

# 15. Policies and Proposals for Cranborne and the Chase Villages

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(Cranborne, Gussage All Saints, Gussage St. Michael, Long Crichel and Moor Crichel, Pentridge and Woodyates, Sixpenny Handley and Mapperton and Almer in Sturminster Marshall Parish, Wimborne St. Giles and Witchampton.)

## Introduction

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- 15.1. This Chapter of the Plan sets out the particular policies and proposals which will apply to Cranborne and the villages of Cranborne Chase during the period covered by the Local Plan up to 2011. General land-use policies towards all development in East Dorset, including the villages and the countryside of the Cranborne Chase, are contained in Chapter 6, and general transport proposals in Chapter 7. These Chapters apply to Cranborne and the villages of Cranborne Chase as they do to the rest of the District.
- 15.2. The policies and proposals in this Chapter will be used as a basis for development briefs where these are required and for development control.
- 15.3. This Chapter covers the settlements in that part of the District which falls outside the Green Belt, apart from the area covered by the Alderholt Inset Map, which is dealt with in a separate Chapter (Chapter 14). Sturminster Marshall falls within the Green Belt and is also covered in a separate Chapter (Chapter 16). Policies and proposals for the other villages within the Green Belt are contained in Chapter 17.

## Character of the Area

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- 15.4. Much of the area is chalk upland, rising to the north west, and forms part of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) designated by the Countryside Commission in 1983. The Planning Authority has carried out a landscape appraisal of this area (Cranborne Chase Landscape Assessment, East Dorset District Council 1994) which has been published separately and which will be treated as Supplementary Planning Guidance in considering the impact of proposed development on the landscape.
- 15.5. The land to the east of Cranborne, outside the AONB, lies in an area of sands and clays, which underlie a contrasting landscape of small hills and valleys, intimate and well-wooded. A landscape assessment has also been carried out in this area and has led to the definition of an Area of Great Landscape Value (AGLV) (see paragraphs 6.84 - 6.90 and Policy LSCON2 para 6.91). The chalk hills are cut by many shallow river valleys, the largest of which are those of the Allen and the Stour. The floor of the Stour Valley and the chalk hills beyond, to the west of Sturminster Marshall, are also outside the AONB but are also included in the AGLV.
- 15.6. This part of the District is particularly rich in archæological remains. Whole areas, particularly in the north from the Crichels to Pentridge, and in the south in the area around Badbury Rings, must be considered to be archæological landscapes in which many individual features from different periods combine to form areas of outstanding interest.

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- 15.7. On the other hand, wildlife interests are more localised, consisting of remnant areas of chalk grassland and ancient woodlands; the headwaters of the river Crane and heathland near Alderholt in the north east; and the spring-fed ponds and winterbournes, notably in the south west. Some of these features are of high value.
- 15.8. Much of the area is underlain by chalk aquifer, which provides an important part of the water resources for south east Dorset. The need to protect this aquifer from pollution forms a constraint on development.

### Village Facilities

- 15.9. Many of the villages in the area are small and relatively remote, with few facilities, and poor public transport. Outside the urban parishes of the south and east of the District (see Chapter 3), only Cranborne, Sixpenny Handley, Alderholt and Sturminster Marshall are sufficiently large to provide a significant range of local services, including playing fields, shops and pubs and act as local centres, although Alderholt and Sturminster Marshall fall outside the area which is the subject of this Chapter.

### Employment

- 15.10. Local employment is also limited. Agriculture and forestry have declined as a source of jobs, although in 1991 they still employed 11% of the working population in the parishes (compared with 3% in Dorset as a whole). Jobs in farming are expected to continue to decline, adding to local employment problems.
- 15.11. Sturminster Marshall has a substantial industrial area on the old creamery site; Sixpenny Handley has a small group of workshops provided with Rural Development Commission assistance, and one or two other businesses. Elsewhere employment sites are few and jobs are mainly found in the main towns beyond this rural area, to which local residents commute.

### Roads and Traffic

- 15.12. The main roads in the area form a grid running broadly north-east to south-west, and south-east to north-west (see Chapters 3 and 7). On the south-east to north-west alignment, the A350 at present follows the south-western side of the Stour Valley. When the Spetisbury, Charlton Marshall and Sturminster Marshall By-pass is built, the A350 will be diverted onto it. This new road is proposed in the Structure Plan, and its alignment is shown on the Proposals Map.
- 15.13. Parallel to the present A350 on the northern side of the Stour, the B3082 from Wimborne to Blandford (the Badbury Rings road) runs on the downs above the valley. Further north, and on the same general south-east to north-west alignment, the C2 road from Ashley Heath on the Hampshire border runs through Horton, past the Horton Inn, Thickthorn Cross and Farnham New Town. North of that again, and roughly parallel to it, is the B3081 from Ashley Heath through Verwood and Sixpenny Handley. This finally converges with the C2 below Win Green, and the two routes continue as one to Shaftesbury.
- 15.14. Running across these roads on the south-west to north-east trend, the A354 Blandford Salisbury road crosses the District on the higher slopes of Cranborne Chase. Roughly parallel to it, but further to the south and east, the B3078 follows the Allen valley from Wimborne to Cranborne and then turns eastward to cross the Hampshire boundary to Fordingbridge.
- 15.15. In the south of the District, the A31 Trunk Road runs on an east west alignment. This road is the subject of a number of proposals by the Department of Transport for improvement (see Chapter 7).

