

Motcombe Neighbourhood Plan

2017 - 2027



August 2019 Final Version
Prepared by Motcombe Parish Council

Foreword

The Parish of Motcombe, with a population of around 1600, nestles in the south east corner of the Blackmore Vale, below the ridge that forms the northern edge of the Cranborne Chase area of outstanding natural beauty. The village of Motcombe is roughly located in the middle of the Parish, midway between the two contrasting local towns of Shaftesbury, a hilltop settlement on the edge of the ridge, and Gillingham located in the Vale where the local River Lodden, that drains the Parish, and Shreen Water join the River Stour.

The Motcombe Neighbourhood Plan paints a picture of the Parish as it is today, provides a degree of historical context, and explores how the Parish might develop over the next decade, within the framework provided by the North Dorset District Plan adopted in early 2016. As such, the Motcombe Plan primarily focuses on how best to meet the need for new dwellings and improved local community infrastructure, and how the character of the village and surrounding countryside can be conserved.

The Plan has been primarily developed over the past three years by a small voluntary sub-committee formed from within the Parish Council, supported by a highly experienced, specialist planning consultant who has also worked with many other communities within Dorset producing Neighbourhood Plans.

One of the key criteria set for all Neighbourhood Plans is that they reflect local views and needs wherever possible, and during the development of the Plan for Motcombe, open meetings have been held with local residents in the village Memorial Hall. From these meetings, the future vision for the Parish, and policies to attain this vision, described in detail within the Plan were developed and finalised; the list of preferred sites for future housing development

were evolved; guidelines for future dwellings that would be appropriate for the very mixed nature of current housing were finalised. In addition, a detailed survey of residents was conducted in the autumn of 2017, covering all aspects of the Plan and village life. Further consultations were run on options and the emerging draft Plan. The Motcombe Neighbourhood Plan team would therefore like to thank all those residents who took part in each of these consultations, as they were vitally important in developing a Plan that reflects the views and needs of Motcombe residents.

Finally, we would like to particularly thank: the Motcombe Women's Institute who have provided refreshments at our open meetings; the Villager (Motcombe newsletter) team who were fundamental to ensuring that the questionnaires for the survey of residents were delivered to households throughout the Parish; the Community Shop for acting as a post-box for the survey of residents and for holding copies of the draft plans; our local printer Proprint 2K for providing a high quality service meeting all our extensive printing needs; the two village resident architects for their input to the design guidelines.

Dee Worlock, Chairman - Motcombe Parish Council, August 2019

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Photos of consultation events



Left: Memorial Hall Launch Event, April 2016
Middle: Motcombe Fete 18 June 2016
Right: Design Guidelines Session July 2018



Contents

1	Introduction	1	
	The Neighbourhood Plan Area	1	
	Why a Neighbourhood Plan is important	1	
	The history of Motcombe	2	
	What is special about Motcombe now?	4	
	Plan Period and Review	5	
2	The Vision and Objectives for our Neighbourhood Plan	6	
3	Parish amenities and green spaces	7	
	Important Community Facilities	7	
	Motcombe's Flood Alleviation Scheme	10	
	Access to the Countryside	11	
	Local Green Spaces and Woodlands	11	
	Local Wildlife	14	
	Local Views	15	
	Dark Skies	16	
	Policies Map	17	
4	Housing	19	
	What housing is needed?	19	
	Locations for housing	20	
	Roadside adjoining Shire Meadows, Motcombe Road	23	
	Sunset Ridge, Elm Hill (small plot)	24	
	The Nursery, The Street	24	
	Rural Affordable Housing Exception site: Land west of Little Elms, Elm Hill (strip along the road)	25	
	The Settlement Boundary	26	
	Limiting the coalescence of Shaftesbury, Motcombe and Gillingham 26		
5	Employment	27	
	Employment needs	27	
6	Design	29	
	Understanding local character – identified heritage features	29	
	Building Patterns, Density and Landscaping	30	
	Building Size, Styles and Materials	31	
7	Highways and transport	35	
	General travel patterns	35	
	Road Safety	35	
	Street Layout	36	
	Car Parking Solutions	36	
	Motcombe (The Meadows) to Gillingham into a cycleway	38	
	Development adjoining railway land	38	
	Appendix 1 – Evidence Base for the Neighbourhood Plan	39	
	Appendix 2 – Flood Alleviation Scheme	40	
	Appendix 3 – Extant Consents for Housing	41	
	Appendix 4 – Grosvenor Estate Cottages	41	

1 INTRODUCTION

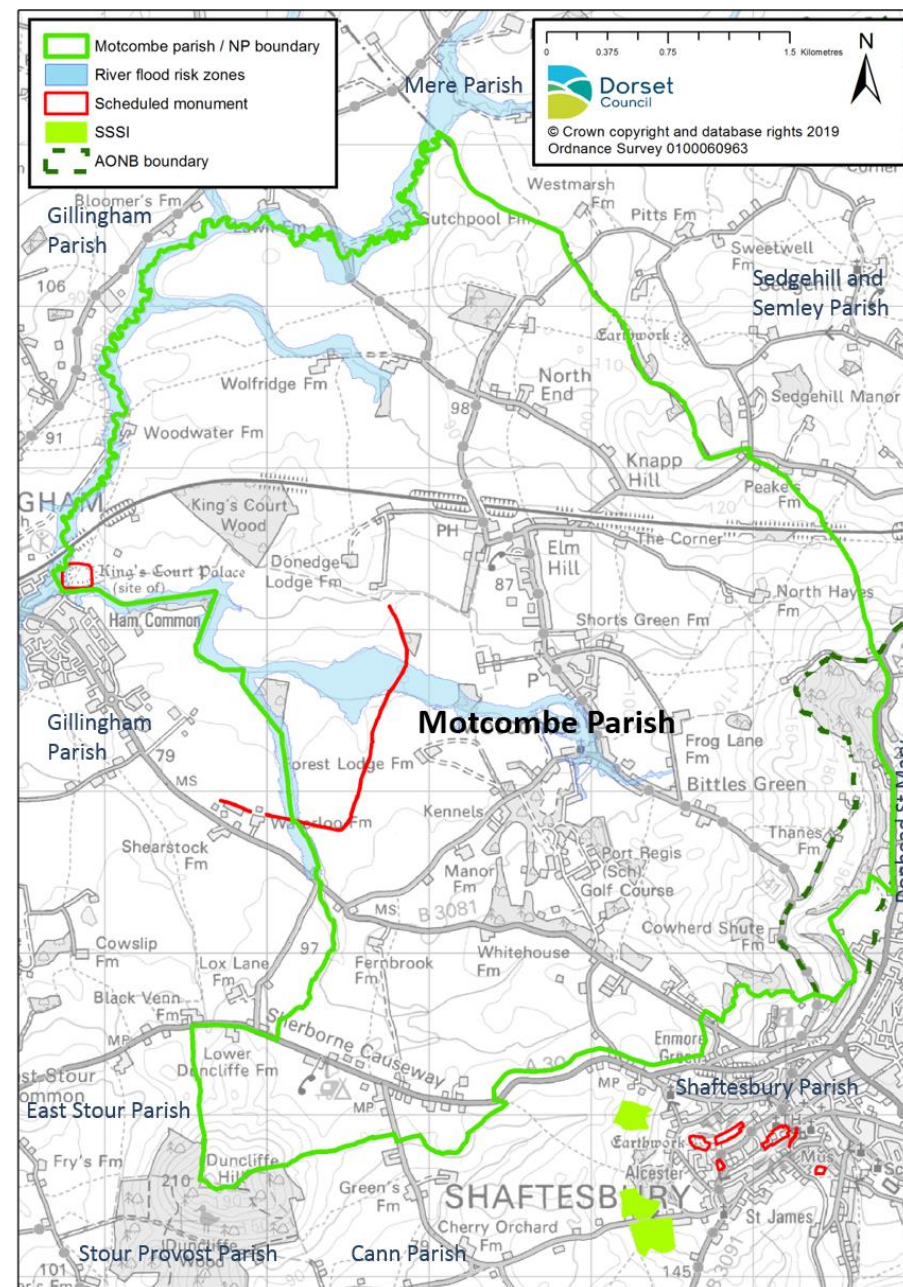
The Neighbourhood Plan Area

1.1 The Neighbourhood Plan area is the parish of Motcombe, and covers a total area of approximately 20 km² (nearly 8 square miles). It was designated by North Dorset District Council in February 2016.

Why a Neighbourhood Plan is important

1.2 The strategy set out in the North Dorset Local Plan Part 1 (adopted in January 2016) is to direct most of the growth in North Dorset to the main towns of Blandford Forum, Gillingham, Shaftesbury and Sturminster Newton. The North Dorset Local Plan does not set a specific target for growth for this area, although changes to national planning policy may require this to be set out in the Local Plan's review. The Core Spatial Strategy (Policy 2 of the Local Plan) seeks to focus significant development to the main towns, as these are considered to be the most sustainable locations for such growth. For villages such as Motcombe, "the focus will be on meeting local (rather than strategic) needs". The supporting text explains that "In the recent past, housing development in the rural areas significantly exceeded planned rates, yet did not always enable rural facilities to be retained or enhanced" and the strategy is to avoid repeating this unsustainable pattern of development. The early indication in the Local Plan Review is that the Local Planning Authority is not proposing to alter its spatial strategy in respect of Motcombe.

1.3 This Neighbourhood Plan provides the opportunity for local residents to agree what development is needed in the area (based on the evidence available), where it should be built and what it should look like. It also allows places that are of particular value to the community, whether for environmental, social or economic reasons, to be



identified, so that any detrimental impacts can be properly considered in making planning decisions.

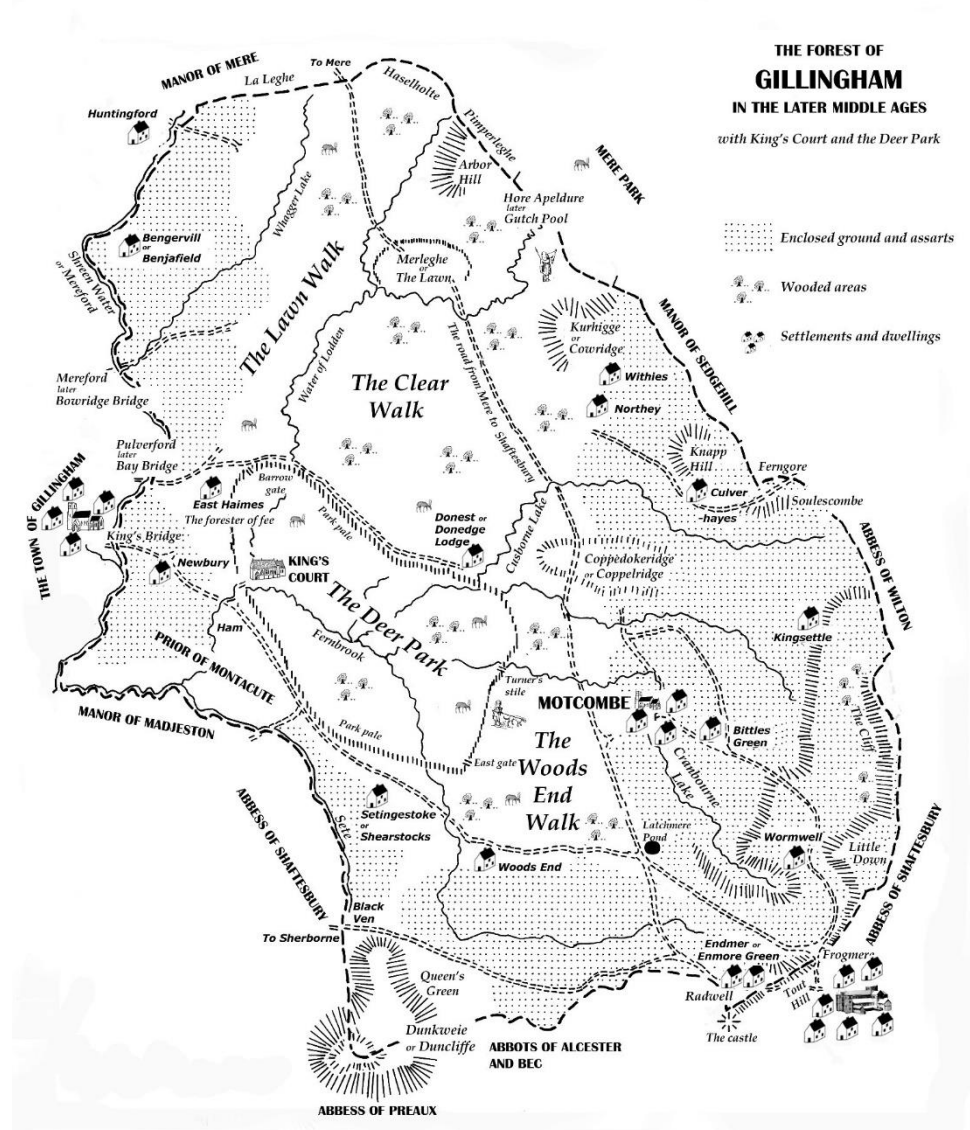
1.4 When made, this Neighbourhood Plan, together with the adopted North Dorset Local Plan (or the new Dorset Local Plan when this has been adopted – currently anticipated by 2023) and the Dorset Minerals and Waste Plans, will form the development plan. The development plan is the main basis for deciding whether planning applications should be approved or refused. By law, decisions on planning applications should be made in accordance with the development plan, unless there are over-riding material considerations.

