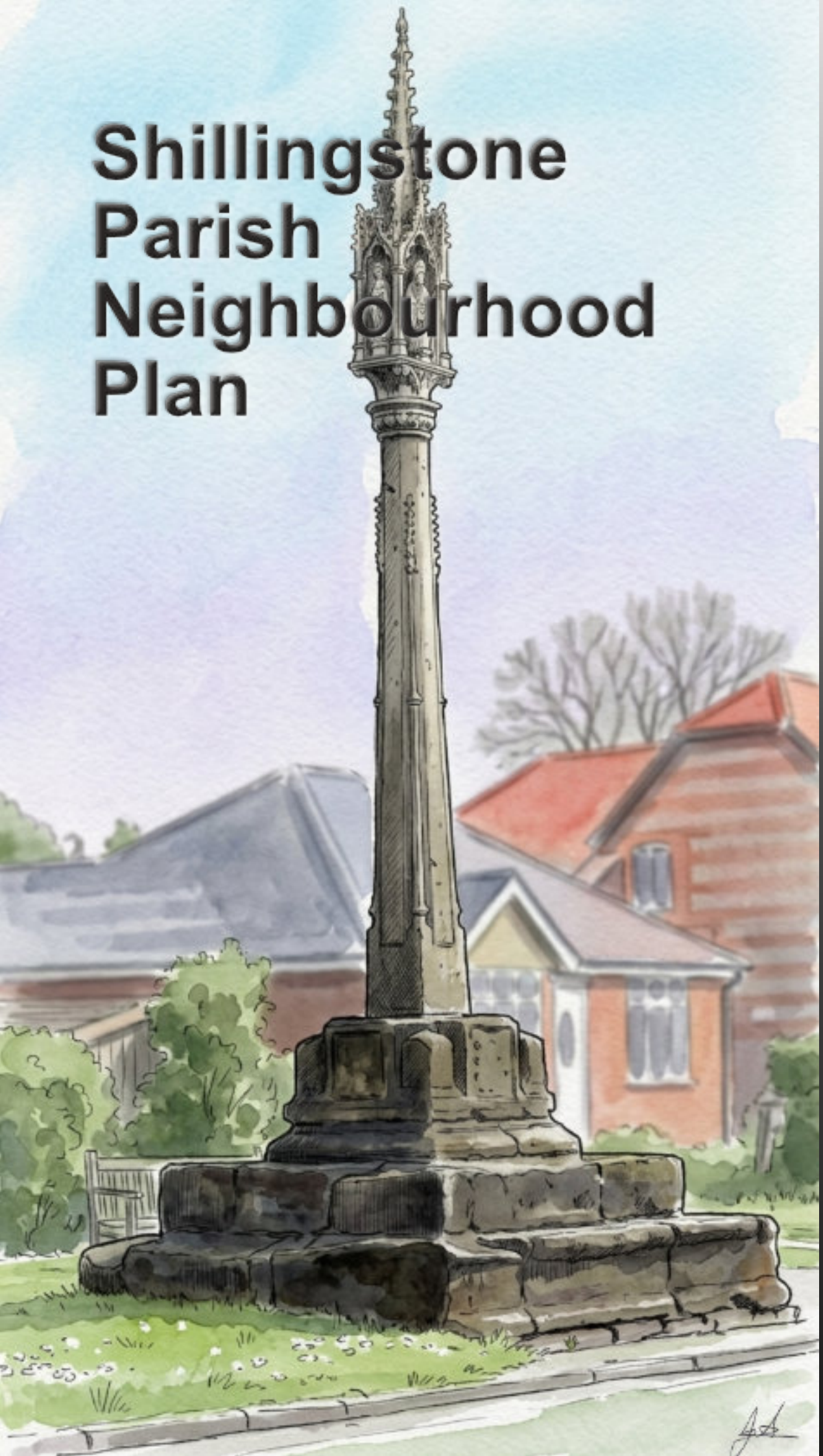
Shillingstone Parish Neighbourhood Plan



2025 Review

August 2026



The 2025-26 Shillingstone Parish Neighbourhood Plan review was conducted by the Shillingstone Parish Council Planning Committee. The process was facilitated through the active support of parish residents and professional engagement with the Dorset Planning Consultancy.

Shillingstone Parish Neighbourhood Plan First Review | 2016 to 2031

This is the Shillingstone Parish Neighbourhood Plan (as reviewed in 2025), produced by Shillingstone Parish Council with the help of local residents.

The plan will be used to guide future planning decisions for our area.

It has been refreshed to reflect changes that have occurred, reflecting current planning needs, including updates to the forecast and actual stock of houses built so far, and land available for development, and to make certain policies clearer.

REVIEW VERSION - FIRST DRAFT
April 2025

February 2017
First version of the neighbourhood plan officially 'made' part of the development plan for the area, following a successful referendum

Summer 2025
Updated plan produced for consultation, with a statement setting out the main changes

May 2026
The plan and supporting evidence base will be sent to Dorset Council, who will organise the Examination process, and appoint an Independent Examiner to consider the plan and supporting evidence

Summer 2026
The Examiner will recommend, whether the plan (subject to modifications if needed), meets the required basic conditions, and whether the changes are so significant to require a referendum

Autumn 2026
Dorset Council will organise the referendum if needed or will officially re-make the plan as part of the development plan for the area



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A HANDY ONE-PAGE SUMMARY

The main Influence of neighbourhood plans is where they alter or add detail to the existing planning policies for the area. So, this is where we really expect our neighbourhood plan to make a local difference…

GREEN SPACES

This plan identifies on a map the most important local green spaces around the village that should not be built upon. These effectively replace what were 'Important Open and Wooded Areas' defined in the North Dorset Local Plan.

for more information – see Policy 1 on page 11

OUR ROADS, LANES AND TRACKS

One of the key characteristics of Shillingstone is the wonderful network of rural lanes and footpaths that provide an alternative to the main road for those wanting to get about on foot (and occasional cyclists and horse riders). This plan makes sure that the impact of any development on these routes is given proper consideration.