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- 15.16. The remainder of the area is largely served by small 'C' class roads or unclassified roads, which are frequently narrow and twisting, and are used by pedestrians, cyclists, horses, farm machinery and cattle as well as vehicles. They are unsuitable for carrying any substantial flows of traffic.
- 15.17. Bus services are limited (see Chapter 3). The A350 and the A354 carry services which provide for journeys to work; elsewhere the bus services generally only provide for shopping trips. A number of places have no daily bus service, although most villages currently have bus services once a week or more.

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- 15.18. Further housing development in the villages would generally run counter to the objectives of sustainable development. Because of the lack of local employment and the difficulty of fostering local jobs which would match the skills and the career aspirations of local residents, new housing would be likely to lead to increased commuting to the main towns of south east Dorset. Long journeys would also be necessary to shops, to middle and upper schools, to health and to social facilities. Unless housing was on a scale which would transform the character of the area, it would fail to create and sustain such facilities locally.
- 15.19. The strategy which is followed in this section of the plan is therefore, as in the past, to support a limited number of villages as local centres. These are Cranborne and Sixpenny Handley within the area covered by this Chapter, and Alderholt and Sturminster Marshall which, although covered in other Chapters, lie just outside its boundaries. Cranborne and Sixpenny Handley have developed rapidly in recent years; substantial further housing development is therefore not proposed for either of these two settlements, although further infilling and 'village infilling' on 'windfall' sites can be expected to take place.
- 15.20. For the remaining villages the proposals are for restriction on any further outward expansion. In a number of cases, where development could support or enhance the character of a village, it is proposed that infill or redevelopment could take place within defined policy areas under Policy HODEV1 (para 6.159). The policy area boundaries have been termed, for convenience, 'village policy envelopes' but should not be confused with village boundaries: they are areas within which Policy HODEV1 and other policies will apply. In many cases they exclude parts of villages where, for the sake of the protection of character or other reasons, further infill or 'village infill' housing would not be permitted.
- 15.21. Development of 'affordable housing to meet local needs' might be permitted outside the envelope boundaries as an exception to policy under the guidance of the government Planning Policy Guidance Note 3, Circular 13/96 and Policy HODEV6 (para 6.192) of this Plan, but it is not possible to include specific proposals. Such development, however, would not be acceptable in the smaller settlements, where services and facilities are largely absent. Even within the village policy envelopes, infill or redevelopment will only be permitted where it is acceptable under the other policies of the Plan which deal with the impact of development on the amenities and character of the area.
- 15.22. In the past, new development in villages has sometimes been unsympathetic to the local character: new houses have been over-large for the plots on which they have been built, deeper and taller than the cottages among which they have been sited, and constructed from discordant materials. As a result, the new housing has often been excessive in its mass and site coverage. In some cases, the new dwellings have been set back from the village street, or have even been sited around short culs-de-sac, creating a suburban atmosphere and destroying the unity of the village street scene and street pattern. Because of the damage that insensitive development has done in the past, additional policies are included for some individual settlements in this

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Chapter to restrict infilling to existing street frontages, and to control the size and bulk of new buildings.

- 15.23. A policy permitting the re-use of buildings in the countryside for employment, tourism or recreational uses, (subject to other policies and a number of criteria being met) is contained in Chapter 6 (Policy CSIDE2 para 6.59). Small new employment uses are expected to be developed under this policy throughout the area. Employment proposals are made in other Chapters at Sturminster Marshall and at Alderholt, outside but close to this part of the Plan area. Another specific proposal is made at Cranborne (see below), but other substantial sites are not proposed. In addition to the traffic problems and other environmental impacts which such developments might have on this sensitive area, it is unlikely that the work they provided would provide a good match for the skills of local workers. They would therefore be likely to encourage, rather than decrease, the length and number of journeys to work and business journeys, contrary to objectives of sustainable development.
- 15.24. The volume of traffic on rural roads has been increasing in recent years substantially faster than in urban areas, where crowded roads provide their own constraints. Developments in the highway network proposed in this Plan are limited to those proposed in strategic plans where detailed land allocations must be made in the Local Plan, or are designed to reduce danger, to ease movement for non vehicular traffic, or to alleviate environmental damage caused by vehicles.
- 15.25. The guiding policies on highways and transportation are found within the general policies contained in Chapter 6. These guiding policies relate to cyclists, pedestrians, traffic management, heavy goods vehicles, environment and landscape, public transport, parking facilities and servicing. Appendix A defines the road hierarchy for East Dorset.
- 15.26. Chapter 7 contains details of the 'Local Plan Road Improvement Programme' and details the major highway schemes, including trunk road schemes, which are proposed for the period up to 2011.
- 15.27. This Chapter contains specific highway and transportation schemes for Cranborne and the Chase villages and should be read in conjunction with Chapters 6 and 7.

