

PART 2 - LOCAL AREA POLICIES

BOURTON

Inset Plan No. 3

3.1.1 Bourton is a large, former industrial village and is the northernmost settlement in the District. Formerly on the A303 Trunk Road, the village was by-passed in 1992.

3.1.2 The village settlement pattern is in a dispersed form and there are three separate hamlets or groups of dwellings away from the main body of the village; "Chaffeymoor", "Queens Oak" and the area around the "White Lion" and "Furze-Hill Common" (which is in Silton Parish).

3.1.3 The Stour river valley separates the main village from the White Lion and the Furze-Hill area and is an important broad expanse of river meadows subject to protection of the River Valley Policy. The "Stour Valley Project" (see **para. 1.65**) includes the Bourton section of the river and may well see the official creation of a long-distance footpath and landscape management proposals.

Employment Development; Land south of Lilac Cottage

3.1.4 Land to the south of Lilac Cottage, on the former Gillingham Road has now been enclosed by the by-pass. Traffic noise from the adjacent by-pass makes the site unsuitable for residential development. However the development of a small group of "start-up" workshop units would provide a valuable source of additional employment in this rural area, which lies within the Rural Priority Area.

Policy BN1

(Site reference E/3/2)

0.5 Hectares (1.7acres) of land to the south of Lilac Cottages will be developed for employment purposes subject to the following criteria;

(i) use of the land shall be restricted to Business Use (Class B1) only

(ii) the site shall incorporate buffer zone(s) to reduce the impact of noise from the A303 and mitigate the effect of the employment use in this predominantly residential area.

DURWESTON

**Inset Plan No.
10**

10.1.1 Visibility at the junction of the A357 with Milton Lane and Water Lane is inadequate and will require an improvement to increase highway safety. (See Policy 5.23 contained in the Transportation Chapter).

EAST STOUR

**Inset Plan No.
11**

11.1.1 To increase highway safety it is proposed to realign the B3092 between Primrose Hill and Hunger Hill and to provide a footway. (see **Policy 5.24** contained in the Transportation Chapter).

11.1.2 The main crossroads in the village (A30/B3092) are currently sub-standard and there are turning movement conflicts. **Policy 5.28** in the transportation chapter relates to the proposed traffic management improvement at this junction.

GILLINGHAM

**Inset Plan No.
15**

1. Introduction

Previous Plans for the Town

15.1.1 A statutory Town Plan was prepared during the early 1980s. The various stages reached during the preparation programme were as follows;

Draft Local Plan for Consultation June 1983

Revised Plan - Deposit July 1984



Public Local Inquiry	February 1985
Adopted by Full Council	February 1986

15.1.2 A Working Party of local councillors was formed in 1991 to look at the review of the Local Plan. This Working Party looked at the future problems Gillingham was likely to face as a result of its previous and expected future expansion. Recommendations were made which have been taken into consideration in this Plan. For details, see the NDDC publication "Future Development in Gillingham; Report of the Working Party" (March 1992).

15.1.3 In 1997, a Regeneration Study of the town was commissioned by the District Council to look at how the economic and social prospects for Gillingham could be improved while the town still continued to receive an ever-expanding population. The study, carried out by Drivers Jonas consultants, reported in February 1998. Some of its findings have resulted in amendments to this Deposit Draft Plan.

Overall Aims for Gillingham

General Statement of Planning Policy

15.1.4 Gillingham is a medium-sized rural town situated on the edge of the Blackmore Vale, with the Rivers Stour, Lodden and the Shreen Water, passing through the town. Located close to the site of the former Gillingham Royal Forest, the site of Kings Court Palace (a former hunting lodge) is a reminder of the town's rich history.

15.1.5 The most northerly of the five towns in the District, Gillingham has experienced the fastest growth rate of all these towns over the past decade. A new town centre relief road has been constructed together with a major supermarket and new library/museum. However, the town's intrinsic rural character has been retained even though development has connected the outlying hamlets of Peacemarsh, Wyke, Bay and Ham, to the main body of the town.

15.1.6 Gillingham is in a key position to attract economic development, being located in the heart of the Blackmore Vale lowlands, with relatively few constraints to future expansion. It is located on the main Salisbury-Exeter rail link and is close to the A303/A350 primary routes. Under the Local Plan Strategy it has therefore been selected as a town for major growth on the main integrated transport network and developments defined as "major" may be permitted within the Settlement Boundary.

15.1.7 The 1991 Census showed the town has a higher than average elderly population. The need to attract and retain younger people and families to the town is evident and the provision of suitable housing, employment and community uses will be encouraged.

15.1.8 In order to allow for the expansion of the town, additional provision of community infrastructure is required. Developers may be asked to contribute financially towards this provision, to enable development to proceed in accordance with advice currently contained in Circular 1/97 Planning Obligations. Additional information is given in Chapter 4 of the Local Plan and in a Planning Advice Note. Costs of improvements which are required to meet the needs of the present population should be borne by the existing managing authorities.

Policy GH1

- (i) All development in **Gillingham** should respect the character of the town and the surrounding landscape of the Blackmore Vale.

(ii) In accordance with the overall Local Plan Strategy, Gillingham will act as a main centre for co-ordinated population, housing, employment growth and the development of major community services to support this growth.

2. The Environment

Environmental Capacity of the Town

15.2.1 Looking ahead towards the end of the Plan period the Local Authority has begun looking at the environmental constraints to the eventual spread of development of Gillingham. These constraints are closely linked to the aim of promoting sustainable development and are sometimes described as being the "environmental capacity" of the development of a settlement. Each settlement may have a defined physical limit beyond which major environmental harm may be caused. This is not to say that these constraints should be seen as an absolute for long term planning. However they should be seen as a monitoring device so that if there is a requirement to expand a settlement significantly in the future, it may be done in a way which will minimise environmental impact, reduce the reliance on the motor car and bring social and economic benefits, particularly to town centre community and retail facilities.