As part of the review more information has also been included about the wider traffic and transport issues that may need to be considered depending on the nature and location of any development. This includes more detailed guidance relating to parking provision, as well as potential projects to improve highway safety and make it easier and more pleasant to walk, cycle or use public transport.

for more information – see Policy 2 on page 14

BUILDING CHARACTER

Planning applications for new development are meant to consider how they fit in and help reinforce the distinctive identity of the area – so we have included a lot of information on local character and how this should be taken into account.

The review has looked to provide further clarity on the design matters that should be addressed by applicants and considered by Dorset Council.

for more information – see Policy 3 on page 24

COMMUNITY BUILDINGS AND SPACES

The North Dorset Local Plan already tries to protect important community buildings and spaces – we have identified those places that we consider should fall under this protection.

for more information – see Policy 4 on page 26

SITES WITH POTENTIAL FOR NEW DEVELOPMENT

We know that development needs to happen. The village has over time always had some housing growth and it is only right that this should continue, providing houses and employment opportunities for local people. The remainder of this plan focuses on where new homes could be located, based on the evidence we have collected on how many new homes might be needed over the plan period to 2031. We have also reviewed the settlement boundary, which defines the area where development can generally take place. Of the seven sites which were originally identified in the first version of this plan, three have now been completed. Given the continued sites coming forward within the settlement boundary, we remain confident that our plan will more than meet the need for housing in our local area up to 2031. It provides clear guidance on how each of the four remaining identified sites (Antell's Haulage Yard, land off Candy's Lane, land at Hine Town Lane North of the Old Ox, and the Whitepit Farm buildings) should be developed, which the landowners /developers will need to consider in applying for planning permission. Our plan also considers that the evidence for the need of different house sizes and types, recognising the greater need for affordable homes, and smaller household sizes.

for more information – see Policies 5 - 13

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1. About Neighbourhood Planning

What this neighbourhood plan affects

1.01. This neighbourhood plan doesn't change the need for new development to have planning permission. Any development that takes place will still go through the normal procedure of the developer putting in a planning application to Dorset Council, which local people and the Parish Council can comment on. But when the decision is taken, the decisions should follow the policies in this plan and the North Dorset Local Plan.

1.02. A neighbourhood plan is part of the development plan for the area and sits alongside the local plan. Together they describe what types of building work or other development will generally be allowed and under what circumstances. They also say what uses or places should be protected, and why. The National Planning Policy Framework sets out over-arching requirements that both plans and development proposals need to follow.

1.03. Some changes are 'permitted development' if they are within certain limits (which vary depending on the type of change and the location). You can find out more about permitted development rights at https://www.planningportal.co.uk/permission. Having a neighbourhood plan doesn't change the requirement to get Listed Building or other consents where these might apply.



Map 1: Shillingstone Neighbourhood Plan Area

Development is defined in the Town and Country Planning Act 1990 as…

"the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land"

The focus of this plan – what it aims to achieve

1.04. The main reason for preparing the plan was to protect and enhance the character of Shillingstone and guide any future development so that it is sympathetic to the character of the area.

1.05. We know that changes will happen over the plan's period, whether or not we have a neighbourhood plan. We want to make sure that the development that happens here is what our village needs, to stay a thriving rural community. Shillingstone isn't a town, so people living here will still need to rely on Blandford and Sturminster Newton for things like shopping and secondary schools. We don't plan to grow from a village into a town.

1.06. In essence, we want our village to remain a community, where people live, work, take their children to school, go for walks in the countryside, and where there are events and places for people to meet and socialise. It is important to us that the place retains the character of a rural Dorset village, nestled in this beautiful river valley running between Shillingstone and Hambledon Hills and that development happens in the right places and is designed to fit in well with our area.

1.07. Because there is national policy and guidance, and a local plan for the area, this neighbourhood plan doesn't need to cover those subject areas where it would have said the same thing these other documents say. So, this is why the neighbourhood plan is much shorter and focused on specific sites or issues for our area.

1.08. We have therefore focused on:

- Local character (specifically the importance of our local green spaces, our rural lanes and tracks, the character and design of development, and the impact of increasing traffic along the A357 in how that road functions and divides the village)
- Important community facilities (such as the village hall, shop and pub)
- Identifying elements that are important to protect and enhance Shillingstone's historic environment, ensuring that designated and non-designated heritage assets are preserved and their settings are respected in any new development.
- Locations for new development

How long the plan will last

1.09. This plan will last to the end of March 2031.

1.10. It has been reviewed in 2024/25 and is likely to be subject to a further review (when the plan period will be rolled forward) starting by 2029. At that point the Local Plan for the area will have been updated (the new Dorset Local Plan is anticipated to be adopted by the end of 2027).

Who wrote the neighbourhood plan

1.11. This neighbourhood plan was prepared by local people to guide future decisions on planning in our parish. This process was overseen by the Parish Council and supported by the Local Planning Authority for our area (which in 2017 was North Dorset District Council). Local residents and members of the Parish Council have similarly been involved in the review of the Plan, supported by Dorset Council.

1.12. So, when this plan talks about 'we' or 'our', we mean the people of Shillingstone. This document reflects the consensus of residents.



2. About our area

2.01. The following section describes the main findings from the research we undertook during the drafting of the original plan, about the social, economic and environmental factors affecting our area.