The history of Motcombe

1.5 The origins of the name Motcombe refer to it being a meeting place and in a valley. There are references in the Dorset Assize Rolls from the 13th century which refer to both Frog Lane and Cowridge but little else to throw light on life in Motcombe in earlier days.

1.6 In The Inventory of the Historical Monuments in Dorset, there are some references to Motcombe including Fernbrook, Kingsettle, Frog Lane and Woodend Farms. The most important monument is the earthwork remains of a Royal Hunting Lodge of the former Royal Forest of Gillingham, now just banks and ditches on the Parish boundary with Gillingham. Also mentioned are Woolfridge Farm, together with North End Farmhouse, possibly the oldest houses in the Parish, the latter with 17th century origins; also mentioned are Barn House, Thane's Farm and Manor Farm.

1.7 The Parish appears to have undergone a transformation when Earl Grosvenor purchased the Motcombe Estate in the 1820s, which included the old Motcombe House, previously known as Palmer's Place; this house was demolished, and in 1893, a new house built which is now Port Regis School. Materials used from the original house were used to build The Grange, which later became a school and is now retirement apartments.



Illustrative map of Gillingham Forest in the later Middle Ages

1.8 The sharp bend in the road from Mere, near Coppleridge, is a reminder that the old drover's road followed the line of the current bridleway, passing through the Grosvenor estate to join the Gillingham – Shaftesbury road at what is the now the South entrance to Port Regis School. To provide privacy, the Grosvenor family diverted the road to its current junction at The Turnpike, and The Street eventually developed into the main thoroughfare.



foot of a hill. In the Spring, the little place is as full of white blossoms as is a temple cloister in Japan'. Treves also referred briefly to 'the beautiful house of Thanet Farm'. The reference to 'white blossoms' probably refers to apple trees, a feature in many Dorset villages as they provided the essential ingredients for locally brewed cider. In the book 'Dorset Today and Yesterday' published in 1956, F S Hinchy described Motcombe as 'a prosperous village with flourishing agricultural industries'. From the North of the Parish there are wide ranging views across the Blackmore Vale.

1.10 In 1839 Lady Grosvenor had a school built next to the Church, adding a

1.9 Motcombe is described as being a peaceful and pretty village at this time with thatched cottages and farmhouses surrounded by trees and apple orchards. In his book Highways and Byways in Dorset, Frederick Treves described Motcombe as 'a hamlet of gardens at the



further building in 1874. The Church was rebuilt in 1847 after some problems with the permissions which should have been obtained, but had been overlooked. It was designed to hold 450 worshippers and cost a total of £1901 19s 6d. The Memorial Hall was opened in 1928 on land donated by the second Lord Stalbridge, funds were raised both by donations from residents and the Grosvenor family.

1.11 Changes brought about by the influence of the Grosvenor family continued with the building of estate cottages in the 'Westminster Style', all had three bedrooms to provide separation of parents, sons and daughters, set in large garden plots to encourage self-sufficiency. These cottages continue to be the one common style of house construction in the parish. The value put on key workers on the Estate is shown by the more elaborate accommodation provided for the Head Gardener and Game Keeper.



Game Keeper's Cottage and the Game Larder, Cliffe House

1.12 A water supply from local springs to at least four tap houses around the village was provided by the Marquess of Westminster in about 1860. Lady Westminster then had a

reservoir constructed in 1871, bringing piped water to most farms and cottages in the Parish. It was during this period that the number of houses in the Parish rose from 250 in 1840 to 320 by 1880. The census of 1831 shows that the majority of residents were employed as agricultural labourers. At that time there was also an employment classification of 'middling sorts'. Another classification of retail and handicraft reflects what is known of village trades including a baker, builder, shopkeeper and ale house keepers for The Bull and The New Inn.

1.13 The Royal Oak public house is recorded as being in use by 1840, this building was demolished at the expense of the Motcombe Estate and rebuilt as The Royal Oak Hotel in 1870.

1.14 When Lady Grosvenor died, she was buried in the Motcombe churchyard, preferring to rest in the place she loved most, rather than be buried with her husband at the main Grosvenor Estate seat at Eaton Hall in Cheshire. Her positive influence on Motcombe lives on in both buildings and community spirit.

1.15 Hugh, Second Baron Stalbridge, sold the Motcombe Estate in 1929, Motcombe House being purchased by Charles Prideaux although he never lived in it, continuing to live at The Grange. As well as being the owner of the Milk Factory, Charles Prideaux was active in local organisations, holding the posts of Churchwarden, Parish Councillor and School Manager.

1.16 After some building in the 1950s and 1960s, including Elm Close and The Flats (now demolished) followed by Grays Close in the 1970s, larger developments including Stainers Mead, Hunters Mead and The Limes followed, changing the mix of housing and drawing in families with young children who could attend the local school. The addition of Summer Oaks and Prideaux Drive are the latest developments and are built on the site of the Cases Factory. As part of the deal in purchasing the land to build these new homes, Bloor Builders donated eighteen acres of land to the Parish which are now known as Motcombe

Meadows and accommodate the allotments and an important wildlife habitat. By 2011, there were 611 dwellings and a population of 1474. A Conservation Area was designated in the 1990s, covering the historic centre of the Village and encompassing the Church, School, Old Rectory, two Parish workhouses, the Memorial Hall and surrounding dwellings.

What is special about Motcombe now?

1.17 Motcombe is now a thriving, busy Parish of over 1,600 residents. Most of the local residents live in the village, which has a community shop, a well-used Memorial Hall and playing fields, a church, a chapel and a primary school. Whether because of the community facilities, or some other factor, it is certainly the case, as evidenced in response to the 2017 household survey, that there is a strong feeling of community spirit and belief that Motcombe is a welcoming and friendly place to live. Whilst residents value being in a village, the proximity to the two towns (Gillingham with its railway, and Shaftesbury with its history) is also beneficial, offering a lot of opportunities within easy reach.

1.18 One of the main employees is Port Regis School, with about 250 staff, most of which live within a 15 mile radius. There is also Virginia Hayward Ltd at Littledown Business Park which is on the edge of Shaftesbury but just within the Motcombe parish who is a major local employer. Other local businesses include auto repairs, building services, an international expedition base and a range of kennels and stables.

1.19 The easternmost part of the parish, adjoining Shaftesbury and Donhead St Mary, lies within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty – which is a nationally important landscape and the chalk escarpment forms a backdrop to many views. Most of the area lies within the clay vales associated with Blackmore Vale and the more rolling vales of North Blackmore. This is

described as a tranquil, peaceful and unified landscape, which includes a mix of woods and grassland, twisting hedge lined lanes, grass verges, ditches, streams and brooks and distinctive mature hedgerow oaks.¹ The countryside provides both access for recreation using the many public rights of way, as well as a home to wildlife – barn owls, butterflies, water voles and bats to name but a few.

1.20 There are 32 Listed buildings or structures within the neighbourhood plan area, many of which lie within the Conservation Area that is centred around the Grade II* Church Of St Mary. The area between Gillingham and Shaftesbury is also known as the home of the Gillingham Royal Forest. In the 13th century this was a royal hunting preserve, with a large Deer Park west of Motcombe stocked with deer and other game and visited by King John and his court. Close to the Parish boundary with Gillingham near the confluence of the River Lodden and Fern Brook., King's Court Palace (a scheduled monument) marks the site of the medieval royal hunting lodge, with the earthwork remains marking various ditches and moats that would have surrounded the palace. The boundary of the medieval deer park (Park Pale) enclosed some 760 acres according to the 1624 map, with gates to the north at Barrow Gate (on the edge of the parish between Windy Ridge and Woodwater farms), to the east at Turners Stile (near Forest Lodge Farm) and further south, and to the west at the entrance to King's Court. A project is planned to interpret, recreate and reconnect this historical landscape – led by the Dorset Wildlife Trust.

1.21 There are areas at risk from flooding relating to the tributaries of the Lodden (this particularly impacts on the historic core of Motcombe village), and areas of surface water flooding (in relation to the village these are noted in the area around Shorts Green Farm and off The Street / by Memorial Hall). A local flood alleviation scheme was put in

place in the late 1990s when times of heavy rain were overloading the stream channels and causing periodic flooding of property in and around Church Walk. More details on this local flood alleviation scheme are contained in Appendix 2.

1.22 New housing will add to the numbers and mix of residents. The community recognises that Motcombe is a living, breathing place that will continue to evolve over the years to come, which is why it has embraced the idea of preparing a Neighbourhood Plan, to ensure the changes are managed in a way that will continue to add positively to the village and wider parish.

1.23 A significant amount of research and consultation has gone into the preparation of this plan. A list of the key documents is provided in Appendix 1.

Plan Period and Review

1.24 Our Neighbourhood Plan looks forward to 2027, spanning a 10 year period from when the Household Survey was undertaken that helped confirm this Plan's vision and objectives.

1.25 To maintain the relevance of the Neighbourhood Plan, the Parish Council, as the body responsible for leading the Neighbourhood Plan process, will listen to the views and opinions of local residents in considering when a review needs to take place. It is anticipated that a review of the Plan will commence no later than April 2025, or sooner if there are significant changes in national planning policy or the strategic policies in the North Dorset Local Plan (which is currently under review), or if these are local social or economic changes that would impact on the delivery of the Plan's objectives.

¹ 2008 Landscape Character Assessment produced by North Dorset District Council

2 THE VISION AND OBJECTIVES FOR OUR NEIGHBOURHOOD PLAN

To keep Motcombe as a separate and distinct, village-based community, rather than it becoming a dormitory suburb of the neighbouring, rapidly expanding towns, of Shaftesbury and Gillingham

Parish amenities and green spaces

The range of important amenities, such as the community shop and Post Office, Memorial Hall, the schools and churches – and the activities provided through these amenities, provide the basis for the strong community spirit and help meet many day to day needs of local residents

Housing

Ensure housing needs are met at a level that reflects the amount of new homes required by the Local Plan, and specific needs identified through local evidence. The house types should suit people of different ages and abilities, so that the mix of people living here is well balanced.

Employment

Support existing and new businesses within the parish, including those run from home, which are compatible with the rural village character of the area

This Plan identifies locally valued facilities (including the 1997 flood alleviation scheme) and green spaces for protection. Proposals include improved sport and recreation facilities on the Meadows, at the Memorial Hall and improved parking provision for the School

This Plan sets out how much and what type of housing is needed, and potential sites where these homes could be built. Sites are allocated to meet the projected need for housing growth to 2027.

This Plan recognises the diversity of employment in the parish, and how employment needs can continue to be met

Design

Development should strengthen the distinctive character of Motcombe as a village. New housing, when it is built, should be in small scale incremental developments that reflect the village character and its linear nature, rather than suburban-style estates

Highways and transport

Ensure that additional traffic from development can be safely accommodated on the rural road network, and that opportunities are taken to support public and community transport options, improve footpaths and bridleways, and make roads safer, in ways that are compatible with the rural village character of the area

This Plan sets out how new development can make a positive contribution to Motcombe's character, in terms of styles, materials, landscaping etc, and the importance of the unlisted Estate Cottages in contributing to the local character

This Plan considers how the design of new development should cater for the car without detracting from the area's rural character. It also proposes that a route is safeguarded for the Motcombe to Gillingham off-road cycleway.

3 PARISH AMENITIES AND GREEN SPACES

The range of important amenities, such as the Community Shop and Post Office, Memorial Hall, the schools and churches – and the activities provided through these amenities, provide the basis for the strong community spirit and help meet many day to day needs of local residents

Important Community Facilities

3.1 National policy and the North Dorset Local Plan both recognise the importance of community facilities in people's lives. They include policies that try to ensure that such facilities are retained, unless they are no longer needed or viable to run.

3.2 The Neighbourhood Plan household survey was used to identify the facilities that were considered as particularly important by the local community. These are listed in Table 1 that follows, and their locations shown on the Policies Map. Some facilities are obviously better used or more valued than others, however all those facilities listed were felt to be important by the majority of local residents responding to the household questionnaire.

Table 1. Community buildings and recreational facilities

Ref	Facility	Used a lot ²	Rated highly ³
CF1	Memorial Hall and play area	✓	95%
CF2	Community shop, Cafe and Post Office	✓	89%
CF3	Motcombe primary school		74%
CF4	St. Mary's church and churchyard		85%
CF5	Methodist chapel / hall		65%
CF6	The Coppleridge Inn public house		84%
CF7	Turnpike Showground		80%
CF8	Port Regis School (shared facilities)		67%

3.3 In addition to the facilities listed, **Motcombe Meadows** and the **Memorial Hall Field** are valued recreation spaces, and these are proposed for special protection as Local Green Spaces. It is anticipated that with the increased population, improvements may need to be made to the Meadows in terms of a sports area and extension to the area managed for allotments.