### **Cranborne**

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- 15.28. Cranborne and Sixpenny Handley are the main centres for the north-western part of the District. Cranborne is, in addition, an important Conservation Area and historically the 'capital' of Cranborne Chase. The village centre around Wimborne Street and the Square has the quality and character of a small town. It lies in the valley of the River Crane at the gates of Cranborne Manor, one of the oldest surviving domestic buildings in England. The village is enclosed by the valley slopes, and visually is inward-looking and self-contained. The large gardens in much of the village allow a pattern of greenery and roofs within the framework of the woodlands on the valley sides.
- 15.29. Much of the village is covered by a Conservation Area. A statement of the character of the Conservation Area has been produced and is available separately. This will be taken into account by the Planning Authority as Supplementary Planning Guidance in considering development proposals within the village.
- 15.30. New development has spread along the valley to the east: on the southern side of the stream this is principally in the form of classic council housing, with large gardens along Castle Street. More recent housing, at a much higher density, has taken place on the land between Water Street and Penny's Lane. This development, at Penny's Mead and Friday's Heron, has provided a substantial recent addition to the housing stock of the village.

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- 15.31. The village has a range of facilities including two inns, a restaurant, medical centre, playing field and clubhouse, village hall and other meeting rooms, fire station, garage, St. Mary and St. Bartholomew's Church, County First and County Middle Schools, and two shops, comprising a newsagent with general stores and a post office.
- 15.32. There are no separate employment areas in the village, although there are a number of businesses on individual sites.
- 15.33. The village has bus services to Salisbury, Wimborne, Fordingbridge and Ringwood, although of these only the Fordingbridge service is daily and suitable for regular journeys to work.
- 15.34. The roads leading to the village are of varying standard. The B3078 southwards to Wimborne is of a relatively good quality. However, north of Cranborne the C1 becomes narrow and tortuous, and in places is single track. To the east the Cranborne - Alderholt - Fordingbridge road (newly designated the B3078) is also narrow in places.
- 15.35. The old Salisbury Road north to Boveridge and Martin, and that southward to Edmondsham, are also narrow and unsuited to all but light flows of traffic. However, the westerly link to the B3081 and thence on to the A354 Blandford-Salisbury road at Handley Cross is a better quality road and provides a fast route to Salisbury.
- 15.36. The immediate entrances into the village are narrow and visually well-enclosed. Only the C1 to the north on the hill leading to the school has been 'improved' giving a suburban appearance and encouraging high traffic speeds. Traffic entering the village from the Wimborne direction is also frequently fast-moving, despite the visual constriction of the road between the walls of Cranborne Manor and Cranborne Lodge. Additionally, traffic entering the village along Salisbury Street frequently travels above the 30mph limit.
- 15.37. Within the village are numerous right angle bends and other features which assist in slowing traffic. However, the narrowness of the roads and the lack of footways in a number of places, create difficulties for pedestrians and deter free pedestrian movement. Castle Street, Wimborne Street outside the Post Office and Wimborne Street as far as the Cranborne Manor Garden Centre are particular areas where difficulties exist for pedestrians.
- 15.38. The Square and the lower end of High Street are extensively used for on-street parking and can become congested. However, there are no sites within easy reach of the village centre which might prove an attractive location for public parking. The need for additional parking and the possible use of sites further away from the village centre should be kept under review.

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- 15.39. Cranborne has a well-established role as a local centre serving the surrounding countryside. It is the intention of the Plan to maintain this role, which the substantial additional housing recently completed in the village will help to support. This will help to maintain the services and facilities which the village enjoys at present, while these will in turn support the new population without the need to rely on distant external centres. The village has now nearly reached its visual, landscape limits; substantial further growth could not be accommodated without extending the village into wholly new areas and transforming its character.
- 15.40. The main exception to the village's local self-sufficiency is in terms of employment. It will therefore be desirable to provide some additional job opportunities, although it must be accepted that many workers will continue to seek the wider job markets of the main towns to the south, over the border in Hampshire or in Salisbury.

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15.41. There will also be opportunities for infill housing development or redevelopment within the village, although these will be judged against the other policies of this Plan, including Conservation Area policies. A village policy envelope is therefore defined within which this infilling or redevelopment may take place. It will be important that it should not destroy the character of the village by diverging from the historic street pattern. For this reason infill and redevelopment will be limited to development fronting the existing roads.