Size and location

2.02. Shillingstone Parish is a rural parish which is 919 hectares (3½ square miles) in area. It lies in the Blackmore Vale area of Dorset on the busy A357 Blandford Road, which broadly follows the valley of the River Stour. It is about mid-way between Sturminster Newton (4 miles away to the north-west) and Blandford Forum (5 miles away to the south-east).

Our community

2.03. The following data is based on the 2011 / 2021 Census unless otherwise stated[1].

2.04. There is further analysis of the 2021 census data in the appendix listed below.
Appendix 6: 2021 Census Data Analysis ***on page 61***

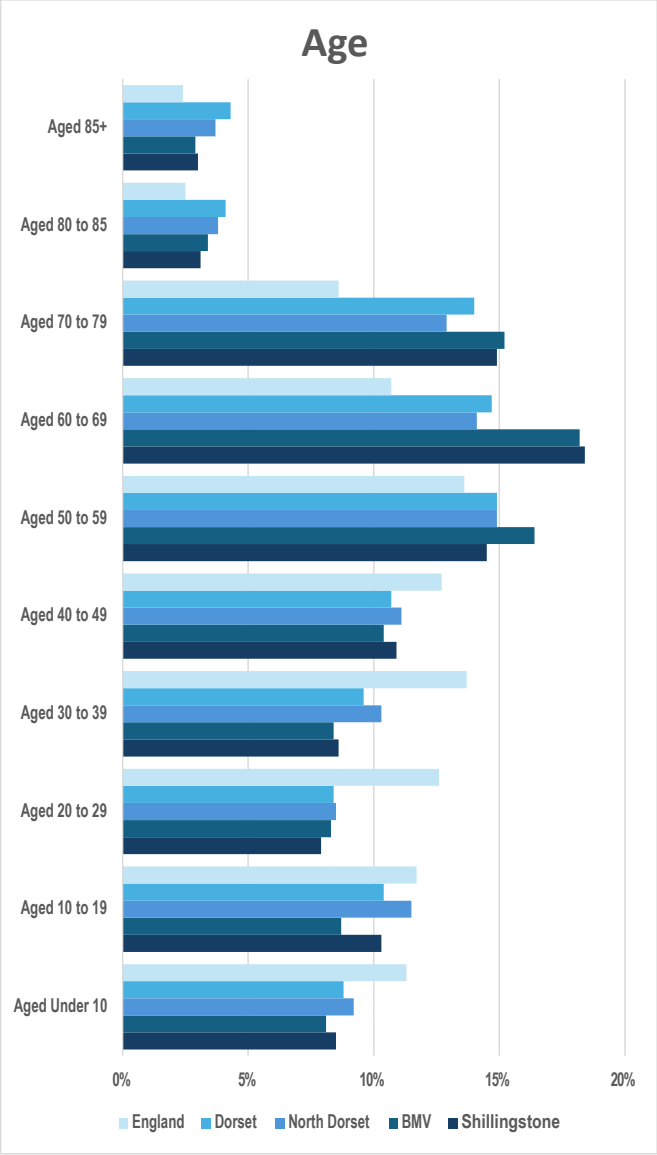
Population

2.05. In 2011 there are 1,170 people living in the area, living in 479 households. The population has remained reasonably static (with 1,165 people living in the parish in 2021, in just over 500 households). There are now more people in their 60s and 70s living here than average, and fewer children and people in their 20s and 30s.

2.06. The population is in generally good health, although according to the 2021 Census a higher-than-average proportion of the population has a disability (22.5% compared to 17.3% across England).

Housing

2.07. The average household size is 2.3 people (a fraction higher but not untypical of Dorset). In 2011, about one in every 18 homes is generally unoccupied (either vacant or a second home) – slightly lower than average for the area (comparable data is not readily available for 2021). There are significantly more larger (4 bedroom or larger) homes in Shillingstone than typical across Dorset (in 2021 these made up 29.5% or all homes, instead of about 24.0%).



2.08. Data on completions provided by Dorset Council shows that the average number of homes built since 2011 - 2024 has been around 2 homes a year.

2.09. The average house price in Shillingstone averaged for the last 5 years (2020-2024) was £360,000 (based on 84 recorded sales recorded by the Land Registry[2]). This compares to average house prices in Dorset of around £330,000. This is not significantly different, and the slightly higher prices may be because of the larger house sizes in general, as flats and apartments are more prevalent in the larger towns.

Employment

2.10. According to the 2011 Census, about 24% of workers are self-employed, and about 11% of workers work at or mainly from home (the 2021 Census data is less reliable due to the pandemic and furlough

[1] Census data taken from https://www.nomisweb.co.uk/sources/census
[2] https://landregistry.data.gov.uk/app/ppd/

arrangements in place at that time, but the proportion of home-workers has generally increased). Unemployment was slightly higher than average for Dorset. About half of people worked in education, wholesale and retail trade, motor vehicle repair, construction, manufacturing or human health and social work activities. This is fairly typical for North Dorset, although elsewhere there are higher numbers working in public administration and defence.

- Antell's yard has a commercial vehicle repair workshop (and is home to some Traction Engines) as well as a Removals Business
- There are approximately six businesses based on the St Patrick's Industrial Estate near the Station
- North Dorset Railway is a standard gauge heritage railway based at Shillingstone Station. The station is situated on what was the Somerset and Dorset Joint Railway and opened in 1863. It eventually became part of British Railways Southern Region and was closed following the Beeching cuts in 1966. It is open Wednesdays, Saturdays & Sundays from 10:00-16:00.
- Bere Marsh Farm is situated between the meandering River Stour and the former Somerset and Dorset Railway, now known as The Trailway; The Countryside Regeneration Trust bought the 92-acre farm in 2020, a nature reserve was created in 2022
- The Big Yellow Bus Garden Project at the southern end of the village between the A357 and the Trailway and is a Community, Health and Well-Being Space
- North Dorset Beekeepers Association are creating a new Bee Centre off Holloway Lane which will be a purpose built, disability friendly training space. This centre is located in close proximity to the Lavender Farm Project which recently re-located from Fiddleford Mill to Holloway Farm.