15.2.2 The latter issue is an important consideration to be assessed when defining possible limits to the spread of development of Gillingham. At present the layout of the town centre retailing and community facilities is often constrained by a development pattern based on an historic medieval structure. This is a substantial barrier to finding sufficient space for expansion of town centre facilities which are commensurate with the needs of a large increase in population. It is felt that Gillingham should be analysed carefully to consider what scope there may be for continued major expansion using the assessment factors below.

- The availability of sufficient land in or close to town centres which will allow for expansion of retailing and community facilities to serve an increase in population.
- A distance beyond which people are not likely to walk or cycle into the town centre or to employment areas, assessed to be approximately 1.6km (1 mile), (equivalent to a 20/30 minute walk). Thus the use of the motor car is likely to be increased when housing developments are situated beyond this distance.
- The ability of the local road network to prove attractive for the operation of a regular frequency bus link to the town centre.
- The topographical constraints which exist (e.g. areas of outstanding natural beauty, small gaps with outlying settlements, hill slopes, by-passes etc.) which tend to signify a natural limit to development.

15.2.3 Areas of particular concern to the Council include the land to the north of the town, between the built up area and the hamlets of Colesbrook and Milton-on-Stour.

15.2.4 The riverside gap between Bay and the town centre, and the land in Ham either side of the Shaftesbury Road that separates proposed employment land from residential areas, are two areas within the town that are also of concern. These three areas were formerly designated as "Buffer Zones" and a policy of restraint applied within them. However, having considered objections to the Buffer Zone policies, the Local Plan Inspector recommended that the policies should be deleted. In relation to the (former) Ham Buffer Zone, he further recommended that the employment allocation at Park Farm (Site L) should be extended to the north, as this will provide flexibility in design and layout which should enable developers to provide an attractive development on the edge of the town. Since he made that recommendation, a new roundabout and distributor road have been constructed, the existence of which may influence future policy for development within this area.

15.2.5 While the Council is prepared to follow the recommendation to delete the Buffer Zone policy areas, it should be recognised that they primarily comprise "greenfield" land. In view of the current healthy situation in terms of the availability of land for development in the town, the Council does not intend to allocate any part of the Buffer Zone areas for development at this stage. A landscape assessment is currently being undertaken of each of the areas. Once this is

complete, the council intends to propose new formal statutory policy for the relevant areas, taking into account the Local Plan Inspector's recommendations, and any other material considerations. If necessary, as with any policy, Supplementary Planning Guidance may also be produced to help guide development in these areas.

Gillingham Royal Forest Project

15.2.6 The "Gillingham Royal Forest Project" aims to promote farm diversification towards woodland planting and countryside recreational activities within the bounds of the old "Royal Forest", a former deer park. The boundary of the Project area runs close to the eastern built-up limits of the town and it is proposed that this should form the eventual limits of the town in its expansion in this area. The following policy will also aim to protect the Royal Forest Project by restricting any development which would jeopardise the overall objectives of the Project.

Policy GH2

The eastwards expansion of Gillingham will be contained by the boundary of the Gillingham Royal Forest Project. Development will not be permitted within the Project area if it would jeopardise the overall aims and objectives of the Project.

The Conservation Area

15.2.7 In recognition of what is considered to be the important historic centre of the town, a Conservation Area was designated in 1985. This includes the basic original medieval street form around the Church, The Square, (formerly the town's market site,) the 17th century Chantry Cottages and the Victorian Vicarage, (now part of Rawson Court) built in "Arts and Crafts" style.

15.2.8 In the autumn of 1993, a traffic calming and enhancement scheme using a variety of paving and landscaping techniques were implemented in The Square and High Street. It is hoped that further finances will be found for additional enhancement schemes in the Plan period. Any Conservation Area enhancement schemes will be subject to full consultation before implementation.

Areas of Local Character

15.2.9 Other areas of the town, particularly the outlying hamlets, have retained their individual character and still contain traditional properties ranging from simple 18th Century stone cottages to some imposing Victorian "villas". These areas were designated in the 1986 Local Plan as "Areas of Local Character" as they do not meet the full requirements of designation as Conservation Areas.

Policy GH3

The following areas are designated as "Areas of Local Character"

(i) Bay

(ii) Colesbrook

(iii) Eccliffe

(iv) Kings Court

(v) Lodbourne

(vi) Lodden Bridge and New Road

(vii) Peacemarsh

(viii) Wavering Lane

(ix) Wyke

Within these areas, development will only be approved if the proposal respects their individual local character.

3. Housing

Dwelling Unit Allocation

15.3.1 **Policy 2.3** allocates about 1610 dwellings to the town to be built between 1994 and 2011. This amounts to a construction rate of 95 dwellings per annum. However, since the start of the Plan period, several of the large allocated sites have been granted planning permission. In most cases this has been at a higher density than the Plan anticipated. It is now likely that over 200 more dwellings than was anticipated will be built in the town by 2011. **Table 15.1** shows the breakdown of Gillingham's allocation at 31.03.01

15.3.2

Table 15.1 Components of Gillingham's Housing Allocation at 31.03.01	Units
Plan Target	1610
Dwellings built 1994 – 2001	683
Dwellings with outstanding planning permission or under construction*	427
Allocated Sites**	585
Infill and windfall allowance	181
Total	1876
Over/under supply	+266

* Figures adjusted to allow for likely take up ** Figures allow for consent granted since 31.03.01.

15.3.3 Government policy encourages Local Planning Authorities to manage the release of housing land with the aim of securing the development of previously developed (brownfield) sites before the release of greenfield land. To this end, the Plan period has been divided into three phases of development and sites allocated accordingly.

