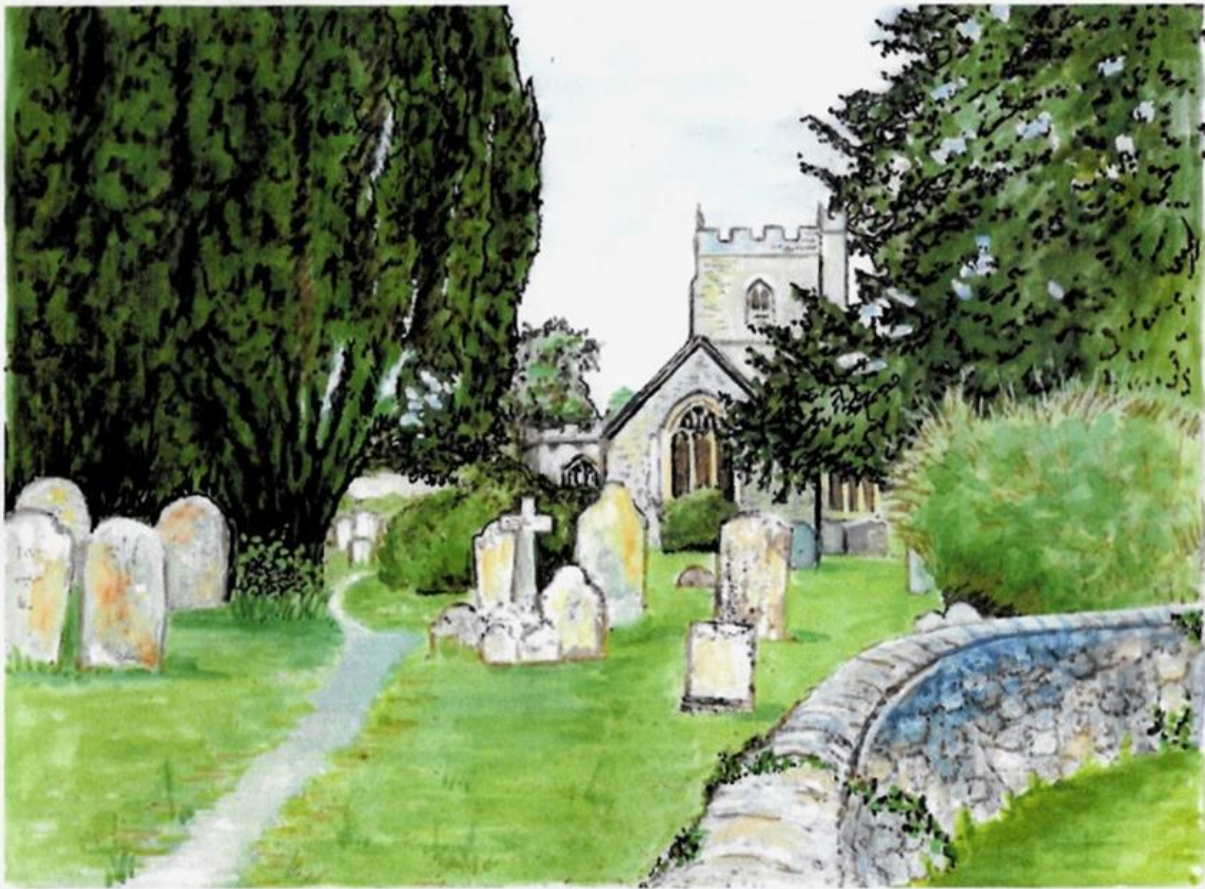

Hazelbury Bryan Neighbourhood Plan



St Mary and St James Church, Hazelbury Bryan

From an original painting by
Jenny Allen

2018 to 2031

Hazelbury Bryan Parish Council, Dorset

Originally Made March 2019

First Review - Submission Version, November 2023

Contents

1.	Summary / Overview	1
2.	Introduction	2
	The North Dorset Local Plan	3
	How the first Neighbourhood Plan was prepared	3
	How the Neighbourhood Plan has been reviewed	4
	The Hazelbury Bryan Neighbourhood Plan Period	5
	Monitoring and Review of the Plan	5
3.	Vision and Objectives	6
	Vision	6
	Objectives	6
	Policy Areas	6
4.	Local Landscape Character	7
	Policy HB1. Reinforcing Local Landscape Character	10
5.	Local Wildlife	11
	Policy HB2. Protecting and Enhancing Local Biodiversity	12
6.	Locally Important Green Spaces and Key Views	13
	Policy HB3. Local Green Spaces	15
	Policy HB4. Key Rural Views	16
7.	Locally Distinctive Hamlets and Important Gaps	17
	Woodrow	17
	Partway	18
	Wonston (and Pleck)	19
	Pidney	21
	Droop	22
	Kingston	23
	Park Gate	24
	Design Guidance	25
	Policy HB5. Locally Distinctive Development	27
	Policy HB6. Woodrow Distinctive Character	27
	Policy HB7. Partway Distinctive Character	27
	Policy HB8. Wonston and Pleck Distinctive Character	27
	Policy HB9. Pidney Distinctive Character	28
	Policy HB10. Droop Distinctive Character	28
	Policy HB11. Kingston Distinctive Character	28
	Policy HB12. Park Gate Distinctive Character	28
	Settlement Boundaries and Important Gaps	28
	Policy HB13. Settlement Boundaries and Important Gaps	29
8.	Community facilities, services and amenities	31
	Policy HB14. Supporting Community Facilities	35
9.	Housing	36

Policy HB15. Meeting Housing Needs - Amount and Location of New Dwellings	37
Policy HB16. Meeting Housing Needs - Dwelling Types	39
Site 11: Martin Richard's Tractors UK site, Back Lane, Kingston	39
Policy HB17. Site 11 - Martin Richard's Tractors UK site, Back Lane, Kingston.....	40
Site 7: Former Frank Martin's Agricultural Depot, Stockfield Drove, Kingston	41
Policy HB18. Site 7 - Former Frank Martin's Agricultural Depot, Stockfield Drove, Kingston.....	42
Site 13: Land immediately adjoining the Retreat, Coney Lane, Pidney.....	42
Policy HB19. Site 13 - Land immediately adjoining the Retreat, Coney Lane, Pidney	43
10. Employment.....	44
Policy HB20. Economic Development Opportunities	44
Employment Site: Land adjoining King Stag Mill, The Common	45
Policy HB21. Site 12 - Land adjoining King Stag Mill, The Common.....	46
11. Roads, Traffic and Parking	46
Parking	47
Policy HB22. Parking Provision	47
Traffic Management	48
Policy HB23. Supporting Highway Infrastructure Improvements.....	48
Project HBP1: Traffic Management in Hazelbury Bryan	48
Policies Map [updated 2023].....	51
Appendix 1: Main Supporting Evidence Base	53
Appendix 2 - Map of Historic or Cultural Buildings of Interest.....	54
Appendix 3: Design and Access Statements - Questions to Address	55
Street Layout, Gateways and Access Features, Corner Buildings, Building Lines and Boundary Treatment	55
Local Green Spaces, Rural Views and Character.....	55
Pattern and Layout of Buildings, Building Heights and Roofline, Materials, Surface Treatments and Architectural Details.....	55
The Sensitive Inclusion of Car Parking and Infrastructure / Services.....	55
Appendix 4: Index to Tables and Figures	57

All maps produced in this document are subject to OS copyright © Crown copyright and database right. All rights reserved (0100058656) 2023

1. Summary / Overview

In October 2016, when we first asked local residents what they liked most about living in Hazelbury Bryan, the most common response was “the friendliness and community spirit of the Village”. Also mentioned by many was the attractiveness of the area, the peace and quiet (and the lack of light pollution) and the community facilities - particularly the shop, pub, school and outdoor recreation opportunities.

What people didn’t like, was mainly to do with transport - speeding and increasingly bigger vehicles on our rural roads, poor bus service, and lack of safe paths & links within the village.

Our Neighbourhood Plan recognises that, with or without a Plan, change will happen. Although the Plan cannot sort out issues such as bus services or the poor state of the roads, it can influence where much-needed housing and other developments are constructed, and what they look like. And it can help safeguard some of the things we value the most, whether that’s the local shop or the enjoyment of our beautiful countryside, by making sure that the impact of any development on these assets is properly considered in the decisions made, and any needless impacts avoided.

This Plan therefore has a range of different policies, including:

- policies to safeguard the intrinsic beauty of our countryside, its character, important green spaces, key views, and local wildlife areas;
- policies to make sure new development is in keeping with local building styles and materials, and retain the distinct differences between the various hamlets
- policies to protect the key community facilities that are so important to local residents, and try to make sure that these continue to thrive
- the allocation of three housing sites to deliver the housing needed over the next decade, plus an employment site with duty manager’s accommodation
- a project to improve road signs and other measures to encourage slower traffic speeds, which could be part-funded by development allowed through the Plan.

This Plan was pulled together by a group of volunteers working for the Parish Council, who spent considerable time consulting local people and researching all the topics it covers. Following the pre-submission consultation, the Parish Council made some changes to the Plan and submitted it to North Dorset District Council for its independent examination. The final step was the referendum, where all local residents in the Parish who are on the electoral role had the chance to vote ‘yes’ or ‘no’ to the Plan being used. The result was ‘yes’ and in March 2019 the Plan was officially made part of the development plan.

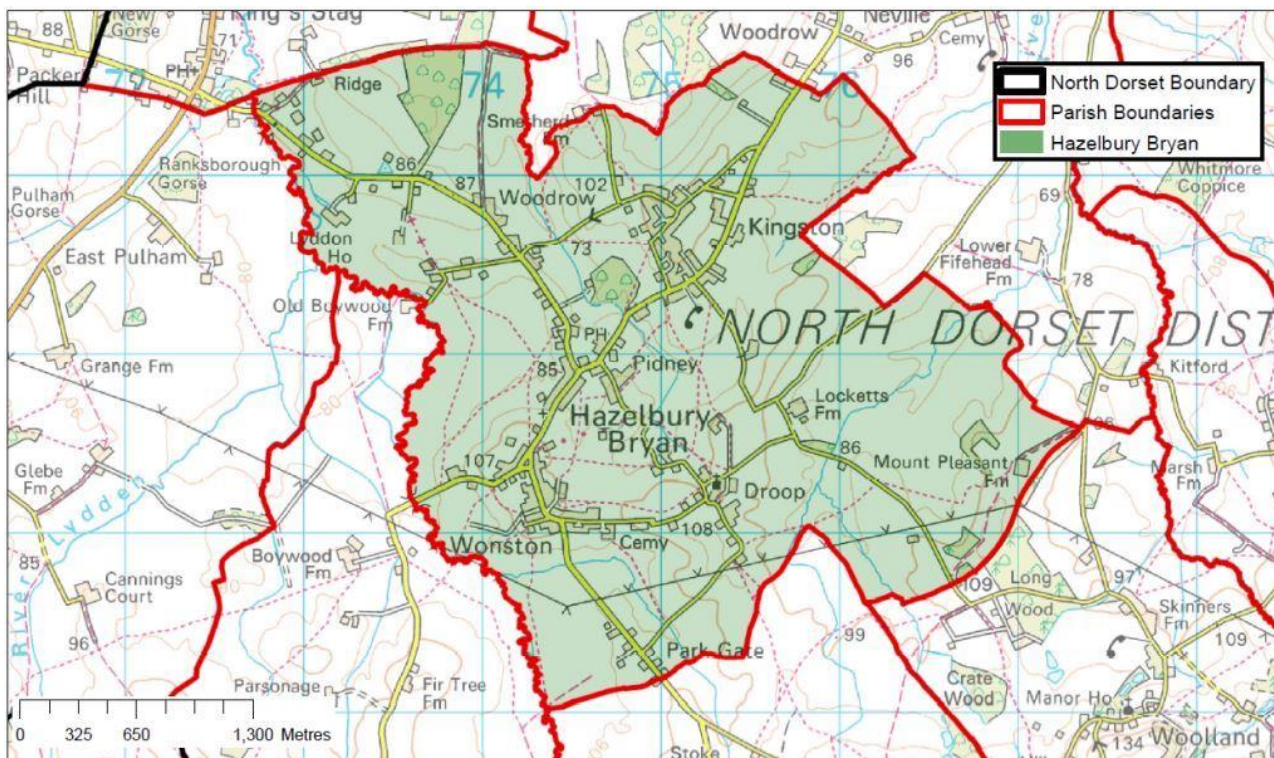
In early 2023, the Parish Council commenced work on reviewing the Neighbourhood Plan, in order to check that it remained up-to-date. This was a ‘light touch’ review, recognising that a further review may be necessary following the adoption of the Local Plan (anticipated 2026).



2. Introduction

- 2.1. Hazelbury Bryan is a large parish of 997 hectares (2,415 acres) in the south-west of the Blackmore Vale. It is bounded to the north by Ridge Drive, Smetherd Farm and Deadmoor Common, by Mount Pleasant Farm on the east, Park Gate to the South and a tributary of the River Lydden in the west, joining the Lydden itself south of Lyddon House.
- 2.2. The village comprises seven separate hamlets of Kingston, Wonston (and Pleck), Pidney, Partway, Woodrow, Droop and Park Gate, with open fields between them. This arrangement is unusual, if not unique, in Dorset.

Figure 1. Area Map



Name of the neighbourhood area	Hazelbury Bryan Neighbourhood Area
Designation date	Consultation Draft
Organisation who made the application	Hazelbury Bryan Parish Council



- 2.3. Hazelbury Bryan is a community which has evolved in its own way, retaining its roots and sense of history. For most villagers, it is valued as a place of security and safety.
- 2.4. As with any other area in North Dorset, there will be pressures for change and growth, such as new homes, new businesses, alterations and extensions to existing buildings, and changes in how those buildings or land associated with them are used. The planning system, including the policies contained in this Neighbourhood Plan, will guide decisions on what changes will be permitted.
- 2.5. One almost universal concern, as shown in the feedback from the various consultations, was the ever-increasing impact of traffic on the safety and rural nature of local roads, and particularly the speed of traffic and growth in large commercial and agricultural vehicles. The extent to which a Neighbourhood Plan can tackle such issues is limited, but the issues and concerns have been taken into account as far as possible

The North Dorset Local Plan

- 2.6. The statutory development plan is the North Dorset Local Plan (2016). Its strategy is based on focusing development at the four main towns. In rural areas such as Hazelbury Bryan, where access and proximity to services is more limited, development will be more strictly controlled with an emphasis on meeting local and essential rural needs. Looking ahead, the first draft of the Dorset Local Plan (January 2021) does not propose to significantly change the existing spatial strategy approach in relation to the villages.
- 2.7. The adopted Local Plan envisages neighbourhood planning playing a key role in meeting local needs in rural areas. It recognises that these needs may not be met by the countryside policies in the Local Plan, and that neighbourhood planning can enable local communities to develop their own vision and objectives and consider different options for meeting local needs. It makes clear that Neighbourhood Plans can
- decide where new homes, shops, offices and other development should be built (in addition to development that is permitted under countryside policies) by reviewing settlement boundaries or allocating specific sites for development;
 - identify and protect local green spaces;
 - include policies to protect local character; and
 - influence what new buildings should look like.
- 2.8. The adopted Local Plan does not identify a specific housing need figure for the neighbourhood plan area of Hazelbury Bryan or identify specific employment land needs. 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 Hazelbury Bryan is one, and this level of housing will be re-examined through the Local Plan Review.

How the first Neighbourhood Plan was prepared

- 2.9. In December 2015 the Parish Council sought the views of the Village as to whether it needed or wanted a Neighbourhood Plan (NP). Of those that replied, most were in favour and volunteers came forward to help. A meeting was organised in the Village Hall on the 25th April 2016 with presentations by Jo Witherden (Planning Consultant) and Fred Horsington (Champion of the Cerne Abbas NP). The Parish Council voted to proceed and called upon the volunteers to form a Committee to take the matter forwards. This Committee first met on the 5th July 2016, elected its officers, set out basic objectives, agreed terms of reference and agreed to hold a public consultation in October to gauge the true level of interest of the Village and update the views expressed in the original Parish Plan of 2010.
- 2.10. In an attempt to arouse public interest, an eye-catching circular was delivered to every house in the Village asking if the residents cared about the Village, enjoyed living there and had an opinion on its future. By presenting the latest assessment of potential housing sites, as provided by North Dorset District Council, people were at last stirred into action. Various matters of interest were raised and there was broad support shown for progressing with a NP and none against. It was agreed there was sufficient support for continuing and the Parish Council decided to appoint Jo Witherden (of Dorset Planning Consultant Ltd) to provide support and advice.
- 2.11. Given the Committee now had a fair picture of the underlying wishes, it was agreed to proceed with a detailed questionnaire, to be circulated throughout the Village. This covered more specifically housing needs, employment & amenities and a few more broadly based views relating to future development. More than 30% of these forms were returned and the results informed this Plan's vision and objectives.
- 2.12. In March 2017 the Committee embarked on the next stages including:- assessments of housing need, employment, village character, together with a call for sites, surveys of amenities and facilities, consideration of local aspects such as green spaces, gaps

between hamlets and related matters such as traffic and transport. In April the results of the questionnaire were published and circulated. The call for sites gave rise to 26 applicants, far in excess of the anticipated housing need.

- 2.13. Over July all the proposed sites were visited and assessed by the Committee against criteria covering: accessibility by vehicle and on foot; impact on surroundings and local character, including the crucial local gaps between the hamlets; the impact on green spaces and biodiversity; adverse environmental or amenity impact; and impact on community facilities. The sites were also subject to a separate Strategic Environmental Assessment. The interim conclusions were displayed to the public during the subsequent consultations run during September / October. Details of all potential sites were displayed, along with the Committee's assessments, and the public were requested to complete a questionnaire to provide their views on their suitability and acceptability. These events were very well attended and over a quarter of the population recorded their votes and opinions in 240 completed questionnaires. From this a short list of preferred sites was extracted, sufficient to meet the anticipated local housing need (approximately 25 new homes allowing for existing approvals) with some in reserve.
- 2.14. In November 2017 all site owners were advised of the outcome and those which were short listed were requested to provide outline plans and their acceptance of the local wishes for smaller developments considered to be between 10 and 15 residences) and smaller homes (2 to 3 bed houses and starter homes).
- 2.15. As the Plan could have significant environmental impacts, a Strategic Environmental Assessment was prepared alongside the Plan. This assessment considered the possible effects of different options to judge their sustainability, and identified appropriate mitigation measures for inclusion in the final plan.
- 2.16. The Plan as a whole was then consulted on for a period of just over 6 weeks during April and May 2018. The main issues raised as part of that consultation were considered, together with additional evidence that came to light, in deciding what changes were made to the Plan. The revised Plan was then examined by an Independent Examiner, and then put to a local referendum in February 2019, before it was officially 'made' part of the Development Plan for the area in March 2019.
- 2.17. **Appendix 1** lists the main supporting documents used at that time.

How the Neighbourhood Plan has been reviewed

- 2.18. The original Plan has been a great success and of immense value to the village. Having robust policies in the Plan setting out the type of housing we need and prefer and the locations for significant development on two brown-field sites has enabled the relevant planning authorities (North Dorset District Council and, more recently, Dorset Council) to refuse speculative applications for over 100 houses on other sites in the community.
- 2.19. However, we are aware that over time the policies in the Plan carry less weight when planning officers evaluate new applications. This is particularly the case if the planning authority, now Dorset Council, doesn't have a sufficient area-wide supply of approved new sites. Back in 2022 the parish council began to consider whether the Plan needed to be refreshed, who might do the work, how much might it cost and what would be the benefits.
- 2.20. Importantly, a consultation by the Government is currently underway on the National Planning Policy Framework rules and the expectation going forward is that neighbourhood plans and the policies in them will carry full planning weight for a five-year period and also will not be dependent on the housing supply numbers in the wider planning area.
- 2.21. At the parish council meeting in January 2023, it was decided to undertake a review. This would be led by our planning consultant, Jo Witherden, and a small working group. The

first step was to undertake a new housing needs assessment and grant funding was obtained from Locality to cover the costs.