Infrastructure

2.11. The Parish Council works closely with the Dorset Council and other service providers to try to ensure that the infrastructure needed by the community is available or within easy reach.

2.12. Key community facilities that are run by the Parish Council include the allotments, the recreation ground and pavilion, Burton's Community Orchard and the play area at Augustan Avenue. There are two community halls, the Shillingstone Church Centre (SCC) and the Portman Hall. The Primary School and Sunbeams pre-school are very important to young families, helping retain a balanced mix of ages in the village. Other important facilities include Church of the Holy Rood, a public house, a petrol filling station, and a local convenience store. For services such as healthcare, and a broader range of sports / recreation / leisure not available in Shillingstone, residents look to the nearby towns of Blandford Forum or Sturminster Newton or further afield to larger towns.

2.13. In terms of utility services, transport is probably the most critical and is covered in detail below. The area is served by mains gas and electricity, with most of the village enjoying reasonable mobile phone and broadband coverage. Much of the parish is connected to the mains sewer system, with a sewage treatment works to the north of the trailway close to Holloway Farm.

Traffic

2.14. The 2006 Parish Plan[3] accurately described Shillingstone as a village "dominated by the main road, which tends to divide the village rather than link it," a sentiment that sadly persists. The significant volume and speed of heavy traffic, coupled with narrow pavements, continue to create an environment discouraging for pedestrians and cyclists. The safety concerns highlighted in the 2006 plan remain pressing; in the five years preceding that plan, there were two fatal collisions (outside the village) and seven other recorded collisions on this stretch of road. Alarmingly, the subsequent five years leading up to November 2024 saw a marked increase, with sixteen recorded collisions. While no fatalities occurred within this later period, at least two of these incidents resulted in life-altering injuries requiring significant surgery, underscoring the ongoing dangers posed by the main road to the Shillingstone community[4].

[3] Located on Dorset Council website - https://www.dorsetcouncil.gov.uk/documents/35024/297546/Shillingstone+Parish+Plan+(2006).pdf/55ffbd87-ced5-9717-d329-0c1f9a1c49af

[4] For the latest collision data refer to…
https://www.dorsetcouncil.gov.uk/roads-highways-maintenance/road-safety/road-traffic-collision-map
Furthermore, refer to Map 15: Road Traffic Incidents ***on page 56***



2.15. The Parish Council has discussed the various highway safety issues and possible solutions with Dorset Council and will continue to do so. This includes potential traffic calming measures along the main road, as well as pedestrian crossing points. Since 2017, village gates have been installed at either end of the village to highlight to drivers that they are entering a village. There are also three 'roaming' speed indicator devices (SIDS) rotated on a periodic cycle of 4 weeks at distinct points throughout the village. Following a traffic survey undertaken by the Parish Council in 2021, an application for a safer crossing at Vale Cottages was subsequently rejected by Dorset Council, but with further developments and population growth, both within the village as well as in surrounding towns and villages, crossing the road will inevitably become more hazardous.

2.16. While Shillingstone's busy main road poses challenges for vulnerable road users, the village is fortunate to retain a network of quieter back lanes and well-maintained footpaths offering valuable alternative routes for pedestrians, cyclists, and horse riders. Preserving the safety of these lanes is increasingly crucial, however, the volume of cars and vans using them is a growing concern. This increase is likely attributable to large housing developments in neighbouring "upstream" villages, leading to more local traffic for access, deliveries, or simply as drivers seek to avoid congestion on the main road. Ensuring these back lanes remain safe havens for non-motorised transport is vital for the well-being and accessibility of Shillingstone's residents and visitors.



2.17. We also have the North Dorset Trailway (see section below), which provides an attractive alternative route linking to the nearby towns of Blandford, Sturminster Newton and other surrounding villages.

2.18. Additionally, bus services run through the village on the A357, connecting to Blandford Forum, Sturminster Newton, and Yeovil several times a day, operating weekdays only between 07:00 - 19:30hrs.[5]

The North Dorset Trailway

2.19. The North Dorset Trailway, a much-appreciated asset in the area, runs on the old Somerset and Dorset Joint Railway line which closed in 1966. It weaves through picturesque landscape, crosses the River Stour three times, and linking to Sturminster Newton to the north-west, and through Blandford Forum as far as Spetisbury to the south-east. It also provides a safe, accessible path for walking, cycling, and horse riding, promoting health, well-being, as well as fostering tourism and supporting local businesses. A car park near the bridge at Bere Marsh offers easy access to the trailway for visitors, with the stretch of the trailway passing through Shillingstone Parish offering travellers spectacular views across to Hambledon and Hod Hill, access to interconnecting footpaths and trails to Child Okeford and Okeford Fitzpaine.