15.3.4 **Table 15.2** below gives the anticipated development rates and proportions of brownfield development for each phase of the Plan period in Gillingham. The town has grown rapidly over the last 20 years, predominantly through expansion onto greenfield land. However there are opportunities for brownfield development within the town centre. Several such sites have been shown to have potential for mixed use development and some of these are now coming on stream. As the rate of brownfield development has been lower than anticipated during the first phase of the Plan period, (despite overall development rates being higher than planned), some positive measures may need to be taken to encourage more brownfield development. A Development Brief has been prepared for the Oakwoods site to facilitate development of this land.

15.3.5 Targets for affordable housing are set out in **Policy 2.4**. These may be varied in the light of the results of any future Housing Needs Survey undertaken during the Plan period. Any variations will be published for consultation in the form of Supplementary Planning Guidance.

Phase	Dwells built or expected at 31.03.01	Average annual rate	% Brownfield	Average annual rate
1. 1994 – 2000	620	103	14	14
2. 2000 – 2006	810	135	20	27
3. 2006 – 2011	440	88	25	22
1994 – 2011	1870*	110	19	21
Plan aim	About 1610	95	23	22

*This figure represents a 16% over-supply on the original planned total of 1610 and should not be seen as the base figure for dwelling supply in the town.

Sites Allocated for Development:

15.3.6 **Policy 2.4** allocates the following sites (for 5 or more dwellings) for development in the Plan period up to 2011;

- (i) Site C Barnaby Mead (44 dwellings)*
- (ii) Site E South of the Meadows (90 dwellings)
- (iii) Site F Lodden Bridge Farm (111 dwellings)*
- (iv) Site G Rear of Lockwood Terrace (126 dwellings)*
- (v) Site H West of the Fire Station, Peacemarsh (245 dwellings)*
- (vi) Site J Adjacent Ham Farm (292 dwellings)*

*Dwelling numbers represent figures likely to be achieved due to permissions granted in full or in principle.

15.3.7 Those sites that were granted planning permission in whole or part before 31.03.01, are no longer identified on the Proposals Map as allocated sites.

15.3.8 Of the two remaining sites, Site J includes a site for a new primary school that will serve the south-eastern part of the town. This is a strategic facility and it is important that it is brought forward as early as possible, so part of the housing development (125 dwellings) should be developed in Phase 2 to enable

the provision of the school. The remainder of the allocation should not be built until the school has been completed or until the beginning of Phase 3 (01.04.06), whichever is the earlier.

15.3.9 The final site, Site E is also in the south-eastern part of the town. Development of this land will not bring forward any facility that is needed outside the site. The site is programmed for development in Phase 3 to ensure that not all the allocated sites are released onto the market at the same time, and to help encourage the development of the brownfield sites in the town centre. The release of this site should be reconsidered towards the end of Phase 2, when a better assessment may be made of overall development progress in the town and in the light of any revisions in Structure Plan policy or the findings of the "Urban Potential Study" currently being undertaken.

Site E (H/15/2) South of The Meadows

15.3.10 Forming the final phase of the Addison Close/Meadows housing area. This site is now phased for construction post 2006, to help spread the development of greenfield sites throughout the plan period, to encourage the development of brownfield development and to ensure the commensurate release of supporting community infrastructure. The following requirements may be sought, in order to allow the development to go ahead:

- The construction of adequate measures to avoid possible trespass into the Lodden Lakes area.
- An equipped on-site play facility of about 0.05ha is required to overcome the shortfall in children's play space provision that will result from this development.
- Provision of a proportion of the development as affordable homes (**Policies 2.4** and **2.13**).
- Contributions may be sought for the following facilities: Primary school at Site J, **Policy 4.2**, A central community hall at Chantry Fields (See **GH21**), and expansion of the youth centre at Cemetary Road, **Policy 4.3**, improvements to the Leisure Centre, **Policy 4.7** and Sports pitches at Hardings Lane, **Policy 4.5**.

Policy GH4

3.0 hectares of land south of the Meadows will be developed for a minimum of 90 dwellings, in the period after 2006, subject to the following requirements which may be sought and are necessary to allow the development to go ahead.

- (i) An on-site equipped play area.**
- (ii) The provision of adequate anti-trespass and landscaping measures to protect the Lodden Lakes area.**
- (iii) Vehicular access from both The Meadows and direct from Addison Close. The road layout shall allow for a permeable through route for bus and delivery services, between the two access points.**

Site J (H/15/6) Land adjacent Ham Farm

15.3.11 A large site forming the rounding off to development to the south-east of Ham. The following requirements will be sought to allow the development to go ahead:

- A major requirement for this area will be to provide for a new Primary School. Sufficient land for this purpose is allocated to the north of the site (see below; **Policy GH14**).
- Vehicular access can be from opposite Lockwood Terrace and take the form of a roundabout or signal controlled junction.
- The site is large enough to warrant the provision of an equipped children's play area which could be constructed adjacent to the school. (See also **Policy 4.8**)
- Land adjacent to the River Lodden may be subject to flood alleviation works and should be subsequently laid out as public amenity land.
- The development should provide for a new footpath/cycleway and bridge across the River Lodden to provide off-road links to and from the School and the Brickfields employment area, and a further footpath/cycleway link is required to link Bridge Close.
- Additional footways are required in Shaftesbury Road to aid the safety of highway users.
- Provision of a proportion of the development as affordable homes (**Policies 2.4 and 2.13**).
- Contributions may be sought for the following facilities: Primary school at Site J, **Policy 4.2**, A central community hall at Chantry Fields (see **Policy GH 21**) and extensions to the Cemetary Road youth facility, **Policy 4.3**, Improvements to the Leisure Centre, **Policy 4.7** and Sports pitches at Hardings Lane, **Policy 4.5**.