2.22. The results of the housing needs assessment confirmed that with the existing sites in the Plan, the completion of some existing approvals, infill developments and other approvals yet to be built there was a more than adequate housing supply to meet local needs and any realistic allocation for the village under the emerging Dorset Local plan until 2031. It seemed likely that a “light-touch” review would be sufficient.

2.23. The main policy changes identified are:

- **Policy HB2. Protecting and Enhancing Local Biodiversity** - updates to the map to use latest available ecology data, and amendments to the policy and supporting text to reflect the latest changes on mitigation being progressed through the Dorset Biodiversity Protocol and Levelling Up Bill.
- **Policy HB5. Policy HB5. Locally Distinctive Development** - updates to reference climate mitigation measures - i.e. measures to reduce energy consumption and carbon emissions, minimise waste, conserve water resources, and incorporate green infrastructure and sustainable drainage, and the need to consider electric vehicle charging points and sustainable drainage.
- **Policy HB13. Settlement Boundaries and Important Gaps** - adjustment to the extent of the gap between Wonston and Droop (to reflect the findings of the Churchfoot Lane appeal decision) and between Partway and Woodrow (to exclude the now developed area that was permitted prior to the making of the plan).
- **Policy HB15. Meeting Housing Needs - Amount and Location of New Dwellings** - updated supporting text to reflect the most up-to-date situation on housing needs, and minor changes to policy wording for clarity.
- **Policy HB17. Site 11 - Martin Richard's Tractors UK site, Back Lane, Kingston** - minor change to reflect latest information on groundwater levels, and delete reference to possible contamination (as confirmed not applicable).
- **Policy HB18. Site 7 - Former Frank Martin's Agricultural Depot** - minor change to reflect latest information on groundwater levels
- **Policy HB20. Economic Development Opportunities** - minor changes to map (Figure 11) to remove sites approved for dwellings and better reflect employment area footprints.
- **Policy HB21. Site 12 - Land adjoining King Stag Mill, The Common** - minor changes to reflect the approved planning consent (deleting reference to flood risk as no longer applicable, and vehicular access which has been built).

2.24. *Once the revised Plan and supporting papers have been produced and a six-week consultation carried out on the proposed modifications, the Plan will be subject to “Examination” before it is, hopefully, approved.*

The Hazelbury Bryan Neighbourhood Plan Period

2.25. The plan period (the time period this plan is intended to cover) is from April 2018 to March 2031.

Monitoring and Review of the Plan

2.26. The Plan may need to be reviewed again before 2031, to take account of changes in national or local policy, changing needs within the Parish, or simply to roll it forward to cover the period beyond 2031. The Parish Council will consider the need to trigger this review, most likely at around the time of the annual Parish meeting.

3. Vision and Objectives

- 3.1. In 2011, and again in 2016, the residents of Hazelbury Bryan were asked what was important about the area. Not surprisingly on both occasions the answers were very similar - **location and environment** and the **sense of community**.
- 3.2. **Location and Environment** - features particularly valued by the local community include: the separate hamlets that collectively make up Hazelbury Bryan, each quite individual, served by narrow country roads and lanes and with open fields between them; the many rights of way and opportunities to enjoy the surrounding countryside, the general peace and quiet of village life, and the ability to see the stars at night away from the lights and pollution of larger towns; the surrounding hills and views out across the rolling countryside of Thomas Hardy's Wessex. All this, whilst enjoying relatively good access to the nearby towns of Sturminster Newton, Blandford Forum and Sherborne.
- 3.3. **Sense of Community** - the hamlets are still of a size to encourage neighbourliness, friendliness, co-operation and support. The various village facilities such as the two churches, the school, the shop, the pub and the village hall, the sports fields and allotments, also bring residents together. There is little recorded crime or nuisance. There is a relatively high proportion of the elderly, for whom certain services become increasingly important (public transport and medical support in particular) but also many younger family groups which currently benefit from the excellent school and represent a vital part of the Village's future. It is the needs of this second group, the younger generation, - homes, employment, etc. - which require particularly careful consideration.
- 3.4. These themes form the basis of the vision, objectives and policies contained in this plan.

<i>Vision</i>	
That the attributes of Hazelbury Bryan -its rural nature and its strong sense of community, remain largely unchanged	
<i>Objectives</i>	<i>Policy Areas</i>
To protect, as far as possible, the current environment in all its aspects (individual hamlets, plenty of green spaces, diversity of design, etc.), all which are so important to the residents	<ul style="list-style-type: none"> → Reinforcing Local Landscape Character → Protecting Local Wildlife → Respecting Locally Important Green Spaces and Key Views → Respecting the Locally Distinctive Hamlets, including settlement boundary reviews → Retaining Important Gaps between the Hamlets
To allow the village to grow at a rate that is sustainable and keeping pace with improvements to the infrastructure (roads, public transport etc) which cannot be directly influenced by the plan	<ul style="list-style-type: none"> → Supporting Existing and New Community Facilities → Meeting Housing Needs, including identifying the type and quantity of housing required, and making site specific allocations → Employment Needs, including making a site-specific allocation → Parking Provision requirements for new housing → Traffic Management Project (to be pursued outside of the Neighbourhood Plan)

4. Local Landscape Character

- 4.1. The Plan area sits within the rolling and clay vales associated with the Blackmore Vale Landscape Character Area¹. The Dorset Area of Outstanding Natural Beauty covers a small strip within the southern edge of the parish up to Thickthorn Lane, rising up to include viewpoints from Bulbarrow Hill. The geology is complex, with Oxford clay to the North around Smetherd, limestone around the church and cemetery, marl clay at Pidney, sandy soil at Wonston and Kingston and Kimmeridge clay at Park Gate.
- 4.2. A feature of the Blackmore Vale is the irregularly shaped fields enclosed by thick hedges. Many of these hedges are species rich, and would qualify as ‘important’ under the Hedgerow Regulations. Many of the field boundaries depicted on the 1607 map of the Parish survive up to the present time and should be protected. Examples are: the hedge on the southern side of the overgrown lane between The Beeches house and the former farmyard which has 7 woody species, the hedge between Alec’s Field and the Keep, and those south of Smetherd Farm, are all on the 1607 map².

Figure 2. A small section of the 1607 map



- 4.3. Some ancient drove roads survive to this day. The route of Normead Drove, running south from West Lane, is now only a lane for the first part of its length, with the rest of the route connecting to Wonston part of the public footpath network (FP30). Ridge Drove

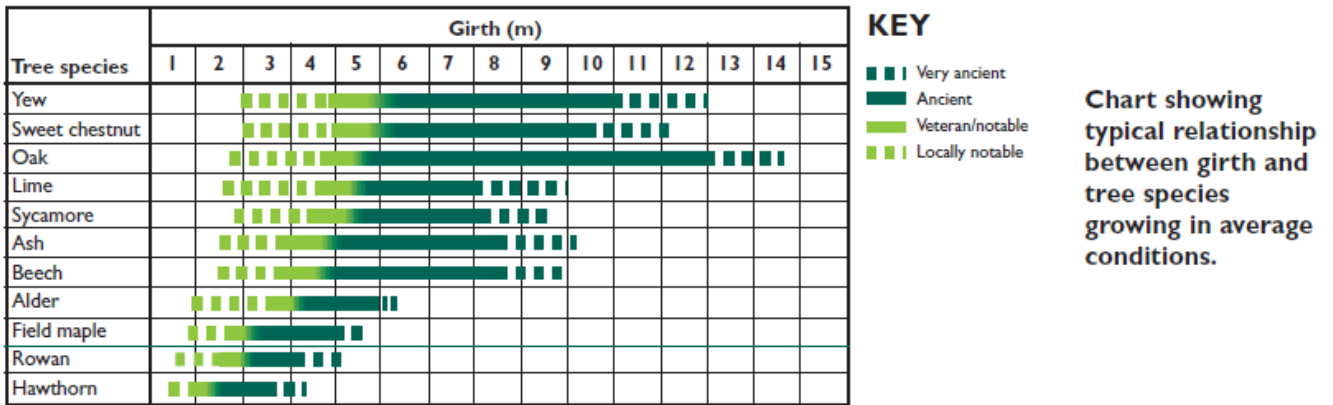
¹ as noted in the 2008 North Dorset Landscape Character Area Assessment

² a detailed map of the parish published in 1607, drawn by the well-known map-maker Ralph Treswell for the Earl of Northumberland who at that time owned the parish

(BR28/17) extending from Woodrow and linking to King Stag Bridleway (BR35) was “the waie to Sherborne” according to the 1607 map. The link between Wonston and Droop, known as Coney Lane, and the link connecting to Drum Lane, are medieval drove roads and therefore considered to be historically important green corridors.

- 4.4. Trees can be important for a number of reasons, including their relative age, their features (such as cavities or rot holes and dead limbs) that provide important wildlife habitats, their stature (often creating local landmarks in their own right) or particular interest (such as a connection with an historic event, or the rarity of that particular species). Ancient or Veteran trees tend to have a diameter of more than one metre at breast height, including those with hollow trunks or cavities and dead limbs. Several are known within the parish.

Figure 3. Extract courtesy of Ancient Tree Guide 4 (Woodland Trust publication)



Ancient Tree Guide no.4: What is an ancient tree?

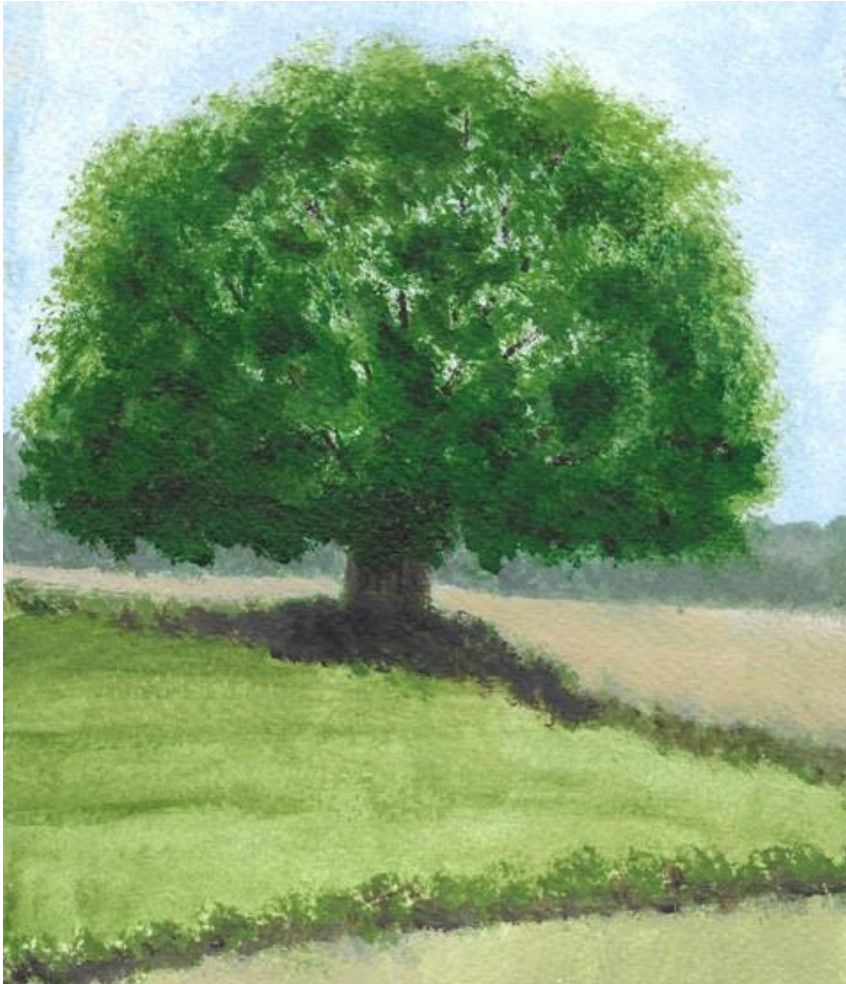
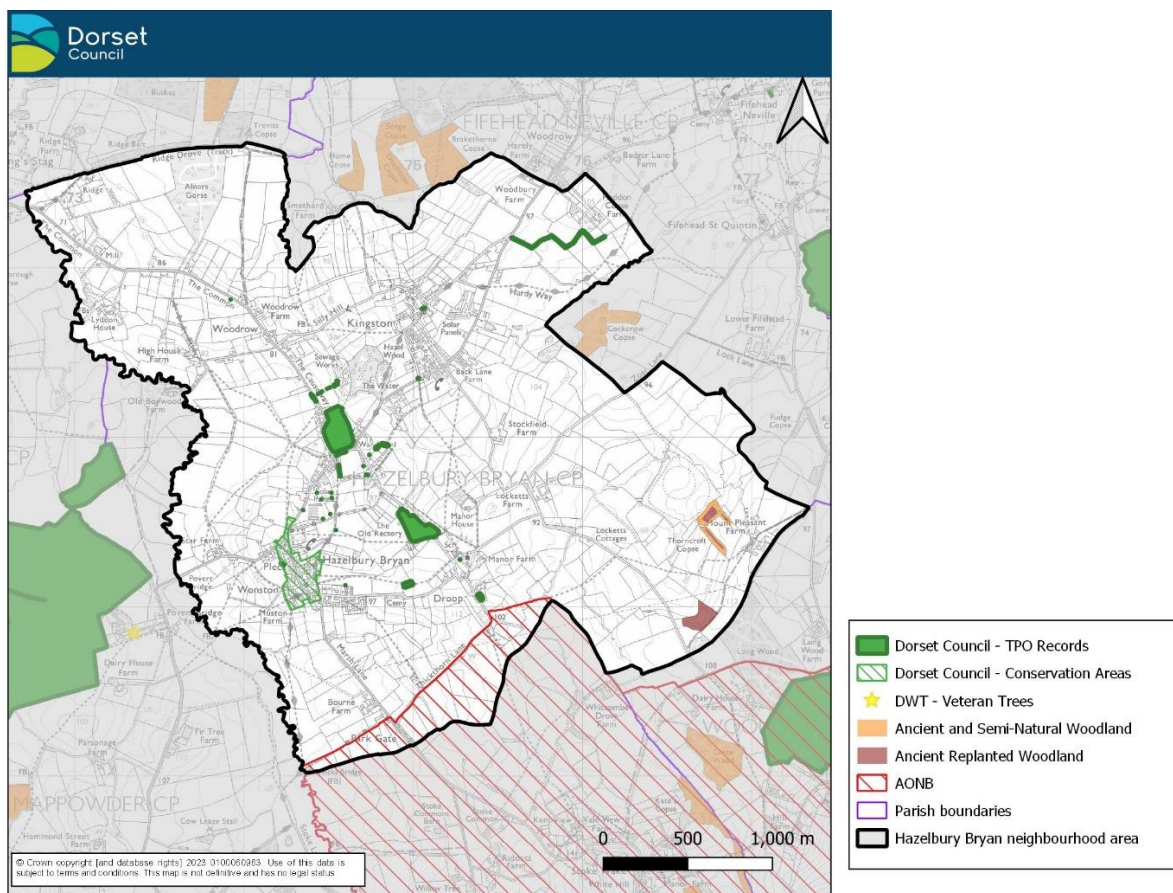


Figure 4. AONB, Conservation Area and TPO Trees [updated 2023]



- 4.5. Some individual trees or groups of trees are protected by Tree Preservation Orders (TPOs) and those in the Wonston Conservation Area are also protected. Protected trees include, for example, the trees between Alec’s Field and the adjoining Keep field, those bordering the road opposite the Antelope and the large Lime tree alongside the Antelope. The full list of protected trees is held by the Local Planning Authority, whose permission must be sought before any remedial works are carried out. If a dead or dangerous tree covered by a TPO needs to be felled, there is a legal duty for the landowner to replace it.
- 4.6. Due to the local geology and soils, there are many ditches, brooks and streams that flow through the plan area eventually to find their way to the River Stour. For example, the Selwaie brook flows through Hazel Wood and crosses beneath the road at the bottom of Silly Hill, eventually to join the Lydden. The streams, related vegetation and crossing points all add to the local landscape character and are important wildlife corridors.
- 4.7. In summary, the key landscape characteristics of the countryside (noted in the landscape character assessments and through the community consultations) are listed below, and general guidelines given:

- Tranquillity of the countryside and lack of light pollution

Consider whether the development will materially increase lighting levels. Avoid inclusion of street lighting in new development. Where external lighting is required for safety or security reasons, this should be minimised through appropriate design and technology³

³ The Institute of Lighting Professionals (ILP) (2021) Guidance Notes for the Reduction of Obtrusive Light GN01:2021 provides practical guidance on minimising light pollution and suitable criteria against which the effects of artificial lighting can be assessed

- Irregular shaped fields (often based on historic field boundaries), bounded by thick hedgerows, the twisting hedge lined lanes with narrow verges
Retain and strengthen hedgerows where possible. Recognise and retain historic field boundaries, green lanes and drove roads. Avoid locations that would require the removal of hedgerows to create large visibility splays that would detract from the rural character of the local road network. Due to narrow lanes / verges, alternative off-road routes for pedestrians should be secured where possible
- Mature and veteran trees and occasional wooded areas
Retain existing mature tree specimens within any development, with layouts designed to avoid potential damage to the roots and future pressures to fell or lop due to shading etc.
- Many ditches, brooks and streams with associated vegetation and crossing points
Retain and strengthen green corridors associated with ditches, brooks and streams, to enable management for wildlife, informal recreation and reducing flood risk.

4.8. The policy does not seek to prevent development but to ensure that it integrates successfully within the area. Lighting schemes required for safety of security reasons should not be prevented, but should be designed to minimise light spillage and glare. Similarly flood management measures that may be required should not be prevented, but should be designed in a way that is sensitive to the local landscape character. In some cases alternative locations for development should be considered where the degree of harm to features of local landscape character would be substantial.

4.9. Given the elevated nature of parts of Hazelbury Bryan, development in some locations would be particularly prominent, with localised views and more long range views affected by such development. Where this is the case, great care will need to be taken to ensure that development does not have a harmful, urbanising effect on the character and appearance of the rural character of this area.

Policy HB1. Reinforcing Local Landscape Character

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

- a) the general tranquillity of the countryside
- b) the dark night skies and general lack of light pollution
- c) the irregular shape of fields and hedgerow boundaries, hedge lined lanes, and their historic associations with ancient field systems, green lanes and drove roads
- d) the many mature trees notable for their age, stature or wildlife interest and areas of native, deciduous woodland
- e) the many ditches, brooks and streams with associated vegetation and crossing points

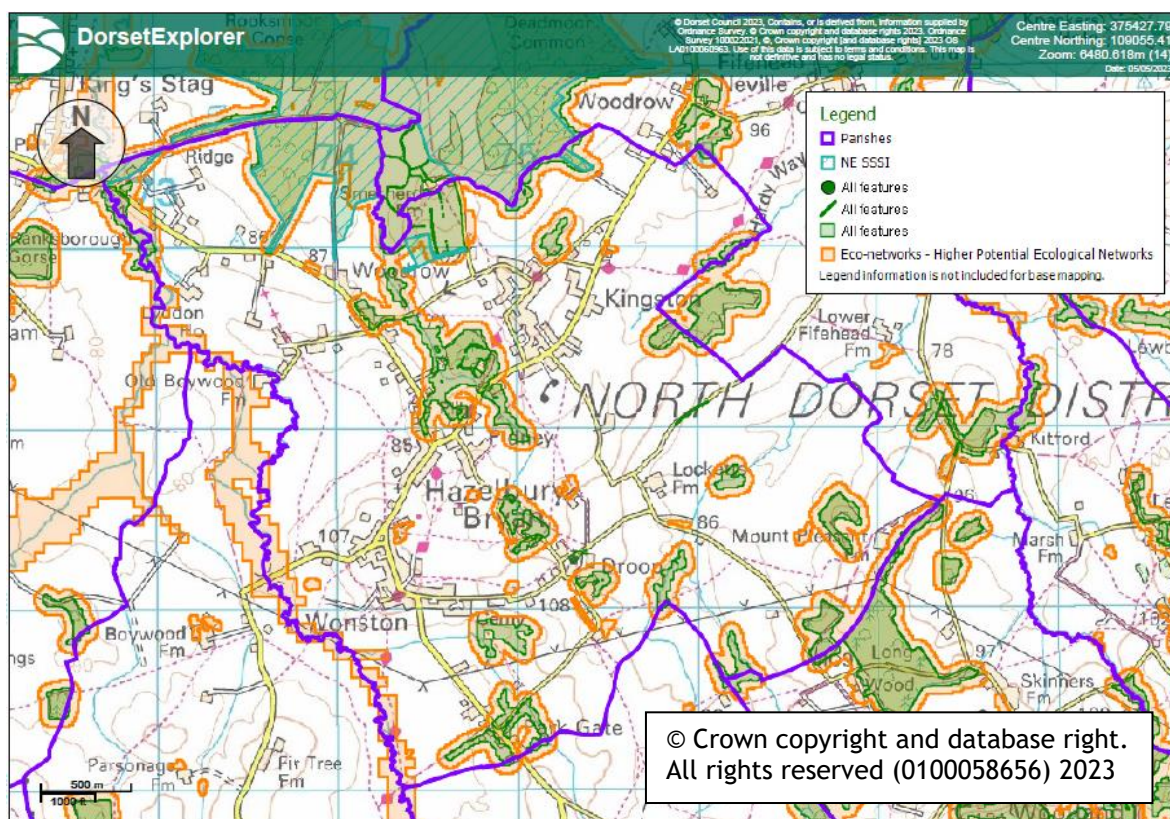
Opportunities should be taken to reinstate historic field boundaries and other features of local landscape character where feasible.