[5] https://bustimes.org/localities/shillingstone

2.20. To ensure future generations enjoy its benefits, the Parish Council is committed to actively protecting and promoting the Trailway, preserving its scenic beauty and ecological integrity for all to appreciate. For more information, please refer to https://www.northdorsettrailway.org.uk/



Our environment

2.21. Since the first Neighbourhood Plan was completed in 2017, Dorset Council have produced a landscape and heritage study for all the towns and larger villages in the North Dorset area. The section on Shillingstone has been appended to this plan[6]. (Appendix 1: Landscape and Heritage Studies)

Landscape

2.22. The landscape character of this area ranges from chalk valley and downland around Shillingstone Hill, descending to rolling vales and valley pasture. The southern part of the parish around Shillingstone Hill lies within the Dorset National Landscape (DNL formerly Area of Outstanding Natural Beauty), which also wraps around the north-eastern edge of the parish. This is a nationally protected landscape, and the Management Plan[7] usefully describes the qualities that make the area special. There is a duty placed on the planning authority to protect and enhance the special character of this area. This duty also extends to areas outside of the National Landscape but considered to form part of its setting.



Wildlife

2.23. Within the parish there is one nationally important Site of Special Scientific Interest (Shillingstone Quarry), designated for its geological interest. Fully visible but just outside the parish to the north-east is the Hod and Hambledon Hill Site of Special Scientific Interest. This is lowland chalk grassland on the slopes of the ramparts of an ancient fort.



2.24. There are also protected species and various sites of local nature conservation importance within the parish, including traditional orchards, areas of deciduous and ancient woodland, lowland chalk grassland, and lowland wet grassland (in the floodplain). The river corridors are home to several protected species, with the Stour catchment being an internationally rare chalk stream habitat, and Cookwell Brook is identified as a Priority River Habitat. As well providing a habitat for fish and aquatic creatures such as the insect larvae of the caddis fly, the Stour now also provides an important habitat for the otters now present in the area. Beavers have been identified as active in the Stour catchment in the area around Gillingham and it is anticipated that they will over time move down the length of the Stour into our area.

Historic features

2.25. There are 22 Listed buildings or structures, all of which are Grade II with the exception of the Church Of The Holy Rood (which is Grade I). Most are buildings (houses or cottages), but the village Cross, War Memorial and K6 telephone kiosk are also Listed.

[6] Also available at https://www.dorsetcouncil.gov.uk/w/landscape-and-heritage-studies
[7] Available at https://dorset-nl.org.uk/resources/

2.26. There are also four scheduled monuments:

- The medieval cross base 150m south of Holy Rood Church, within the village itself
- The moated site 130m west of Bere Marsh Farm about 400m north of the village
- Two bowl barrows west of Bonsley Common on the very edge of the parish
- The cross dyke on Okeford Hill which falls partly in the next parish.

2.27. Just over 1km outside the neighbourhood plan area, Hambledon Hill is described as one of the best preserved and most notable Iron Age hill forts in Great Britain, and one of the best preserved Neolithic landscapes in Europe. Hod Hill, an adjoining hill fort, is similarly scheduled as an ancient monument, and continues the history of occupation up to the Roman Conquest.

2.28. There are a significant number of non-scheduled monuments in the parish. Most of them are associated with the medieval village structure, including allotments and orchards. Further out from the village there are various chalk pits and lime kilns recorded around Shillingstone Hill, and evidence in this area of a Romano-British settlement and historic and prehistoric field systems (the latter mainly in the adjoining parish around Turnworth Down). A Roman Villa was unexpectedly uncovered during development of Augustan Avenue & Roman Way in 2004[8]. (See Appendix 7: Shillingstone through the ages ***on page 74***)

Farmland

2.29. The farmland around Shillingstone is a mix of agricultural grades, including a significant area of Grade 2 (very good) category land, adjoining an area of poor quality (Grade 4) alongside the river. The remaining area is Grade 3 (moderate) quality.

Flooding

2.30. The River Stour meanders through the parish, which marks the north-east border for much of its length and flood plain on either side. This is kept within the area north of the trailway apart from the area around Bere Marsh Bridge where it extends up the Cookwell Brook, a tributary of the Stour, which passes beneath the A357 on its way to the Stour.

2.31. Much of the village is susceptible to groundwater flooding, given its geology and typical water table levels.



2.32. During periods of significant rainfall, the village experiences surface water flood risk in several key areas. One notable flow originates from Shillingstone Hill, traversing through Eastcombe Woods, across fields as well as down White Pit onto Burt's Water before converging with the River Stour near the sewage treatment works. A second surface water path runs through the village itself, originating around Pepper Hill, flowing down Gunn Lane, and crosses the main road to enter a culvert situated between Vale Cottages and Honeysuckle Gardens. A third distinct stream flows from the north-west, running parallel to Brodham Way before passing beneath the A357 at the Cobbles/Old Ox; this stream, along with the one from Pepper Hill, emerges and is piped under Hine Town Lane, ultimately flowing towards the River Stour adjacent to the recreation ground and under the Trailway. These established surface water routes often breach and highlight the village's vulnerability to flooding during heavy rainfall events.

[8] For more information see https://www.youtube.com/watch?v=3Qkbx9fBXKc and https://www.facebook.com/groups/156127618553517/user/636483535 and - recorded in Dorset Council as HER Event ID: EDO6482 and EDO6674

2.33. Surface water run-off from Okeford Hill tends to join with Cookwell Brook and Lawsbrook. The area round Hambledon Farm is also affected by surface water flooding, which is significant as it not only impacts local properties, but also potentially forces the closure of a major local distributor route through North Dorset.

2.34. There has been significant flooding on Hine Town Lane in recent years. As identified above, there are two waterways in this area running which back up due to the more limited capacity of the culvert under the trailway and debris in the culvert to the river.
(see Appendix 3: Flooding - Extract from SFRA mapping layers ***on page 51***)

2.35. A snapshot of some of the key map layers from Dorset Council's latest Strategic Flood Risk Assessment[9] is now appended (Appendix 3: Flooding - Extract from SFRA mapping layers ***on page 51***) to this plan and should be referenced to fully understand the flood risk issues facing our area. Please note that the drainage routes around Hine Town Lane are wrongly recorded and further detail on this is provided in Appendix 2, mentioned above.