Policy GH5

8.8 hectares of land adjacent to Ham Farm will be developed for about 260 dwellings, subject to the following requirements which may be sought to allow the development to go ahead:

- (i) **The on-site provision of an equipped children's play area to serve the development.**
- (ii) **The provision of an access from a new roundabout or signal-controlled junction to be constructed adjacent to the Lockwood Terrace/Shaftesbury Road junction.**
- (iii) **A contribution towards the provision of footways in Shaftesbury Road.**
- (iv) **Designate sufficient land for the construction of a Primary School.**
- (v) **The construction of a footpath/cycleway and bridge to the River Stour.**
- (vi) **The construction of a footpath/cycleway to Bridge Close.**
- (vii) **The provision of any necessary flood alleviation works for the River Lodden.**
- (viii) **The dedication of river valley area land as public open space.**

Future Population

15.3.12 From the 1991 Census, the resident population of the Town Plan area is estimated to be 6,400. Average household size throughout the County has

been declining for many years, and is likely to continue to do so in the future.

Projections produced by the County, (based on the proposals of the deposit Structure Plan for Dorset) indicate that average household size in North Dorset is likely to decline by 0.15 persons per household between 1991 and 2011. In 1991 the average household size in the Parish was 2.31. Making allowance for the decline in household size and assuming that the scale of development identified in **Policy 2.2** is fully taken up, this could result in a Plan Area population of about 9,860 by 2011.

4. Employment and Shopping

Employment

15.4.1 Existing Employment Areas (**Policies 3.1-3.3**)

Site Ref.	Location	Area (ha)	Notes
E/15/1	Station Road Industrial Estate	2.7	Developed with the advent of the railway in the mid C19th. Now virtually fully developed.
E/15/2	Brickfields Business Park	10.5	Re-use of the old brickworks site for continued development since the late 1980s. 3.7a. available for development. This site is subject to the provision of satisfactory surface water and foul drainage measures.
E/15/3	Tomlins Lane	0.25	Small workshop area developed by English Estates.
E/15/4	Shaftesbury Road	0.7	Former haulage depot and store (Gillbury)

Proposed Employment Land Allocations

Site I (E/15/5) Peacemarsh

15.4.2 This site is in a key strategic location, being the closest in Gillingham to the A303 Trunk Road. It will also provide employment opportunities for the Peacemarsh area which is further away from existing and proposed employment areas. However it is in a sensitive area, close to the village of Milton on Stour and adjacent to future residential areas. In order to define a firm boundary between the site and the countryside, a woodland planting area should be provided. A footpath/cycleway link should be implemented through the woodland to link to the B3092. The site is suitable for a single large user which will be restricted to "clean" Business (B1) or Storage/Distribution (B8) uses only. The aim is to avoid piecemeal construction on the site which could lead to areas being left unused and unkempt. Access should come from the roundabout on the B3092 via the access road to housing site. There will also be a need to provide a bus lay-by on the B3092 to encourage public transport use. A community health use would also prove suitable for development on the site.

Policy GH6

2.5 hectares of land at Peacemarsh will be developed for Business/Storage/Distribution/ Community Health uses, subject to the following

obligations which may be sought to allow the development to go ahead;

- (i) Business/storage/distribution uses to be restricted to one single user.**
- (ii) The provision of a woodland planting area to the north and west of the site and dedication as public open space.**
- (iii) The provision of a footpath/cycleway link through the woodland planting area.**
- (iv) The provision of access via Housing Site H to the south.**
- (v) The provision of a bus lay-by and shelter on the B3092.**
- (vi) The provision of surface water attenuation measures.**

Policy GH7

A woodland planting zone will be established to reinforce the northern and western boundaries of Housing Site H and Employment Site I.

Site L (E/15/6) Park Farm

15.4.3 This site is required to provide additional employment to the Ham area of the town and to provide an alternative site to the Brickfields for businesses to relocate. Park Farm itself is a listed building and so sensitive development is required, not only in architectural terms, but also adjacent is the Royal Forest Project area for which uses need to be compatible. Access will come from a new roundabout on the B3081 which will also serve Site K opposite. A bus lay-by and shelter on the B3081 are required to encourage public transport use. An additional footway is required to link to the existing footway along Shaftesbury Road (north side). The Environment Agency will require satisfactory water attenuation before the site can be developed using Best Management Practice for surface water disposal.

Policy GH8

4.5 hectares of land at Park Farm will be developed for Industrial/Business/Storage/ Distribution uses, subject to;

- (i) The provision of a roundabout access on the B3081.**
- (ii) The provision of a bus lay-by and shelter on the B3081.**
- (iii) The provision of an additional footway along the B3081 (north side).**
- (iv) The development should be compatible with both the setting of the listed Park Farmhouse and the character of the adjacent land**

within the Royal Forest Project area.

(v) The provision of satisfactory surface water run-off and pollution attenuation measures.

Site K Higher Ham Farm

15.4.4 This site, adjacent to the former "Gilbury" Depot will add additional land to the depot to allow for comprehensive commercial development. The area has been specifically highlighted in the Regeneration Study for a site for the relocation of some town centre uses which need to relocate to more suitable premises. The requirements of the site are similar to Park Farm in respect of access, provision of a bus lay-by and shelter and the provision of additional footways for the Shaftesbury Road. Higher Ham Farmhouse is of local architectural interest and could be retained for use as offices.

Policy GH9

1.5 hectares of land will be developed at Higher Ham Farm for Industrial/Business/Storage/ Distribution uses, subject to;

- (i) The provision of a roundabout access on the B3081**
- (ii) The provision of a bus lay-by and shelter on the B3081**
- (iii) The provision of an additional footway along the B3081 (south side)**
- (iv) The retention of Higher Farm Farmhouse and its setting.**

Town Centre Redevelopment

Land Rear of Red Lion

15.4.5 The site is in a central location abutting the High Street with two access points which are both small lanes. Present uses of this area are mainly low key activities including private car parking. At the confluence between the River Stour and Shreen Water, the site is within an 'Area Liable to Flood'. A Flood Risk Assessment is therefore required before approval of any planning application, so that the 'functional flood plain' (or in other words, land that frequently floods) can be established. There shall be no built development within the functional flood plain, and there will need to be flood risk mitigation and compensation measures for development within the remainder of the flood plain.