3.4 The **Memorial Hall** is reaching full capacity for many of the activities it hosts, and is turning away bookings because there is simply not enough hours in the day to meet demand. It therefore makes sense to expand the existing facility to meet the growing demand, which will increase further as the population expands. In 2019 a new 16m x 8m hall adjoining the existing hall was built. This has provided ancillary floorspace for regular users such as Scouts, the Youth Club, Tai Chi and other activities, together with toilets and a small kitchen. The current on-site car parking provision will



² 2017 household questionnaire returns – at least 50% of respondents stated they use the facility at least monthly or more frequently

³ 2017 household questionnaire returns - percentage of respondents stating they rated the facility as important or very important

also need to be extended. The play area, that has recently transferred from a charitable trust to the Parish Council, also requires upgrading with up to date equipment for all ages.

3.5 Motcombe's Community Shop, Cafe and Post Office is centrally located in the village. It has been managed as a community initiative following the former owner's announcement of the intention to close the shop in 2010. It sells both local produce and household essentials, offers a range of Post Office services, a twice weekly dry cleaning service and has a café where people can socialise. In the survey of residents, the community shop was rated the most important and most frequented amenity in the parish. However, the current site is relatively small and this limits the range of products and produce that can be stored and displayed, and there is no on-site parking for customers. During the development of this Plan, discussions were held with the management of the shop on their future plans. The possible relocation and expansion of the shop may be a matter that is considered through a future review of this plan, and has therefore been identified within the possible projects that could benefit from S106 funding linked to future housing developments within the Parish.



3.6 Motcombe Primary School provides education for children between the ages of 4 to 11 living in the parish. The school is based in Church Road, around an original Victorian school building with the addition of a modern school hall, and also has its own sports field for



recreation and games. It is part of the Southern Academy Trust and has recently expanded to a seven class structure to cater for over 180 children (the school actually has capacity for up to 210 children – and it also worth noting that much of the increased demand has arisen from outside of the parish). The Academy Trust have no plans at present to re-introduce the pre-school facility due to lack of space. The latest Ofsted inspection (December 2017) rated the school as 'good'.

3.7 The parking on the road (by parents and other visitors to the school) is of concern, making it more dangerous for children getting to and from school, especially at the school is on the designated route for larger vehicles (including bus services) to and from the village. Ideally a parking area for at least 50 cars, with a safe pathway to the school and church, would resolve this situation. The Parish Council would welcome proposals to provide a viable solution to this issue. **St Mary's Church** and churchyard, together with the **Methodist Chapel**, provide the main venues for the spiritual needs of the parish. The Methodist Chapel includes a hall and kitchen which can be hired, providing an alternative venue to the Memorial Hall for community groups/clubs. One factor raised through the preparation of this Plan was whether there was sufficient burial



*Photo of Methodist Chapel
(Motcombe Church is shown pg 3)*

space in St Mary's Churchyard available to 2027. This is currently under consideration and if a site is needed this may be included in a future review of the Plan.

3.8 The **Coppleridge Inn** is a traditional country pub set in an old farm house on the outskirts of the village. It provides another venue for residents to socialise, as well as facilities for weddings and other functions. An option of providing hotel accommodation on the site was given outline consent in the 1990s and could be re-considered in the future.



3.9 Although not a conventional community facility, the **Turnpike Showground** has been included in the list of facilities, as it hosts many events throughout the year, including shows, rallies and car boot sales, as well as the annual Gillingham and Shaftesbury Agricultural Show that attracted over 25,000 attendees in 2018. The show operates using permitted development rights (that allow the temporary change of use of the land and temporary structures for up to 28 days in any year). The annual show does cause significant disruption particularly to the local highway network, and it is unlikely that the community would support this level of activity being repeated more frequently than at present.

Port Regis School is an independent preparatory school for children aged 2-13. It has about 300 pupils (day and boarders), and offers a Bursary for talented local students. Approximately 60% of its student intake is from within a 20 mile radius of the school. It also provides community access to some of its facilities such as the swimming pool, concert hall and golf course. Although it is recognised that this access is at the discretion of the school, these facilities are enjoyed from time to time by a significant number of local residents.

3.10 Policy MOT1 seeks to ensure that these facilities are protected as far as practical, and that development is allowed that would help these facilities improve and adapt to future needs. Additional facilities will be welcomed to help complement those that already exist – and once established these may be given a similar degree of protection (and added to the Policies Map through a future review).

3.11 Consultation on proposals that would affect these facilities should where possible be undertaken by the applicant prior to submitting an application. To be effective, the consultation should be advertised well in advance, be made available online as well as through local events, and allow time for feedback and further discussion, including liaison with the Parish Council on the issues raised and how these can be resolved positively. Parish Council comments should be respectfully considered in the planning decisions that are made.

Policy MOT1. Important community facilities

Community facilities (as listed in Table 1) should be retained where possible. The local community should be consulted on proposals to remove, diminish or replace an important community facility.

Proposals that allow existing facilities to modernise and adapt for future local needs, or to diversify in a manner that would support a new or improved community facility to become viable, will be supported subject to ensuring that any significant adverse impacts on the local highway network or amenity of local residents are avoided. Specific local needs / projects that have been identified include:

- Improvements to sport and recreation facilities (on Motcombe Meadows)
- Additional community venue capacity (on the Memorial Hall site)

- Upgraded play area (at the Memorial Hall)
- Improved parking provision to serve the Primary School
- Improvements to (including possible re-location of) the Community Shop

Development should support the maintenance and enhancement of existing community facilities and the provision of new social infrastructure, in line with national guidance on planning conditions and obligations. This should include contributions towards the above projects where applicable to that application, and the consideration of any other needs that may be identified in consultation with the Parish Council.

Motcombe's Flood Alleviation Scheme

3.12 The steeply sloping catchment between Shaftesbury and Motcombe is drained by a number of streams which converge in or near the village. During the 1990s at times of heavy rain, the stream channels became unable to cope with the generated flows and periodic flooding of property in and around Church Walk ensued. Grant funding was secured from central Government through North Dorset District Council to provide a flood alleviation scheme, to give enhanced protection against flooding up to a minimum return period of 1 in 25 years.

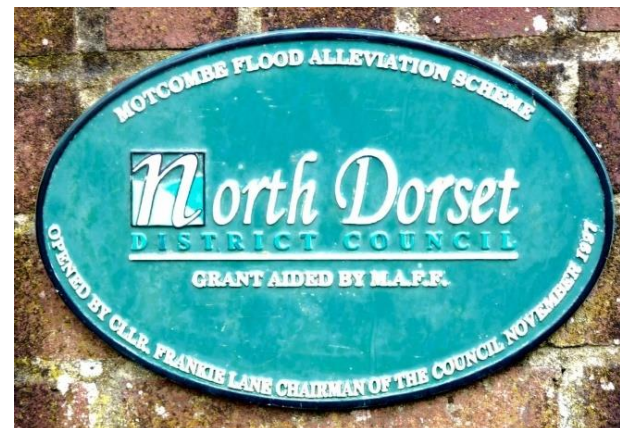
3.13 The scheme commenced in early 1997 and took the form of an additional bypass pipe at Bittles Green culvert, replacement and additional field culverts, localised channel improvements, replacement footbridge at Barn House and a new open channel stream diversion from an offtake structure (adjacent to a track leading to the rear of Port Regis) then under Turnpike Road at Church Farm and re-joining the existing watercourse North West of the village. A summary map detailing the location of the 'as constructed' works is provided in

Appendix 2. Later that year the scheme was tested with the first storm event since completion, and the reduction in flow around Church Walk was evident.

3.14 Some years later and after being designated a Critical Ordinary Watercourse, the scheme was formally transferred to the Environment

Agency as 'Main River' with all of the original documentation. As a result, the Environment Agency has responsibility for the constructed structures but Riparian Owner rights and responsibilities remain for the existing Main River and Ordinary Watercourses with supervisory control from the Environment Agency and Local Authority respectively.

3.15 Where an application is made which would involve construction or engineering operations within 5m of the scheme (as shown in Appendix 2), the applicant should include information as to how damage to the scheme would be avoided, and the Flood Risk Management Team should be consulted.



Policy MOT2. Local Flood Alleviation

Development should not impact on the effective operation of the local flood alleviation scheme, as shown in Appendix 2.

Access to the Countryside

3.16 There is an extensive of public rights of way criss-crossing the area, allowing access out to the countryside. The general network of public rights of way was rated as 'very important' by 69% of respondents to the 2017 household questionnaire. A frequent point made was the need for better signage and maintenance of paths (including changing stiles to gates for easier access). Over time, the Parish Council would like to convert stiles to gates on the most used paths around the village, and this will be funded through any grant opportunities linked to improving access to the countryside, planning contributions, or when existing stiles need replacing.

3.17 A number of these rights of way follow ancient roads and trackways, including those used by the royal hunting parties, and livestock drover routes.

3.18 The White Hart Link has recently been waymarked through Motcombe Parish. This is a long-distance walking trail using existing rights of way connecting from Blandford to Shaftesbury, Gillingham, Stalbridge, Sturminster Newton and back to Blandford (see <http://www.whitehartlink.uk>). The route through Motcombe passes by the Coppleridge public house and the Motcombe Community shop, providing economic benefits to our community in line with the project's objectives.

Policy MOT3. Public Rights of Way Network

Proposals that will improve access to the countryside via enhancing or extending the public rights of way network will be supported.

Where feasible, new public rights of way should be incorporated into any green infrastructure corridors provided through new development, designed to promote informal recreation, and linking into the existing network where feasible.

Local Green Spaces and Woodlands

3.19 Local communities are encouraged to identify for protection those spaces within or close to settlements that are particularly valued, due to their recreational use, their historic significance, their wildlife value, or simply because they make such a strong contribution to the character of the area.



3.20 Motcombe Meadows

is an area of public open space. It provides a tranquil recreation area with an improving landscape value due to the tree planting and creation of the pond. It supports many species of butterfly; barn owls and other birds; and the local deer population often frequent the meadows. The village allotments are also found here, to the rear of Motcombe Grange. Altogether it extends to about 10½ hectares (26 acres).



3.21 Motcombe Memorial Hall Field was donated to the Parish by the Duke of Westminster, and is owned and administered by Motcombe Memorial Trust. As another public open space, it is well used by villagers, providing an excellent venue for many Village activities. The green space designation has deliberately excluded the



area closest to the hall to allow for any further expansion of this community facility.

3.22 The planted verges to either side of the northern section of **Frog Lane** are also proposed for designation. The oak trees to either side are owned and maintained by the owners of Frog Lane Farm, and form a distinctive avenue, and were donated to Motcombe. The lane is well used by walkers and provides extensive views out over the countryside to both the east and west, as well as a local wildlife corridor.



3.23 **St Mary’s Churchyard** is a tranquil green space that is open to the public. It surrounds the Grade II* St Mary’s Church. It is also managed with wildlife as well as people in mind as part of the Living Churchyards Project, overseen by the Dorset Wildlife Trust. The grass is allowed to grow, with curved mown paths to facilitate access, and cuttings composted to provide a further habitat for invertebrates and insects. The varied cutting heights encourages more species - butterflies, moths, grass hoppers, slow worms and small mammals. Bird, bat and insect boxes made by the Scouts and Cubs have been added.

3.24 These four areas are proposed for Local Green Spaces designation, and are listed in Table 2 that follows, and shown on the Policies Map. This designation can only be applied to those spaces that

meet the criteria set out in national policy, and is equivalent to Green Belt protection, where development is only be allowed in exceptional circumstances.

Table 2. Local Green Spaces

Ref	Green Space	Main Reason for Designation
LGS1	Motcombe Meadows and Allotments	Recreation Also of landscape and wildlife interest
LGS2	Memorial Hall playing field	Recreation Also of historic interest
LGS3	Frog Lane avenue	Landscape Also of historic and wildlife interest
LGS4	St Mary’s Churchyard	Cultural / historic Also of wildlife interest

3.25 Other areas which do not meet the criteria necessary for Local Green Space designation include areas of woodland in the wider countryside. These are valued by the local community (public where there is public access) and are also important in both landscape and wildlife terms. Duncliffe Wood is an Ancient replanted deciduous woodland (broadleaved) Woodland Trust site that lies mainly in the adjoining parish of Stour Provost. Kingsettle Wood is another Ancient replanted woodland (broadleaved) Woodland Trust site on the chalk scarp off the A350 north of Shaftesbury.

Policy MOT4. Local Green Spaces

The local green spaces listed in Table 2 and shown in the Policies Map will be given special protection. Development within these areas will only be supported where it would enhance the enjoyment of the space and not undermine its importance. Development adjoining these areas must respect their reason for designation and should not significantly detract from their enjoyment.