2.36. In particular, the streams originating from the Permissive Path behind the Old Ox site and one near the Honeysuckle Gardens sewage plant are not recorded correctly, now both conveyed along Hine Town Lane via separate underground pipes (a 20-inch and an 18-inch respectively) to a shared sump located at the apron of Honeysuckle Gardens. From this sump, the combined flow is then directed through what appears to be a 20-inch pipe under Hine Town Lane, forming a single outfall stream. This unified stream continues along the boundary of the Recreation Field before being carried beneath the Trailway through a similar 20-inch pipe. Given this current drainage infrastructure, any future development in this vicinity will critically need to consider the existing capacity of these pipes and likely necessitate up-sizing them significantly to effectively mitigate the risk of exacerbating flooding issues.













[9] https://www.dorsetcouncil.gov.uk/w/dorset-council-level-1-sfra

3. Local character

3.01. Shillingstone will change over the next 10 years, and we hope these changes will bring real benefits to our community. However, there are some places and spaces in the area that we all appreciate and would not want to see them lost or diminished because of new development.

3.02. Some places, such as local wildlife areas and historic buildings, are well protected through the Local Plan policies. But there are local green spaces and views that don't have a specific 'designation'. This plan identifies these spaces for protection.

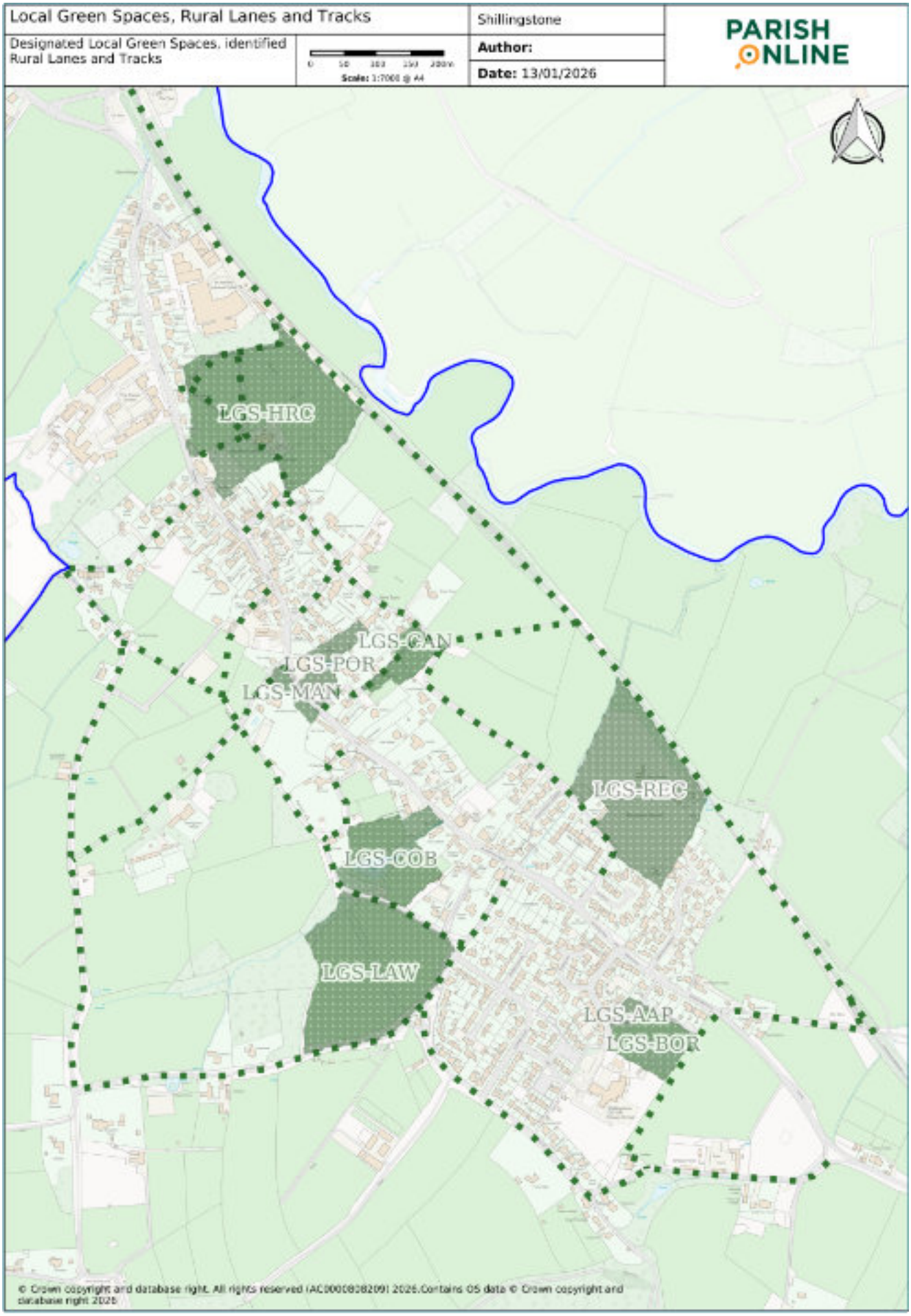
3.03. Similarly, although much of the area is covered by Conservation Area designation, there has been no design policy or conservation area appraisal to guide development to enhance its character. Our Neighbourhood Plan fills this gap by providing guidance on what makes good design in our local context.