15.4.6 The scheme would offer scope for developing a new footpath link from Town Bridge, along the northern river bank and joining the new footbridge at Waitrose.

15.4.7 The site offers potential for a commercial/retail development which may include a residential element. The nature of the site lends itself to a high quality courtyard style development. The size of the units would be suitable for use by national retailers. As a guideline the maximum floorspace figures for dwelling units, capable of being accommodated on the site is as follows: (Note that these guidelines do not permit the whole of the site to be developed for housing

use. The site will play an important part in the regeneration of the town centre and the opportunity for economic development as well as housing should not be lost).

LAND USE TYPE	MAX FLOOR SPACE OR DWG UNITS		COMMENTS
RETAIL/OFFICES	600m ²	1,000m ² *	Situated at east end of site with High Street frontage. One largish store with 4/5 smaller units. 2/3 storey with offices/residential over.
HOUSING	20		West end of site. 1/2/3 bed units in town house/flat development with courtyard/street-type frontage leading to Red Lion. 2/3 story.

* if whole site developed for that use.

15.4.8 As the site is located within the Town Conservation Area, buildings should be constructed to a high standard using traditional local materials.

Policy GH10

Land to the rear of the Red Lion may be developed for a mixture of retail/commercial/ and/ or housing, providing that the development preserves or enhances the Conservation Area. A Flood Risk Assessment is required to ensure that there is no built development within the 'functional' flood plain and that any potential flood risk effects are ameliorated. Mixed use development on this site will be important for the successful economic regeneration of the town and applications which are wholly or predominately for residential use, will not be permitted.

Land between School Lane and Newbury

15.4.9 In the event of the successful relocation of the existing industries on this town centre site the land would be released for redevelopment. The proximity to the town centre may call for a retail function to be retained in this area, however, a mixed use including residential development would be acceptable. The retail element would be located on the frontage with Newbury. The site may also be a suitable location for the new Community Hall. As a guideline the maximum floorspace figures or dwelling units, capable of being accommodated on the site is as follows: (Note that these guidelines do not permit the whole of the site to be developed for housing use. The site will play an important part in the regeneration of the town centre and the opportunity for economic development as well as housing should not be lost).

RETAIL/OFFICES	800m ² 1500m ² *	To occupy frontage to Newbury. One largish store or 3/4 smaller units. 2/3 storey with offices/residential over.
HOUSING	30/40	1/2/3 bed units in town house/flat development with courtyard/street-type frontage leading between School Lane and Newbury. 2/4 storey.
CENTRAL COMMUNITY HALL	1000m ²	Could replace either of the above. Joint use with Gillingham School and/or car park.

* if whole site developed for that use.

Policy GH11

Land between School Lane and Newbury may be redeveloped for a mixture of retail/ commercial/housing and community uses. Mixed use development on this site will be important for the successful economic regeneration of the town and application, which are wholly or predominately for residential use will not be permitted.

Land between Buckingham Road and Station Road (North)

15.4.10 This land (0.14ha) on the corner of Station Road/Buckingham Road is remaining part of a much larger 1.5ha site, now redeveloped as a DIY retail warehouse. There is potential here for the existing commercial garage on the site to be redeveloped in the long term by approximately 20 units if built as 1/2/3 bed units in a town house/flat development.

Policy GH12

Land on the southern corner of Buckingham Road/Station Road north may be redeveloped for residential purposes.

Land West of Station Road South ("Oakwoods")

15.4.11 This area of land represents an ideal opportunity for sustainable development being the re-use of land adjacent to Gillingham Railway Station. The central part of the site was former meat processing factory ("Oakwoods"), which has now been demolished and the site left vacant for the best part of ten years. Redevelopment of this large area (2.6ha) will go a long way to aiding the economic prospects of the town. The redevelopment area also includes land to the north and south which is currently being actively used for mixed commercial uses. Obviously any new housing should not be to the detriment of existing commercial uses and vice-versa.

15.4.12 The site may also be suitable for the proposed new Gillingham Central Community Hall. There is also an outstanding planning permission on the central part of the site for mixed business and non-food retail which commits land uses for that part of the site. The only purpose of this policy therefore is to guide any subsequent applications which may be made on the committed area of land or any surrounding piece of land which may be subject to development proposals. The land is immediately adjacent to the River Stour and any development here will have to be carefully assimilated with the river's regime.

15.4.13 As a guideline, the maximum floorspace figures or dwelling units, capable of being accommodated on the site is as follows: (Note that these guidelines do not permit the whole of the site to be developed for housing use. The site will play an important part in the regeneration of the town centre and the opportunity for economic development as well as housing should not be lost).

15.4.14 A Draft Development Brief for this area was published in Nov. 2001. Following public consultation, the document has been adopted as Supplementary Planning Guidance. All planning proposals on the site are therefore expected to follow the principles laid out in the Guidance.

RETAIL/OFFICES/ BUSINESS	1000m ² 6000m ² *	To occupy street frontage? One largish store or 3/4 smaller units. Retail use limited to non-food only as site is beyond central shopping area on wrong side of relief road. 2/3 storey with offices/residential over?
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		NOTE: Planning permission 96/167 relates to middle part of site for B1/B2/B8 uses and >50% non-food retail (approx. 1000m ²).
HOUSING	80/120	1/2/3 bed units in town house/flat development with courtyard/street-type frontage with through link between river bridge and the station. 3/5 storeys. Could have river frontage? Compatibility with adjoining industrial users needs to be carefully considered.
CENTRAL COMMUNITY HALL	1000m ²	Could replace either of the above. Joint use car park with station? Possible offices or residential over?