5. Local Wildlife

- 5.1. **Alners Gorse** is a 14.4 hectare nature reserve owned and managed by Butterfly Conservation and forms the southern part of the more extensive **Blackmore Vale Commons and Moors Site of Special Scientific Interest (SSSI)**. There are also associated meadows including those just south of Smetherd Farm and the ancient Fifehead/Hazelbury Boundary hedge that are within the SSSI. The SSSI is a unique remnant of relatively intact clay vale grasslands with unimproved commons and moors found nowhere else in this part of North Dorset. These wildlife-rich areas host a number of pairs of breeding nightingales, the threatened Marsh Fritillary butterfly and many other species of butterflies and moths.
- 5.2. The existing and potential ecological network for the parish has been identified through the Dorset Ecological Network mapping project, and is available on Dorset Explorer. This has added sites since the plan was first prepared in 2018, and includes the following designated sites of local importance within the parish:

Cockrow Copse	SNCI and Ancient Woodland
Locketts and Marsh Copses	SNCI
Thorncroft Copse	SNCI and Ancient Woodland
Droop Churchyard	

Figure 5. Areas with wildlife interest or potential [updated 2023]



- 5.3. However, wildlife is not limited to these designated sites or those flagged as part of the existing or potential ecological network, and 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. At the time of preparing the Neighbourhood Plan, there were over a 1,000 records of rare or protected species that had been sighted within or close to the neighbourhood plan area (Dorset Environmental Records Centre). The variety of habitats and wildlife contribute to the character and enjoyment of the area.

- 5.4. The Dorset Biodiversity Protocol, which requires an approved Biodiversity 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. Dorset Council's Natural Environment Team can check these and issue a Certificate of Approval, which can then be submitted as part of a planning application to demonstrate compliance with the following policy.
- 5.5. Such appraisals will be required in line with the criteria set out in Dorset Council's validation checklist. Within the Neighbourhood Plan area, such appraisals are likely to be needed 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 or ponds 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 gardens, or even a compost heap.
- 5.6. Most planning applications (other than household applications and development impacting on areas of less than 25sqm) are likely to be required to provide a 10% net biodiversity gain in line within the requirements of the Environment Act. When in force, this will require a statutory Biodiversity Net Gain (BNG) Statement and a BNG Plan (prior to commencing development). Biodiversity Plans may still be needed - and the requirements for these will be clarified in through updates to the validation checklist.
- 5.7. Where mitigation is appropriate, the potential to include measures that also reinforce local landscape character (such as the reinstatement of historic field boundaries and planting of new native hedgerows) should be considered (see Policy HB1).
- 5.8. Even householder applications comprising extensions or alterations have the ability to incorporate wildlife-friendly features such as nest boxes, bat tubes and bee bricks. Gardens and verges also support wildlife, and can be enhanced by including features such as compost heaps, rockeries and log piles, ponds and native trees and hedgerows. Where close boarded fencing is proposed, it will be important to allow wildlife movement, and hedgehog friendly gravel boards / holes (13cm x 13cm) should be included.

Policy HB2. Protecting and Enhancing Local Biodiversity

Development should protect and, wherever practicable, enhance biodiversity, through an understanding of the wildlife interest that may be affected by development, and the inclusion of measures that will secure an overall biodiversity gain of at least 10%.

The mitigation hierarchy should be followed: development should first seek to avoid impacts through siting and designing development appropriately, then mitigate/minimise impacts, and provide compensation as a last resort. To demonstrate this is achieved, a certified Biodiversity Plan for developments likely to impact on an area in excess of 0.1ha. Development should seek to avoid the loss (in whole or part) of the following:

- a) native hedgerows
- b) mature tree specimens;
- c) roosting opportunities in roof spaces where bats may be present;
- d) habitats associated with ponds and watercourses; or

Where compensation works may be required, priority should be given to projects within the existing or potential ecological network (as shown on Figure 5)

All householder applications for alterations and extensions must provide a minimum of one nest box for birds or one built-in tube for bats, and include a minimum of two bee bricks where practical. Where fencing is proposed for residential development, this should be designed to enable wildlife to move between gardens.

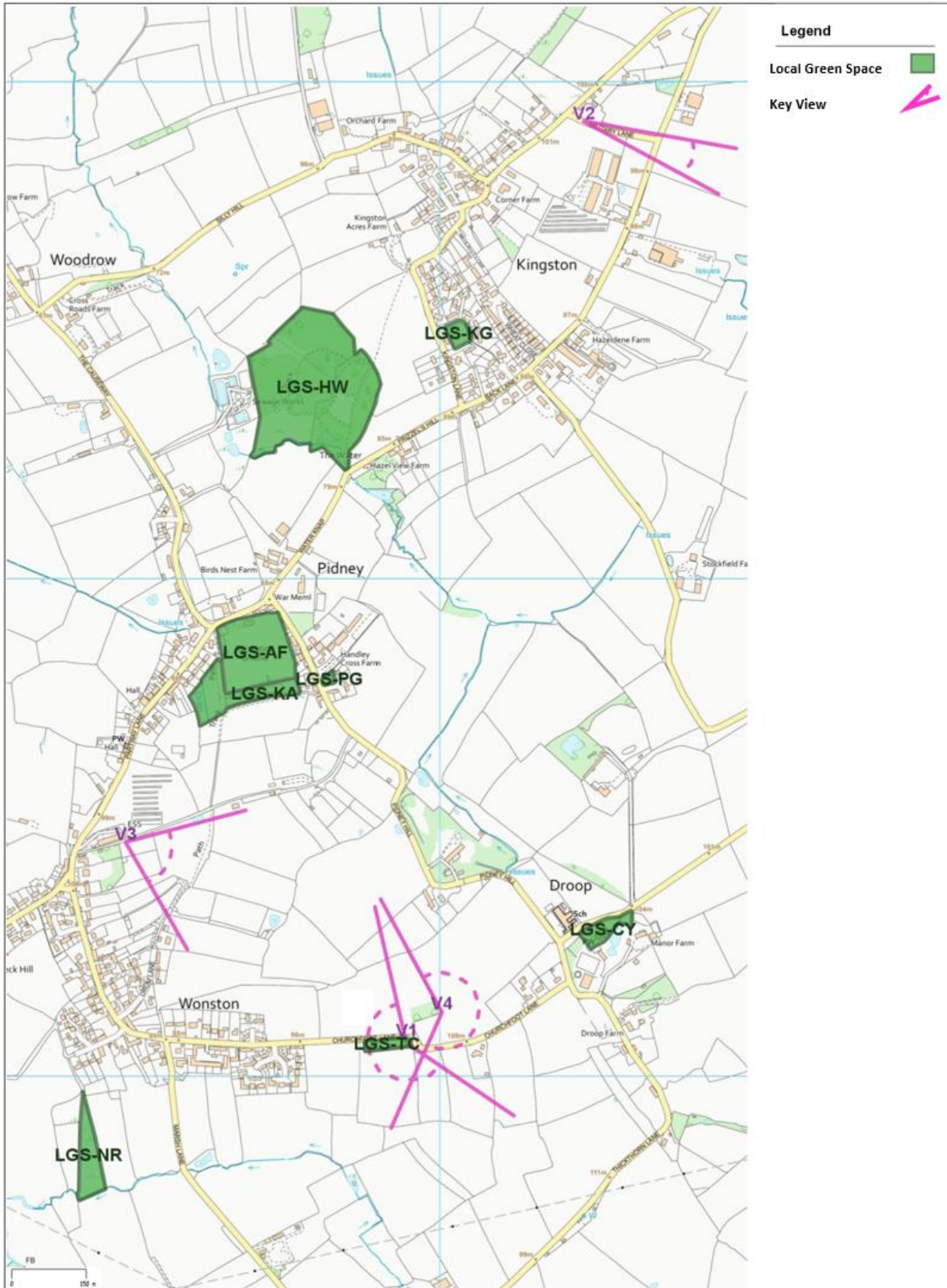
6. Locally Important Green Spaces and Key Views

Figure 6. Local Green Spaces and Key Views



Local Green Spaces & Key Views

Hazelbury Bryan CP



Date Created: 6-12-2018 | Map Centre (Easting/Northing): 374873 / 108860 | Scale: 1:10000 | © Crown copyright and database right. All rights reserved (0100058656) 2018

- 6.1. The countryside around Hazelbury Bryan as a whole is much valued by local residents. **Alners Gorse** and other designated wildlife sites mentioned in section 5 are already protected under existing policies. However, there are a number of green spaces and views that hold a particular local value and do not currently have the same degree of protection.
- 6.2. National policy allows for such spaces to be designated Local Green Spaces, to provide stronger protection against development, similar to protection given by Green Belt designation. This protection will last well beyond the Neighbourhood Plan period, so is not appropriate to extensive tracts of countryside, or land which may need to be released for housing, employment or community buildings / infrastructure in the longer term.
- 6.3. Table 1 lists the green spaces that are identified as particularly important to the local community, for the reasons identified for protection. These were subject to consultation and elicited a high degree of local support, with at least 84% of respondents agreeing that each site was important or very important. The setting of the school and church (i.e. more than just the churchyard), was suggested in a significant number of responses, however the nature of the hamlet and different places from which the setting is appreciated makes a larger local green space difficult to define.

Table 1. Locally Important Green Spaces

Location	Size	Importance
Alec's Field, Pidney (LGS-AF)	1.9ha	Amenity, historic and wildlife value - grass/wild flower field that effectively forms a village green used for sport and other recreational events. Includes children's play area & well used footpath FP18. Also forms the setting of several historic buildings, and the trees along the northern and western boundaries are protected by Tree Preservation Orders.
Churchyard, Droop (LGS-CY)	0.3ha	Amenity, historic and wildlife value - forms the setting of the church (Grade I Listed) and tranquil area for quiet contemplation. Also of local wildlife value, including areas of species-rich grassland and notable lichen flora on the tombstones.
Hazel Wood, Kingston (LGS-HW)	5.7ha	Amenity, historic and wildlife value - a mixed deciduous woodland owned and managed by the Woodland Trust as an open access area where the public are welcome. The wood is traversed by a public footpath from Kingston, but also has several informal paths. It was planted in 1999 to mark the Millennium, within the old field boundaries of mature hedges. The southern boundary is a narrow strip of relict woodland traversed by the Selwaie brook. A pond was created at the same time as the parish's Millennium feature. Close to the stream in Hazel Wood is the "Holy Well", a registered Historic Monument excavated in 1999 by the East Dorset Antiquarian Society. It is a natural spring enclosed by a low wall and with a paved area alongside, so most likely of importance to local people for some time.
The Keep and Allotments, Pidney (LGS-KA)	1.0ha	Amenity and wildlife value - local allotments serving the parish, well used with waiting list, plus uncultivated area of wildflower rich grassland and protected trees, open to the public, and crossed by a well-used public footpath
Kingston Green (LGS-KG)	0.2ha	Amenity value - visually attractive green space and convenient space for local children to play within a housing area
Emerson Nature Reserve, Wonston (LGS-NR)	0.6ha	Amenity and wildlife value - forms part of the hillside to the south of Wonston, managed privately as a woodland and forest garden area open to the community and visitors and containing interesting shrubs and a local black poplar

Location	Size	Importance
The Green, Pidney (LGS-PG)	0.1ha	Amenity value - grass area, providing a convenient space for local children to play close to a housing area
The Cemetery, Droop (LGS-TC)	0.2ha	Amenity value - provides the only active burial area close to the community. Generally quiet and undisturbed. Panoramic views enjoyed to Bulbarrow, Dorsetshire Gap and surrounding countryside. Also species-rich limestone flora noted.

6.4. The policy should not be used to prevent ancillary development and improvements that would support the continued use and enjoyment of these spaces, such as the erection of a shelter or bench, as such minor changes are unlikely to significantly change the character of the green space or undermine the site's reason for designation.

Policy HB3. Local Green Spaces

The following sites (as shown in Figure 7) are designated as Local Green Spaces, and no development will be permitted within or immediately adjoining them that would harm their green character and reason for designation.

- a) LGS-AF: Alec's Field and Play Area, Pidney
- b) LGS-CY: The Churchyard, Droop
- c) LGS-HW: Hazel Wood
- d) LGS-KA: The Keep and Allotments, Pidney
- e) LGS-KG: Kingston Green, Kingston
- f) LGS-NR: Emerson Nature Reserve
- g) LGS-PG: The Green, Pidney
- h) LGS-TC: The Cemetery, Droop

6.5. The following important views were also suggested by a number of local residents, as being particularly important. These are as viewed from public roads and rights of way. The following policy should be read in conjunction with the broader policy on landscape character (HB1), and is not intended to signify that wider views are unimportant.

Table 2. Important Views

Ref	Location and Direction	View Description
V1	From Cemetery, 270° view looking from North through West to South-East	Panoramic view from one of the highest points between Wonston and Droop, with views of open agricultural land and Wonston hamlet, against a backdrop of distant hills (Church Hill, Ball Hill, Nettlecombe Tout & Lyscombe Hill, Dorsetshire Gap)
V2	From top of Military Lane looking south-east along the lane	Focused view looking along Military Lane, the highpoint in Kingston, across open agricultural land towards Bulbarrow Hill
V3	From the top of Coney Lane where it opens onto field looking east / south-east	Panoramic view from Public Footpath N41/16 across open agricultural land towards Bulbarrow Hill, capturing the beauty of the landscape in the Blackmore Vale.
V4	By copse on Drum Lane to Droop footpath, north of the Cemetery on Churchfoot Lane, 300° view looking from North-West through East to South-West	Panoramic view from Public Footpath N41/15 looking across open countryside towards Bell Hill, Woolland Hill and Bulbarrow Hill, and including the church tower, capturing the beauty of the landscape in the Blackmore Vale.

Policy HB4. Key Rural Views

The key rural views, as described above and identified in Table 2 and shown on Figure 7, are to be respected. Development that would significantly intrude and impact on their enjoyment, by virtue of scale, massing, design or location, will be resisted.

Figure 7. View 3: From the N41/17, near where it joins Coney Lane, looking east



Figure 8. View 4 (part) exiting copse opposite the Cemetery off Churchfoot Lane

7. Locally Distinctive Hamlets and Important Gaps

- 7.1. The character of Hazelbury Bryan is not obvious. It is not dependent upon a unity of architectural style or major historical landmarks. Hazelbury Bryan represents something which was once apparently unremarkable; a collection of spacious, remote, quiet farming settlements which have been allowed to develop slowly and organically into a network of hamlets incorporating a shift into a way of life less dependent upon agriculture. Its most significant characteristic is something of a paradox. The seven hamlets have remained distinct entities with open countryside between, however, together they form a cohesive modern community. A key natural landmark is Bulbarrow, which is visible on the skyline from many parts of the hamlets.
- 7.2. It is clear from feedback that the retention and recognition of the individual hamlets is important to most villagers. For this reason, we have assessed the character of each hamlet individually, and have also included a policy to recognise the importance of maintaining their physical separation. Key Listed Buildings and other notable older buildings are taken based on local opinion with particular reference to Listed Buildings designated by Historic England, the Local List (of Locally Important Buildings) identified by the Local Planning Authority and the Royal Commission on the Historical Monuments of England (RCHME) Inventory. A map of the location of these buildings is provided in Appendix 2
- 7.3. Independent design and character advice was also obtained from Luis Juarez PhD, an Associate Urban Designer for AECOM. His remit was to carry out an initial meeting and site visit, and develop design principles and guidelines specific to the Neighbourhood Plan Area. His final report forms part of the evidence base for this plan, and together with the site assessments undertaken by the working group, provide the basis for the following area descriptions and policies.

Woodrow

- 7.4. Woodrow is one of the smaller hamlets in the parish, although its history stretches back hundreds of years. Development here is quite scattered, with the main concentration of development around the Woodrow Feeds site.
- 7.5. The hamlet was built adjacent to what was once Common Land (including Alners Gorse), and consists mainly of small farms with buildings and land uses reflecting a higher level of productivity and social interaction. Today the area continues to reflect a mix of land uses. As well as working farms and residential uses, the Woodrow Farm site contains a number of well-used businesses within the community. There are also holiday lets within the hamlet supporting the local tourist trade.
- 7.6. The ages of buildings range from 16th century to within the last 50 years.
- 7.7. Key Listed Buildings and other notable older buildings and features include:
- **Cross Roads Farmhouse** - Grade II Farmhouse - C16 (two-storey cob walls, thatched roof with half-hipped ends, single-storied extension, probably C19, linked to cider making)
 - **Little Whitemoor Farm** (an outlying farmstead) - Grade II Listed Cottage - C16 or earlier (one-storied with attics, rubble brick and rendered walls, thatched and wooden shingle roof with gable ends)
 - **Old Boywood Farm** (an outlying farmstead just outside the Neighbourhood Plan area) - Grade II Listed House - late C17 (brick (flemish bond) and render, double Roman tile roof with gable ends)
 - **High House Farm** (an outlying farmstead) - noted in RCHME - has rendered walls and a tiled roof and probably dates from the first half of the C18

- 7.8. Buildings are mainly detached (with separate outbuildings), their style strongly reflecting their agricultural origin as farmhouses and farm cottages. Most renovations of old dwellings have (superficially at least) kept the characteristics of their agricultural origins, including single storey elements. There is a mix of building materials largely derived from the local area (stone, cob / render, brick, slate, red tiled and thatched roofs). Buildings tend to be set back from the road in large plots of land with strong hedgerow boundaries. Quite a few properties are set sideways on to The Common, an effect emphasised by the slightly sinuous nature of the road. Where different spacing and boundary treatments have been introduced (such as the gates/corrugated walls of the industrial unit and housing situated right on the road side) this has had a detrimental impact on character.
- 7.9. The Local Plan does not contain a settlement boundary for Woodrow, and given its limited size, the scattered nature of the hamlet and the greater difficulties accessing the other parts of Hazelbury Bryan on foot, it is not proposed to define a settlement boundary for this hamlet through the Neighbourhood Plan. As such, the Local Plan's approach, which is a general policy of restraint, will be applied, with development in this location only permitted in very limited circumstances where a countryside location is appropriate or necessary. Given the short nature of the gap between Woodrow and Partway, further policy restrictions have been introduced to safeguard this important gap, under Policy HB13. This policy restriction will also apply, to a lesser extent, to the larger gap between Woodrow and Kingston.