### 15.42. Policy CHASE1

**Infill housing development at Cranborne under Policy HODEV1 (para 6.159) will be limited to existing road frontages within the policy envelope defined on the Proposals Map. New buildings must be in keeping in scale and character with the vernacular buildings of the village.**

15.43. In order to encourage further employment opportunities, a site will be reserved for employment uses. These could take the form of office, craft, or light industrial businesses. In order to avoid over-reliance on the fortunes of a single firm and to allow a wider variety of business opportunities, this site should be developed as a series of small business units. As these will be close to existing housing, the form of the development will need to be carefully controlled, in order to prevent damage to the amenities of the residents. A courtyard form of development is therefore proposed.

15.44. Other business opportunities may arise within the village. These will be encouraged, so long as their impact on their immediate environment is acceptable. Strict controls will be necessary, typically by conditions on planning permissions over types of operation, and hours of business among other features. It will also be important that developments do not lead to the creation of parking areas which damage the character and appearance of the village.

### 15.45. Policy CHASE2

**Land at the former saw mill at the eastern end of Castle Street will be redeveloped for small business units, arranged to face inwards onto an enclosed courtyard. The development will need to provide for improved visibility at the bends on the B3078 near the entrance to the site.**

15.46. Small business premises may be developed, including by change of use, within the defined 'village policy envelope'. The nature of operations carried out and hours of business may need to be restricted to protect the amenities of neighbouring residents, and car parking and servicing provision must be carefully designed and may have to be restricted to a lesser standard in order to avoid a damaging impact on the Conservation Area.

15.47. The village is historically on a junction of a number of routes. The objective within the village, where streets are narrow and a number of roads have shared surfaces without separate footways, will be to use traffic calming measures to limit speeds to 20 mph or less and improve pedestrian movement and safety.

### 15.48. Policy CHASE3

**Within the centre of Cranborne measures, including the introduction of physical features where necessary, will be taken to limit traffic speeds and to increase safety and ease of movement for pedestrians. In particular, provision will be made for safe pedestrian movement along Castle Street and Wimborne Street as far south as the entrance to the Cranborne Manor Garden Centre.**

### Gussage All Saints

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- 15.49. Gussage All Saints lies in the chalk valley of the Terrig or Gussage Stream within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. The village has been designated as a Conservation Area. A statement of the character of the Conservation Area has been produced. This will be taken into account by the Planning Authority in considering development proposals within the village.
- 15.50. The settlement lies on both sides of the village street which runs parallel to the stream on the northern side of the valley. It is an elongated village almost half a mile in length occupying the slightly higher ground in the valley between two bridging points of the Gussage Stream. A cluster of new development has grown up around the church at the north-western end of the village. The village buildings are mixed in their age, architecture and materials, with the traditional buildings being mainly of brick although some cob-and-thatch is evident. Both the village street and the land sloping towards the riverside have abundant mixed deciduous trees.
- 15.51. The village contains both a club towards Amen Corner at the eastern end of the village street, and a village hall near the centre of the village. It also is served by a pub and church, but has no other facilities.
- 15.52. A 'village policy envelope' is defined on the Proposals Map within which further village infilling would be permitted under Policy HODEV1 (para 6.159). This could reinforce and support the character of the village. Whilst the majority of the village is compact and well defined due to recent infilling, there remain open gaps opposite the pub and west of Amen Corner. These are important for the character of the village and are therefore excluded from the policy envelope. The area of low density housing in the vicinity of the church is also excluded as infill would damage the character of this part of the village, which is created by the large gardens and wide separation of the buildings.

### 15.53. Policy CHASE4

**Housing development at Gussage All Saints under Policy HODEV1 will be limited to infill fronting onto the existing village street within the policy envelope defined on the Proposals Map. New buildings must be in keeping in scale and character with the vernacular buildings of the village.**

- 15.54. Both because development in depth would be damaging to the character of the village, and because of the importance of the open area of land running down from the settlement to the river, the village policy envelope excludes this area, as well as the long back gardens rising up the slope behind the houses on the other side of the street.
- 15.55. Vehicular traffic in the village must mix with pedestrians and other road users. In order to improve conditions for these other users, measures will be taken to restrain traffic speeds in this street.
- 15.56. Measures will be taken, including the introduction of physical features where necessary, to limit traffic speeds in the village street between Amen Corner and Moor Bridge.

