andrew NPG
- Housing Needs Assessment Report, Dorset Planning Consultant Limited (updated in the review)
- Local Green Spaces Assessment, Milborne St Andrew NPG
- Parking Report, Milborne St Andrew NPG
- PLACE Assessment Report, Fera Urbanism
- Traffic Management Study, AECOM

Background information – other supporting evidence

Additional information was also sourced from the following weblinks:

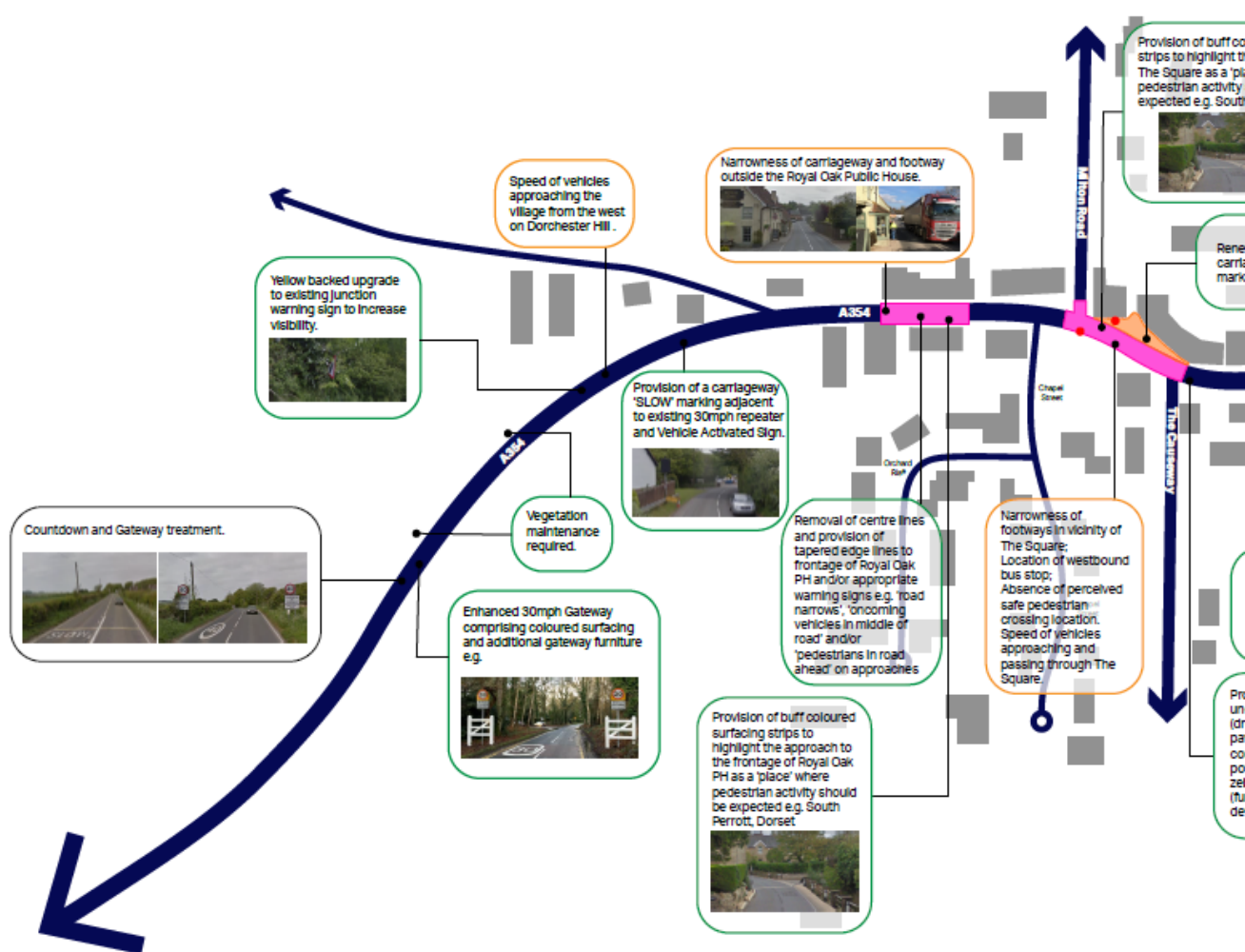
- > An Inventory of the Historical Monuments in Dorset, Volume 3, Central (1970, RCHME) <http://www.british-history.ac.uk/rchme/dorset/vol3/pp175-182>
- > Dark Skies Map (CPRE) <http://nightblight.cpre.org.uk/maps/>
- > Dorset AONB traffic in villages toolkit (2011, Dorset AONB Partnership) <https://www.dorsetaonb.org.uk/resource/planning-development/>
- > Dorset Explorer mapped constraints (various Dorset Local Planning Authorities) <https://explorer.geowessex.com/>
- > Guidance Notes for the Reduction of Obtrusive Light No1 (2021, The Institute of Lighting Professionals) <https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/>
- > Employment Land Review: Review of Existing Sites (April 2007, North Dorset District Council) <https://www.dorsetcouncil.gov.uk/documents/35024/302368/SEDo011.pdf/oec8ecaa-8611-9244-ec78-989a7a0b8c7b>
- > North Dorset Landscape Character Assessment (March 2008, North Dorset District Council) <https://www.dorsetcouncil.gov.uk/documents/35024/395759/north-dorset-landscape-character-assessment.pdf/552b9f84-187d-1075-209d-8bdb2d434ce5>
- > Dorset Heathlands Planning Framework 2015-2020 (January 2016, Dorset Local Planning Authorities) <https://www.dorsetforyou.gov.uk/article/387392/Dorset-Heathlands-Planning-Framework>