Partway

- 7.10. Partway (extending up the Causeway) is believed to have been part of an historic drover's route. Although little more than a scattering of old cottages and houses for many years, as an important route through the parish it has become home to many of the village's amenities (the village hall and former Methodist church on Partway Lane, the shop on the Causeway), and also the sports field (with pavilion and children's play area) allotments and village pub are located in the gap between Partway and Pidney. Other uses have come and gone over the years - old maps show a reading room, petrol filling station and bakery.
- 7.11. The older buildings, some of which are described below, are mostly cottage-style of mixed materials including stone, rendered stone/ rubble, with tiled or thatch roofs; a few have porches. Many have been extended in recent decades. The layout is predominantly linear, which is the case for the entire hamlet. Most are set close to the road edge with small front gardens. Rear gardens vary in size and shape. The older buildings along the Causeway, are larger and include a former farmhouse, the Old Bakery (which has been timber clad in the last few years), and Trinity House a rendered building with bays.
- 7.12. Most frequent house typologies are detached houses, cottages, bungalows but there are some semi-detached and terraced dwellings. Different building typologies do cluster along streets where these groupings as a whole make up a good variety.
- 7.13. Listed Buildings and other notable older buildings and features include:
- **Thatched Cottage** (Nos 2 and 3 Partway Lane) - Grade II pair of cottages (part of a row), early C19 (coursed rubble with gable- ended roofs, thatched to the left and tiled to the right)
 - **The Antelope** (in the gap between Partway and Pidney) - Grade II Public House, mid C18 (brick (Flemish bond with flared headers), tiled roof with gable ends, stone copings)



- **The Village Hall** - although not of architectural value, the village hall has an interesting history. A Reading Room was built for the villagers by the Revd. Burden in about 1890. The main Village Hall was later built alongside it in the 1930s. In the 1970s the Reading Room was demolished and the kitchen/small hall erected in its place.
- **The former Methodist Church** - a mid 19th century red brick building with slate roof and stone window/door surrounds
- **Windfield Cottage** - noted in RCHME - rendered three-bay front, tiled roof
- **Partway Cottages** - noted in RCHME - perhaps early C19; two-storied, rubble walls, brick chimneys, tiles, slates and thatch are used on the roofs, casement windows

7.14. There has been considerable infill development in the last century. The first 'modern' development was a group of bungalows in the 1960's just east of the Causeway junction. Their large picture windows and functional architectural style have no visual link to local vernacular. Each decade since has seen the building of further small groups of houses.

7.15. In more recent developments effort has been made to ensure that the layout, architectural style and building materials are more in keeping with the historic pattern and style of older dwellings. There is a feeling of spaciousness in this hamlet, due to the wider road and the fact that quite a lot of the more modern development has been set well back from the road, creating greens and wide verges to the foreground. Where grassed areas have been replaced by hard surfacing for parking, the street scene is more uncharacteristically urban. The community buildings provide important punctuation in the street scene, as they tend to be set closer to the road and stand apart from the more modest scale of dwellings.



7.16. The Local Plan previously combined Partway and Pidney within a single settlement boundary. Given that they are different settlements, this is no longer considered appropriate and Partway is proposed to have a separate settlement boundary from Pidney.

7.17. Given the short nature of the gaps between Partway and the nearby hamlets of Pidney, Woodrow and Wonston, further policy restrictions have been introduced to safeguard these important gaps, under Policy HB13.

Wonston (and Pleck)

The original hamlet, clustered between the junctions with Pleck Hill and Drum Lane, consisted of what is said to be a post Black Death settlement of tenements. This is one of the larger groupings of older buildings within the parish, and has a more close-knit form than the other hamlets. Off of the main thoroughfare (Partway Lane / Churchfoot Lane) there are discrete clusters of dwellings where orchards and similar land parcels have been developed.



7.18. Along the main thoroughfare the plot pattern is one of long, narrow plots running perpendicular to the main road, with many of the buildings positioned on (and facing onto) the road frontage, clearly defining the street and helping define the road junctions. The greater set back and strong building lines created by the terraced dwellings at the junction with The Orchard makes this junction particularly notable in the street scene.



7.19. Many of the older buildings are two-storied, or single-storied with dormer-windowed attics; have rubble walls, brick chimneys, thatched roofs and casement windows (some symmetrical, others irregular). There is a good mix of building types, which reflect the agricultural uses and rural trades in their architecture.



7.20. Key Listed Buildings and other notable older buildings and features include:

- **Home Farm Farmhouse** - Grade II Listed - 2 storey house, mid C18. Brick (Flemish bond with flared headers), wooden shingle roof, gable ends with stone copings and end brick stacks
- **Muston Farm Farmhouse** - Grade II Listed Farmhouse, 2 storeys and attic, late C18. Coursed rubble with brick dressings. Tiled, gable ended roof with stone copings to gables and end brick stacks.
- **Wessex House** - Grade II Listed - Cottage, C18. Colour-washed rubble and brick walls, thatched roof with end stacks
- **Old Forge Cottage, Middle Cottage, Tiny Cottage, Cornerways** - Grade II 2 storey L-shaped terrace with mix of brick and coursed rubble walls, part whitewashed, wooden shingle hung end wall, with tile, slate and wooden shingle roof.
- **Candlesticks** - Grade II Listed - Cottage, early C18, squared coursed-rubble with brick dressings. Thatched with hip to right.
- **Hillview Cottage** - Grade II Listed - Cottage, mid C19, squared rubble, slate roof with end brick stacks
- **Briarlea, Bryan Cottage, Nuttlebury** - Grade II Listed - range of 3 cottages (probably 4 originally) dating from C17 to C19. Brick with some flared headers, render, squared rubble and colour wash. Thatched roof with end stone stacks to original cottages
- **Wonston Cottage** and **Drum and Monkey** off Drum Lane - Locally Listed Buildings - former village stores, and a prominent feature in the conservation area, and former inn
- **Olive House** - Grade II Listed - 2 storey house, early C19, coursed squared rubble, slated, gable-ended roof with end brick stacks
- **Pair of cottages immediately north of Olive House** - Grade II Listed - 2 storey cottages. Rubble ground floor with brick above. Colour-washed. Gable-ended thatched roof with brick stacks to ends of cottages



- **The Brewery Farm** - Locally Listed and noted in RCHME - forms an important group in the conservation area with Olive House and Wonston Farmhouse (both Grade II) - noted in RCHME as built of rubble to the height of the first-floor window-sills; above, it is of brick and the gabled S. end wall is patterned with blue headers. The roofs are slated and the windows are sashed
- **Wonston Farmhouse** - Grade II Listed - 2 storey Farmhouse, C17, converted into cottages early C19 and reconverted to single house later. Coursed rubble with some brick and brick dressings. Ornamental tile roof with gable ends and end brick stacks.
- **Clover Cottage**, Pleck - Grade II Listed - and adjoining **Cobbles** - Locally Listed and noted in RCHME. Clover Cottage is 2 storeys, rubble walls with brick facade (Flemish bond), thatched roof with brick stacks

7.21. In 1995 the core area was designated as a Conservation Area by North Dorset District Council, in recognition of its historic interest. Unfortunately the District Council have not retained the committee records providing more details of the appraisal that would have been undertaken at that time.

7.22. More recent development has seen clusters of infilling of what were former orchards (the Old Dairy Farm and The Orchard west of Home Farm), and on the industrial land off Churchfoot Lane (to the east side of the junction with Marsh Lane), as well as individual infill plots.



Despite the concentration of properties in this location, the hamlet lost two of its amenities in recent years with the sale of the house which incorporated the village shop and one of the village's post offices (Wonston Cottage) and the closure of the Wonston Club in Drum Lane (with 2 homes subsequently built on the site in 2015).

7.23. While some of the buildings from the 1960/70's have few characteristics that attempt to echo their rural surroundings, fortunately these are mostly built back from the road and well screened by intervening vegetation. In the most recent developments care has been taken to integrate the development through a deliberate mixture of material and period styles in keeping with the local vernacular, and buildings have been placed in curves and corner plots set at a slant to the road, which is in sympathy with the more haphazard pattern characteristic of the hamlet.

7.24. The Local Plan's settlement boundary for Wonston has been reviewed as part of the Neighbourhood Plan process, and only minor changes to the settlement boundary proposed to more clearly follow the boundaries as now exist, and to strengthen the policies that will reinforce the important gap between Wonston and Partway, protected under Policy HB13. This policy restriction will also apply, to a lesser extent, to the larger gaps between Wonston and Droop and between Wonston and Park Gate.

Pidney

7.25. Pidney is another small hamlet, with the main concentration a ribbon of development along the western side of Pidney Hill from its junction with Water Knap (marked by the war memorial), with more recent developments such as Pidney Green and most recently Violet Cross, providing



groupings to the eastern side, where plots have been developed comprehensively. Many of the houses back onto the sports field (with pavilion and children's play area) and allotments that form part of the gap between Pidney and Partway.

7.26. Key Listed Buildings other notable older buildings and features include:

- **War Memorial** - stone cross marking the junction at the western end of Pidney Hill. It was erected in 1920 and commemorates the dead of both World Wars.
- **Tudor Cottage** - Grade II Cottage, probably C 17 (cob walls, thatched, gable-ended roof)
- **Birds Nest Farm**- noted in the RCHME -rendered brick walls and tiled roofs, of late C18 or early C19
- **Little Cansiron** dated 1790 built of cob and a seemingly good example of a vernacular building with original interior features still intact.

7.27. Age and architectural style of buildings varies, from 16th century to within the last decade. On the western side buildings are individual in character, relatively modest in scale, although some joined as terraces, and all orientated to face the road, reflecting the relatively shallow plot depths. Development is set back further on the eastern side of Pidney Lane, with the hedgerows and agricultural links providing a more dominant characteristic. Building materials are also varied and include brick, cob / render and stone, with tiled, thatched and slate roofs. Despite the variety of built form and local materials used, none dominate or compete. The generally modest scale of buildings and the field boundaries and green spaces play a large part in the sense of history and continuity.

7.28. The development around Pidney Green with its use of timber cladding has retained a rural, agricultural theme. Violet Cross has provided 21 units of affordable housing, but in contrast appears distinctly out of keeping with the character of the remainder of the hamlet, and as such should not set a precedent for further development.



7.29. The Local Plan previously combined Partway and Pidney within a single settlement boundary. Given that they are different settlements, this is no longer considered appropriate and Pidney is proposed to have a separate settlement boundary from Partway. Given the short nature of the gap between Pidney and Partway, a further policy restriction has been introduced to safeguard this important gap, under Policy HB13 (taking forward the protection afforded under saved policy HB1 of the 2003 Local Plan). This policy restriction will also apply, to a lesser extent, to the larger gap between Pidney and Kingston, and between Pidney and Droop.

Droop

7.30. Droop is said to have been the original village settlement in the area, but it is believed due to the Black Death, villagers dispersed to what have now become the hamlets of today. In terms of residential buildings, this is the smallest of Hazelbury Bryan's hamlets and possibly the most picturesque. It is visited frequently by most villagers due to the two important amenities of the school and church, and occasional village functions at Manor Farm with its 16th century barn.

7.31. With its farms, large houses in their own grounds, scattered nature of development and narrow, twisting single-track lanes with thick hedgerows and mature trees, Droop has an overwhelmingly rural character.

7.32. In Droop the building heights vary between one and two storeys with the exception of the Church which is taller than the rest of the buildings and a significant local landmark. Typically the roofline is pitched, and many of the older buildings have coursed, rubble walls and thatch, slate and occasional metal roofs (relevant to their humble origins).

7.33. Key Listed Buildings other notable older buildings and features include:

- **Church of St Mary And St James** - Grade I Listed
- **Almshouses (Church Cottage)** - Locally Listed - forms an important historical group with the 15th-century parish church
- **Barn approximately 40 metres south of Parish Church of St Mary And St James** - Grade II Listed - C16, coursed rubble walls with corrugated sheet roof, gable
- **Droop Farmhouse** - Grade II Listed - C16 Farmhouse with C18 alterations. Coursed rubble walls, thatched roof with gable ends and end brick stacks. Rear wing slated with gable end
- **Droop Cottage** - noted in RCHME - late C16 or early C17, built of rubble in two storeys with an iron roof
- **The Crooked Billet**- Grade II Listed - 1½ storey house probably C17. Coursed rubble and roughcast, whitewashed. Half-hipped thatched roofs.
- **The Old Malt House** (outside main settlement) - Grade II Listed - C17, 2 storey house in T Plan form. Coursed rubble, slate roof with gable ends and brick end stacks



7.34. Only two buildings have been built recently, one of which is of a modern architectural style but with references to the rural, agricultural setting, the other uses stone similar to that found in older local properties.

7.35. The Local Plan does not contain a settlement boundary for Droop, and given its limited size and the scattered nature of the hamlet, and setting of the Grade I Listed Church, it is not proposed to define a settlement boundary for this hamlet through the Neighbourhood Plan. As such, the Local Plan's approach, which is a general policy of restraint, will be applied. Policy restrictions have also been introduced to safeguard the gaps to Pidney and Wonston.

Kingston

7.36. The hamlet of Kingston is perched on a slight escarpment above Pidney, Partway and Woodrow (although confusingly there is Fifehead Woodrow in close proximity to the north). Old maps of Kingston show that apart from a scattering of cottages and farms, it originally consisted of a close grouping of cottages at the eastern end of Silly Hill.

7.37. Dwellings in this historic core are very mixed in building material (brick, stone, rendered, cob with slate, tiled or thatched roofs), style, age and density. Building heights vary mainly between one-and-a-half to two storeys. Typically the



roofline is either pitched or hipped and most buildings have chimneys. Cross hipped and dormer roof types are also present.

- 7.38. The curvature and narrowness of the lanes such as Silly Hill and Kingston Lane add to the interest with views changing frequently on passing through.
- 7.39. Key Listed Buildings other notable older buildings and features include:
- **Grenestede Farmhouse** - Grade II Listed - 2 storey Farmhouse, probably C17 rear wing with C 18 main range. Rear wing of coursed rubble and cob, main range of brick (Flemish bond with flared headers). Thatched roofs with gable ends and end brick stacks
 - **Rosemary Cottage**- Grade II Listed -Cottage, probably C17 origin, later addition to left. Whitewashed rubble and brick walls, thatched roof with gable ends and brick stacks
 - **Kingston Croft** - noted in RCHME - two-storied and of coursed rubble with a tiled roof; early C18
 - **Corner Farm** - noted in RCHME - coursed rubble in two storeys with tiled roofs over thatch, dates from early C19
 - **Scythe Cottage** - noted in RCHME - two storey cottage, probably C16, but most of the original fabric was hidden or replaced by rubble walling, and the walls were heightened in brickwork
 - **Cypress Cottage** - Grade II Listed - C18. Coursed rubble walls with a thatched roof, hipped to the right. Central brick stack. Wooden casements with glazing bars. Ground floor windows under segmental stone arches
 - **Back Lane Farm Farmhouse** - Grade II Listed - 1½ storeys, probably C17. Rubble, brick and cob whitewashed. Thatched roof, gable ended to the left and half-hipped to the right. Brick stack to the left and to the right of front door.
- 7.40. In the C20 the hamlet extended south along Kingston Lane, to link with Back Lane and the larger commercial enterprises developing along what is the main vehicular route from Sturminster Newton. Developments in the mid to late C20 have been built with few references to local village character, with little variety and overly suburban forms, detracting from the rural character of the surroundings.

Park Gate

7.41. Park Gate is so named because there was once a gate there leading onto the pre-enclosure open land of Stoke Common.

7.42. The hamlet is only a couple of hundred metres long and consists of eight houses, many dating from the late C19. The character of the hamlet is that of a sleepy, 19th century farm area.

7.43. All properties are situated within feet of the road, accentuating the narrow confines of the lane at this point, with its section of single lane carriageway. There is a mixture of stone, stone/rendered and brick construction. More recent building amounts to no more than modern extensions to existing properties and a less characteristic brick built bungalow probably dating from 1950s.



Design Guidance

- 7.44. The review of the character of the various elements has highlighted a number of key principles that need to be taken into account in designing new buildings, extensions and landscaping. These are outlined in Table 3 that follows:

Table 3. General Design Principles

<p>Street Layout, Gateways and Access Features, Corner Buildings, Building Lines and Boundary Treatment</p> <ul style="list-style-type: none"> a) Streets should tend to be linear with gentle meandering - providing interest and evolving views. Routes should be laid out in a permeable pattern allowing for multiple connections and choice of routes, particularly on foot. Cul-de-sacs should be relatively short and include provision for onward pedestrian links. b) In the case of new sites, gateway features and built elements that reflect local character should be used to highlight the access and 'arrival' at that destination. High quality landscaping features may be appropriate to fulfil the same role. c) Buildings should be aligned along the street with their main façade and entrance facing it, where this is in keeping with local character. The building line should have subtle variations in the form of recesses and protrusions but will generally form a unified whole whilst at the same time adding character. d) Access to properties should be from the street where possible. Corner buildings should have an animated facade with excellent design the façade/s facing onto the street, and no visible blank facades. e) Boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the rural character of the area. For example, they could be low walls made of brick or stone, metal ironmongery or hedgerows or a combination of these, whichever is appropriate to the street. The use of cheap panel fencing in these publicly visible boundaries should be avoided. Hedgehog-friendly gaps should be included within solid fences / walls. f) Front gardens or small 'pocket parks' should be included where this is characteristic of the area. Street trees should be planted where possible. g) The distribution of land uses should respect the general character of the area and road network, and take into account the degree of isolation, lack of light pollution and levels of tranquillity
<p>Local Green Spaces, Rural Views and Character</p> <ul style="list-style-type: none"> h) Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (ie properties facing onto them to improve natural surveillance) or a soft landscaped edge. i) The spacing of development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design, where possible designed to strengthen the network of wildlife corridors j) Sustainable drainage options should, where possible, be designed to provide wildlife benefits, for example through the use of ditches and attenuation ponds. k) The existing quiet and peaceful atmosphere of Hazelbury Bryan should be preserved.
<p>Pattern and Layout of Buildings, Building Heights and Roofline, Materials, Surface Treatments and Architectural Details</p> <ul style="list-style-type: none"> l) The existing character must be appreciated when contemplating new development, whatever its size or purpose. Whilst contemporary design is encouraged, local heritage and setting must be considered. m) Where an intrinsic part of local character, properties should be clustered in small pockets showing a variety of types. The use of a repeating type of dwelling along the entirety of the street should be avoided. n) Heights of buildings should not generally exceed two-and-a-half storeys and the typical height should be one to two storeys, with some variation in any mix. The heights and roof forms should allow for glimpses of the surrounding countryside and long distance views where appropriate. o) The existing roofline of adjoining properties should be respected to create a consistent

roofline and rhythm along the street. Roof pitches should match existing/adjacent roof pitches (taking into account variation as a result of the materials used). The sensitive incorporation of solar panels / solar slates should be included within the design of southerly-facing roofs, where possible.

- p) Materials proposed for use in new development and building extensions should match or otherwise blend or complement those used in the existing building or area, allowing for subtle variations by street. Where possible these should be locally produced and sourced (re-using on-site materials where practical) or which can demonstrate high sustainability credentials. The choice of fabric (and thermal properties) should take into account the need to maximise energy efficiency and reduce energy demand.
- q) Boundary walls delineating gardens shall be built from local stone or other appropriate materials to match the colour of traditional walls in the vicinity.
- r) Architectural detailing shall typically display elements that equate to those on existing traditional buildings which provide interest, scale and texture to form and elevations. In terraced or semi-detached houses this would typically include a cornice at the eaves, door surrounds or porches and occasionally parapet wall at eaves. Consideration should also be given to including design features such as roof overhangs, window reveals and shutters that would assist with shading where there may be a risk of overheating.
- s) Proposed building façades should indicate the importance of each storey through combination of composition of building elements and the level of architectural detailing used.
- t) Contemporary architecture should be supported where it combines with local traditional architectural forms.

The Sensitive Inclusion of Renewable Energy and other Eco-friendly Measures, Car Parking and Infrastructure / Services

- u) Renewable energy and other eco-friendly measures should be considered in the design of new buildings and extensions to existing buildings.
- v) Car parking design and placement should be designed to minimise visual impact and to blend with the existing streetscape and materials. Provision should be made in line with Policy HB22 and include electric vehicle charging points. Landscaping should be used to keep a sense of enclosure and to break the potential of a continuous area of car parking by means of walls, hedging, planting and use of paving materials.
- w) Surface materials should be permeable
- x) Waste and other storage should be considered and integrated as part of the overall design of the property. Air source heat pumps and rainwater tanks should be discreetly sited. Landscaping may be appropriate to minimise the visual impact of bins and recycling containers, particularly where these could otherwise be clearly seen from the public realm.

7.45. It is expected that Design and Access Statements should address these points, and a list of questions that should be answered is provided in **Appendix 3**.