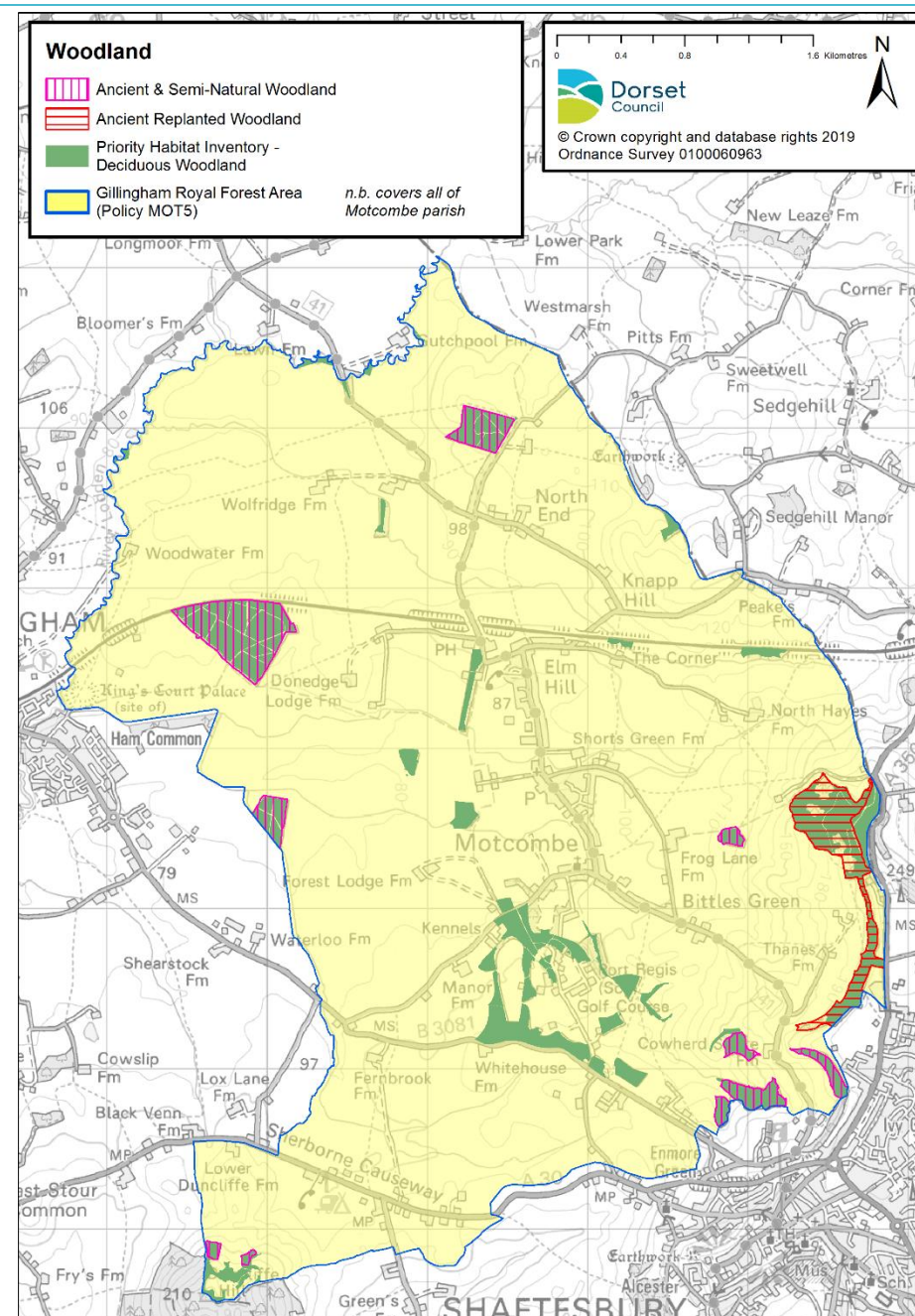
3.26 Areas of Ancient and Semi-Natural Woodland (owned and managed privately) are also found at King's Court Wood, Cowridge Copse, Grants Copse, Palemead Coppice and Quoits Copse. These are identified on the MAGIC website⁴ and shown on the map here.

3.27 The vision for the Gillingham Royal Forest project is to collaborate with the local community to investigate the potential to restore; recreate and reconnect this historical landscape. This should consider the contribution of the woodland areas, together with the glades and open grassland that according to historical records would have related to the medieval park. Whilst there is no Parish Council land within the Gillingham Royal Forest area suitable for further woodland planting, the Parish Council would encourage local landowners to identify opportunities for further woodland planting elsewhere within the former forest area.

Policy MOT5. Woodlands

All deciduous woodlands should be protected and managed to sustain them in the long term. Proposals to provide additional woodland planting in the Gillingham Royal Forest area, and proposals to enhance public access to woodland areas or promote the understanding of their cultural heritage, should be supported.

Right: Magic Map as at 2019 for Motcombe Parish, plus Gillingham Royal Forest Area (which covers the whole parish and beyond)



⁴ <http://magic.defra.gov.uk/home.htm>

Local Wildlife

3.28 Wildlife species identified within the area include badgers, bats, bird species including barn owls and red kites, great crested newts, otters and water voles. The Dorset Ecological Network mapping project⁵ has mapped designated wildlife sites of local importance within the parish, and areas identified as having ecological potential. These primarily relate to the existing woodlands and network of streams and rivers. However, wildlife is not limited to these designated sites, and it is important that measures are taken to assess the wildlife value of all sites proposed for development, in order to ensure that proposals include measures that will achieve a net gain for nature in line with national and local planning policies.



3.29 The Dorset Biodiversity Protocol⁶, developed by Dorset Local Planning Authorities and Natural England, requires a certified biodiversity mitigation and enhancement plan to be submitted with a planning application. In this way the impacts of a development proposal can be properly assessed and considered through the planning process. Such appraisals will be required where protected species or habitats are known or suspected to be present, which may well be the case where development would impact on species-rich hedgerows,

unimproved grassland, natural watercourses or ponds and their margins, copses / woodland and mature tree specimens, rural barns and other roof voids (where bats may be present).

3.30 Even where development is unlikely to impact on existing wildlife, measures can be taken to provide new habitats – such as the inclusion of bird, bat or bee boxes on buildings, creating a pond or other water feature in your garden, or even a compost heap.

Policy MOT6. Protecting and Enhancing Local Biodiversity

Development should protect and, wherever practicable, enhance biodiversity through an understanding of the natural assets that may be affected by development, and the inclusion of measures that will secure an overall biodiversity gain.

To demonstrate this is achieved, a certified Biodiversity Mitigation and Enhancement Plan will be required where a development requiring planning permission would involve any of the following:

- a) the loss of a hedgerow (in whole or part) or mature tree specimen;
- b) works involving the development of a greenfield site, or a brownfield site in excess of 0.1ha;
- c) works involving a rural barn (including barn conversions) or other roof space where bats may be present;
- d) works within 10 metres of a pond or watercourse or having the potential to affect any known ecological interests associated with nearby waterbodies.

⁵ https://www.dorsetlnp.org.uk/ecological_networks.html

⁶ <https://www.dorsetforyou.gov.uk/countryside-coast-parks/countryside-management/biodiversity/how-does-the-biodiversity-appraisal-process-work.aspx>

Local Views

3.31 The parish's network of footpaths, bridleways and rural lanes allows local residents and visitors to enjoy open views across the pastoral landscape of the clay vales associated with Blackmore Vale and the more rolling vales of North Blackmore, and from the wooded hills of the Greensand Ridges within the AONB on the eastern edge of the plan area.

3.32 Examples of views gained from public rights of way within the parish include views towards:

- the Shaftesbury skyline
- Kingsettle Wood
- Duncliffe Wood



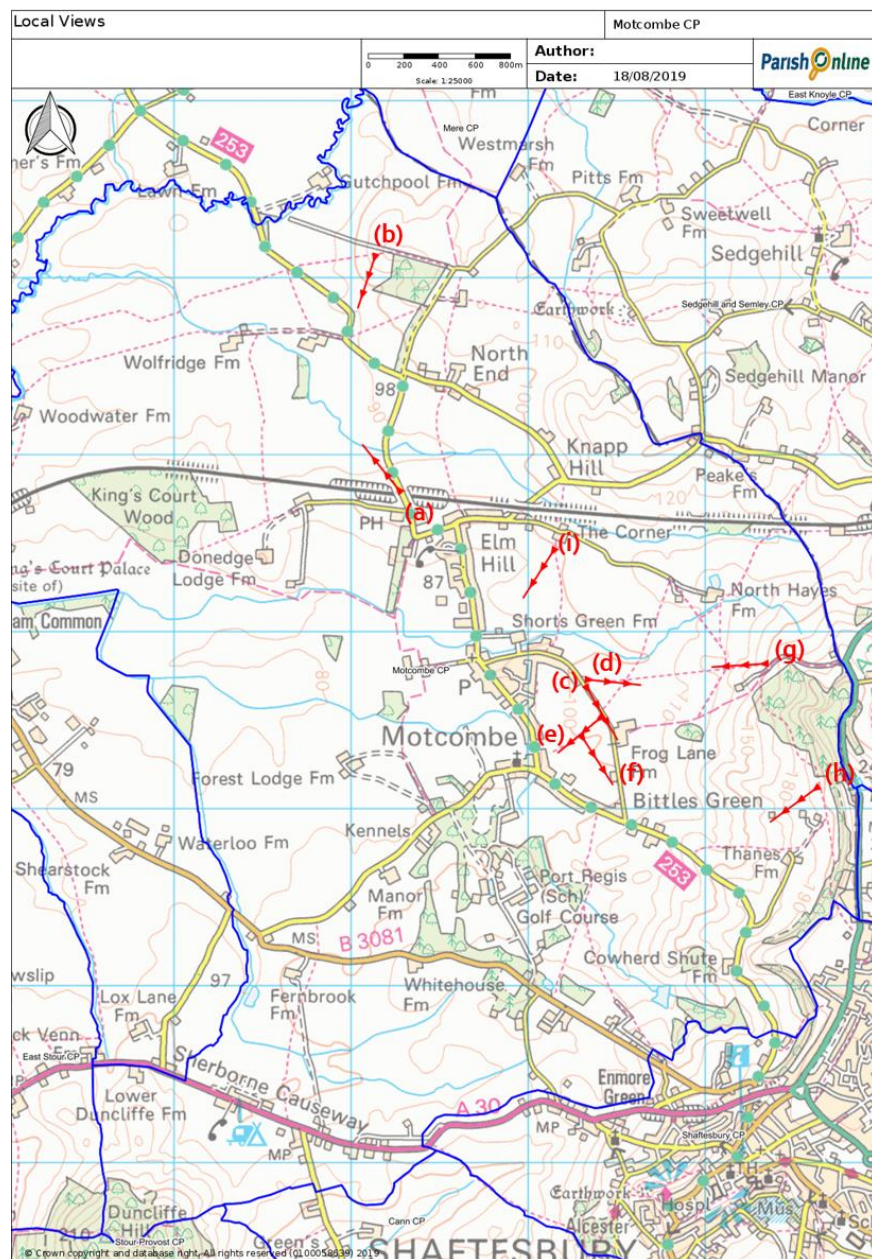
3.33 Where development would be clearly prominent within open views from a public right of way, a Landscape and Visual Impact Assessment (LVIA) including photomontages should be produced as part of the application to ensure the impact of the development is understood and that measures are identified to ensure that the public enjoyment of the landscape is not notably diminished.

Policy MOT7. Local Views

The design and layout of development should minimise adverse impacts on views from public rights of way over open countryside, and preserve and enhance such views where possible. Views which are of particular significance are indicated on the Policies Map and comprise:

- a) the view from the rail bridge at Coppleridge looking north-west to Mere Down / King Alfred's Tower at Stourhead;
- b) the view from the footpath out of Cowridge Copse (N69/19) looking south-west across to Duncliffe Wood;
- c) the view along Frog Lane's avenue of trees;
- d) the view looking east from Frog Lane (including footpaths N69/2 and N69/4) across the fields towards Kingsettle Wood;
- e) the view from footpath N69/1 looking south-west across Turks Field over the Memorial Hall field towards Duncliffe Wood;
- f) the view from the footpath N69/1 across Turks Field looking south-east to Shaftesbury Ridge;
- g) the view from Kingsettle (including footpath N69/4 and bridleway N69/3) looking west and north-west across the Blackmore Vale. and also across Gillingham, and to Mere Down, Stourhead estate / Penselwood;
- h) the view from Kingsettle (footpath N69/13) looking west across to Duncliffe Wood and across Gillingham and to Penselwood;
- i) the view from the footpath to Corner Lane (N69/5) looking south-west across to Duncliffe Wood.