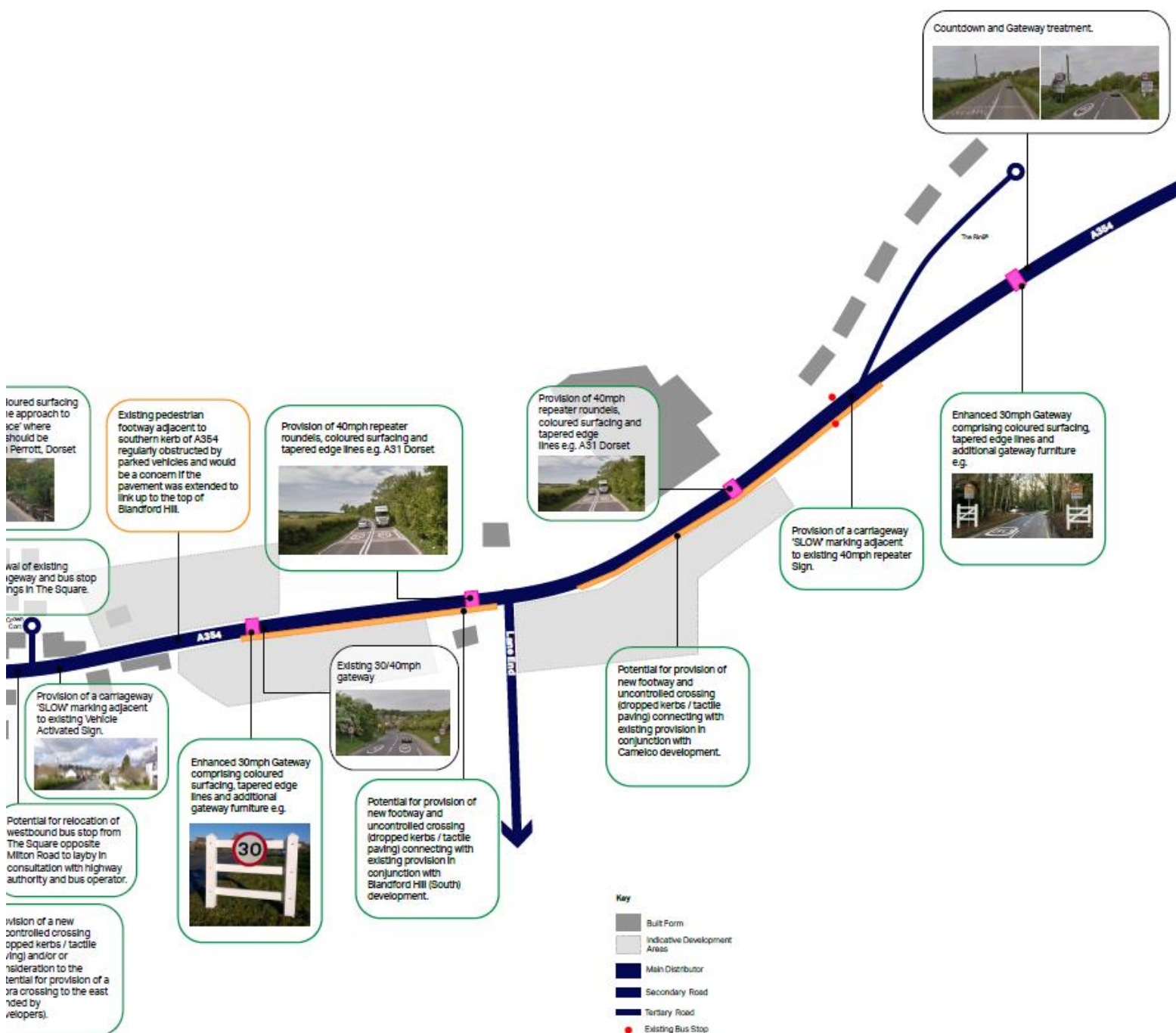
- > North Dorset Local Plan Part 1 (January 2016, North Dorset District Council)
<https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/adopted-local-plans/north-dorset-adopted-local-plan>
- > Bournemouth, Dorset and Poole Workspace Strategy (October 2016, produced in association with the Bournemouth, Dorset and Poole local authorities and the Dorset Local Enterprise Partnership)
<https://www.dorsetcouncil.gov.uk/documents/35024/363680/Bournemouth+Dorset+and+Poole+Workspace+Strategy+2016.pdf/2foe23de-0454-8728-c1c6-c3327b1e15e6>
- > Nitrogen Reduction in Poole Harbour (April 2017, various Dorset Local Planning Authorities)
<https://www.dorsetcouncil.gov.uk/documents/35024/302701/Nitrogen+Reduction+in+Poole+Harbour+SPD+Adopted.pdf/cec34d74-836e-0078-eda3-dd316635cacb>