7.46. In October 2022, Dorset Council introduced a requirement for a Sustainability Statement to be submitted with all planning applications where new buildings are proposed, and is anticipating finalising guidance on this late 2023, following consultation. This is likely to cover a checklist of requirements including:

- Reducing energy consumption and carbon emissions
- Maximising the use of sustainable materials and methods
- Minimising waste and increasing recycling
- Conserving water resources
- Incorporating green infrastructure
- Sustainable drainage
- Adaptation to climate change

The requirements set out in the sustainability statement should help applicants to address the penultimate criteria in the following policy. Given that both Dorset Council and Hazelbury Bryan Parish Council have declared a Climate and Ecological Emergency, the following policy has also been updated to reflect the importance of considering the wider environmental impacts of planning decisions.

Policy HB5. Locally Distinctive Development

Any future development will be designed to reinforce the distinctive local character of the settlement or outlying rural area to which it relates, and include measures to reduce energy consumption and carbon emissions, minimise waste, conserve water resources, and incorporate green infrastructure and sustainable drainage. This should include reference to and consideration of all of the following key characteristics, as described in more detail in Table 3:

- a) the street layout, gateways and access features, design of corner buildings, building line and boundary treatment;
- b) the local green spaces, rural views and character;
- c) the pattern and layout of buildings, building heights and roofline, materials, surface treatments and architectural details;
- d) the sensitive inclusion of renewable energy and other eco-friendly measures in the design of new buildings and extensions to existing buildings, where practical and viable, and subject to avoiding harm to nearby heritage assets
- e) the sensitive inclusion of car parking and infrastructure / services, including electric vehicle charging points and sustainable drainage.

7.47. The following policies are bespoke to each hamlet and need to be applied in conjunction with Policy HB5.

Policy HB6. Woodrow Distinctive Character

Any future development in the vicinity of Woodrow should

- a) reflect the agricultural and working nature of the area, including the mix of building types, sizes and outbuildings,
- b) respect the low density scattered character and mixed orientation of development,
- c) use native hedgerows to provide boundary definition,
- d) use local materials where practical and adopt complementary vernacular architectural styles.

Policy HB7. Partway Distinctive Character

Any future development in the vicinity of Partway should

- a) generally be set back from the road front with grassed verges and planting to strengthen the rural character, and not dominate the street scene (unless a community building),
- b) respect the historic field boundaries and native hedgerows to provide boundary definition,
- c) use a variety of local materials and complementary vernacular architectural styles, that are harmonious without obvious repetition.

Policy HB8. Wonston and Pleck Distinctive Character

Any future development in the vicinity of Wonston and Pleck should

- a) retain the more densely built character of the historic core of the hamlet, including the narrow plot form, and the positioning of buildings on the road frontage creating varied terraces,
- b) encourage a mix of uses appropriate to reflect the hamlet's status as one of the older and larger hamlets,
- c) respect the relatively modest scale of buildings, including the predominance of cottage styles with windows abutting or bridging into the roof space,
- d) reflect the wide variation in styles and the use of local materials including stone, cob, render, wood cladding / shingles, brick with tiled, slate, thatch roofs

Policy HB9. Pidney Distinctive Character

Any future development in the vicinity of Pidney should

- a) respect the historic field boundaries and native hedgerows that provide strong boundary definition on the east side of Pidney Hill, and retain gaps providing visual links to farmland to the rear,
- b) retain the generally modest scale of building heights,
- c) use a variety of local materials and complementary vernacular architectural styles, that are harmonious without obvious repetition or uniformity.

Policy HB10. Droop Distinctive Character

Any future development in the vicinity of Droop should

- a) respect the scattered rural nature of the area, and the dominance of the church and school as the key local landmarks,
- b) retain and reinforce the narrow confines created by the rural lanes, the historic field boundaries and native hedgerows and presence of mature trees,
- c) use local materials and predominance of use of coursed, rubble walls and thatch, slate and occasional metal roofs.

Policy HB11. Kingston Distinctive Character

Any future development in the vicinity of Kingston should

- a) be sensitive to and reinforce the rural and historic character of the hamlet and rural nature of the roads and lanes,
- b) retain and reinforce the historic field boundaries and native hedgerows, and green spaces sufficient to accommodate mature trees,
- c) use wide variety of styles appropriate to the area, and use or blend with the local materials - brick, stone, rendered, cob with slate, tiled or thatched roofs
- d) typical building heights should be one-and-a-half to two storeys, with some variation in any mix.

Policy HB12. Park Gate Distinctive Character

Any future development in the vicinity of Park Gate should

- a) be sensitive to and reinforce the rural and historic character of the hamlet,
- b) respect the positioning of buildings on the road frontage, and retain and reinforce the historic field boundaries,
- c) reflect the predominance of cottage and farm buildings, and use or blend with the local materials - brick, stone, rendered, cob, with slate, tiled or thatched roofs

Settlement Boundaries and Important Gaps

- 7.48. Settlement boundaries are a well-used planning tool that helps define those built-up areas where further infill development will in principle be acceptable, subject to site specific considerations which would include aspects such as environmental constraints, safe access and impact on local character.
- 7.49. The 2003 Local Plan drew settlement boundaries around Kingston, Wonston (and Pleck), and Pidney and Partway (combined), and did not propose such boundaries for Woodrow, Droop or Park Gate. These settlement boundaries have been considered in preparing the Neighbourhood Plan, and as a result some changes were made in 2018. The main change was in the separation of Pidney and Partway, through the exclusion of the mainly open areas around Alec's Field and the Antelope Pub. Other minor changes to the settlement boundary were also made to ensure the boundaries would more clearly follow the field boundaries as they now exist, without giving rise to additional infill opportunities which would be better dealt with as site-specific allocations. As previously, no settlement

boundaries are proposed for the smaller hamlets where infill development would not be appropriate due to their character and more outlying nature.

- 7.50. The importance of the gaps that separate the hamlets has long been recognised in planning policy. The previous 2003 Local Plan policy HB1 prohibited “any development which would lead to the coalescence of the separate hamlets of Hazelbury Bryan” but did not physically define such areas. New buildings, some structures (such as containers and large utilities equipment) and some land uses (such as temporary parking and storage) can all reduce the sense of openness and separation provided by the countryside between the hamlets, to the detriment of the local character.
- 7.51. Figure 9 shows the settlement boundaries as revised (with no settlement boundaries defined for Woodrow, Droop or Park Gate due to their comparatively small and scattered and outlying nature where infill development would not be appropriate). It also defines the areas in which development will not be permitted that would diminish the function of the gaps between the settlements. These have been tightly drawn where the gaps are relatively short, but do not extend the full length of the physical gaps where there is a greater degree of separation, in order to provide some flexibility and focus protection on the areas that contribute most to the sense of physical separation.
- 7.52. Development on land east of Wonston was considered at Appeal in early 2020 (ref APP/N1215/W/19/3227814). Whilst not within the then defined gap, the Inspector considered that the location would be inappropriate for further houses, due to the lack of accessible services or public transport links and the adverse visual impact to the rural character of the area. Given this finding, the gap will now be extended up to the settlement boundary in this location.
- 7.53. The gap between Partway and Woodrow has been marginally reduced following the development of the parcel of land at Rowlands Yard on the Causeway, which was given consent prior to the making of the Neighbourhood Plan (ref 2/2018/0107/OUT). The area that has been developed has therefore been removed from the local gap in this location. It will be important to ensure that the remaining gap to the north is not further reduced if this policy is to be effective.

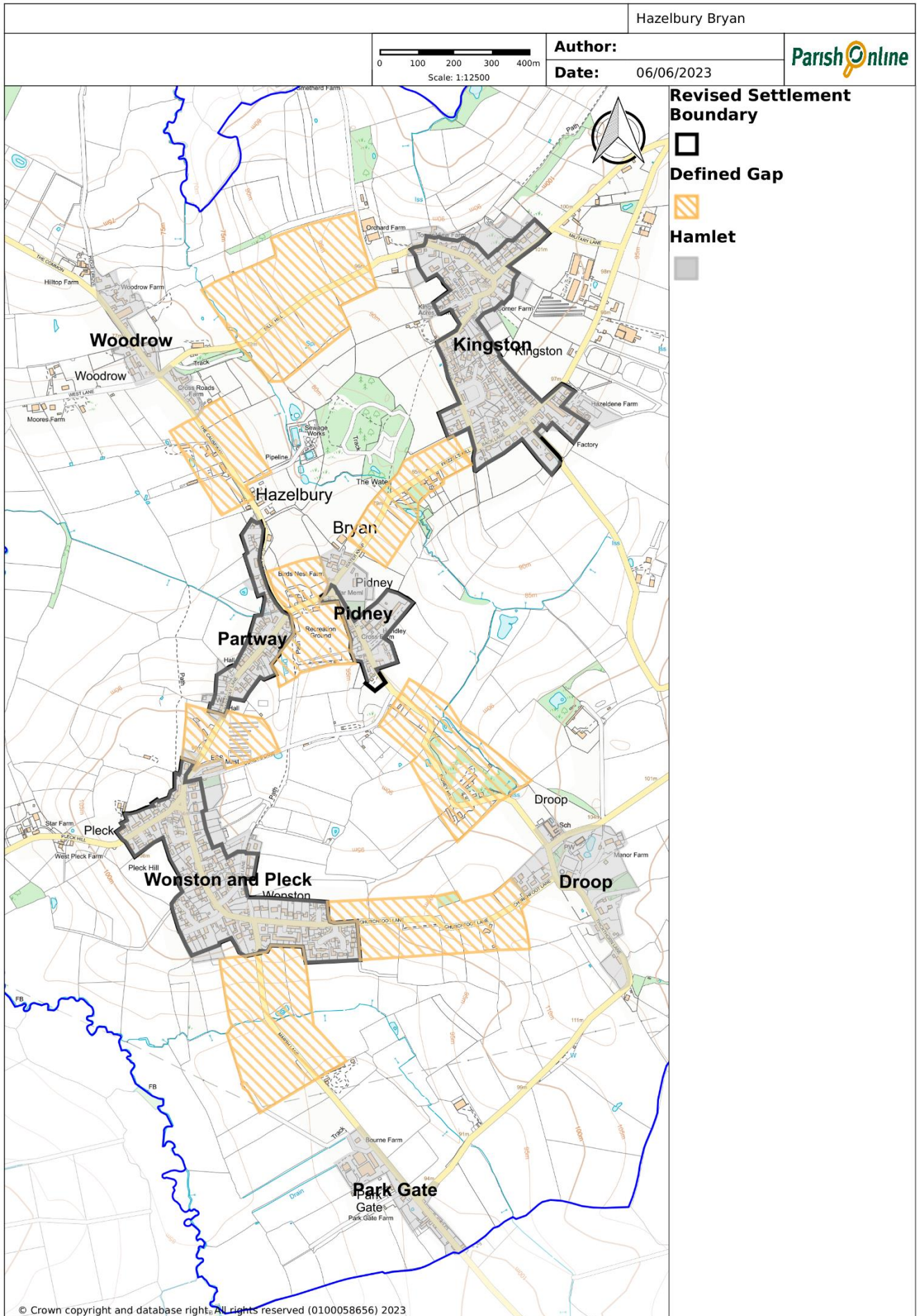
Policy HB13. Settlement Boundaries and Important Gaps

The distinct hamlets of Kingston, Wonston (and Pleck), Pidney, Partway, Woodrow, Droop and Park Gate will be respected through ensuring that development does not lead to their coalescence.

The settlement boundaries are amended as shown on Figure 9. Infill development will be acceptable in principle within the settlement boundaries of the four hamlets of Kingston, Wonston/Pleck, Pidney and Partway, subject to consideration of site specific issues and achieving safe access and good design.

New buildings, structures and land uses will not be permitted within the defined gaps shown on Figure 9 where these would undermine the rural, undeveloped nature of the countryside or diminish the distinction between the two settlements.

Figure 9. Hamlets and Gap Separation [updated 2023]



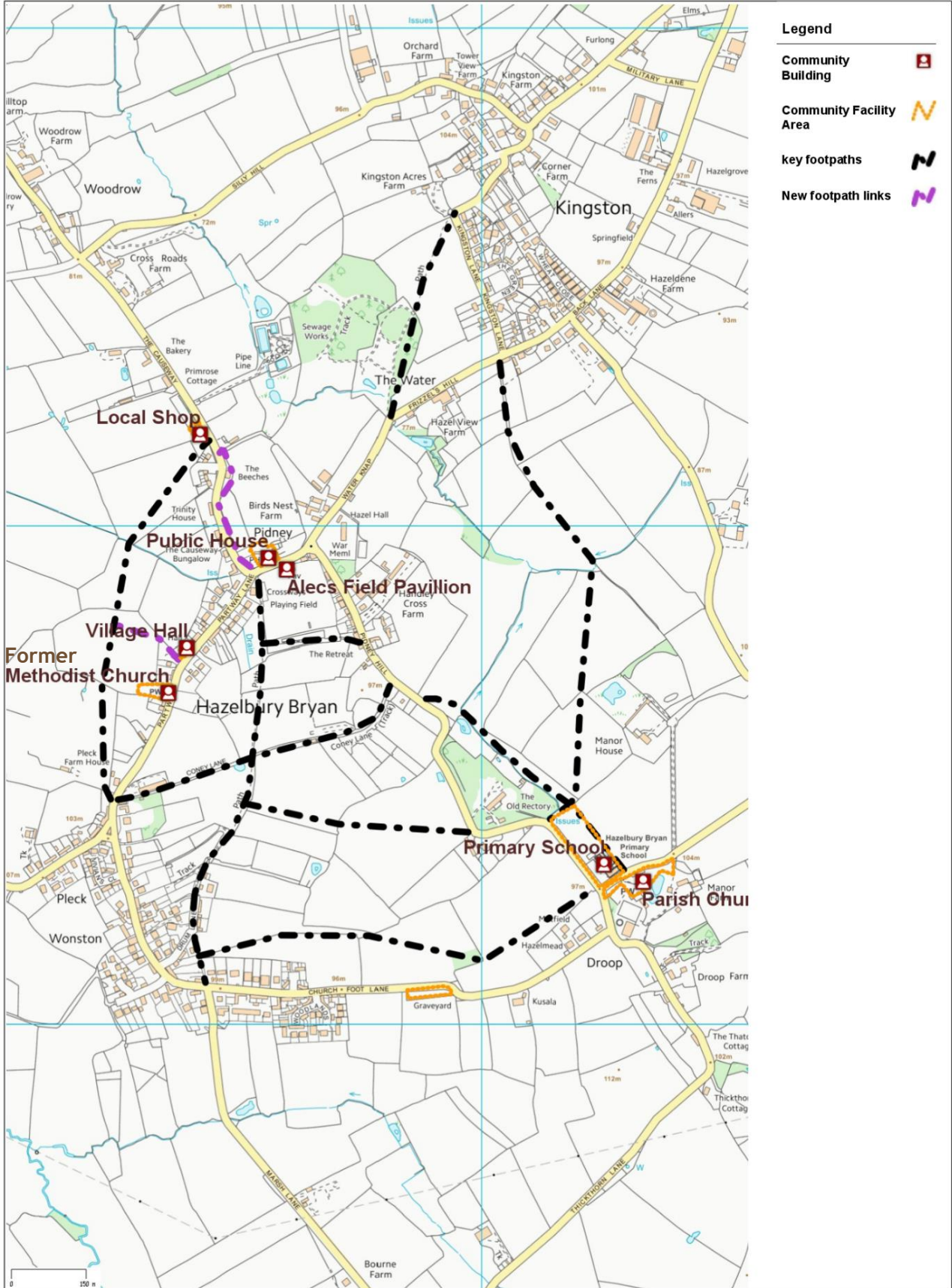
8. Community facilities, services and amenities

Figure 10. Community buildings and curtilage, key footpaths and proposed new links



Community Buildings and Links

Hazelbury Bryan CP



Date Created: 3-2-2018 | Map Centre (Easting/Northing): 374791 / 108756 | Scale: 1:10000 | © Crown copyright and database right. All rights reserved (0100058656) 2018

- 8.1. The Local Plan and national planning policy both recognise the important role that facilities such as village halls, sports facilities, churches, local shops, pubs and post offices, play in creating successful communities. Such facilities allow people to interact, support healthy living styles that are less reliant on the car, and engender pride and a sense of belonging to the places where we live and work.
- 8.2. In rural communities, some community facilities that serve a much wider population will inevitably be located in the nearby towns. This is true of Hazelbury Bryan, where many local people look to Sturminster Newton for services and facilities such as healthcare and higher education. However, the community is fortunate in the facilities that it has, and it is hoped that these will be retained (and even added to) during the plan period.
- 8.3. Community facilities, services and amenities ultimately depend on service providers or local people to run (and some will only succeed if they are commercially viable). The planning system can help by guarding against their unnecessary loss (by resisting any change of use that would lead to their closure) and allowing such facilities to develop and modernise so that they are able to adapt to changing customer requirements and remain viable to run.

Healthcare

- 8.4. The Blackmore Vale Partnership, based primarily at the Sturminster Newton Medical Centre, is believed to cover a majority of the Village residents. The Cerne Abbas Surgery Practice has a growing number of patients from the Village, and provides a drop off dispensing service through The Red Barn three times a week.

Education

- 8.5. Hazelbury Bryan **Primary School** in Droop provides education from the age of 2, with a rapidly expanding nursery base within the Pre-School, to Year 6, as well as breakfast and after school clubs. In 2022/23 the nursery was full with 31 children, and 88 children in the school. Any significant increase in children would require additional classrooms. The School employs 20 staff, many of whom live locally. Another issue for the primary school relates to access and parking. Most of the school's families do not walk to school due to road safety concerns, and parking at the school has become increasingly limited adding to these concerns for pedestrians and drivers at school run times. Pedestrian gates were installed along the footpaths under a "walk to school" initiative to provide an alternative off-road route that is baby buggy and mobility vehicle accessible, however many families state that the pedestrian route is not buggy friendly. Further improvements to the off-road route, and additional parking for the school and church would be beneficial.



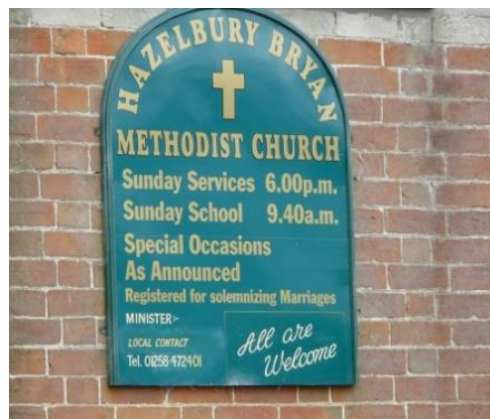
Social and Spiritual

- 8.6. Our 15th century **St Marys and St James Parish Church** in Droop provides for a congregation of about 150 people comfortably, although with some larger weddings and funerals some 300 people have been accommodated. Weekly services see much lower average attendance, other than the well-attended main celebrations (Christmas, Easter, Remembrance and others). The Church would welcome increased numbers as might be



brought about by village expansion.

8.7. The former **Methodist Church** in Partway is not currently in use, and its future is uncertain. Having only a small car park the demand for parking, like the village hall, has previously caused some problems. The Parish Council would encourage the landowner to work with the local community to investigate potential solutions for the re-use of this valued asset.



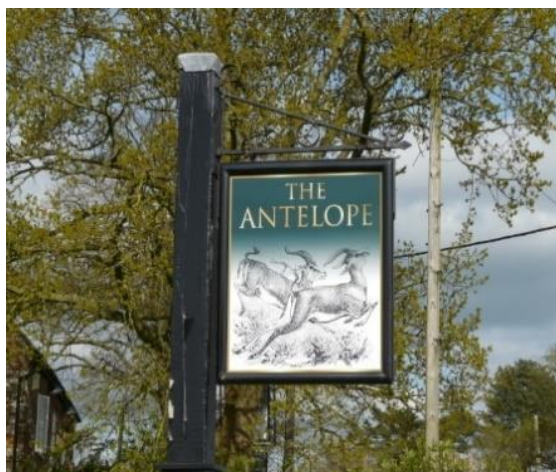
8.8. The **Cemetery** is located between Wonston and Droop, and is managed by the Parish Council. Since opening in 1947 it has been used for just over 400 burials and the interment of ashes, with an annual take-up of around 5 burial plots or interments in recent years, with the latter becoming more common. There are currently about 50 burial plots and space for 100 interments, providing enough space for the Plan period. There are funds earmarked for a small extension to the Cemetery, which is likely to be needed in the future, but at the current time the landowner of the adjoining field has not indicated that they would be willing to sell the land for this purpose.