Local green spaces

Table 1: Local Green Spaces

Ref	Description	Importance	Size
LGS-HRC	Land surrounding Holy Rood church	This area is of landscape and historical importance to the village. It forms the setting of the Grade I Listed parish church and is the first known location of settlement in the Parish. It is a high point of village and criss-crossed by several public footpaths, providing views of the church and out to Hambledon Hill. The graveyard provides a quiet space for contemplation.	4.3ha
LGS-CAN	Green space off Candy's Lane	Green link to countryside, part of rural character of Hine Town Lane	0.4ha
LGS-POR and **LGS-MAN**	Land adjoining Portman Hall; wooded area adjoining Manor House	Green gap along main road linking to countryside either side, part of local character	0.7ha
LGS-COB	Land west of The Cobbles	Important green link from main road to countryside, including attractive pond area, part of local character	1.5ha
LGS-REC	Shillingstone Recreation Ground	A very important recreation ground for the community, in public ownership. Includes tennis courts, full-sized and junior football pitches, cricket nets and ground, children's playground, and a small area used as a car park (associated with the use of the site for recreation).	3.3ha
LGS-LAW	Land adjoining Lawsbrook	Attractive parkland edge between the village and Dorset National Landscape (DNL formerly AONB)	3.6ha
LGS-BOR and **LGS-AAP**	Burton's Orchard and Augustan Avenue Play Area	Parish Council managed play area and community orchard, established during the village's southern extension and school construction. Now matured, these much-valued sites provide significant wildlife, landscape, and recreational value. Formally designated as LGS in 2026.	0.94ha

3.04. Within the parish there are public and private green spaces that greatly contribute to the character of the village. We have decided to designate the most significant of these as "local green spaces".



Map 2: Local Green Spaces/Rural Lanes

3.05. Designating local green spaces provides stronger protection than the Important Open and Wooded Area policy protection given in the 2006 Local Plan, which was reviewed in 2015 as part of this plans' preparation. The protection provided by the local green space designation should last beyond the plan period. For this reason, we can only designate spaces where we feel confident that these won't unreasonably restrict possible future growth that may be required beyond the plan period. We also cannot designate large areas of countryside as local green spaces – this designation is only intended for local spaces that are reasonably close to the community they serve. Nine local green spaces have been identified as part of this plan's preparation, for the reasons listed in table 1: Local Green Spaces ***on page 9***. Their extent is shown on Map 2: Local Green Spaces/Rural Lanes ***on page 10***.

3.06. It should be noted that as new green spaces are developed and become entrenched in the community, they will be added to the Parish Neighbourhood Plan at the next review; examples of these include the Wildflower Meadow behind The Old Ox Inn, The Old Ox Inn pub garden, the North Dorset Beekeepers Association Centre the Dorset Lavender Project at Holloway Farm, as well as the Big Yellow Bus Garden Project. In addition, Cookwell Brook and its immediate environs has also been suggested and can similarly be considered for designation in a future review.

3.07. The Parish Council has identified a growing need to address parking pressures in Hine Town Lane, particularly around the recreation ground during events. To mitigate this, they are exploring the possibility of increasing both the amount of parking and potentially the access times available at the recreation ground. Any such scheme would prioritise enhanced protected access to the recreation ground itself to prevent misuse and damage to the playing fields. Recognising the recent loss of parking spaces associated with the Old Ox development, expanding parking at the Recreation Ground aligns with its designation for outdoor sports and could support its continued use. Furthermore, the inclusion of electric vehicle (EV) charging points would offer a valuable amenity to the community, and also the potential for managed overnight parking for nearby residents which could help alleviate parking congestion on narrow lanes. Integrating a safe crossing and improved access to the Trailway from the recreation ground is also envisioned, aiming to encourage greater utilisation of this valuable local amenity.

3.08. The connection between the Old Ox site and Hine Town Lane was identified as crucial to Shillingstone's local character, with the aspiration for a Local Green Space (LGS) designation to preserve a vital green corridor. Regrettably, the scale and layout of the housing development approved for the rear of the Old Ox have significantly compromised this vision, and the resulting tall close board fencing further diminishing the anticipated open green link and public footpath desired by the community and expressed in this plan. The subsequent approval by Dorset Council in February 2025 for a further five dwellings, three of which sit on the land behind the Old Ox Inn, has now rendered the full realisation of the envisioned green corridor no longer feasible. However, as part of the approved development, a wildflower meadow is planned for the land behind the remaining pub garden. Once established, its value to the community will be assessed for potential inclusion as a Local Green Space in a future review of this plan. Looking ahead, to partially address the vision of a visual green corridor, it is proposed that any future development on the Stoneleigh field site (HTL-N Hine Town Lane North) should incorporate significant green space to extend this corridor further, linking up with Hine Town Lane and to deliver on the vision of a green corridor. The river corridors are home to several protected species, with the Stour catchment being an internationally rare chalk stream habitat, and the Cookwell Brook is identified as a Priority River Habitat.

Policy 1. Local green spaces

Local green spaces, as listed in Table 1 and shown on the Policies Map, will be protected from inappropriate development that would reduce their open character or otherwise harm their reason/s for designation. No such development will be permitted except in very special circumstances.