Below: Map showing significant local views referred to in Policy MOT7

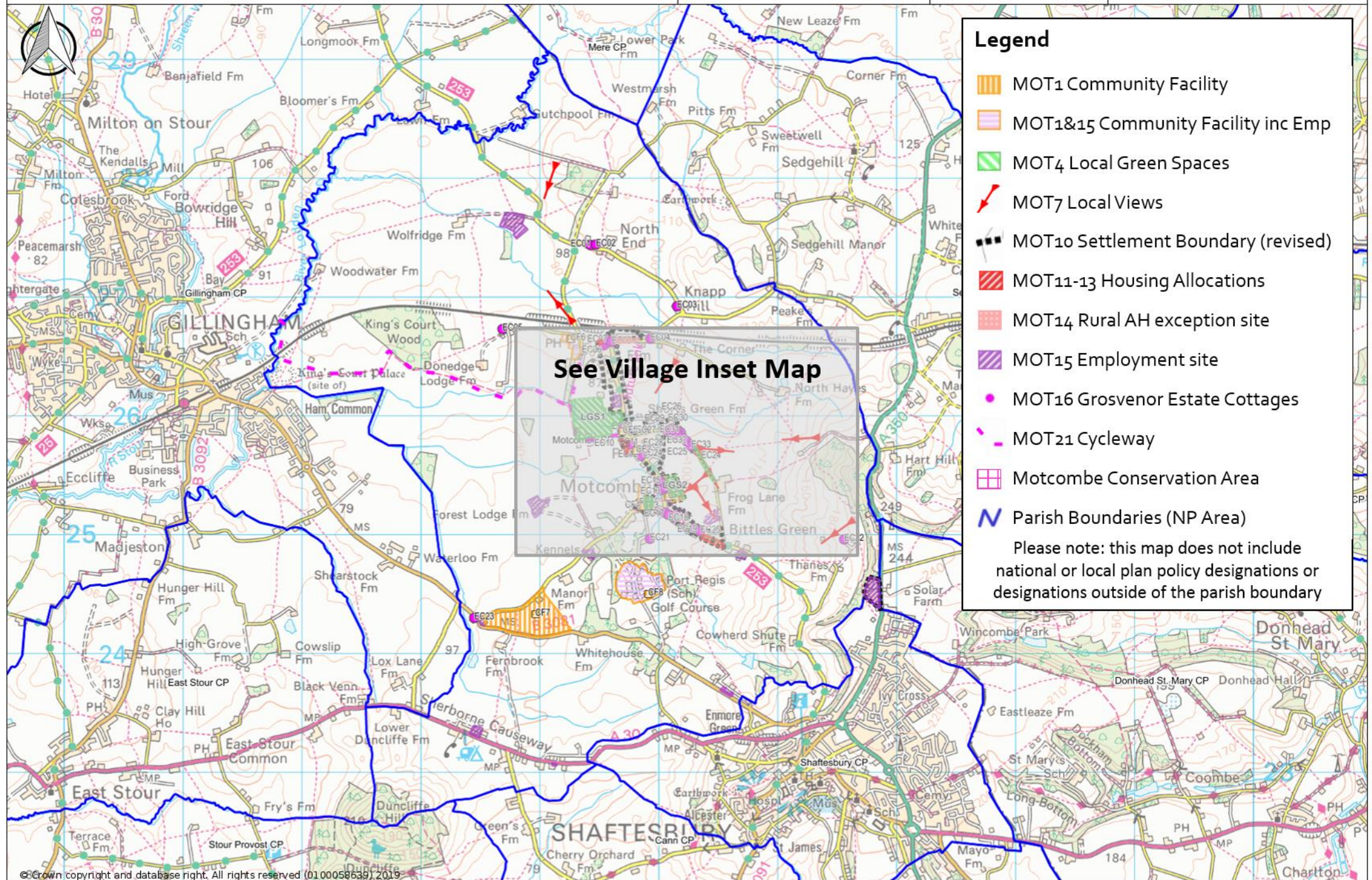


Dark Skies

3.34 The Cranborne Chase AONB is hoping to gain Dark Sky Reserve status, recognising that over 90% of the area is amongst the least light polluted in England, meaning that residents and visitors can witness the majestic arc of the Milky Way on a clear night. The impact of light pollution from the nearby towns of Shaftesbury and Gillingham can be clearly seen on the interactive maps produced by the CPRE, with light pollution also noticeable from the village. Although some lighting can be necessary for safety and security reasons – and the household survey showed that a small minority would like to see more street lighting – most light pollution can be reduced through careful design of windows and choice of illumination methods. For example, lights using motion-sensors and timers, down-lighters or ‘wall washers’ generally have less impact, and light spill from large glazed areas can be reduced through the use of overhangs. By including a policy in this Plan, the impact of lighting should be considered at an early stage and unnecessary light pollution avoided, to everyone’s benefit.

Policy MOT8. Dark Skies

Development should be designed to conserve and enhance the intrinsic quality of the dark night skies. Lighting which is proposed to be installed should meet or exceed the level of protection appropriate to Environmental Zone 1 (as defined by the Institution of Lighting Professionals), with the addition that external lighting should not exceed a correlated colour temperature (CCT) of 3000K.



Legend – see parish map

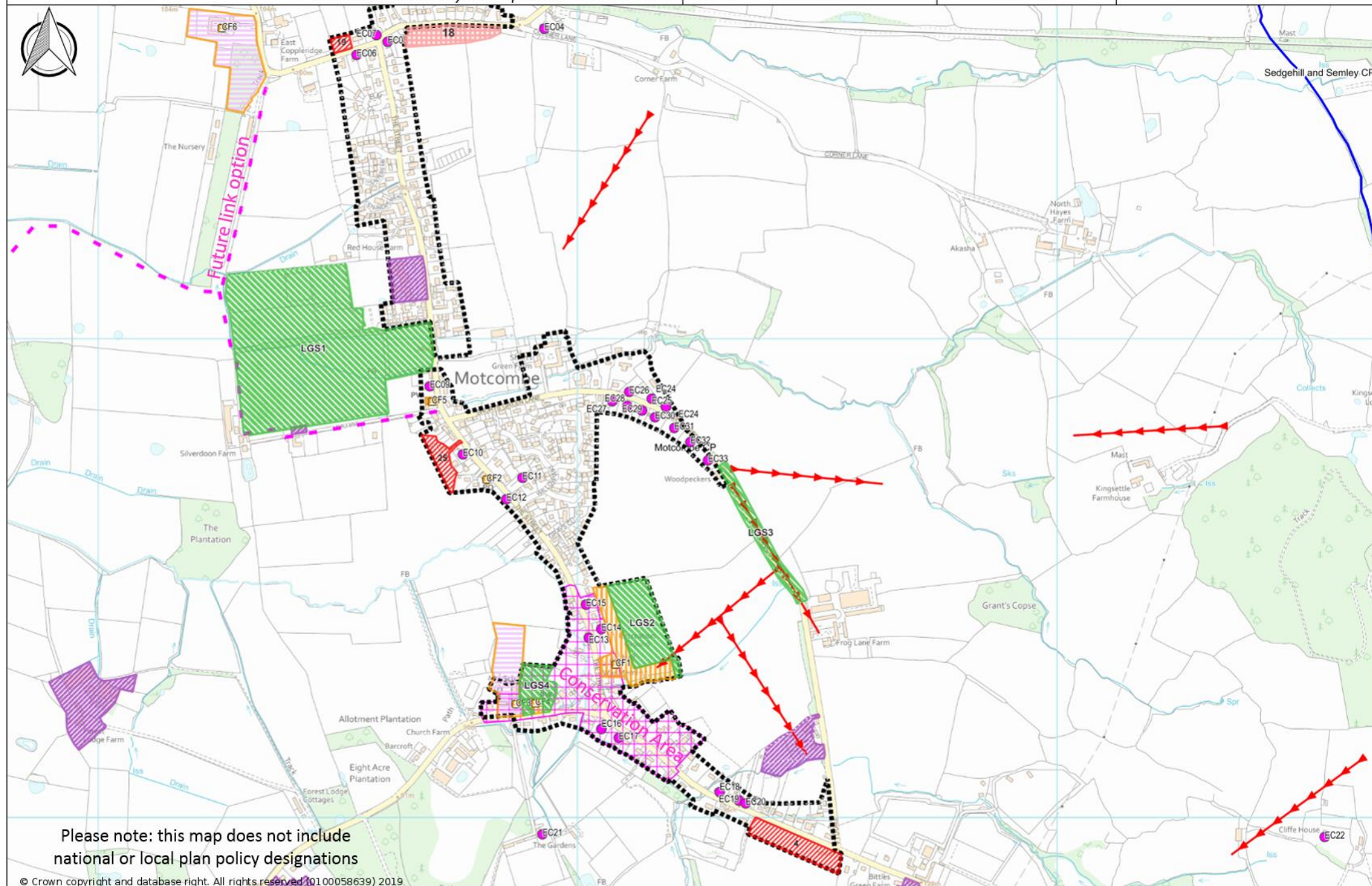
Author:

0 50 100 150 200m

Date: 03/09/2019

Scale: 1:10000

Settlement boundary runs up to Network Rail land



4 HOUSING

Ensure housing needs are met at a level that reflects the amount of new homes required by the Local Plan, and specific needs identified through local evidence. The house types should suit people of different ages and abilities, so that the mix of people living here is well balanced.

What housing is needed?

- 4.1** Motcombe is a parish of just over 600 dwellings, most of which are within the village itself, with smaller clusters at North End and also along the A30 (Sherborne Causeway).
- 4.2** Our research into housing needs suggests that planning for about 3.6 dwellings per year (36 dwellings in total, including existing consents) would be likely to meet local need for housing within the Parish. Key findings to note from the research were:
- The current housing stock has more detached 4+ bedroom than typical for the area, and comparatively few 1 and 2 bedroom apartments and terraced properties.
 - There are relatively few affordable homes available, and most homes sold on the open market are priced above levels that are affordable for households on an average annual income.
 - There are 8 households with a local connection registered for affordable housing (mainly for 2 bedroom rented homes) and additional (unregistered) demand for starter homes and shared ownership house types
 - Although there is some local provision for older people's needs (Motcombe Grange) this may not be affordable or sufficient to meet the needs of the ageing population.
- 4.3** This all points towards achieving a housing mix that includes affordable 1, 2 and 3 bedroom homes to include both affordable rented accommodation (where the main need is for 2 bedroom homes), shared ownership and starter home types. The viability assessments

underpinning the adopted Local Plan suggested that in villages like Motcombe, it should be possible to build 40% of homes on larger sites as affordable. If site-specific constraints or circumstances mean this amount of affordable housing is not possible (confirmed by an 'open book' economic appraisal), then a different mix that maximises the number of locally needed affordable homes may be accepted.

Table 3. HAPPI design principles – age-ready housing

Housing our Ageing Population: Panel for Innovation

Features that underpin 'age-ready' housing:

- Generous internal space standards
- Plenty of natural light in the home and in circulation spaces
- Balconies and outdoor space, avoiding internal corridors and single-aspect flats
- Circulation spaces that encourage interaction and avoids an "institutional feel"
- Adaptability and 'care aware' design which is ready for emerging telecare and tele-healthcare technologies
- High levels of energy efficiency, with good ventilation to avoid overheating
- Extra storage for belongings
- Shared external areas such as 'home zones' that give priority to pedestrians
- Plants, trees, and the natural environment

4.4 The open market housing provided should be a mix of 1, 2 and 3 bedroom homes to include, if appropriate to the site, a significant proportion of apartments (designed in a manner appropriate to a rural area, such as a subdivided gentry-style building) and terraced properties (typically cottages), and homes designed specifically to provide options for independent and supported living in old age. The HAPPI design principles may be used as a guide to appropriate designs for older residents, as are designs that meet the optional higher building regulation standards for accessible and adaptable dwellings.

4.5 It is unlikely that further 4 bedroom or larger homes will be needed unless a specific need is identified, or a building conversion would lend itself more to a property and is not appropriate for sub-division.



Policy MOT9. Meeting the area's housing needs

The amount of housing growth supported is intended to deliver at least 3.6 dwellings per annum, averaged over the Plan period.

Affordable housing will be provided on all major developments, to comprise at least 40% of the total number of dwellings. The type and size of affordable homes should include a mix of 1 – 3 bedroom rented, shared ownership and starter homes (or a different mix if justified by an up-to-date housing needs survey). Provision may also be made through rural exception sites, under Policy MOT14.

The type and size of open market housing should provide a mix of 1, 2 and 3 bedroom homes to include at least 50% as apartments or terraced properties, including those designed as age-ready housing.

Locations for housing

4.6 To provide in the region of 3.6 dwellings per annum, and taking into account existing consents for 27 dwellings (see Appendix 3), it would be sensible to allocate sufficient land for at least 8 homes, whilst ensuring that there are reasonable opportunities for affordable home types to be provided. Other opportunities for housing may arise as infill development within the settlement boundary, and the conversion of redundant buildings in the countryside (given permitted development rights).

4.7 More than 20 parcels of land around the village of Motcombe, amounting to just over 40ha of land in total, have been promoted by landowners and developers as possible sites for development. If all of these sites came forward for development, the village could easily grow by 800 new dwellings – more than doubling the existing number of dwellings in the village. So it was clear from the start that not all potentially available sites should be put forward for development, and that the Neighbourhood Plan process provided the right framework for selecting the most suitable sites for development to meet the area's housing needs.

4.8 One check undertaken was to consider whether any of the sites might have a significant environmental effect. The main issue related to the possible impact on the setting of the Conservation Area and Listed Buildings, and the site closest to Red House Farm was ruled out on this basis, with additional checks likely to be needed on sites where localised flood risk could be an issue.