### Gussage St. Michael

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- 15.57. Gussage St. Michael is a small settlement lying in the valley of the Gussage Stream above Gussage All Saints. It clusters around the bridging points of the Gussage stream with two linear extensions to the north-west, on the roads on either side of the valley. The village is wooded to the south, giving an attractive backdrop to views of the church and further groups of trees are concentrated close to the river bridges. There

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are also four ponds within and adjacent to the village which further contribute to the immediate landscape and nature conservation value. There are several farms with their associated workers' cottages, and an agricultural contractor and machinery repair business in the village centre which has premises to the west of the village street in the former smithy and an open storage area opposite. The meadow land of the valley floor extends into the heart of the village. The village has a small hall and parish church but no other facilities.

- 15.58. There has been considerable infilling in recent years which has consolidated the developed area. An infilling policy envelope is defined within which other infilling under Policy HODEV1 (para 6.159) would be permitted. The policy envelope however, does exclude the areas around the Old Rectory and the church, whose well-wooded nature and low density are important to the character of the village, and the equally important meadow and woodlands south-west of Lower Farm. The land in the centre of the village around the smithy remains open and without buildings, although used as part of the agricultural repair business. Should the business use cease on this site, it would be suitable for housing development facing onto a green open space adjoining the stream. As the site is a most sensitive one, in the centre of the village, development would need to be of a high quality and to use the opportunities offered by the proximity of the stream.

### 15.59. Policy CHASE5

**Housing development at Gussage St. Michael will be limited to infill under Policy HODEV1 (para 6.159) fronting onto the existing village streets within the policy envelope defined on an Inset to the Proposals Map. On the open land opposite the Smithy, housing development would be considered acceptable if the agricultural contracting business at present occupying the site ceases, or relocates. New housing on this site should take place around an open space adjoining the stream. New buildings must be in keeping in scale and character with the vernacular buildings of the village.**

- 15.60. It should be noted that the junction of the C2 road with the A354 at Thickthorn Cross, which falls on the extreme western boundary of the Parish, will be improved under Policy RODEV4 (para 7.43).

## Long Crichel and Moor Crichel

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- 15.61. Long Crichel consists of a scatter of attractive houses and farms in the valley of the winterbourne known as the Crichel Stream, which runs down to Moor Crichel and feeds the Crichel House lake. Long Crichel is neither compact enough nor sufficiently well provided with facilities for any village policy envelope to be defined within which further infill or 'village infill' housing could be considered.
- 15.62. Under Policy RODEV4 (para 7.43) the junction between the C2 Road and the A354 at Thickthorn Cross will be improved. This is at the extreme northern boundary of the parish of Long Crichel.
- 15.63. Moor Crichel lies within the same valley as Long Crichel. Little remains of the original village which was largely destroyed in the 18th Century to create the park of Crichel House. Only the church and one further dwelling remain of the original village. Because it now forms a scatter of dwellings and other buildings associated with Crichel House and the estate, without a compact core or village facilities, no policy envelope is defined within which further housing infill or 'village infill' would be permitted. Similarly, there is no policy envelope for infill or 'village infill' housing development proposed at the scattered and very attractive hamlet of Manswood.



### **Pentridge and Woodyates**

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- 15.64. Pentridge is one of the most remote hamlets in the District, lying at the foot of Penbury Knoll at the end of Bowling Green Lane / Morgans Lane which runs down from the A354 Salisbury to Blandford road. The area has an abundance of archaeological features, and the Dorset Cursus runs close behind St. Rumbold's church.
- 15.65. The hamlet consists of a street of houses ending at Pentridge Farm. Apart from the church, it has a village hall and club, but no other facilities. The nearest local centre is Sixpenny Handley, some 3 miles away.
- 15.66. Pentridge has been designated a Conservation Area and a statement of the character of the Conservation Area has been produced. This will be taken into account by the Planning Authority in considering development proposals within the hamlet.
- 15.67. Much of its character depends on the well-spaced buildings, mature hedgerows and large trees. Infill or redevelopment would damage this character, and would lead to additional housing in an area with few local facilities, services or employment. For this reason no 'village policy envelope' has been defined for the hamlet.
- 15.68. Under Policy RODEV5 (para 7.46), the junction of Bowling Green Lane with the A354 will be improved.
- 15.69. Woodyates is also a very small settlement, lying some distance north of Pentridge in the same parish, on the lane to Bowerchalke close to its junction with the A354. As well as a number of older cottages, some modern infill and some former Council houses, it has a small close of bungalows built on the site of the former Woodyates Inn (the Shaftesbury Arms), screened from the A354 by an earth bank. The village is served by a small Methodist chapel but has no other facilities.
- 15.70. Because of the small size of the settlement, and the lack of local facilities and services, no additional infill or redevelopment housing is proposed and no village policy envelope is defined for Woodyates.