8.9. The **Village Hall** in Partway provides the primary meeting place for local people and is well utilised by village clubs, societies and representatives, particularly in the evenings. Daytime uses include a number of regular bookings. At weekends it is often hired by individuals for children's parties and other one-off events. From observations many of the hall-based activities appear to generate a need for around 12 - 15 cars (and on occasion a much higher number). The hall has capacity to absorb a modest increase in the local population, the main issue being related parking congestion on the local road.

8.10. The **Pavilion** building on Alec's Field has a kitchen and function room in addition to changing facilities and toilets, with capacity for around 30 people.

8.11. The **Antelope Public House** in the gap between Partway and Pidney has a largely local customer base (estimated at about 70% from the parish). There is plenty of capacity to cater for increased numbers. Safe walking routes to the pub (as there is a lack of pavements) would be welcomed to encourage more people to walk to the pub.



Shops & retail.

- 8.12. The Red Barn represents the only **local shop** providing basic essentials, a weekly post office and other retail services including acting as a collection point. Currently its customer base is mainly from within the Village (approximately 85%). It is operating broadly at capacity but could cater for more customers by reorganising. It is run by a self employed couple from within the Village, and their greatest concern remains the safety of its customers given the lack of footpaths connecting from the shop into the Village.



Communications - Broadband and Mobile Phone Services

- 8.13. For a small village, Hazelbury Bryan is blessed with having a fibre backbone internet, which is delivered from the telephone exchange to a number of green cabinets in the village. Links from dwellings to these cabinets can provide connection speeds of 76MB, although this is dependent on the distance from the cabinets (using the existing copper lines). Other opportunities such as wireless or satellite connectivity for more remote dwellings may provide alternative solutions where feasible and cost effective.
- 8.14. The recent completion of a new mobile communication mast has improved connectivity across much of the parish, including 3G and 4G coverage.

Outdoor Recreation.

- 8.15. Alec's Field is the village's main recreation ground and sports field. It is enjoyed by local residents of all ages, particularly the children's play area. Next to Alec's Field are The Keep and Allotments, where the 23 plots are fully occupied, and there is currently a waiting list of four. In the future, further allotments may well need to be provided within this local green space.
- 8.16. More locally, there are small grassed areas in Kingston and Pidney, which are used by local children for informal games and socialising. Hazel Wood near Kingston and the Emerson Nature Reserve close to Wonston are both accessible wildlife areas in easy walking distance of the village, enjoyed by local people.
- 8.17. These green spaces are protected in Policy HB3.



Rights of Way

- 8.18. There are 41 Public Rights of Way in the parish, of which 5 are Bridleways, and one is a Restricted Byway. Coney Lane, which runs between Wonston and Pidney, is a narrow green lane (Unclassified County Road).
- 8.19. The footpath network is extensively used, particularly the ones between the various hamlets, which enable walkers to avoid the winding, narrow roads. The key footpaths that perform this function have been identified (see Figure 10), and these routes, and links to them, are likely to be the focus for infrastructure improvements that may be delivered or funded from development, to make them more accessible.

Table 4. Key footpaths

Connections	PRoW used	Notes
Kingston to Pidney via Hazel Wood	N41/21	Runs from north end of Kingston Lane to Water Knap (avoiding Frizzels Hill)
Kingston to Droop	N41/1,3 and 5	Runs from south end of Kingston Lane across fields to connect to Pidney Hill near the school
Wonston to Partway (north)	N41/31 and 32	Runs from the northern end of Wonston to exit close to the Local Shop, with connecting spur to the southern end of the Causeway (alternative connecting route to be negotiated). Also passes close to the rear of the village hall (connecting route to be negotiated), avoiding narrow sections of Partway Lane and The Causeway
Pidney to Droop	N41/2 and 3	Footpath running broadly parallel to Pidney Hill as an off-road alternative to avoid narrow bends around the Old Rectory
Wonston, Droop, Partway and Pidney	D31813, D31812, N41/16, 17, 18 and 19	Series of connecting lanes and footpaths within the triangle of land enclosed by the four hamlets. Coney Lane is accessible for buggies / pushchairs etc
Wonston to Droop	N41/15	Footpath running broadly parallel and as an off-road alternative to Churchfoot Lane

8.20. Although the Community Infrastructure Levy charging schedule has been approved for the area, as of May 2018 its use has not yet commenced. In the interim, Section 106 agreements continue to be used by the Local Planning Authority to make acceptable development which would otherwise be unacceptable in planning terms. This includes developer contributions towards the maintenance and enhancement of existing social infrastructure and the provision of new social infrastructure, where such contributions are appropriate to the nature and location of the proposed development. For new housing developments this is likely to include funding to allow for more flexible classroom configurations at the Primary School, as well as projects related to the maintenance and upgrading of the recreational facilities. The following policy has therefore been included in the plan to provide guidance on appropriate measures (depending on the nature of the proposed development) that may be sought.

Policy HB14. 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. Every effort should be made to work with the local community and relevant authorities to investigate potential solutions to avoid any loss of the following valued assets:

- a) Village Shop and Post Office
- b) Hazelbury Bryan Primary School (including Pre-School provision)
- c) Hazelbury Bryan Village Hall
- d) St Marys and St James Parish Church
- e) the former chapel (was Hazelbury Bryan Methodist Church, now vacant)
- f) The Antelope Public House
- g) Recreation areas (designated as Local Green Spaces) and Sports Pavilion
- h) Key Public Footpaths and Rights of Way (as shown on Figure 10)

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

9. Housing

9.1. At the time of the 2011 Census there were 1,059 people living in Hazelbury Bryan parish, forming 454 households in a parish of 480 dwellings. At the start of the plan period, a further 8 dwellings had been built (net), and 30 additional dwellings approved. The 2021 Census records show a slight increase in the resident population (to 1,074 people) forming 474 households in a parish of 499 dwellings. A further dwelling was built in 2021/22, and 25 dwellings were recorded as under construction. A further 11 dwellings have planning permission approved, including 2 sites allocated through the Neighbourhood Plan:

Under Construction / nearing completion (2022/23)

- Barn At Moores Farm, West Lane: 1 dwelling (2/2018/1494/AGDWPA)
- Land at the Campsite on The Causeway: 2 of 8 dwellings u/c (2/2018/1814/RM)
- Land at Broad Oaks Farm, The Common: 1 dwelling (2/2019/0474/FUL)
- Handley Cross Farm, Pidney: 21 dwellings (all affordable) (2/2019/1407/FUL)

With Planning Consent (as at June 2023)

- Land East Of King Stag Mill (Site 12): 1 dwelling (site manager accommodation) (2/2019/0599/OUT)
- Sunny View, Pleck Hill: 1 dwelling (barn conversion) 2/2019/1123/AGDWPA
- Land adj the Retreat (Site 13): 1 dwelling (2/2019/1339/FUL)
- Crossroads Farm, Woodrow: 1 dwelling (P/FUL/2020/00257)
- Land at Broad Oaks Farm, The Common: 1 dwelling (P/FUL/2021/02292)
- Priest Thorn Cottages, Stut Lane: 1 dwelling (P/FUL/2021/03149 and 2022/01422)
- Land West of Kingston Row. Kingston: up to 5 dwellings (P/PIP/2022/04665)

9.2. The Local Plan does not identify specific housing need for Hazelbury Bryan. A housing needs review was therefore undertaken that looked at a wide range of evidence, including Census data, the latest data underpinning the objectively assessed needs for North Dorset, the general rate of building in the parish in recent years, and potential housing need recorded on Dorset Council's Housing Register. This data has been reviewed and updated in 2023. Table 5 summarises the main findings.

Table 5. Housing Need Assessment - key findings updated 2023

Source	Notes	2018-2031 requirement
2016 Local Plan, and latest housing needs projections	Pro-rata target provides a starting point for a more tailored assessment of housing need for the area, with potential uplifts tested	48 to 55 dwellings
Past build rates	2001 - 2018 Census and monitoring data indicates the number of dwellings increased from 384 - 488, an average of 5.2 dwellings per annum	68 dwellings
Housing Register	13 affordable homes needed as at February 2023, based on those on the affordable housing register with a local connection	13+ affordable dwellings <i>NB this may reduce due to the provision at Handley Cross Farm (Violet Cross)</i>
Market signals	Likely to be continuing strong level of demand, which ideally should focus on lower cost / smaller (2 - 3 bedroom) houses, close to local facilities (shop / school)	No upper limit, house types should be considered
Service provision issues	Impact on the school should be monitored, but the need for new classrooms is unlikely to be triggered if no more than 120 dwellings are built	Monitor impact on school capacity.
Key Census statistics	Indicates relatively small household sizes (average 2.15 persons per household), and a comparatively high number of larger homes,	House types and sizes should continue to place an emphasis on smaller,

	resulting in higher levels of under-occupancy	more affordable homes
OVERVIEW	Evidence suggests the upper end of the pro-rata Local Plan projections would be a reasonable target	55 dwellings

- 9.3. When the Neighbourhood Plan was prepared, the findings suggest that, in addition to the existing planning consents at that time, provision should be made for about 14 new dwellings. Following a call for sites, site assessment (including the strategic environment assessment of reasonable alternatives) and much public consultation, three housing sites and an employment site with duty manager's accommodation were identified for inclusion in this plan. The review in 2023 concluded that the Plan was on track to deliver up to 72 dwellings, exceeding the housing target by significant margin. As a result, no additional sites have been proposed as part of this first review.
- 9.4. The types of housing required are predominantly lower cost / smaller (2 - 3 bedroom) houses, ideally located close to the main facilities. The provision of starter homes specifically aimed at first time buyers will help younger families settle in the parish, and self-build plots can also provide more affordable route to home ownership, catering for specific needs and individual tastes, and reflecting the more sporadic and locally-driven nature of development that has happened historically. Live-work units are also appropriate to rural living patterns, and provide benefits of both local work and services. Finally, with the ageing population, there will be increasing calls for housing designed for residents who want to remain in the community but whose limited mobility makes their current home unsuitable.
- 9.5. The 2016 North Dorset Local Plan requires affordable housing to be provided at 40% of the total number of dwellings on development sites of 11 or more dwellings. Affordable housing may also be provided on Rural Exception Sites, typically on smaller sites of up to 9 dwellings. The adopted Local Plan does allow open market housing on these sites where an open book approach has demonstrated that this is necessary (and the minimum) required to fund the affordable housing provision, with further restrictions in terms of numbers and dwelling size, type and mix.
- 9.6. The allocation of affordable homes should prioritise eligible people in need of such housing that have a local connection (either due to having lived or who are working in the parish, or with close family living here), followed by those with a connection to adjoining parishes, before cascading to people with no connection to the area.

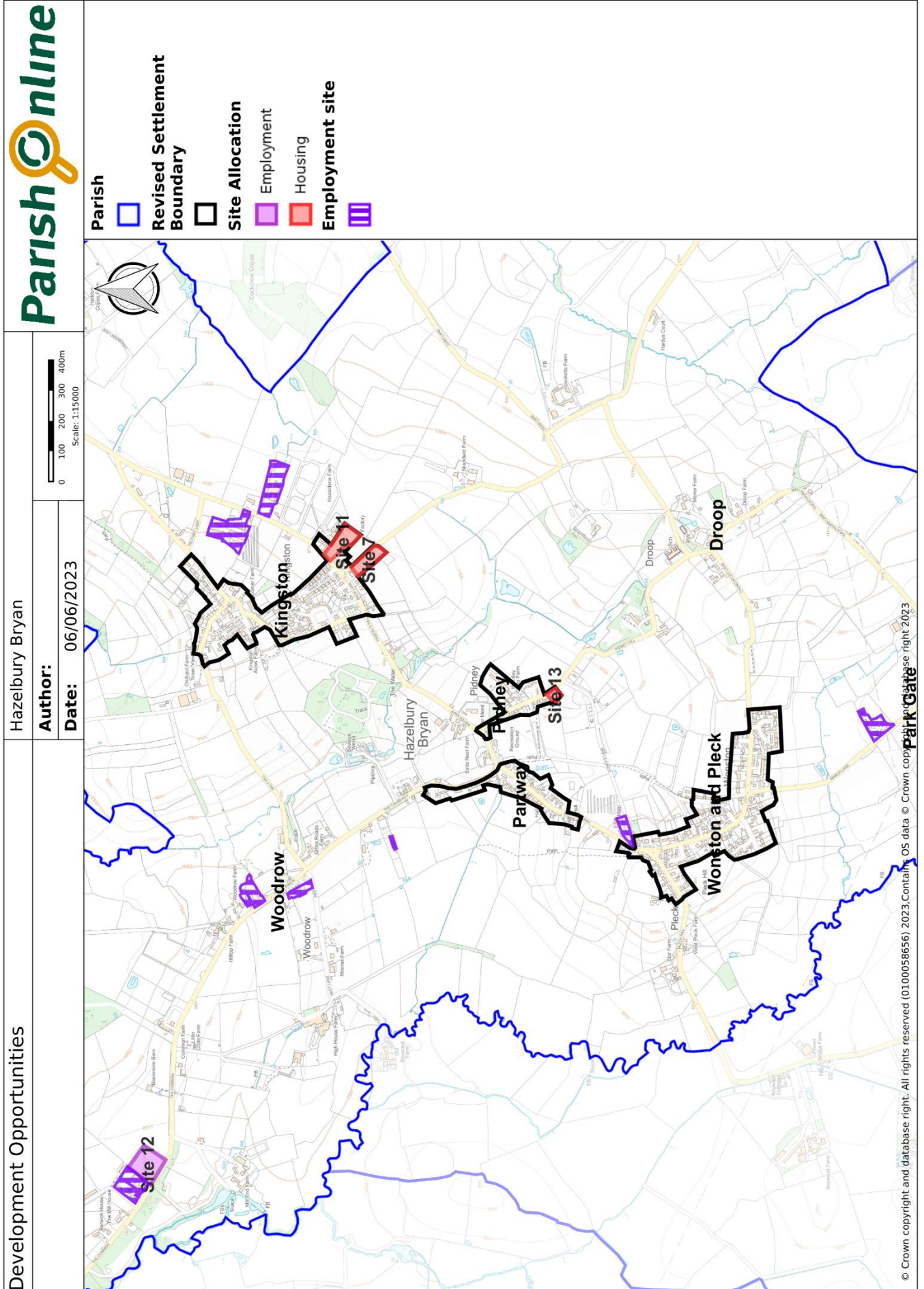
Policy HB15. Meeting Housing Needs - Amount and Location of New Dwellings

Provision is made for in the region of 55 dwellings to be built in Hazelbury Bryan between 2018 and 2031, to meet the projected local needs of the community. The following sites are allocated in the Neighbourhood Plan (which together with those built or consented since April 2018, are expected to meet this need):

- Site 11: Martin Richard's Tractors UK site, Back Lane, for up to 13 dwellings including at least 5 affordable homes
- Site 7: Former Frank Martin's Agricultural Depot, Stockfield Drive, for up to 11 dwellings including at least 4 affordable homes
- Site 13: Land immediately adjoining the Retreat, Coney Lane, for 1 dwelling
- Site 12 - Land adjoining King Stag Mill, The Common, for 1 duty manager's dwelling

Given the identified supply clearly exceeds the housing need requirement, the release of unallocated greenfield sites outside the settlement boundary should be limited to rural exception affordable housing sites, and sites for open market housing should therefore be resisted (unless part of and required to contribute towards closing a funding gap on a rural exception affordable housing site in line with the requirements set out in the Local Plan policy).

Figure 11. Proposed Housing Sites and Existing Employment Site [existing employment sites updated 2023]



Policy HB16. Meeting Housing Needs - Dwelling Types

The type and size of housing built should reflect the predominant need for lower cost / smaller (2 - 3 bedroom) houses. The provision of affordable homes above the level set in the Local Plan, starter homes, self-build plots, live-work units, and housing designed specifically for people with more limited mobility, will be supported. Restrictions will be included to ensure that affordable housing is prioritised and remains affordable to local people (with a connection to the parish) in perpetuity. Larger homes (with the equivalent space for four or more bedrooms) are only likely to be accepted where the characteristics of the plot and surrounding area lend themselves to such larger dwellings, and their design lends itself to possible future subdivision (as two dwellings or dwelling with annexed or working accommodation).

- 9.7. The following section provides a summary of the main issues and potential impacts associated with the preferred sites, as identified from the main findings of the site assessments and further technical checks, including the Strategic Environmental Assessment. These have been used to inform the policy allocations for each site. It should be noted that further or more detailed reports may still be required at planning application stage.

Site 11: Martin Richard's Tractors UK site, Back Lane, Kingston



Site description	A relatively flat brownfield site on the eastern edge of Kingston, extending to about 0.57ha.
Existing use	Employment site (tractor machinery sales and repair business) - which is being relocated to Site 12.
Neighbouring uses	The site is bordered by a farmyard to the north-east, houses on the road front and west, and fields to all other sides
Visual impact and landscape interest	Relatively enclosed by existing development, visible from Back Lane and across the field from Stockfield Drive, but unlikely to be seen from wider footpath network. No notable landscape features
Wildlife interest	A brownfield site with no significant wildlife interest. The native hedgerow and shallow ditch adjoining the site along the north-eastern boundary has a range of species that suggest this may be an old hedgerow.
Historic interest	This site adjoins Back Lane Grade II Listed farmhouse and forms part of its setting. The immediate setting of this 17th century farmhouse has already been undermined by the close proximity of the office. Development here is likely to result in a positive improvement since the existing large volumes will be replaced with smaller, domestic scale buildings and the area of hard standing will be reduced.

Flood risk / ground conditions	No obvious risks noted (fluvial and surface water flood maps) and no local knowledge of flooding issues. Groundwater emergence risk maps produced by JBA in 2022/23 indicate that groundwater levels may be relatively high. Soil sampling, laboratory analysis and hydrocarbon risk assessment undertaken in 2019 shows no obvious signs of ground contamination.	
Access points / and suitability	Direct from Back Lane (main road linking to Sturminster Newton) with wide radii (which could be tightened for residential use) and good visibility. Reasonable access on foot to village although lack of pavements on many roads and outside easy walking distance (800m) of most of the key community facilities	
Summary - main benefits and issues to mitigate	<ul style="list-style-type: none"> – Brownfield site – Opportunity to relocate industry and associated noise / vehicles away from a residential area (much of the traffic comes from the King Stag direction through the village). – Opportunity to improve setting of Grade II Listed farmhouse 	<ul style="list-style-type: none"> – Loss of employment (if not replaced) – Distance from key community facilities – Possible noise / smells from adjoining equestrian yard (former farmyard) – Need for an appropriate drainage strategy given potentially high groundwater levels – Visual impact as seen from Stockfield Drove – The setting of the Grade II Listed farmhouse will need to be respected, but should be improved by development
Estimated capacity	Up to 13 dwellings possible (average density 23 dph)	

9.8. Based on this assessment the following policy will be considered in the event of a planning application being submitted for this site. The provision of alternative employment land is most likely to be delivered through the development of Site 12 (which is in the same landownership). In any event policy HB21 provides scope for other employment provision to come forward.