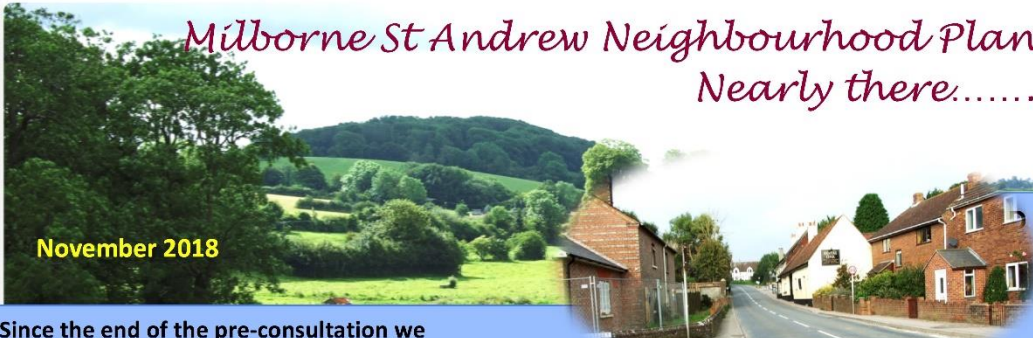


Concept Masterplan

Following a review of the existing situation, the concerns and aspirations of the Milborne St Andrew Neighbourhood Plan Group and the opportunities and constraints presented by the function of the A354 and potential development sites within Milborne St Andrew, AECOM propose the following concept masterplan, which addresses the potential for traffic management public realm improvement measures to be delivered on the A354 in association with development through the provisions of the Neighbourhood Plan.








Milborne St Andrew Neighbourhood Plan
Nearly there.....

November 2018

Since the end of the pre-consultation we have been beavering away, trying to tie up all the loose ends, taking on comments, chasing responses.

NOW WE HAVE ASKED THE PARISH COUNCIL IF THEY ARE HAPPY TO ADVANCE IT TO THE NEXT STAGE!

Supported by



MORE PEOPLE ARE FOLLOWING US ON OUR FACEBOOK PAGE!

We always share the latest page from the Reporter, and also occasionally add to it over the month, although we have to admit to not putting much on this month!

The journey has been a bit wet at times, very busy at times, and very challenging.....at times!
Yes, we still have a fair way to go, unless we are REALLY lucky and don't have to make any changes after the questioning.

THE PICTORIAL PEOPLE JOURNEY



In March 2015, this is where we began to ask you what you thought should be in the new Plan, and you did!

The Neighbourhood Plan is all about **people** doing things, volunteering, taking time to help. **This is YOUR story**



Exploring the village in the **PLACE** research

Wish it would stop raining! Over 3 months from January to March 2017, we walked all 24 of the sites put forward by landowners, and it mostly rained!



YOU may think we are just looking around the building, what you can't see are the ½ inch hailstones outside!



By June 2017 we were able to display every single site put forward, with photos, research, highways comments, an enormous amount of work to put this display on.... Ready for the village residents to choose their favourites.



From the sites display, the 4 top site owners/representatives were invited to talk to the village in November 2017, who, once again, told us what they thought.



WHAT HAS BEEN THE MOST CHALLENGING PART OF THIS JOURNEY?

Apart from the learning curve of all the volunteer working group, it has been keeping the enthusiasm up. We had to remember the immense support from the majority, and not be affected by the few negative comments. Also, keeping up with the landowners/representatives who were not chosen as preferred and have been jumping in with plans for their land. The rules really have to change to protect NP's, as this is not a rare problem with other Neighbourhood Plan groups.