### **Sixpenny Handley**

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- 15.71. Sixpenny Handley is a large but isolated village which forms the local centre for the far northern part of the District, with an influence extending into some neighbouring parishes of southern Wiltshire. Following a disastrous fire at the end of the last century the village has few historic buildings, and its main attractions are its picturesque setting and its position in the heart of Cranborne Chase.
- 15.72. Sixpenny Handley lies on rising land above the fork of a dry valley which, in its lower reaches, contains the River Allen. The historic core of the village, along High Street, rises to St. Mary's Church which forms the focus of a number of local views. Dean Lane follows the main valley northward, and becomes a minor road running over the main ridge of the Chase to Bowerchalke and Broadchalke. A further side road off the lane leads to the outlying hamlet of Deanland. Southward another minor road follows the valley down to Monkton-up-Wimborne and Wimborne St. Giles. The A354 Blandford to Salisbury road passes about a mile away to the south east of the village. Crossing this is the B3081 Ringwood - Shaftesbury road which runs north-westward through the centre of Sixpenny Handley.
- 15.73. The parish had a resident population of 1,039 at the 1991 Census. This compares with a population of 814 in 1981: the population increase, almost 28% over the decade, was the result of a rapid housing development in the village in the period, mainly concentrated at the southern end of the village and along Dean Lane. This has provided substantial support for local facilities and services.

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- 15.74. The village has two pubs and several shops, including a hairdresser, two general stores, a grocer and post office, and a butcher. There is a substantial village hall, a recently constructed playing field and pavilion, doctors' surgery, first school and St. Mary's Church. In addition there is a courtyard of small workshops at Town Farm, run by the local authorities and intended to provide local employment opportunities. There are a substantial number of other businesses within the village, including the coach company 'Victory Tours' which has its parking area adjoining the church and first school, and uses workshops in the High Street.
- 15.75. Traffic in the village is a particular problem. The B3081 is an increasingly well-used route between Ringwood and Shaftesbury and the north-west. The Structure Plan proposal for a Melbury Abbas By-Pass could further encourage the use of this route, which would then link into the diverted A350 at the foot of Zig-Zag Hill. The High Street and its northern continuation, the Hollow, are narrow, and over most of their length have no separate footways. The shops and other facilities lie along High Street and the first school lies at the junction of The Hollow and Common Lane. The necessary on-street parking in High Street and outside the school lead conflict with the through traffic although assisting to slow the speed of vehicles. While the part of Dean Lane on which recent development has taken place has separate footways, the northern part of the Lane, Frogmore Lane and part of Common Lane are shared surface roads, well used by pedestrians as well as by vehicles.
- 15.76. The County Highway Authority have long-standing proposals for a by-pass for the village. This would be formed by widening and re-aligning Back Lane, and providing a new roundabout junction with the B3081 south of the Vicarage.
- 15.77. The village is relatively well-served by buses, having several services on weekdays on the Blandford-Salisbury route, and weekly services to Shaftesbury. Twice weekly services from Farnham to Salisbury also provide a link between Sixpenny Handley and local villages. The main Sunday services however, follow the A354 and do not enter the village.
- 15.78. The playing fields have recently been extended. There is also an outline planning permission for the redevelopment for housing of the Victory Tours parking site.

### Proposals

### Housing

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#### Back Lane

- 15.79. As one of the key rural settlements in the District, some limited further housing development is proposed in this Plan. This will round out the village to its natural limits and extend it to the line of the new bypass. The new housing will benefit from the wide range of local services and will, in turn, provide further support for them. However, more substantial development is not proposed, partly because of the stresses which have been caused by the recent rapid growth, and partly because, despite the range of local employment, Sixpenny Handley is likely to remain heavily dependent on more distant job centres, such as Verwood, Blandford and Salisbury. Further growth is therefore likely to add to long-distance commuting contrary to the Structure Plan intention to create a sustainable pattern of development.
- 15.80. The first of the two sites proposed for development extends between the existing buildings of the village and Back Lane, which forms a clear physical limit to development to the south-west. In view of its proximity to the centre of the village it will be important that housing on this site should avoid suburban layouts and house types. Back Lane will form part of the bypass to Sixpenny Handley and therefore no frontage housing will be permitted on it, while the housing on the site should be designed to take into account the traffic noise likely from the road. As the housing will be on the

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edge of the village, a substantial hedge bank and tree planting should be provided along the edge of the site adjoining Back Lane to soften the boundary of the village with the open countryside. A footpath will be required along Back Lane to link the development to The Hollow, where the first school and church stand, and to the public recreation ground beyond. Another, existing footpath, whose continuity must be retained, links Back Lane through the site to The High Street.