4.9 A further check was to consider how the sites compared to a set of criteria that had been devised to both sustainability issues and the emerging views of local residents (as expressed through an earlier consultation).

4.10 It was also noted that the general preference of local residents was for infill of single houses within the village and small-scale infill developments within/on the edge of the village alongside the main roads (3-15 houses, such as we have in Red House Close). There was less support for larger estates (15-30 houses, such as we have in Hunters Mead, The Paddocks) with 62% of respondents against this scale of development, and a much higher proportion against large estates (30 houses or more, such as we have in The Limes / Willow Way or around Prideaux Drive / Summer Oaks).

Table 4. Site Assessment Scoring Criteria

- **Strengthening the village character:** the growth would appear as an incremental, organic change in keeping with the village character (as opposed to larger urban estate style development)
- **Reinforcing the compact form of village:** the site would not greatly extend the village beyond the existing limit of development or breach significant boundaries
- **Retaining green spaces and key views:** the site is not an important green space, and its development would not result in the loss of an important view from a public area / highway to the wider countryside
- **Promoting a walkable village:** most of the main amenities (shop, school, hall / playing fields and Motcombe Meadows), are within 800m walking distance of the site entrance, and the pedestrian routes would or could be made safe
- **Minimising the risk of traffic accidents:** the traffic that would be generated by the site is not likely to create or exacerbate traffic

problems, based on the location and likely access

- **Promoting a working environment:** the development is likely to be well served by mobile and broadband coverage to allow working from home, taking into account current and planned availability

4.11 The sites that appeared to score generally well against these objectives were made the focus of the options stage consultation (with checks also carried out to ask if any rejected options should be reconsidered). This helped identify the sites that were considered to be more suitable for development than others, and potential issues that may have been overlooked. One of these sites was Shorts Green Farm, where an outline planning application had been submitted for its development in January 2018. This triggered further detailed investigation on flood risk associated with that site, and although it may be possible to mitigate the risk by including measures to control the holding and dispersal of surface water, the fact remained that a significant part of the site is within a flood risk area and Government guidance is clear that development in such locations should be avoided where alternative sites at lesser risk are available. For that reason, the site has been excluded from this Plan, and it is unlikely that the outline application will be approved.

4.12 This confirmed that the most suitable sites for development were likely to be:

- Site 4 - Roadside adjoining Shire Meadows, Motcombe Road, Bittles Green
- Site 19 - Sunset Ridge, Elm Hill (small plot)
- Site 25 - The Nursery, The Street

Table 5. Sites Selected for Development

Ref	Location	Site size (hectares)	Estimated capacity ⁷	Affordable housing
Site 4	Roadside adjoining Shire Meadows, Motcombe Road, Bittles Green	0.8	10	at least 4
Site 19	Sunset Ridge, Elm Hill (small plot)	0.1	2	n/a (below threshold)
Site 25	The Nursery, The Street	0.4	3	n/a (below threshold)
TOTAL		1.3	15	at least 4

4.13 Although the above sites should more than meet the total estimated need for housing, the delivery of sufficient affordable housing to meet local needs is less certain, particularly if further residents register a need over the coming years (for example, as children become adults and look to set up a home of their own).

4.14 Options at Site 18: Land west of Little Elms on Elm Hill, and Sites 20/21: west of Highlands on Elm Hill were also potentially suitable for development, though did not score as well against the criteria. The roadside strip of Site 18 is of a size that would be suitable for a small-scale rural exception site for affordable housing (ie up to 9 homes including no more than one-third as open market housing), and therefore has been included on this basis. It is estimated that it should accommodate about 6 dwellings, so if developed this should provide a minimum of 4 more affordable homes.

⁷ Based on a density of 15 dwellings per hectare and adjusted as appropriate based on site assessment of potential constraints.

⁸ The supporting text of Policy 9 of the North Dorset Local Plan makes clear that the number of market homes the Council may permit will depend on individual

Table 6. Small-scale Rural Exception Sites for Affordable Housing

Ref	Location	Maximum	Affordable housing ⁸
Site 18	Land west of Little Elms, Elm Hill (roadside strip)	6	At least 4

Policy MOT10. Locational criteria for new development

Sufficient land has been identified to meet the anticipated need for housing in the plan period, through:

- site allocations as detailed in Policies MOT11 to 14;
- infill sites within the settlement boundary (as revised and shown on the Policies Map);
- the potential for rural affordable housing exception sites in line with the site assessment criteria in Table 4;
- conversion of existing buildings; and
- rural workers' dwellings where there is an essential need for the worker to live on-site

In the event of the housing supply policies becoming out of date, the further release of greenfield sites should meet the site assessment criteria in Table 4 and not give rise to any significant adverse environmental impacts.

circumstances and will be assessed on a site-by-site basis. However, it is unlikely that a proposal which exceeds one third of the total number of dwellings being provided as market homes will be acceptable and in many cases the percentage is likely to be less.

Roadside adjoining Shire Meadows, Motcombe Road

4.15 The site adjoining Shire Meadows is sloping pasture rising up away from the road, with housing opposite and to either side. The continuation of linear development along this road would be in character with the settlement form, albeit that care would need to be taken to provide suitable landscaping along the southern boundary of the site, as the rear of any development would be visible from the footpath running south along the eastern edge of the site.



4.16 There are two existing access points and potential to create other access points off Motcombe Road if required. There are no pavements alongside the road at this point, and consideration should be given to what improvements could be made to allow for safer pedestrian access into the centre of the village.

4.17 Although the site is not of a size to require a site-specific flood risk assessment, and is not shown to have flooding or drainage problems, some surface water flooding does occur immediately west of the site which presumably arises as water drains off the fields. As a precaution the surface water flows should be assessed, so that this flood risk is not exacerbated and measures can be taken to reduce the current level of surface water flood risk to adjoining land and properties.

Policy MOT11. Housing site: roadside adjoining Shire Meadows (Site 4)

Land at Shire Meadows, as shown on the Policies Map, is allocated for about 10 dwellings including at least 4 affordable homes, at a density appropriate to the village's character, subject to all of the following requirements:

- a) The type and size of housing accords with Policy MOT9;
- b) The layout of development respects the linear pattern of roadside development;
- c) The design and scale of dwellings, combined with a landscape scheme along the southern boundary, provides a soft landscaped edge and will minimise the visual impact of development in wider views from public rights of way;
- d) A net gain in biodiversity being secured through any measures that may be required as part of an approved biodiversity mitigation and enhancement plan prepared in the light of policy MOT6;
- e) Suitable safe site access is secured, and provision is made for a footway along the site frontage and allowing for safe connection as far as practical to The Street;
- f) A surface water drainage strategy is secured that ensures drainage from the site is designed so as to avoid (and ideally reduce) flood risk to properties adjoining Shire Meadows.

Sunset Ridge, Elm Hill (small plot)

4.18 This site is part of a small paddock area associated with Sunset Ridge, on the edge of the village with farmland to the rear and west, beyond which lies East Coppleridge Farm. The existing hedgerows provide good screening suitable to this village edge location.

4.19 A suitable access can be formed to this site with adequate visibility splays but will need to be sited away from the bend. Consideration should also be given to the provision of a footway along this stretch of road into village, if feasible.



Policy MOT12. Housing site: Sunset Ridge, Elm Hill (Site 19)

Land at Sunset Ridge, as shown on the Policies Map, is allocated for about 2 dwellings, at a density appropriate to the village's character, subject to all of the following requirements:

- a) The type and size of housing accords with Policy MOT9;
- b) The retention and strengthening of the hedgerow boundaries to the north and west;
- c) A net gain in biodiversity being secured through any measures that may be required as part of an approved biodiversity mitigation and enhancement plan prepared in the light of policy MOT6;

- d) The site access is made safe, and provision is made for a footway allowing for safe connection as far as practical to The Street.

The Nursery, The Street

4.20 A small site comprising a former plant nursery with the remnants of sheds / poly tunnels to the rear of housing



along The Street. No notable features worth retaining, and the redevelopment of this site provides the potential to enhance this village edge.

4.21 Due to the limited nature of the site, the scale, orientation and location of dwellings will need to avoid being over-bearing or leading to over-looking of the adjoining residential properties.

Policy MOT13. Housing site: The Nursery, The Street (Site 25)

Land at The Nursery, as shown on the Policies Map, is allocated for about 3 dwellings, at a density appropriate to the village's character, subject to all of the following requirements:

- a) the type and size of housing accords with Policy MOT9;
- b) the scale, orientation and location of dwellings avoids the over-looking of, or having an overbearing impact, on the adjoining residential properties;

- c) A landscape scheme is secured that will provide a soft landscaped edge to the west;
- d) A net gain in biodiversity being secured through any measures that may be required as part of an approved biodiversity mitigation and enhancement plan prepared in the light of policy MOT6.

Rural Affordable Housing Exception site: Land west of Little Elms, Elm Hill (strip along the road)

4.22 Rural exception sites are defined in national policy as small sites used for affordable housing in perpetuity, on sites which would not normally be used for housing. These are allowed to address the needs of the local community. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding. The North Dorset Local Plan makes clear that by 'small' this means sites for no more than nine dwellings in total, and that the number of market homes should be the minimum necessary to deliver the affordable housing, and should not exceed a third of the total housing provided.

4.23 The Elm Hill site forms the roadside strip on the southern side of Elm Hill, going east from the junction with The Street. It is currently agricultural pasture, with the remaining part of the field sloping down and providing views out across the vale. There is housing to either side and opposite, and therefore the continuation of linear development along this road is characteristic of the settlement form, albeit that care will need to be taken in the scale and landscaping of the scheme given its elevated context. Single-storey development (bungalows) are therefore more likely to be appropriate for this site. A suitable vehicular access can be formed to this site but will need to be sited away from the dwelling on the bend to achieve them. There is currently no footway

link to The Street, and consideration should also be given to the provision of a footway along this stretch of road into the village, if feasible.

Policy MOT14. Rural Affordable Housing Exception sites

Land west of Little Elms (Site 18), as shown on the Policies Map, is allocated for a rural affordable housing exceptions site for up to 6 dwellings, of which at least 4 should be affordable homes, subject to all of the following requirements:

- a) the housing accords with requirements for a rural exception affordable housing site, as set out in the North Dorset Local Plan Part 1;
- b) the layout of development respects the linear pattern of roadside development;
- c) the design and scale of dwellings, combined with a landscape scheme along the southern boundary, provides a soft landscaped edge and will minimise the visual impact of development in wider views from public rights of way;
- d) A biodiversity mitigation and enhancement plan is secured to provide a net gain in biodiversity;
- e) Suitable safe site access is secured, and provision is made for a footway along the site frontage and allowing for safe connection as far as practical to The Street.

Additional rural affordable housing exception sites in accordance with the site assessment criteria established in Table 4 may be supported if it is demonstrated that provision through this provision, together with that delivered through the allocated sites is not sufficient or available to meet local needs.

The Settlement Boundary

4.24 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. The settlement boundary set in the adopted Local Plan (as established in 2003) has been assessed and is considered to remain broadly fit for purpose, with boundary changes made in respect of the site-specific allocations (but excluding the rural affordable housing exception site).

Limiting the coalescence of Shaftesbury, Motcombe and Gillingham

4.25 Some residents expressed concern that in the future Motcombe could be 'merged' within either Shaftesbury or Gillingham, as these towns expand outwards. At the current point in time the gaps between the settlement is large (at around 2km in either direction) and the scale of growth needed is unlikely to make a notable difference. However this matter can be kept under review, and if necessary a policy included in a future version of this Plan.



5 EMPLOYMENT

Support existing and new businesses within the parish, including those run from home, which are compatible with the rural village character of the area.

Employment needs

5.1 As with housing, the North Dorset Local Plan does not identify a specific employment development figure for the Neighbourhood Plan area. 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.



Photo of Motcombe Garage

5.2 Our research into local employment needs identified the following main employment sites (not including working farms, self-catering holiday accommodation and home-based businesses) that are located within the parish are listed in Table 7 and their approximate location is shown on the Policies Map

Table 7. List of employment sites

Motcombe Primary School	Academy School
Motcombe Community Shop and Post Office	Shop and PO
The Coppleridge Inn	Public House
Port Regis School, Motcombe Park	Co-ed Preparatory School
Motcombe Garage, Bittles Green Farm	Auto Repairs
Motcombe Grange, The Street	Supported Retirement
Lakemead Kennels, Frog Lane	Dog Boarding Kennels
Turnpike Kennels, Shaftesbury Road	Dog and Cat Boarding
Half Moon Stud, Forest Lodge Farm	Horse Breeder
Prossers Builders, Bittles Green	Building Services
Hunt Kennels (S&W Wilts) , Manor Farm	Hunt Kennels
Motcombe Stables, Larkinglass Farm	Horse Livery
Levers Estates, Shaftesbury Road	Bus / coach operation, maintenance and repair
Blashford Snell, New Lane	Expedition Base
Virginia Hayward, Little Down Business Park	Gift Hampers
Blackmore Vale Tyres and Exhausts, Sherborne Causeway	Auto Repairs
Blackmore Vale Leisure, Sherborne Causeway	Caravan Dealership
Causeway Garage, Sherborne Causeway	Auto Repairs

5.3 The distribution of businesses around the parish highlights how many are located outside of the main settlement, partly as a result of the rural or unneighbourly nature of the businesses or the need to be located on the main road network, the space required by the businesses, or opportunities arising from the potential to re-use existing buildings.