* if whole site developed for that use

Policy GH13

Land west of Station Road South ("Oakwoods" etc.) may be redeveloped for a mixture of retail/commercial/housing or community uses. Mixed use development on this site will be important for the successful economic regeneration of the town and applications which are wholly or predominately for residential use will not be permitted.

5. Community Services and Recreation

Ham Primary School

15.5.1 The large-scale housing developments in the Ham area of the town will require the provision of an additional Primary School. A proposed site is located on Housing Site "J" at Ham Farm, behind Bridge Close (to be connected by a cycleway). If development of this site should for any reason not be feasible, then the Education Authority will seek an alternative on one of the other housing sites in the area (as shown on the Proposals Map). Housing developers in Gillingham will be expected to contribute towards the provision of this school through the Community Facilities Development Fund as (apart from retirement housing) additional demand for primary schooling will come from new development throughout the town.

Policy GH14

A Primary School is proposed on land at housing site "J", Ham Farm, adjacent to Bridge Close. A footpath/cycleway will connect the school with Bridge Close.

Recreation and Sports

15.5.2 The recreation ground provides outdoor sports facilities for football and in the summer for cricket. Demand for further provision has been identified. The most suitable site for this is adjacent to the Town football ground and the existing recreation field. This would also allow use of the nearby Leisure Centre facilities.

15.5.3 Recreation facilities, supplemented by the North Dorset Leisure Centre in conjunction with the High School, provide a range of facilities for both school

and general community use. Both indoor courts and a swimming pool are provided. The District Council will support proposals for sports which are not already provided for and for which a need has been established. A major refurbishment and provision of improved facilities is required in the near future. (See **Policy 4.7**).

15.5.4 To enable further provision of sports pitches in Gillingham it is proposed that the existing football ground be extended northwards. This would allow the existing pitch to be rearranged enabling the provision of more pitches on the site.

15.5.5 The provision of additional sports and leisure facilities is required partly because of the future demand coming from new residential development in the town. Therefore it is proposed that a proportion of the costs of providing additional facilities should be borne by developers. The proposed charge would be directly related to the resulting population from the new development and the pro-rata and proportional costs of provision.

Policy GH15

Additional sports pitches are proposed on land adjacent to the Town Football Club.

15.5.6 The land within the 400m. sewage treatment works protection area at Chantry Fields is not suitable for future development. However, this land may be acceptable for low key recreational uses, such as an improvement to the public rights of way that cross the area.

Policy GH16

The area to the south of Chantry Fields is proposed as an informal recreational area with tree planting and landscaping to improve the visual aspects of the land.

15.5.7 Additional land for recreational purposes is required for use by the Youth Centre. In the previous Town Plan for Gillingham, the land to the west of the Youth Centre was earmarked for such a use, Dorset County Council being the most likely purchasers of the land. Although this proposal has not been brought forward, the established need remains and therefore the proposal shall be re-emphasised.

Policy GH17

Land adjacent to the Youth Centre is proposed for ancillary recreational purposes.

Riverside Amenity Areas; footpath/cycleway links

15.5.8 The Rivers Lodden, Stour and Shreen Water are important, attractive natural features of the town. The potential recreational asset inherent in their character is not being fully exploited. Although short stretches of riverside walks exist, scope for longer stretches, with associated recreational areas, is evident. The Policies and Proposals Map indicates possible extensions to the existing footpath network in a diagrammatic form. Although the line of possible

future footpaths is only illustrative, the District Council will encourage the future provision of such facilities. Further footpath/cycleway links associated with rivers are proposed between Lodden Bridge and Kings Court Palace and between Lodden View and the proposed Ham primary school. As new residential development will place additional demands upon the need for these links, contributions may be sought from developers where indicated in the relevant policies.

15.5.9 There is also the possibility of providing a footpath/bridleway link with Milton on Stour along the River Stour in association with the provision of riverside amenity/recreational areas and residential development at Peacemash. Eventually this could form part of a major new Trail "The Stour Valley Way" between Christchurch and Stourhead. A further part of this Trail should be provided as part of the development of the Sigma-Aldrich premises on the Brickfields Business Park. This proposal would form a link with the hamlet of Eccliffe. Development adjacent to the River Stour will affect the general amenity of the river valley and as a consequence it is considered that developers should contribute towards environmental schemes along the river banks.

Policy GH18

Land alongside The River Stour is proposed as amenity/recreational areas together with provision of additional footpath/cycleway links, to form part of the proposed long-distance Stour Valley Way.

Policy GH19

A riverside footpath/cycleway link is proposed to connect the Shaftesbury Road at Lodden Bridge, with Kings Court Palace, via a new bridge over the River Lodden.

Policy GH20

A river bridge is proposed over the river Lodden to allow for a footpath/cycleway link between Lodden View and the proposed Ham Primary School.

Health Care Services

15.5.10 The Local Health Authority have stated that the provision of a community hospital for Gillingham is a long-term possibility should funds be forthcoming. Land to the north-west of Peacemash has been proposed as a possible site but it is premature at this stage however to designate a site.

Community Hall/Leisure Facilities

15.5.11 The town community requires the provision of a central large-scale community building for the staging of major functions. Several sites have been under investigation and there are now three favoured options:

(i) Land at Chantry Fields.

(ii) To extend the North Dorset Leisure Centre at Hardings Lane and provide the community hall by converting the existing sports hall. This would be provided as part of an upgrade to the Leisure Centre.

(iii) At redevelopment site **GH13**, "Oakwoods" Station Road South. Surface water attenuation facilities will be required on any site in the town.