### **15.81. Policy CHASE6**

**Land adjoining Back Lane extending to 0.8 ha (2.0 acres) will be developed for housing. Occupation of the site should not take place until the bypass for the village is constructed unless the applicant can show that a proposed development will have no adverse impact on the local highway network. A children's play space is to be provided as part of any housing development. A footway will be provided along Back Lane as a prerequisite of any housing development to link the site to The Hollow. Affordable housing will also be required, subject to need.**

### Frogmore Lane

- 15.82. This small site extends to approximately 0.5 hectares (1.2 acres). It has been allocated as a direct result of the proposal to build the Sixpenny Handley Bypass. This new road will significantly change the landscape character of this part of the Village. Without it, residential development of the site would be unacceptable in terms of landscape impact. Consequently, the housing is not to be built prior to the construction of the by-pass. Access to the site is to come from Frogmore Lane.
- 15.83. Sixpenny Handley lies within the Cranborne Chase AONB. The site itself is situated on the edge of the Village in a prominent landscape location. This means that new development is very sensitive in terms of landscape and design. It is expected that the development will be extensively landscaped to prevent the introduction of a raw urban edge to the countryside. The boundary of the development with the countryside should not therefore, be defined by hard urban features, such as fences, or walls.
- 15.84. The built fabric of any scheme should reflect the best features of traditional Cranborne Chase villages. Prospective developers of the site are advised to consult the Council's Countryside Design Summary before designing a scheme.
- 15.85. It is estimated that about 15 units could be built on the site. It is expected that the site will provide for an element of affordable housing, subject to there being a proven need.
- 15.86. The site has had a history of flooding during the winter. A drainage solution needs to be proven before permission for housing can be granted on the site. Such a solution should reflect the guidance on sustainable drainage solutions within PPG25. Special attention needs to be given to the impact of the drainage solution on the Site of Nature Conservation Interest to the south of the site, along Back Lane.

### **15.87. Policy CHASE7**

**Land adjoining Frogmore Lane, extending to 0.5 ha, will be developed for housing, subject to:**

- (a) the prior completion of the Sixpenny Handley Bypass;**
- (b) the provision of an element of affordable housing, provided there is a proven need;**
- (c) a suitable access being available from Frogmore Lane;**

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- (d) the submission of a design statement setting out how the proposed dwellings will reflect local distinctiveness;
- (e) provision of new landscaping to soften the built edge of the village;
- (f) the implementation of a sustainable drainage solution that protects features and species of nature conservation interest, protects housing on the site from flooding and ensures that there is no increased risk of flooding to other land or buildings.

### 'Windfall' Sites

15.88. Other housing development may be expected to take place within the village in the form of infill or redevelopment. A 'village policy envelope' is therefore defined within which such development may be permitted.

#### **15.89. Policy CHASE8**

**Other housing development at Sixpenny Handley will be limited to infill or redevelopment under Policy HODEV1 (para 6.159) within the policy envelope defined on an Inset to the Proposals Map.**

### Transport

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#### Sixpenny Handley Bypass

**15.90.** It remains important to remove through traffic from the village centre. The proposal for a bypass is therefore retained. In order to provide safe parking close to the village school, a car park will be provided on land adjoining Common Lane. The verges at the eastern end of the proposal, a Site of Nature Conservation Interest, contain features of wildlife interest. In considering the final design of the scheme measures will be taken to protect these interests, including the pond, as far as possible.

#### **15.91. Policy CHASE9**

**Back Lane will be widened and straightened and provided with a link to the B3081 at its eastern end to form a bypass to the High Street and The Hollow. The new bypass will become the B3081 and the bypassed section of road will be downgraded.**

#### **15.92. Policy CHASE10**

**A car park will be provided on land adjoining Common Lane to serve the village school.**

15.93. It is likely that this road will not be built until towards the end of the Plan period in view of the urgency of other problems facing the Local Highway Authority. In the meantime it will be desirable to improve pedestrian safety in the centre of the village.

### Pedestrians and Traffic Calming

#### **15.94. Policy CHASE11**

**Measures will be taken, including the introduction of physical features where necessary, to limit traffic speed in the High Street, The Hollow and in Dean Lane and to provide for increased pedestrian safety.**

### 15.95. Policy CHASE12

**A footway will be provided along Common Lane as far as the entrance to the Handley Village Hall and Sports Ground.**

### Sturminster Marshall Parish - Almer and Mapperton

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- 15.96. Part of Sturminster Marshall Parish falls outside the Green Belt and the settlements within this area are covered in this Chapter. However, none of the settlements are of significant size. The two small hamlets of Almer and Mapperton have very limited facilities and no proposals are made for further housing or employment development in them. Both have been designated as Conservation Areas. Statements of the character of these Conservation Areas have been produced. They will be taken into account by the Planning Authority in considering development proposals within the village.
- 15.97. Part of the proposed Charlton Marshall, Spetisbury and Sturminster Marshall By-pass, included as a proposal in the Structure Plan, passes through this area. It is included as a proposal in Chapter 7 of this Plan (Policy RODEV1 para 7.26). The A31 Trunk Road also passes close to both settlements and although no specific schemes have been announced, both the Stag Gate Improvement and the Winterbourne Zelston Improvement (see Paragraphs 7.5 - 7.6) are in their vicinity.