5.4 Many of the business uses fall outside of the traditional 'B-class' uses (which broadly encompasses offices, light and general industrial workspace and warehousing). Therefore limiting the definition of employment to just these use types would not reflect the main working opportunities within the parish, and a wider definition of employment has therefore been applied that takes into account the role of premises as a workplace for one or more full-time employees.

5.5 The 2017 household survey asked whether anyone might be interested in setting up a new business, or re-locating an existing business to Motcombe. Some 25 responses showed interest in the potential, indicating a potential latent demand for employment workspace. However there is no certainty that this demand will result in employment land being developed, as demonstrated by the lack of take-up of the employment potential on part of the former Cases and Sons Site⁹. As such, although no land is specifically allocated for employment, it is hoped that the following policy will provide opportunities for employment that match possible demand.

5.6 According the 2017 household survey, 25% of households contained one or more adults working from home. Of these, the majority (61%) considered that improved technology / communications

is important for their business. There was little call for specific facilities such as communal work spaces / office accommodation (although 7 respondents did express an interest in this, and 15 respondents agreed that it would be useful to have opportunities to meet other residents who work from home).

Policy MOT15. Meeting the area's employment needs

The retention and small-scale expansion of existing employment sites as shown on the Policies Map, and the extension of existing homes and provision of outbuildings to support expanded home working, will be supported provided all of the following criteria are met:

- a) the scale and design of the development is sympathetic to the character of the existing buildings and surrounding area and proportionate to the business needs;
- b) the development would not result in a significant adverse impact on the environment or residential amenity
- c) the development would not result in a significant increase to traffic movements on minor (C-Class or un-classified) roads that would be detrimental to the rural character of the area
- d) in the case of provision for homeworking, any outbuildings or extensions proposed remain available for business use ancillary to the primary use as a dwelling.

⁹ This site is located centrally on Street and in 2005 was given outline planning consent to be redeveloped for housing and employment (2/2005/0351). Despite lengthy marketing (particularly 2014/15), there was no apparent commercial

interest in the site's development for B1 uses. In 2015, acknowledging the difficulties in bringing this site forward for employment, consent was granted for housing (2/2015/1502)

6 DESIGN

Development should strengthen the distinctive character of Motcombe as a village. New housing, when it is built, should be in small scale incremental developments that reflect the village character and its linear nature, rather than suburban-style estates

Understanding local character – identified heritage features

6.1 There are 32 Listed buildings or structures within the Neighbourhood Plan Area, the details of which can be found on the Historic England website¹⁰.

6.2 Although the Conservation Area was designated as recently as the 1995, the District Council has been unable to find any reports or minutes relating to its designation, and there has been no appraisal undertaken in the intervening time.

6.3 The main local vernacular comes from the influence of the Grosvenor family. In addition to key buildings such as the Church of St Mary (Grade II* Listed), School and School House (Grade II Listed) and Memorial Hall, they also built a considerable number of estate cottages. These cottages were mainly semi-detached, and built of brick and stone in the 'Westminster Style'. The houses are described by a local architect as being 'built with walls of greensand coursed rubble stone with continuous decorative brick banding above and below arched head windows with stone keystone. Tall brick chimney stacks with projecting brick weathering courses to the top with clay chimney pots. Bracketed entrance porches often with decorative painted timber work'. Most are not Listed, but are likely to qualify as undesignated heritage assets due to their historic significance and importance within the local area. A list of those identified as part of the preparation of this Plan is shown in Appendix 4, and their location marked on the Policies Map.

6.4 In the 2017 household survey, there was general agreement that this Neighbourhood Plan should recognise the importance of these estate cottages.

Typical Westminster style Estate Cottages



Policy MOT16. Grosvenor Estate Cottages

Support will be given wherever practicable to the protection and enhancement of the undesignated Grosvenor Estate Cottages.

6.5 With the many different types of buildings, settlements and materials used across the plan area, it is not an easy job to provide clear design guidance. Of the more recent development, responses to the 2017 household survey indicated that The Limes / Willow Way and (to a slightly lesser extent) Prideaux Drive / Summer Oaks were rated the most highly (felt to be good designs by 46% and 41% of respondents). Some 20% (1 in 5) of respondents felt that there were no good

¹⁰ <https://www.historicengland.org.uk/listing/the-list/advanced-search>

examples of recent well-designed homes. Common suggestions included:

- Smaller village type properties such as cottages.
- A mix of styles
- More traditional styles using stone, brick, slate.
- Individual / self-build
- Contemporary / eco-friendly houses
- No tall (3 storey) houses

6.6 As part of this Plan's preparation, some urban design expertise was commissioned (through the Government support for Neighbourhood Planning), to prepare general design guidelines for Motcombe. These were then subject to consultation with local residents, to select the most relevant elements for inclusion in this Plan and identify aspects that may not have been picked up.

6.7 The following sections got through each design element in turn. Street layout and parking is covered in the following chapter. The guiding principle is design to reinforce what is positive about that area's local character.

Building Patterns, Density and Landscaping

6.8 The main community buildings and older historic properties are found along the main thoroughfares of The Street and Church Walk, as well as at Bittles Green and along Shorts Green Lane. The Estate Cottages appear to have been given numbers at random, which has led to an idiosyncratic numbering system which causes much head scratching for postmen and other carriers.

6.9 The many orchards and generally wet nature of the land around the parish may have limited further development, however during the 20th century development has infilled many of the gaps along The Street, Elm Hill, Bittles Green, and up Shorts Green Lane, and developed the adjoining fields (or orchards) to create small pockets of residential enclaves. The latter has been more successful where a variety of building types and layouts has been used, rather than the same, repeated design and plot size. Where larger estates have been introduced, these have not integrated as successfully with the village character.

6.10 According to the Landscape Character Assessment¹¹, the settlement edges of Motcombe in places create a rather hard, urban edge to the countryside, which detracts from the pleasant rural character of the area as seen from the wider countryside.

6.11 The general density (as measured within the settlement boundary) is under 15 dwellings to the hectare (about 6 dwellings to the acre)¹². The density in just the Conservation Area (for comparison) is about 10 dwelling per hectare.

6.12 The lower density helps create the rural character of the village, as it allows for on-site parking, more planting within and around buildings, and the opportunity for views out to the open countryside beyond. It also avoids potential problems created through overlooking or development being over-bearing to neighbouring properties and gardens. Rear gardens should be of reasonable size in relation to practical use as private amenity space (taking into account the house type and number of bedrooms) and to also allow sufficient room for planting to be incorporated including the potential for trees to become

¹¹ 2008 Landscape Character Assessment produced by North Dorset District Council – assessment of North Blackmore Rolling Vales

¹² Based on an estimated 500 dwellings within the 35ha (excluding the playing field

established.

6.13 Although there may be subtle variations in the building line and set-back, the changes are relatively subtle, with very few buildings immediately on the roadside. Most properties have been built facing the road, but some are sideways on. Front gardens have 'greened' the street scene, with hedgerows being the most typical plot boundary treatment. Care should be taken to allow for the potential growth of any hedgerows as these tend to have a habit of encroaching onto footways unless carefully managed. Storage for waste containers (typical requirements for bins and recycling) should be considered in the design to ensure that these do not detract from the street scene.

6.14 There is an opportunity through new development to include planting of native tree and hedgerow species so as to create a soft edge with the countryside, as opposed to close-board fencing. Landscaped gaps should also be provided between buildings, designed to frame views out into the wider countryside.

6.15 The provision of landscaped areas also provides the opportunity for the incorporation of swales and balancing ponds that may be needed given the potential for flooding and need for suitable drainage.

Policy MOT17. Building Patterns, Density and Landscaping

The density of development should respect the rural character of the village. Comparably high density developments (above 20dph) should be avoided unless it is clear that this would not adversely impact on local character or residential amenity, and that sufficient landscaping can be incorporated into the scheme.

The building line and degree of setback characteristics of the local area should be respected, with sufficient space to allow for planting to establish along the front edge of the plot facing the street and to screen waste storage containers.

Where an established part of local character, properties should be clustered in small pockets showing a variety of plot sizes and building types. The repetitive use of similar plots or building types in an area should be avoided.

The spacing of a development should allow for views of the countryside from the main highways.

Native trees and landscaping should be incorporated in the design (both through the retention of existing tree specimens and the inclusion of further landscaping) in order to provide a soft transition with the countryside, to break up otherwise large expanses of building and hard surfacing, to provide privacy to rear gardens and to screen off the visual impact of bins and recycling containers from the street.

The future maintenance of the landscaped areas, including those provided as part of any flood prevention measures, should be secured.

Building Size, Styles and Materials

6.16 The local dwelling styles that are considered generally attractive by local residents relate to the type of development that has historically been built as infill or small clusters of development. These have provided a variety of size, styles and materials, avoiding repetition but reflecting current architectural styling, status and local availability of materials and skilled labour.

6.17 A number of the older properties have an agricultural influence in their architecture, including humble cottages, converted barns and coach houses. The influence of the Grosvenor family has also made a significant contribution to local character, as they built a significant

number of brick and stone estate cottages in the ‘Westminster Style’.

6.18 The typical build height characteristic of the area is for one, one-and-a-half and two storey buildings. There is subtle variation in roof heights, pitches and materials as you progress along a street that creates visual interest. Where a much larger scale and juxtaposition of development has been attempted in the past (such as with the introduction of the three to three and a half storey buildings marking the junction with Prideaux Drive) the general feeling is that the increase in height has introduced a more town-like style that whilst creating a notable development has detracted from the village character.

6.19 The possibilities for a courtyard approach within some developments could be considered, particularly as a means of providing homes that may be suitable for downsizing in old age.

Table 8. Local Materials and Building techniques

Walls: use mainly local green sandstone (generally squared coursed, rather than random rubble finish) predominates in the older buildings and the church. Otherwise the historic material is the local Westminster Estate hard red bricks, or similar local Gillingham bricks. Sometimes these are used in bands with stone. Mortar joints tend to be rubbed (rather than recessed or projecting). There are also rendered and colour-washed wall finishes, either in various earth shade or to complement the green stone, and there are a few examples of timber weatherboard finishes.

Roofs: Plain clay tiles are the predominant roofing material, mostly in red to brindled colour. Natural slate also occurs on the more historic buildings, as well as thatch.

6.20 The use of local building materials (applied using traditional techniques) used throughout Motcombe contribute to the rural



LIME STONE



STONE



RED BRICK



RED BRICK



THATCH



BLUE TIMBER PAINT



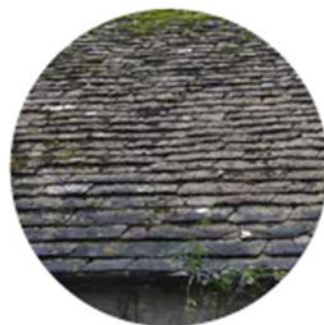
DRY STONE & RED CLAY BRICK



STONE & RED BRICK



LIGHT GREY RENDERING



SLATE TILE



PAINTED TIMBER CLADDING



NATURAL TIMBER CLADDING

character of the area and local vernacular. These are detailed in Table 8. The use of these materials is not intended to be prescriptive as there is opportunity for an innovative and creative approach to be taken on the design of new buildings, restorations and extensions that can complement what already exists. However, the impact on any heritage assets, including the character of the Conservation Area and the setting of Listed Buildings, will be a key consideration.

6.21 Architectural detailing should similarly take cues from the traditional buildings found in the area. This should include considerations of:

- treatment of eaves
- door surrounds or porches
- architectural features such as date plaques.
- avoidance of visible blank facades
- differentiation of each storey or new elements (such as extensions).
- presence of working chimneys (not flimsy mock substitutes).

6.22 It is quite easy to see that modern materials and designs have been used in many of the housing developments built in the latter part of the 20th century, however these have not always complemented or enhanced the character of the area. There are a few examples of more recent contemporary architecture in Motcombe that has been successful.

6.23 It is important that building design can evolve to encompass advances in building technology, not only to reduce costs but also to reduce the impact that building has on the environment. Attention should be paid to reduce light spillage if extensive areas of glazing are proposed.

6.24 Any future designs should be of a high quality and reinforce the local distinctiveness of the area. This will require a thorough understanding of the surrounding built environment, including the use

of local materials, building styles, and the presence of and potential impact on any heritage assets including undesignated heritage assets (such as the estate cottages). It is expected that this information should be relayed as part of any design and access statement submitted with a planning application.

Policy MOT18. Building Size, Styles, Materials and Detailing

Building heights should generally vary between one and two storeys providing variation in any mix. Three storey and higher properties will not be supported. There should be subtle (but not excessive) variation in the pitch and roofline between adjoining buildings, and also differentiating extensions or property subdivisions. Flat roofs should be avoided.