15.5.12 The provision of this community hall and upgrade of the Leisure Centre is required partly to meet the future requirements of residents of new housing in the town. In order to make proposals acceptable in land-use planning terms, appropriate provision may be sought for this facility which is directly related to and necessary for the development to proceed.

Policy GH21

Three alternative option sites for a Central Community Hall for Gillingham will be safeguarded:

(i) Land at Chantry Field,

(ii) Land adj. Gillingham Leisure Centre or

(iii) At redevelopment site GH13, "Oakwoods" Station Road South.

Surface water attenuation facilities will be required on any site in the town.

Cemetery Provision

15.5.13 The Town Council have indicated that the existing cemetery in the town is almost fully developed, therefore an additional site is required. A possible location for future expansion would be in the Common Mead area. The land here is subject to development restrictions due to the proximity of the sewage works. However, a low-key use such as a cemetery could be acceptable.

Policy GH22

Land off Stour Meadows is proposed for possible use as an additional town cemetery. Additional tree planting/landscaping will be required to the south of the site to act as a screen to the Sewage Treatment Works.

Drainage and Sewerage

15.5.14 The proposed increase in the number of dwellings in Gillingham may require an extension to the Sewage Treatment Works operated by the Wessex Water Company. The Company therefore requests that an area of land to the north-east of the existing sewage treatment works should be safeguarded to allow for future extensions. The Water Company will be asked to keep the impact of any new development to a minimum. The District Council will require a

landscaping area around the edge of the sewage treatment works if they are extended.

Policy GH23

Land adjoining the sewage treatment works off Common Mead Lane will be safeguarded for possible extensions to the works. Additional landscaping schemes are required to be carried out on the perimeters of the site.

Flood Alleviation Schemes

15.5.15 A Flood alleviation scheme has now been implemented for the Town Bridge area of the town centre. This area is shown as an 'Area Defended by Flood Defence Scheme' on the Proposals Map. **Policy 1.13** applies in such areas.

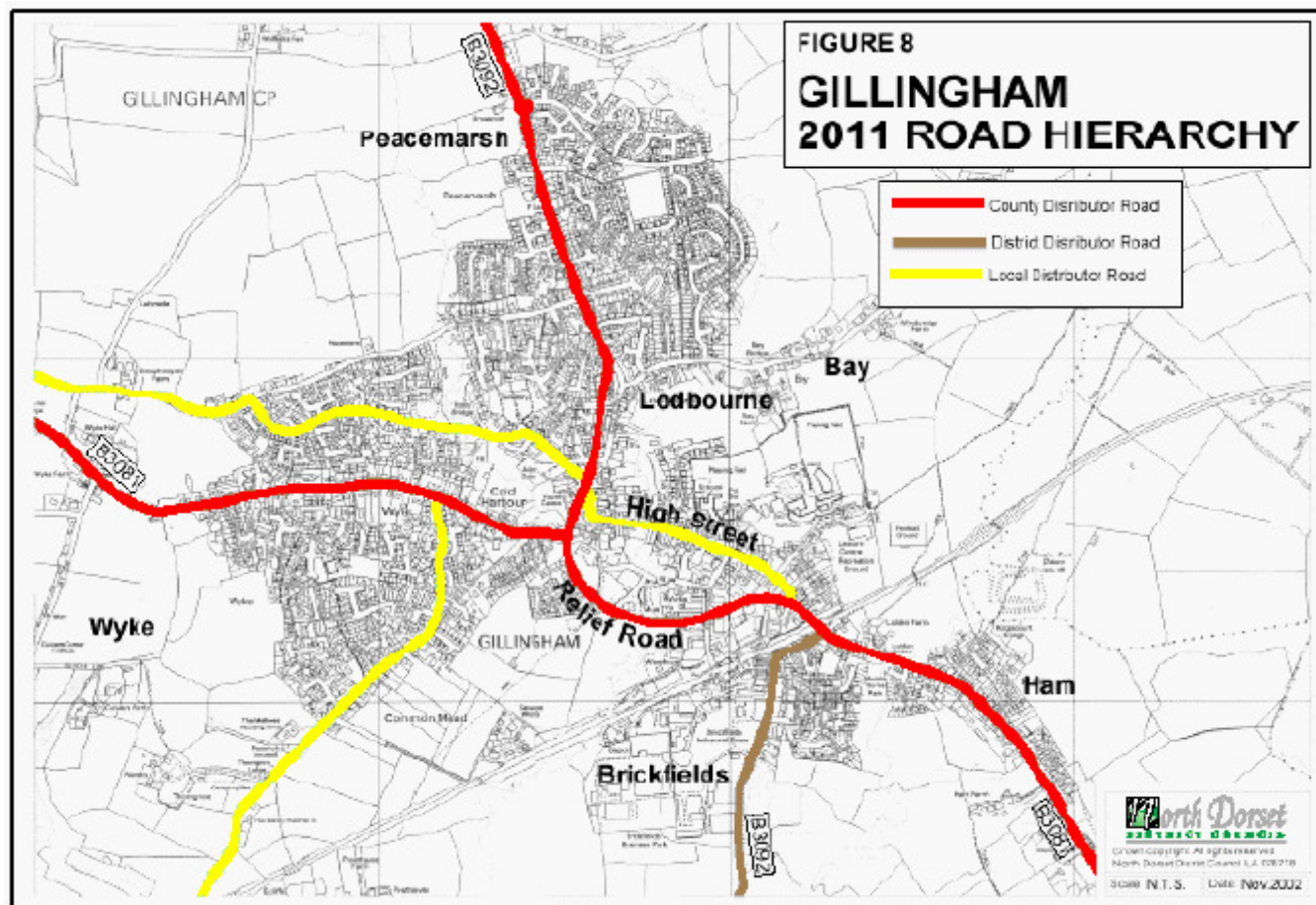
6. Transportation

15.6.1 The guiding policies on highways and transportation are found within the general policies contained in **Chapter 5** of the Plan. These guiding policies relate to cyclists, pedestrians, traffic management, heavy goods vehicles, environment and landscape, public transport, parking facilities and servicing. It also includes the definition of the road hierarchy for North Dorset.