### Wimborne St. Giles

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- 15.98. Wimborne St. Giles lies 10 miles north of Wimborne in the upper valley of the River Allen. It is attractive both in its setting and because of its wealth of traditional 18th and 19th Century brick cottages, as well as the impressive group of the Almshouses, St. Giles Church and the mill house. At a short distance from the village is St. Giles House, its Home Farm and landscaped park. This is one of the major historic houses in Dorset.
- 15.99. The village is built around two lanes running parallel to each other on the drier ground at the foot of the chalk hillsides on either side of the Allen valley and separated by the open, level valley floor. The lanes are linked in the south by a road crossing the river at Bull Bridge which provides a setting for the Mill. The houses and cottages are set on the up-slope sides of the lanes, and face each other across the valley. Further scattered farms and cottages continue up the valley to All Hallows Farm. There has been very little recent development, the former council houses of West View being the major exception. The settlement has therefore retained a largely unspoilt and individual character. The village was designated a Conservation Area in 1975 to protect this special character and its architectural and historic interest. A statement of the character of the Conservation Area has been produced. This will be taken into account by the Planning Authority in considering development proposals within the village.
- 15.100. Wimborne St. Giles has limited facilities, having a first school, village hall, part time post office and a pub. There is a small private sports field south east of the village. The local network of lanes is narrow and lightly trafficked. They are unsuitable to carry any substantial flows.
- 15.101. Any significant further development would be highly damaging to the character of the village, and would place new housing in an area where employment and most facilities could only be reached by extensive car journeys. No infill or 'village infill' policy envelope is therefore proposed.

### Witchampton

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- 15.102. Witchampton lies at the foot of the hill slope on the western side of the valley of the River Allen. Some more recent developments such as Five Ash Cottages, Chapel Cottages and Downley Cottages have taken place on the crest of the hill above the village. These developments are much more intrusive in the landscape, which is here part of the Area of Outstanding Natural Beauty, than the historic core of the village in the valley below. The skyline housing is separated from this main area of the village by open land, except along Pound Hill, where well-spaced housing extends up the hill to Crichel Lane.
- 15.103. Witchampton is an important Conservation Area. A statement of the character of the Conservation Area has been produced. This will be taken into account by the Planning Authority in considering development proposals within the village. The village is served by a village hall, church and chapel, the Witchampton Club, a post office and shop, a first school and a small garage.
- 15.104. New Town stands at the gate of Crichel House, in whose grounds there is a playing field used by the village. New Town also has a purpose built scout hut. With the closure and redevelopment of the paper mills, the farms and the estate provide most of the local employment, and a large proportion of workers travel daily to the towns of South East Dorset.
- 15.105. Witchampton Lane provides a good quality road link to the B3078 Cranborne Road at High Lea. However this junction has a poor accident record. The lanes within and to the north and west of Witchampton are of a much lower standard, and are unsuited to carry any substantial flows of traffic. Moreover the lanes in Witchampton are well-used by pedestrians for movement within the village. The lanes' narrowness and sharp corners create dangers for pedestrians through their use by cars and by lorries serving the farms in the area.

### Proposals

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- 15.106. Infilling within large parts of the village would only damage its character. Therefore no 'policy envelope' is defined for infill or redevelopment housing although one development site is identified between the Post Office and Mount Pleasant cottages and another site for a single plot infill on land adjoining Downley Cottage. The areas within which additional housing could be envisaged, without becoming conspicuous in the landscape are very limited. The land to the west of the main street is steeply rising: the land along Newtown Lane to the north is exposed to long views from the east across the valley. The proposed development site could be deeply damaging to the character of the village if it were suburban in layout, if the buildings were over-large in plan or in height, or if they were built to inappropriate designs.
- 15.107. The houses should follow the traditional local village form in their relationship with the road, with the buildings set along the street irregularly in both their orientation and spacing, but close to it to create a street scene. Adequate space for planting between the houses will be necessary, with walls or hedges used for enclosure, rather than wooden fences.
- 15.108. It will be important that local housing needs are met; therefore additional development for affordable local needs housing might also be permitted under the guidance of PPG 3 as an exception to policy.

#### **15.109. Policy CHASE13**

**Frontage housing development is proposed between the Post Office and Mount Pleasant Cottages. The dwellings should generally be set close to the street to provide a visually coherent village street scene. The height, massing, site**

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coverage and design of the buildings should be in keeping with the existing vernacular village buildings to the south.

### **15.110. Policy CHASE14**

A plot suitable for infilling with a single dwelling is proposed on land north of Downley Cottage.

### **15.111. Policy CHASE15**

Measures will be taken, including the introduction of physical features where necessary, to limit traffic speeds in the centre of the village and to increase freedom of movement for pedestrians.