Policy HB17. Site 11 - Martin Richard's Tractors UK site, Back Lane, Kingston

Martin Richard's Tractors UK site, as shown on Figure 11, is allocated for up to 13 dwellings, to include on-site provision of at least five affordable homes, and subject to all of the following requirements:

- a) The type and size of housing accords with Policy HB16
- b) The design of the development accords with Policies HB5 and HB11
- c) The layout and design will improve the setting of Grade II Listed Back Lane Farmhouse
- d) The north-eastern hedgerow and shallow ditch should be retained, and additional landscape planting using native species should be provided along the south eastern and south-western site boundaries adjoining open fields, to create a soft edge with the countryside
- e) The development accords with requirements for biodiversity mitigation in Policy HB2
- f) The inclusion of a drainage strategy for the site to ensure that flood risk is not increased, taking into account likely groundwater levels
- g) Alternative serviced employment land of at least 0.57ha is provided elsewhere in the parish to avoid a net loss of employment land, prior to the development of any open market housing on Site 11.
- h) The design and layout should ensure that the living conditions and amenities of residents will not be adversely affected by the ongoing operation of the adjoining yard

- i) Developer contributions may be sought for improvements to the road infrastructure in accordance with Policy HB23

Site 7: Former Frank Martin's Agricultural Depot, Stockfield Drove, Kingston



Site description	A relatively flat brownfield site on the south-eastern edge of Kingston, behind two detached dwellings and their rear gardens, extending to about 0.48ha.	
Existing use	Current use occasional agricultural vehicle parking, last main use as an agricultural contractor's yard.	
Neighbouring uses	The site is bordered by houses to the north, and fields to all other sides	
Visual impact and landscape interest	Reasonably visible due to surrounding landform, primarily from Stockfield Drove but also from wider footpath network to south. No notable landscape features other than strong hedgerow boundary and ditch with grass verge in front along road	
Wildlife interest	A brownfield site with no significant wildlife interest other than the hedgerow boundaries, which have a range of native woody species and appear to be quite old, and as such may qualify as Important Hedgerows under the Hedgerow Regulations Act (1997)	
Historic interest	The site has no impact on any heritage assets - the closest is Grade II Listed Back Lane Farmhouse which is not seen in the same viewshed	
Flood risk / ground conditions	No risks noted (fluvial and surface water flood maps) and no local knowledge of flooding issues. Groundwater emergence risk maps produced by JBA in 2022/23 indicate that groundwater levels may be relatively high.	
Access points / and suitability	Direct from Stockfield Drove (main road linking onto Back Lane) with good visibility for vehicles. Reasonable access on foot to village although lack of pavements on many roads and outside easy walking distance (800m) of most of the key community facilities	
Summary - main benefits and issues to mitigate	<ul style="list-style-type: none"> - Brownfield site - Opportunity to ensure industry and associated noise / vehicles are away from residential areas 	<ul style="list-style-type: none"> - Loss of employment (if not replaced - albeit very low numbers based on recent use) - Distance from key community facilities - Possible contamination from previous use (if present and not mitigated) - Need for an appropriate drainage strategy given potentially high groundwater levels - Visual impact as seen from Stockfield Drove and the footpath network to the south - Potential loss of hedgerows

Estimated capacity	Up to 11 dwellings possible (average density 23 dph)
--------------------	--

9.9. Based on this assessment the following policy will be considered in the event of a planning application being submitted for this site. There are no specific linked measures identified to off-set the loss of employment, given the length of time (at least 10 years) that the site has seen very limited use (during this period it has not resulted in any employment other than the site owner’s). However policies HB20 and HB21 are expected to provide some mitigation in terms of employment provision.

Policy HB18. Site 7 - Former Frank Martin's Agricultural Depot, Stockfield Drove, Kingston

Former Frank Martin's Agricultural Depot site, as shown on Figure 11, is allocated for up to 11 dwellings, to include on-site provision of at least four affordable homes, and subject to all of the following requirements:

- a) The type and size of housing accords with Policy HB16
- b) The design of the development accords with Policies HB5 and HB11
- c) Retention of hedgerows along the north-eastern and south-eastern site boundaries, with additional landscape planting using native species provided along the south-eastern and south-western site boundaries adjoining open fields, to create a soft edge with the countryside
- d) The development accords with requirements for biodiversity mitigation in Policy HB2
- e) 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
- f) The inclusion of a drainage strategy for the site to ensure that flood risk is not increased, taking into account likely groundwater levels
- g) Developer contributions may be sought for improvements to the road infrastructure in accordance with Policy HB24.

Site 13: Land immediately adjoining the Retreat, Coney Lane, Pidney

9.10. Planning permission was granted for 1 dwelling in April 2020 (reference 2019/1339) fulfilling the requirements of the following policy. This allocation has been retained whilst building works are still in progress, in case amendments are proposed.



Site description	A relatively flat greenfield site on the southern edge of Pidney, extending to about 0.11ha.
Existing use	Stables / sheds associated with adjoining paddock.
Neighbouring uses	The site is bordered by houses to the north, and fields to all other sides

Visual impact and landscape interest	Moderately visible, primarily from Pidney Hill, with glimpses possible from wider footpath network to south. Strong landscape boundaries provided by hedgerow and mature tree	
Wildlife interest	Semi-improved and species-poor neutral grassland. The hedgerow along the road boundary from its composition and inclusion of the 2nd Edition Ordnance Survey map may qualify as an Important Hedgerow under the Hedgerow Regulations Act (1997). There is one mature Ash tree in the road hedge	
Historic interest	The site is not conspicuous from a heritage perspective, the only heritage asset is Tudor Cottage Grade II Listed which cannot be seen from the site	
Flood risk / ground conditions	No risks noted (fluvial and surface water flood maps) and no local knowledge of flooding issues	
Access points / and suitability	Direct from Pidney Hill - visibility splays would need to be improved, potential requiring tree / hedge to be removed. Reasonable access on foot to village although lack of pavements on many roads	
Summary - main benefits and issues to mitigate	<ul style="list-style-type: none"> - Opportunity to provide self-build unit. 	<ul style="list-style-type: none"> - Potential loss of hedgerow and mature tree to provide required visibility splays for access - Visual impact as seen from Pidney Hill and the footpath network to the south
Estimated capacity	Up to 1 dwelling possible (as self-build unit)	

Policy HB19. Site 13 - Land immediately adjoining the Retreat, Coney Lane, Pidney

Land immediately adjoining the Retreat, as shown on Figure 11, is allocated for 1 self-build dwelling (net), and subject to all of the following requirements:

- a) The type and size of housing accords with Policy HB16, as a self-build dwelling
- b) The design of the development accords with Policies HB5 and HB9
- c) Landscape planting using native species should be provided along the southern and western site boundaries adjoining open fields, to create a soft edge with the countryside
- d) The development accords with requirements for biodiversity mitigation in Policy HB2, including mitigation for loss of the roadside hedge and mature ash tree if these cannot be retained due to access requirements
- e) Any necessary improvements required to achieve safe vehicular access onto Pidney Hill are secured

10. Employment

10.1. In addition to the community facilities that provide local employment (such as the school, public house and local shop) there are a number of employment sites in the parish providing local work opportunities. The main sites within the parish were identified in March 2018 (and subsequently updated in June 2023) are shown on Figure 11, and listed below:

- Affordable Drainage adjoining The Red House, The Common, Woodrow
- Best Print UK Ltd, Hilltop Farm, Woodrow
- Brady Bespoke Furniture, The Causeway, Partway
- Frank Martin's agricultural depot, Stockfield Drove, Kingston (no longer in active employment use)
- Hazelbury Bryan Timber Supplies, Marsh Lane, Park Gate
- Hunts Food Services, Back Lane, Kingston
- King Stag Mill, The Common - includes businesses such as Walbridge Motor Co, R B Snook, Stur'N'Mix / Sturminster Building Supplies office]
- The former Chicken Farm at The Ferns, Kingston - includes KKG Engineering and many others
- The former Chicken Shed at Pleck Farm, Coney Lane, Wonston
- Martin Richard's Agricultural Engineers Ltd (and also Tractors UK) site, Back Lane, Kingston
- Woodrow Farm site, Woodrow - includes RWH Agriculture Ltd and Dieci Telehandlers Ltd

10.2. In addition to these, there are a variety of local businesses run from home, such as 'A Jar Of' which produces handmade preserves and sauces run from a converted cowshed in Droop Farm, and 4D Signs who provides a full range of signs, banners, vehicle livery and printed clothing services run from The Old Dairy in Wonston, as well as various tradesmen and consultants whose business is based from home. There is also holiday and self-catering accommodation providing local employment opportunities.

10.3. Outside the settlement boundary the Local Plan policies encourages the retention and small-scale expansion of existing employment sites, provided that:

- the existing development and use is lawful;
- the expansion of the site is of a size and scale appropriate to the location and proportionate to the circumstances;
- the development would not include or give rise to ancillary uses within the site, such as open storage, that would be visually intrusive; and
- the development would not be more visually intrusive in the landscape than the existing development and would respect the immediate setting of the site and its wider surroundings.

10.4. On this basis, some sites may not be suitable for expansion, depending on their location and surrounding constraints. However many could be expanded where no such constraints apply. Subject to viability, developer contributions may be sought towards highway infrastructure improvements under Policy HB23 where the expansion of an existing site would give rise to additional traffic movements that due to their nature or volume raise pedestrian road safety concerns.

Policy HB20. Economic Development Opportunities

The retention and small-scale expansion of existing employment sites allowed through the Local Plan will apply to sites shown on Figure 11.

10.5. The main issue for the plan area is the potential loss of two areas of employment land through the redevelopment for housing of Site 11: Martin Richard's Tractors site, and, to

a much lesser extent (due to its very limited employment generation in recent years), Site 7: Former Martin's Depot. In order to mitigate this loss, an alternative employment area has been identified, adjoining King Stag Mill, and is allocated for employment (with the option to include duty manager's accommodation if appropriate to the end use). The site is in the same ownership as site 11, and the landowner's intention is to move the business to this location. His existing business in Kingston not only creates HGV and lorry movements through the village (whose adverse impact would be reduced through relocating to this site, as much of these come from the King Stag direction), but needs to operate on occasion outside social working hours as the business provides a 24/7 service to farmers for emergency repairs (carried out by the duty manager, who therefore needs to live on-site).

Employment Site: Land adjoining King Stag Mill, The Common

10.6. *Since the Neighbourhood Plan was first made, planning permission has been granted for the erection of two commercial buildings, display area, yard and dwelling (with occupational condition), fulfilling the requirements of the following policy. This allocation has been retained whilst building works are still in progress, in case amendments are proposed.*



Site description	A gently sloping greenfield site adjoining King Stag Mill (a notable landmark on the approach to Hazelbury Bryan), extending to about 0.84ha (excludes the full extent of the field).
Existing use	Agricultural field.
Neighbouring uses	The site is bordered by an existing employment site to the west, and fields to all other sides
Visual impact and landscape interest	Moderately visible, primarily from The Common. The most elevated point on the site may be conspicuous in long views. No notable landscape features other than strong hedgerow boundary
Wildlife interest	An improved agricultural field, the only ecological interest noted being the two lengths of hedge
Historic interest	This location is remote from any heritage assets - the closest being Mill End Farm to the south side of The Common.
Flood risk / ground conditions	Flood maps indicate low risk (0.1% annual chance) of surface water flooding across the field onto and across The Common to drain into the River Lydden on the far side
Access points / and suitability	Direct from The Common. Vehicular access has been created through the removal of a section of the roadside hedge.

Summary - main benefits and issues to mitigate	<ul style="list-style-type: none"> – Away from residential areas, adjoining existing employment area 	<ul style="list-style-type: none"> – Potential surface water flood risk (low) – Visual impact of higher ground in long distance views and as seen from the road – Potential loss of hedgerows – Potential pollution depending on type of employment use
--	---	---

10.7. The site has been included as an option to provide alternative employment land lost through the development of site 11. Any proposed uses that may give rise to pollution would need to comply with the relevant national guidance on preventing adverse affects of soil, air and water pollution.

Policy HB21. Site 12 - Land adjoining King Stag Mill, The Common

Land adjoining King Stag Mill, as shown on Figure 11, is allocated to provide employment land for B-class and similar uses, and a duty manager's dwelling (net). The development of this site is subject to all of the following requirements:

- a) The employment uses should be limited to B Class uses and other 'sui generis' uses typically found on large industrial estates, and may include small-scale retail which is ancillary to a B Class use
- b) Where practical new employment premises should be designed to enable the future expansion and reconfiguration of units, without the need for major rebuild
- c) The scale, positioning and design of buildings should have regard to reducing potential visibility in long views and not compete with the adjoining 3-storey feed mill which appears as a landmark on the approach to Hazelbury Bryan.
- d) Retention of the existing hedgerow as far as practical. Additional landscape planting using native species should be provided along the site boundaries, to create a soft edge with the countryside and reduce the visual impact of the site from The Common
- e) The development accords with requirements for biodiversity mitigation in Policy HB2
- f) The duty manager's dwelling should be sited, and its occupancy and future disposal restricted, so as to meet the ongoing functional needs of the employment site
- g) Developer contributions may be sought for improvements to the road infrastructure in accordance with Policy HB23.

11. Roads, Traffic and Parking

11.1. National planning policy requires that planning decisions consider whether safe and suitable access to the site can be achieved. Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (though recognising that options may be more limited in rural areas).

11.2. Roads and traffic are often mentioned as a concern by local residents. It is generally accepted that vehicles travel too fast on the straight roads of The Causeway and Frizzels Hill irrespective of the restriction to 30 mph. These concerns already exist, and comments have been raised that further development could make the current situation worse.

11.3. A short traffic survey was conducted by local volunteers, which showed

- traffic is highest in the morning and evening, with the predominance of cars going out of the village in the morning and into the village in the evening. This backs the view that many people have found work away from the village
 - for most of the traffic the start or end of the journey is the village itself, rather than being just through traffic
 - traffic movements now include a significant number of internet shopping / courier deliveries by van
 - larger vehicles (trucks, buses, tractors etc) made up about 6% of all trips.
- 11.4. The roads within the village are narrow with some parts only wide enough for one vehicle. The increasing size of some of the lorries and agricultural vehicles can also damage the verge sides. There are no pavements in most of the village and the speed and size of vehicles gives rise to fear by pedestrians. The rural nature and narrow width of our roads will not, in all probability, change over the lifetime of the Neighbourhood Plan. Protecting the key, and well used, footpaths for residents to access the main amenities of the village is included in Policy HB14.

Parking

- 11.5. According to the 2011 Census the ‘average’ number of cars and vans for each household in the parish was 1.82 vehicles, much higher than the North Dorset average (1.52) and a 13% increase compared to 2001 Census (when the ratio was 1.62 vehicles per household). Whilst the detailed breakdown of these figures is not yet available for the 2021 Census data, based on the figures that are available⁴, average car ownership levels in the parish appear to have increased to around 1.87 vehicles per household.
- 11.6. The increasing trend towards higher levels of car ownership, the Village’s rural location and withdrawal of the bus service, when combined with the narrowness of the roads, makes adequate off road parking not only desirable but essential.
- 11.7. Many existing houses do not have any, or have insufficient, off road parking. All this leads to more vehicles being parked in the road, reducing the usable width and obstructing visibility.
- 11.8. County standards for parking allow for 1 and 2-bedroom houses to have only 1 parking space, and 2 spaces for larger homes, with limited provision for visitor parking (typically 1 space per 5 dwellings). Two bedroom homes may well have two (or even more) adult occupants, and 22% of households have 3 or more vehicles, so this level of provision may well result in further pressure for cars to be parked on the road. Given the issues this causes locally, a higher level of provision is being sought - that all new homes should have at least 2 car parking spaces within their grounds and adequate turning to allow forward entry onto the road. Where new driveways and parking areas are created, permeable surfacing should be used to avoid increasing flood risk elsewhere.
- 11.9. Such provision will need to take into account the Building Regulations relating to electric vehicle charging points (EVCPs). These require all new dwellings to have an EVCP, as well as setting requirements for apartments and commercial premises. As these may add to the visual clutter, their siting should be considered under Policy HB5.

Policy HB22. Parking Provision

Development should include sufficient off-road parking to meet anticipated need (with new dwellings normally being required to provide a minimum of 2 car parking spaces within their grounds and adequate turning to allow forward entry onto the road).

The design of parking provision will need to respect the character of the area, use

⁴ 2021 Census data Table TS045 does not include total cars, and therefore the increase in equivalent cars per household has been calculated and used to estimate the overall increase.

permeable surfacing materials, and avoid large areas of hard-standing that would be visible from the street or other public areas.

Traffic Management

- 11.10. This section contains ideas that were formulated during the preparation of the Neighbourhood Plan. Responses to the consultation indicate that they have the general support of the community (although not all agreed), and would be acceptable to the Highways Authority.
- 11.11. Further work on the exact details, and more importantly funding, is needed if these measures are going to be delivered. This is not something that can be guaranteed through the Neighbourhood Plan process, but may be funded in part from the Parish Council's share of the Community Infrastructure Levy collected (when this commences) or in the interim a matter to be negotiated through a S106 agreement where local improvements would be appropriate and related to the proposed development. The viability of development will be taken into account in any negotiations.
- 11.12. In any event, given that traffic issues were a major concern, it was felt appropriate to have these ideas included as a record of public opinion, and a potential project to be progressed. Since the Neighbourhood Plan was first made, the Parish Council has acquired a Speed Indicator Device (SID) as a means of highlighting when vehicles are speeding, in order to help remind drivers to slow down - and as such this no longer features as a project.

Policy HB23. Supporting Highway Infrastructure Improvements

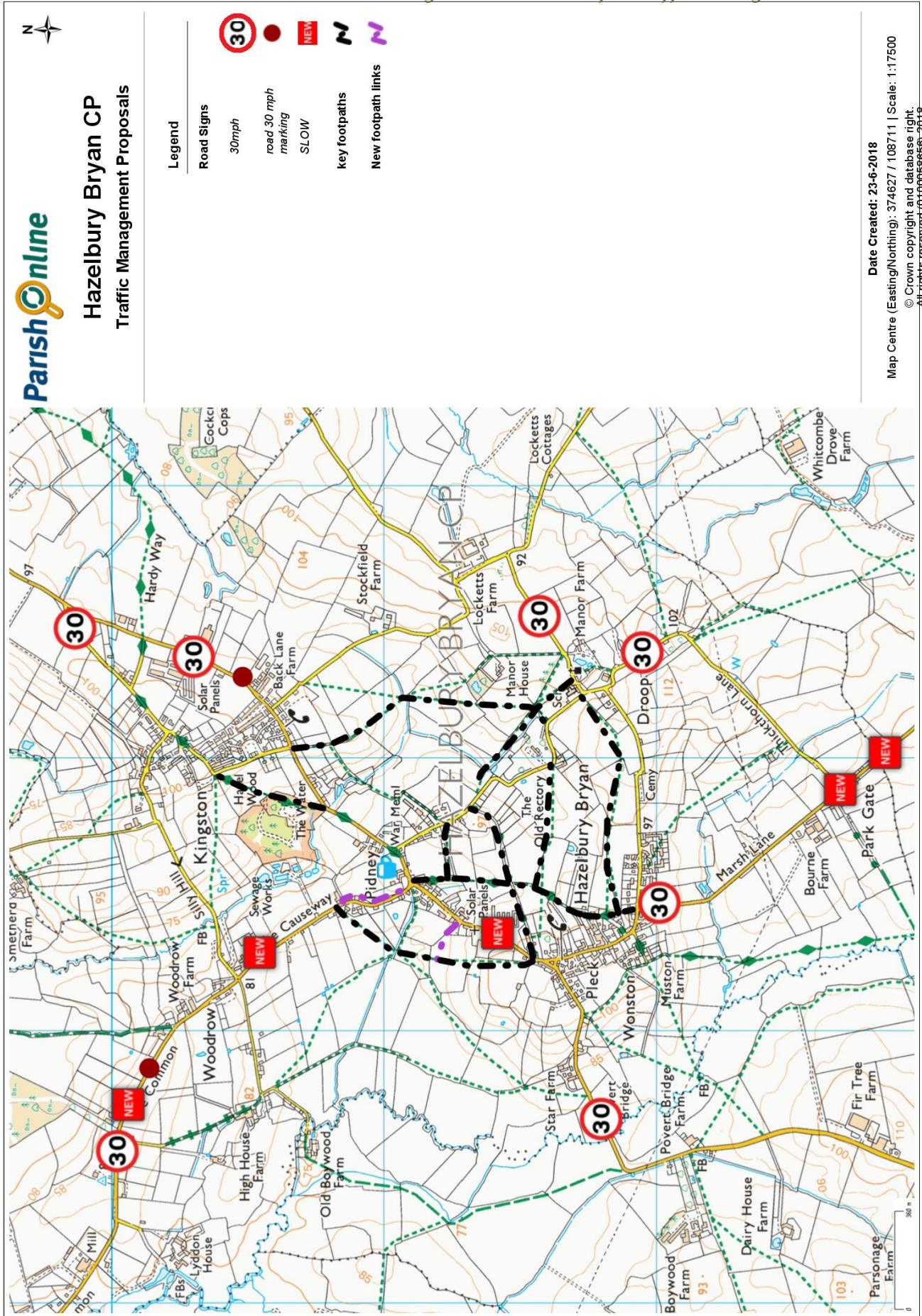
Developer contributions may be sought where reasonable and necessary for improvements to the road infrastructure as identified through Project HBP1

Project HBP1: Traffic Management in Hazelbury Bryan

If supported, and funding were to be made available, the following relatively low-cost measures will be pursued to improve the traffic issues for the village.