15.6.2 **Chapter 5** contains details of the 'Local Plan Road Improvement Programme' and details the major highway schemes, which are proposed for the period up to 2011. This contains specific highway and transportation schemes for Gillingham.

Road Hierarchy

15.6.3 The 2011 road hierarchy for Gillingham as defined in **Chapter 5**, is shown in **Figure 8**.



Pedestrians - B3092 Peacemarnh

15.6.4 Many children in northern Gillingham fall within the catchment area of the Primary School at Milton-on-Stour. A footway is therefore proposed on the eastern side of the B3092 between the Dolphin Inn Public House and the Primary School at Milton-on-Stour. This will increase pedestrian safety and will improve accessibility between Gillingham and Milton-on-Stour. If possible, the improvement should allow for use by cyclists.

Policy GH24

A segregated footway and cycleway should be provided on the eastern side of the B3092 between the Dolphin Inn Public House and the Primary School at Milton-on-Stour

15.6.5 On the eastern side of the B3092 south of its junction with Wavering Lane there is a lack of footway of about 30m which results in a potentially hazardous situation for pedestrians. Due to an existing property that is located immediately adjacent to the carriageway a new footway will have to be constructed as part of a road narrowing.

Policy GH25

It is proposed to provide a footway on the B3092 south of the junction with Wavering Lane as part of a carriageway narrowing.

B3081 Shaftesbury Road

15.6.6 This road will take increased traffic volumes as a result of additional development in the area. It is essential therefore to improve pedestrian safety by introducing additional footways, and to introduce traffic management through the provision of two new access roundabouts/controlled junctions which will assist in calming traffic speed. The Highway Authority will seek contributions from developers in the area as additional demands will be placed on the need to provide these improvements.

15.6.7 The signal light controlled junction at Rookery Close, has now been constructed and so this part of the proposal is deleted from the Plan.

Policy GH26

In connection with the residential development of site J, at Ham Farm, it is proposed to construct a new controlled junction on the B3081 Shaftesbury Road, which will form the primary means of access to the site.

Policy GH27

It is proposed to provide additional footways along the B3081 Shaftesbury Road in connection with associated residential and commercial development.

Cyclists

15.6.8 The network of minor roads provides satisfactory local routes for cyclists through much of Gillingham. However, problems can occur where pedestrians and cyclists are required to use or to cross heavily trafficked roads. The problems and requirements of pedestrians and cyclists are being considered with the aim of improving facilities and identifying suitable pedestrian and cycle routes.

15.6.9 Measures to encourage cycling by making it safer and more attractive will be carried out. Such measures may include separation of cyclists from other road traffic, shared pedestrian/cycle routes, facilities to cross roads carrying a heavy traffic flow, restrictions on parking, and speed control facilities to slow motorists where separation is impossible.

15.6.10 Part of the North Dorset cycleway and also part of the proposed National Cycleway Network passes through the town. The improvements below will be linked with these cycleways. The Regeneration Study highlighted the need to improve pedestrian and cycling facilities through The Square to improve vitality in that area.

15.6.11 As future residential development will place additional demands upon the need to provide these improvements, contributions will be sought from developers.

Policy GH28

Measures to make cycling safer and more attractive will be encouraged along the following routes:

- (i) B3092 Peacemarsh, Le Neuborg Way, Newbury, New Road**
- ii) B3081 Wyke Road, Shaftesbury Road**
- (iii) Cemetery Road/Rolls Bridge Way**
- (iv) C74 Bay Road (west of Shreen Way)**
- (v) High Street/The Square/Wyke Road Junction**

Railtrack

15.6.12 Gillingham Station is the only such facility in the District and as a result has a key part to play in the development of an integrated transport network.

Policy GH29

Gillingham Railway Station will be developed as an integrated transport interchange, with improved facilities for users of train and bus services.

GILLINGHAM ROYAL FOREST

15A.1.1 Gillingham Royal Forest was established as a royal hunting area in the early 13th century. King John is alleged to have constructed the fortified hunting lodge at Gillingham, the remains of which are still evident today as extensive earthworks known as Kings Court Palace. The Forest bounds extended to an area between Gillingham, Dunccliffe Wood, Shaftesbury and the County boundary with Wiltshire. The majority of the area was deforested in the 17th century.

15A.1.2 The Gillingham Royal Forest Project applies to that area of the former forest which lies between Gillingham, Motcombe and the County boundary. The main aim of the project is to encourage partial diversification of the local farming industry towards woodland planting and countryside recreational activities. It is not the intention to convert the area back to a complete forest.

15A.1.3 Other objectives which can be achieved through this Project are · an aid to the economic development of the area · the fostering of interest in the history of the Royal Forest · a firm edge controlling the eastwards expansion of Gillingham · an enhancement of the landscape quality of the area

15A.1.4 It is intended that an enhancement grant scheme will operate within the Project Area to encourage woodland planting. The grant scheme will be funded from a number of national and local sources. Additional funding may also become available for sensitive low-key countryside recreation and tourism projects related to the Forest Project (e.g. establishment of riding/walking/cycling trails, provision of accommodation and interpretation facilities) Implementation of the Project will be through a joint working group of local authorities/public agencies who will prepare a Management Strategy for the area.

Policy GRF1

Within the Gillingham Royal Forest Project Area it is proposed to;

- (i) enhance the landscape and aid the diversification of agriculture through the provision of additional woodland planting**
- (ii) provide and co-ordinate additional countryside recreational facilities**
- (iii) provide interpretative/tourism/educational material and facilities Development will be approved in the area if the above objectives are met and the proposal is in keeping with the character of the area.**

Contd