Building styles should be appropriate to a village character or agricultural / rural working enterprise. Styles more appropriate to urban / town settings (such as town houses) should be avoided. Grander buildings should be limited to those required for community use or the principle building within a major land holding.

The use of local materials and building techniques will be supported (as described in Table 8). Where alternative materials are proposed, these should be checked to make sure that they complement the traditional materials and nearby buildings.

Architectural detailing should be complementary and proportionate to the building style / period and intended use. Blank facades and mock features such as false chimneys that are unlikely to endure the lifetime of the building should be avoided.

Contemporary designs should demonstrate how they have taken an innovative approach to reinforcing local character whilst striving to achieve the best innovations in eco-friendly and energy-efficient designs.



Examples of new built, contemporary dwellings in Motcombe and surrounding area

7 HIGHWAYS AND TRANSPORT

Ensure that additional traffic from development can be safely accommodated on the rural road network, and that opportunities are taken to support public and community transport options, improve footpaths and cycleways, and make roads safer, in ways that are compatible with the rural village character of the area

General travel patterns

7.1 The 2017 household survey has provided a snapshot of typical journey to work patterns. Just under half of responses had at least one person who commuted outside of the village to work. The main work destination was Shaftesbury, followed by Gillingham and then Salisbury. Smaller proportions travelled further afield to the other towns in Dorset and South Somerset, with London being the single most mentioned destination further afield. Not surprising, the main mode of transport was the car, typically used by at least 9 out of 10 commuters. Train travel featured more highly for journeys to Salisbury and London. Very few commuted by bus, however the survey was undertaken before the new hourly service to Shaftesbury and Gillingham was introduced in 2017 (although the last bus leaves Gillingham at 4.50pm; Shaftesbury at 5.20pm).



7.2 The impact of increased rat-running through Motcombe village is a growing concern. The exact cause is not known but may be down to commuters avoiding parts of the main road network where congestion occurs, or the increasing catchment of the local school by parents outside of the village.

Road Safety

7.3 Motcombe Community Road Safety Group (MCRSG) was founded in September 2015 following increasing concerns over speeding and road safety matters across the village. The village now benefits from one of the leading proactive Community Speed Watch teams in the region – as of 2018 this comprised 22 fully trained proactive members and is widely heralded as a blueprint success story across the Dorset, Devon and Cornwall Police force.

7.4 As part of the initiative, the use of 30mph reminder stickers on wheelie bins has been promoted throughout the village (funded by an initiative from the Parish Council), and the group works closely with the Primary School. The Trustees of the village hall have kindly granted parents and carers the use of the recently extended hall car park (on a 'grace and favour' basis) and the latest school-wide initiative (beginning September 2018 is the introduction of Park & Stride (supporting BRAKE's #DriveLessLiveMore campaign), with a supervised "walking bus" organised to run between the hall car park and the school gates.

7.5 Following discussions initiated by the Parish Council, and a residents' petition conducted by MCRSG, the Highway Authority resurfaced many of the roads and lanes around the village in 2017, including the main route from Elm Hill to The Hollows, where improved road markings will hopefully reduce the number of collisions.

Street Layout

7.6 The street pattern has largely evolved over time based on the historic routes, natural features and topography. As noted in the section on the history of Motcombe, in the 19th century the Grosvenor family diverted the old drover's road that ran to the west side of the village to promote The Street as the main local thoroughfare. The Hollows are particularly notable in their character and alignment.

7.7 The street pattern has a largely linear 'ribbon' character, with the roads gently curving (and no long, straight stretches) and fronted onto by buildings. Modern housing developments branch off these roads, with cul-de-sac type arrangements creating small residential enclaves.

7.8 Street widths generally reflect the rural nature of the area, with many lanes and grassed verges, and a lack of pavements unless provision has been enabled through modern development. As such, there is a general 'softness' or lack of definition of the road edges. It is important that where new highways are created or where footways may be added to existing highways, these are designed in character with the area and not over-engineered.

7.9 Walls, hedge or front garden boundaries (whichever is appropriate to the street), should define the street, with adequate space provided for pavements or grass verge where appropriate, and allowing for safe pedestrian access from the street to the building. Developments and boundary walls / hedging very close to roadway should be avoided.

Policy MOT19. Street Layout

Streets should contain an element of gentle meandering.

Routes should be laid out allowing for suitable connections (where possible), by cycles and particularly on foot.

The design and width of new footpaths and pavements should be sufficient to allow safe passage for mobility scooters, prams and pushchairs, without creating an urbanised character out of keeping with the area. All properties should have a front footpath access.

Car Parking Solutions

7.10 Parking is a problem in some (but not all) parts of the parish, according to the 2017 household survey, with almost as many people stating that the current space requirements were insufficient, as those that felt they were sufficient.

7.11 The household survey elicited feedback on the number of dwellings and average number of vehicles typically owned, based on 280 completed survey returns. The counts are shown in the following table. The yellow shading indicates the 'average' (median) value, and the green shows what would reflect a better fit if 90% of cases were to have sufficient parking. It is suggested that the parking standards for new homes should be designed to cater for 'above' average scenarios by adopting the 85% standard, although a lower provision of off-road parking may be justified if there is adequate on-road parking available immediately outside.

Table 9. Research on typical car ownership by dwelling size (2017)¹³

	1 bedroom	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
0 cars	2	4	2		1
1 car	1	24	50	37	7
2 cars		8	33	34	7
3 cars		3	18	24	5
4+ cars			5	3	4
Optimal	1 space	2 spaces	3 spaces	3 spaces	4 spaces
County Standard	1 space	1 – 2 spaces	2 spaces	2 – 3 spaces	
	plus at least 1 visitor space (may be shared with up to 5 dwellings)				

7.12 The design of off-road parking should ensure safe, clear access for vehicles. Garages that may be used for storage are less likely to be effective and therefore will only count as contributing the equivalent of ½ a space, whereas open car ports / car barns are likely to be much more effective. Similarly, where spaces are proposed in-line with one



¹³ Green shading indicates optimum provision that could cater for 85% of cases, yellow shading would only cater for 50% of cases.

another (such as spaces directly in front of a garage, so that the second vehicle parked effectively blocks in the one before), any more than two spaces in tandem will not be counted towards the total provision.

7.13 It is also imperative that attention is given to drainage and to landscaping, and parking areas to the side or set slightly behind buildings will help avoid cars appearing to visually dominate the street. In visitor and communal parking areas, consideration should be given to the provision of charging points for electric vehicles.

Policy MOT20. Car Parking Solutions

Parking provision for new or extended dwellings (including conversions) should meet or exceed the county car parking guidelines.

The parking spaces should be provided within the residential curtilage, and configured to allow safe access to and from the highway. On-street parking may be counted towards the provision where available immediately outside of the plot, and communal parking areas close to properties may be used to provide the 3rd and 4th spaces for 3+ bedroom homes. Additional provision should be made to compensate for where spaces are proposed within garages or where there are three or more spaces in-line.

Parking areas should be designed and suitably landscaped to reduce surface water run-off and avoid dominating the street scene.

Motcombe (The Meadows) to Gillingham into a cycleway

7.14 A long-term project is to convert the current bridleway (N69/6) that runs from The Meadows to King's Court into an all-weather cycleway (including separation from livestock where the route passes across fields), and create a new link from there to Gillingham School. The results of the 2017 household survey showed 71% of respondents in full support, the main concerns being cost and potential conflict between cyclists and other users (pedestrians and horseriders).

7.15 The first stage is likely to be the link round the south east of Gillingham. This could include the diversion of the footpath to Woodwater Farm to run beside the River Lodden and pass under the railway (and remove the current at-level crossing). The project is subject to negotiation and agreement with the landowners. Funds towards the cost of this first stage are held by Gillingham Town Council. Further funding will be needed for the second stage (King's Court to Motcombe), in addition to landowner agreement.

7.16 In the longer term the potential to extend the cycleway to Shaftesbury should be explored. There are no existing routes as yet identified that could be used for such a link.

Policy MOT21. Motcombe to Gillingham cycleway

The provision of the Motcombe to Gillingham cycleway is supported, and the route indicated on the Policies Map shall be safeguarded for its implementation, unless an alternative feasible route is identified.

Development adjoining railway land

7.17 The West of England railway runs through the parish, connecting from Exeter in the west to London Waterloo station, and including a stop at Gillingham.

7.18 Although no development is proposed adjoining railway land, if owners of land adjoining the railway are thinking about putting in a planning application, it would be advisable to contact the Asset Management team at Network Rail for advice. This could include the laying of pipelines or cables under or over the railway, hoardings around the site and electrical and electronic installations nearby.



APPENDIX 1 – EVIDENCE BASE FOR THE NEIGHBOURHOOD PLAN

Produced as part of the plan-making process

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

- Basic Conditions Report, Jo Witherden, Dorset Planning Consultant Ltd
- Consultation Statement incorporating the results of the 2017 Household Survey and other consultations, Motcombe Neighbourhood Plan Group
- Ecological Assessment of Sites, Bryan Edwards, Dorset Environmental Records Centre
- General Design Guidelines for Motcombe, Luis Suarez, AECOM
- Heritage Assessment of Sites, Kevin Morris, KMHP
- Housing Needs Assessment Report, Jo Witherden, Dorset Planning Consultant Ltd
- Local Green Spaces Report, Motcombe Neighbourhood Plan Group
- Strategic Environmental Assessment Screening, Jo Witherden, Dorset Planning Consultant Ltd

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 4, Central (1970) (RCHME) <http://www.british-history.ac.uk/rchme/dorset/vol4/pp48-52>
- CPRE Dark Skies Map <http://nightblight.cpre.org.uk/maps/>
- Cranborne Chase and West Wiltshire AONB Management Plan 2014-2019 <http://www.ccwwdaonb.org.uk/publications/aonb-management-plan/>
- North Dorset Landscape Character Assessment (North Dorset District Council) <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/north-dorset/local-plan-part-1/submission/local-plan-evidence-base/pdfs/north-dorset-landscape-character-assessment.pdf>
- North Dorset Local Plan Part 1 (January 2016) (North Dorset District Council) <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/north-dorset/the-north-dorset-local-plan/the-north-dorset-local-plan.aspx>
- Local Plan Review - papers and supporting evidence <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/north-dorset/local-plan-review/local-plan-review.aspx>

Also referenced: Highways and Byways in Dorset by Frederick Treves (1906) and A Motcombe Miscellany by Laurence Clark (2012)



APPENDIX 3 – EXTANT CONSENTS FOR HOUSING

As recorded 01 February 2019

Location	Units	Proposed Development	Ref
Former Case And Sons Site, The Street	10	Erect 10 dwellings with garages, car port and building	2/2017/0121
Dar Es Salaam, Shorts Green Lane	1	Erect 1 dwelling and form 2 No. parking spaces	2/2011/0195
Barn at Martlets Farm	1	Conversion of agricultural building into 1 dwelling	2/2017/1080
Garden of 37 The Street	2	Erect 2 dwellings, form vehicular access and parking	2/2017/1136
Church Farm	3	Change of use and conversion of former dairy to 3 dwellings	2/2018/0283
Church Farm Barns	6	Erect 6. dwellings (demolish 4 barns)	2/2018/0654
Grain Store At Calves Lane Farm	2	Convert grain store to 2 dwellings	2/2018/1187
Barn at Hawkers Hill Farm	1	Change of use and conversion of agricultural storage building to form 1 dwelling	2/2018/1224
Tomenda, The Street	1	Convert and extend existing garage/workshop to dwelling	2/2018/1701
TOTAL	27		

APPENDIX 4 –GROSVENOR ESTATE COTTAGES

Ref	Address	EC18	24 and 25
	North End / Knapp Hill area	EC19	27 and 28
EC01	71 and 72 North End Cottages	EC20	29 and 30
EC02	73 and 74 North End Cottages		Motcombe Park
EC03	Highbrow House	EC21	The Gardens
EC04	85 and 86, Corner Lane		Kingsettle
EC05	West & Lower Lodge Cottages	EC22	Cliffe House
	Elm Hill		Shaftesbury Road
EC06	66 and 67	EC23	Fernbrook Cottages
EC07	Elm Crest and The Old Bakery		Shorts Green Lane
	The Street	EC24	The White House
EC08	Swallow Crest and Woodcote	EC25	Rowan Tree & Norfolk Cottage
EC09	Royal Oak (Motcombe Manor)		
EC10	49 and 50	EC26	Cotswold & Oak Tree Cottage
EC11	43 and 44 Melbury Reach & Folly Cottage		
		EC27	Glenella and Valencia
EC12	41 and 42	EC28	Ilton and Kenmont
EC13	Forge and Forge Cottage	EC29	Stourville and Fountain Cottage
EC14	37 and 38		
EC15	39 and 40 Farthings	EC30	Holmlea and Eaton Cottage
	Bittles Green	EC31	Ivanhoe and Hillview
EC16	9 and 10	EC32	Rossmore and Burley
EC17	11 and 12 Crumble Cottage	EC33	Mole End and Hay Croft