- a) Improved signage for the various hamlets - e.g. Droop
 - b) Additional 'Unsuitable for HGV' signs to be erected - e.g. from the war memorial through to the school and onward to Thickthorn Lane.
 - c) Additional '30mph' and 'SLOW' markings on the road to remind vehicles of the speed restrictions, and warn of blind junctions
- 11.13. Figure 12 shows the locations of the existing 30 mph signs, and places where further signs could be added.

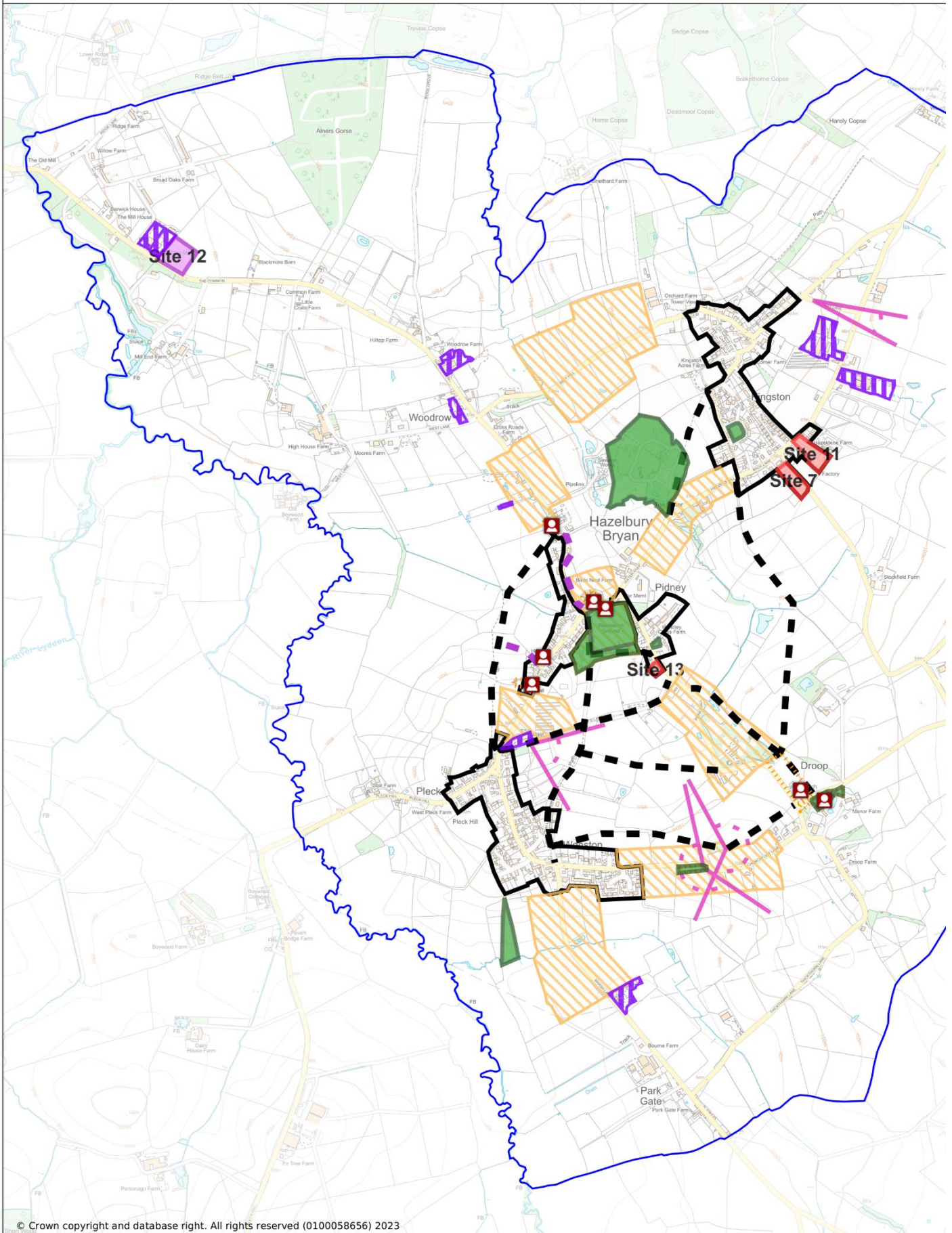
Figure 12. Locations for traffic management measures



Page left intentionally blank

Policies Map

Policies Map [updated 2023]

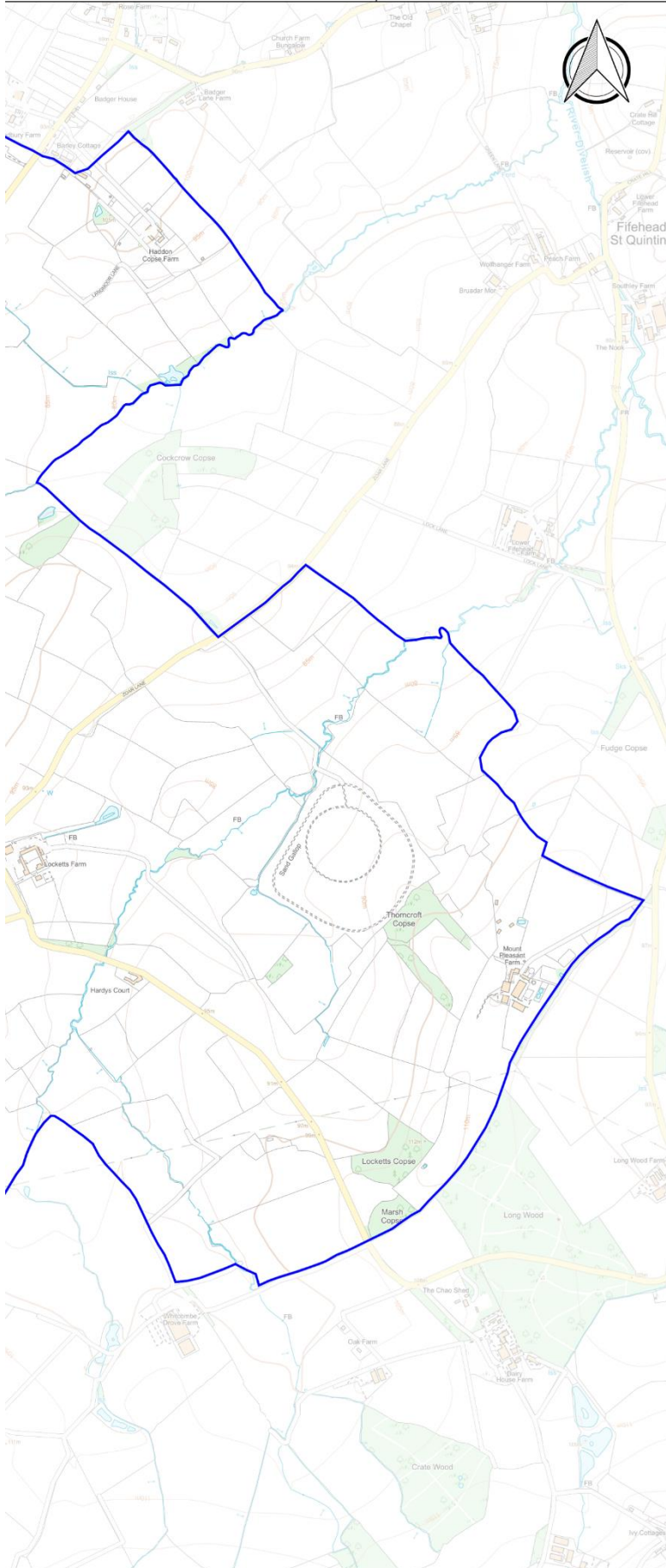
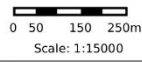


© Crown copyright and database right. All rights reserved (0100058656) 2023

Hazelbury Bryan

Author:



Date: 06/06/2023



Revised Settlement Boundary



Site Allocation

-  Employment
-  Housing

Employment site



Views

-  Viewshed

key footpaths



New footpath links



Defined Gap



Green Spaces



Community Building



Community Facility Area



Appendix 1: Main Supporting Evidence Base

Produced as part of the plan-making process

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

- Business list review
- Community facilities services and amenities review
- Ecological Assessment of Sites, Bryan Edwards, DERC
- Environmental assets review
- Heritage Assessment of Sites, Kim Sankey
- Housing Needs Assessment Report
- Local Green Spaces Report
- Strategic Environmental Assessment
- Traffic Issues report
- Views Assessment Report
- General Design Guidelines for Hazelbury Bryan, Luis Suarez, AECOM

Background information - other supporting evidence

Further background information and documents referred to in the Neighbourhood Plan, most of which can be readily accessed via online links:

- > An Inventory of the Historical Monuments in Dorset, Volume 3, Central (1970) (RCHME) <http://www.british-history.ac.uk/rchme/dorset/vol3/pp105-109>
- > Ancient tree guide 4: What are ancient, veteran and other trees of special interest? (November 2008) (Woodland Trust) <https://www.woodlandtrust.org.uk/publications/2008/11/what-are-ancient-trees/>
- > 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/planning-buildings-land/planning-policy/joint-planning-policy-work/bournemouth-dorset-and-poole-workspace-strategy-and-study-updated-in-2020>
- > CPRE Dark Skies Map <http://nightblight.cpre.org.uk/maps/>
- > Dorset AONB Management Plan 2014-2019 (2014) (Dorset AONB Partnership) <https://www.dorsetaonb.org.uk/the-dorset-aonb-management-plan> - updated in 2019
- > Dorset AONB traffic in villages toolkit http://www.dorsetaonb.org.uk/assets/downloads/Dorset_AONB_Partnership/trafficinvillages-web.pdf
- > Employment Land Review: Review of Existing Sites (April 2007) (North Dorset District Council) <https://www.dorsetcouncil.gov.uk/documents/35024/302368/SED0011.pdf/0ec8ecaa-8611-9244-ec78-989a7a0b8c7b>
- > Hazelbury Bryan Parish Plan (September 2010) (Hazelbury Bryan Parish Council)
- > North Dorset Landscape Character Assessment (North Dorset District Council) <https://www.dorsetcouncil.gov.uk/documents/35024/281417/North+Dorset+Landscape+Character+Assessment.pdf/0a0e2e81-c357-8f69-9793-71547e99f504>
- > 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>
- > Institute of Lighting Professionals (ILP) (2011) Guidance Notes for the Reduction of Obtrusive Light GN01:2011 <https://theilp.org.uk/resources/#guidance-notes> - updated in 2021

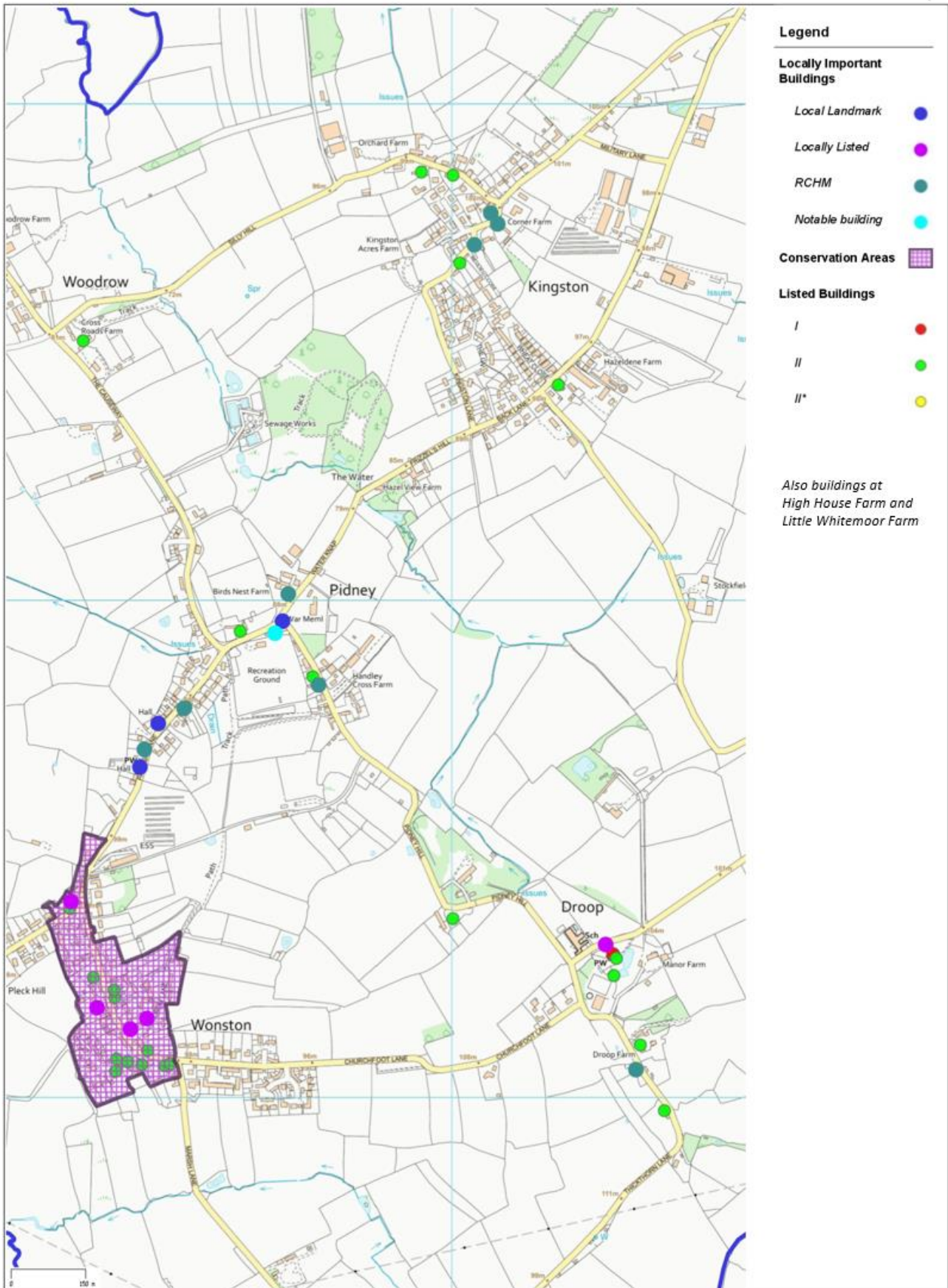
2023 update - supporting evidence

As part of the review, a further report on the housing needs has been produced. Information has also been taken from the data available from the 2021 Census (https://www.nomisweb.co.uk/sources/census_2021) and supporting evidence in relation to the Dorset Local Plan preparation.

Appendix 2 - Map of Historic or Cultural Buildings of Interest



Hazelbury Bryan CP



Date Created: 6-12-2018 | Map Centre (Easting/Northing): 374847 / 108902 | Scale: 1:10000 | © Crown copyright and database right. All rights reserved (0100058656) 2018 © Contains Ordnance Survey Data : Crown copyright and database right 2018

Appendix 3: Design and Access Statements - Questions to Address

Street Layout, Gateways and Access Features, Corner Buildings, Building Lines and Boundary Treatment

- How does the site relate to the road network, and what are the particular layout characteristics of this area and building lines which have been taken into account in the design?
- Does the proposal positively contribute to the quality of the public realm/streetscape and existing pedestrian routes?
- Explain the boundary treatment onto the street and how this has been considered in the context of the site
- How is the entrance to the development marked to reinforce local character?
- If the land use is to change, how does this fit in with the current mix of uses?

Local Green Spaces, Rural Views and Character

- Is the site on the edge of a hamlet or adjoining an important green space or important gap - and if so how does it deal positively with this transition?
- Does the proposal (including the height and configuration of rooflines) maintain or enhance views - taking into account those identified as important, and the importance of long distance views of the countryside that can be glimpsed from within the hamlets? Can any new views be created?
- What are the existing landscape features in and around the site (including trees and hedgebanks), and how are these considered in the design?
- Will the development and its use impact on the tranquillity of the area and how has this been considered?

Pattern and Layout of Buildings, Building Heights and Roofline, Materials, Surface Treatments and Architectural Details

- How does the height, form, massing and scale relate to the landform, the character of the area in general and the adjoining buildings (and if an extension, how does it relate to the existing property and respect its character?)
- How has the local architectural character (building styles and detailing) been considered in the proposals? NB this is equally appropriate for contemporary designs
- How does the proposal reflect the rural character (including generally lower densities) of its location?
- Explain if the site intended to create a landmark in its own right (and if so why), or how it blends with the existing character
- Explain how the development respects the scale and importance of nearby landmarks and historic buildings
- What are the distinctive materials used in the area, and how has their use been considered in the design? If not using traditional local materials, how would the proposed materials harmonise with the local character?
- How has the details of the windows, doors, eaves and roof details been addressed in the context of the overall design and local character?
- What are the important features surrounding the site and how have these been considered in the design?

The Sensitive Inclusion of Car Parking and Infrastructure / Services

- Explain what private amenity space has been provided for any likely occupants, and why this is considered adequate.
- Does the proposed development adjoin residential properties, and if so how has any overlooking of properties or gardens been avoided?
- How do the points of access have regard for all users of the development (including those with disabilities)?

- What parking is provided and how has this been designed to integrate with the streetscene?
- How have any hard-surfacing areas been designed to be permeable and not dominate the streetscene?
- What provision been made for bin storage and waste collection and how has this been designed to integrate with the streetscene?
- What effect will services have on the scheme as a whole and how have these been integrated into the design?
- Is any external lighting likely to be required and how will this be designed to avoid light pollution?
- Explain how any renewable technologies (e.g. solar, panels, green roofs, water harvesting, waste collection, etc), have been designed to complement the building. Where roof-mounted solar panels are not proposed as part of the design, explain why these are not proposed and how these might be incorporated sensitively at a future date.

Appendix 4: Index to Tables and Figures

1. Summary / Overview	1
2. Introduction.....	2
Figure 1. Area Map.....	2
3. Vision and Objectives.....	6
4. Local Landscape Character	7
Figure 2. A small section of the 1607 map	7
Figure 3. Extract courtesy of Ancient Tree Guide 4 (Woodland Trust publication)	8
Figure 4. AONB, Conservation Area and TPO Trees	9
5. Local Wildlife	11
Figure 5. Areas with wildlife interest or potential	11
6. Locally Important Green Spaces and Key Views	13
Figure 6. Local Green Spaces and Key Views	13
Table 1. Locally Important Green Spaces	14
Table 2. Important Views	15
Figure 7. View 3: From the top of Coney Lane where it opens onto field looking east.....	16
Figure 8. View 4 (part) exiting copse opposite the Cemetery off Churchfoot Lane.....	16
7. Locally Distinctive Hamlets and Important Gaps	17
Table 3. General Design Principles	25
Figure 9. Hamlets and Gap Separation	30
8. Community facilities, services and amenities.....	31
Figure 10. Community buildings and curtilage, key footpaths and proposed new links.....	31
Table 4. Key footpaths	35
9. Housing	36
Table 5. Housing Need Assessment - key findings updated 2023.....	36
Figure 11. Proposed Housing Sites and Existing Employment Site	38
10. Employment.....	44
11. Roads, Traffic and Parking.....	46
Figure 12. Locations for traffic management measures	49
Policies Map [updated 2023].....	51
Appendix 1: Main Supporting Evidence Base	53
Appendix 2 - Map of Historic or Cultural Buildings of Interest.....	54
Appendix 3: Design and Access Statements - Questions to Address	55
Appendix 4: Index to Tables and Figures	57