Our roads, lanes and tracks

3.09. The rural nature of the village was a theme that came up repeatedly in the parish plan and our consultations, as something we all appreciate and want to preserve. Of particular note is the retention of rural character of the network of lanes and tracks that connect from the A357 around the village and out to the nearby villages of Child Okeford and Okeford Fitzpaine. Their extent is broadly indicated on Map 2: Local Green Spaces/Rural Lanes 1 ***on page 10***. These rural back-lanes and connecting footpaths are well-used by residents, both for getting around the village and for recreation. They are seen as a safer and more pleasant walk than alongside the main road. The lanes do not have pavements, and it would be wrong to create urban pavements in these locations – so any cause for any potential increase in vehicular traffic should be carefully considered for it's impact – avoiding where possible or managed in a way that it can be shared with people walking or cycling. The tracks should remain as tracks without the addition of any regular vehicular traffic or street lighting. Similarly, if a separate walkway / cycle path is to be provided, this too should be rural in character. The Dorset Rural Roads Protocol[10], provides some useful and appropriate guidance in this context.

Rural Roads Protocol

The protocol, adopted by Dorset Council, seeks to ensure that highway works:

- balance the safety and access needs of users with care for the environment and the quality of the landscape and settlements
- use local materials with designs sympathetic to the character of the rural settlements
- consider the landscape adjacent to the road, address ecological and historical needs and interests.
- keep signs, lines and roadside furniture to the minimum and remove intrusive roadside clutter where this can be achieved without unduly compromising road safety – where these are needed, they should be designed to fit with local surroundings

3.10. Regarding the main road (A357) passing through the village, considerable thought has been dedicated to identifying potential measures to enhance safety for pedestrians walking along and crossing the carriageway, as well as for cyclists and other vulnerable road users. This issue is anticipated to become increasingly critical over time, particularly as developments in surrounding areas[11] contribute to the growing volume of traffic using this road as a primary link into Blandford Forum and onward to Poole and Bournemouth from the north-west as well as accessing services and facilities within the village[12]. Recognising this increasing pressure, the Parish Council held an initial meeting with Helen Jackson, Principal Transport Planner - Strategic & Policy, Economic Growth and Infrastructure, to explore viable strategies for improving the safety of crossing the A357 and for implementing traffic speed management measures, ultimately aiming to create a safer environment for pedestrians to navigate the village.

Transport Projects

The Parish Council have recently secured the expansion of the 30mph limit to further out from the village and will continue to work closely with Dorset Council as the Highways Authority to explore ways to improve road safety and accessibility in the local area and to ensure the local maintenance of highways.

3.11. A significant section of the A357 as it passes through the heart of Shillingstone, specifically between Holloway Lane and extending beyond the Portman Hall, would greatly benefit from the implementation of a 20mph speed limit to substantially enhance safety for residents. This stretch serves as a central focal point for the village, encompassing crucial bus stops used by secondary school children commuting to and from schools in Sturminster Newton and Blandford Forum, many of whom have to cross the A357 at busy times. Furthermore, this location acts as primary crossing points for residents accessing the Recreation Ground, the Old Ox, and further along, the Portman Hall. The recent closure of the school at Okeford Fitzpaine has also led to a notable increase in traffic on Augustan Avenue, the main access road to the local school, with more students arriving by car and some by minibus.

[10] https://www.dorsetcouncil.gov.uk/w/rural-roads-protocol
[11] The 2025 Housing Land Supply report records extant permissions for a further 83 homes in Okeford Fitzpaine, and over 200 homes in Sturminster Newton, with additional housing in places such as Stalbridge and Marnhull.
[12] Services would include access to Shillingstone Primary School whose catchment area has been expanded to include Okeford Fitzpaine.

3.12. To improve pedestrian safety at the main village crossing points, the installation of a zebra crossing near the bus stop would be highly beneficial. Alternatively, a pedestrian refuge could be considered, although this might necessitate relocating the bus stop to the next lay-by, which offers more ample space to accommodate both the crossing and the refuge. Similarly, the section of the A357 at Cookswell at the junction to Station Road adjacent to the Co-op Food shop is of concern, specifically for pedestrians wishing to traverse the road negotiating moving traffic and dangerously parked vehicles, as well as the dangers of delivery vehicles to the site reversing into car park; the proposals for this area suggest the use of a crossing or refuge island to make it much safer for pedestrians, as well as acting as a deterrence for on street parking and dangerous overtaking manoeuvres.

3.13. On-street parking continues to be a growing problem, with car ownership levels being comparatively high[13], and dedicated parking provision often inadequate, re-purposed (such as garages used for storage) or poorly configured (such as in-line parking spaces). This is particularly an issue where it makes it difficult for pedestrians, cyclists or horse riders to use or cross the road, particularly with a pushchair or wheelchair at junctions or where footpaths meet. Another issue is parking that creates pinch-points that impede larger vehicles, such as emergency or service trucks, to get through. This is a common problem during peak school hours.

3.14. Table 2: Highway Issues and Potential Solutions ***on page 15*** outlines the range of measures identified by the Parish Council, which will be subject to further consultation, refinement and safety checks once funding becomes available, as potentially helping create a safer environment that takes all opportunities to make walking, cycling and public transport healthy and attractive options.

3.15. At time of heavy or prolonged rainfall, many of the roads in the area can become flooded. This is particularly notable along Hine Town Lane, as detailed in Appendix 3 ***on page 51***, where the existing culverts have not been designed to convey storm water flow levels. There are also times when the A357 junctions at Bere Marsh, Gunn Lane and White Pit are flooded as a result of high groundwater levels and surface water run-off from Okeford Hill joining with Cookwell Brook and Lawsbrook, which is significant as it affects the local properties but also causes road closures on a major link through Dorset.



[13] 2021 Census table TS045 - Car or van availability, shows that the average number of cars per household in Shillingstone is around 1.75, which is 18% higher than the Dorset average. 1 in 5 households have three or more cars or vans typically parked at their address overnight. See Appendix 6 for 2021 census data - Number of cars or vans per household ***on page 68***.

Policy 2. Our roads, lanes and tracks

Development that would noticeably detract from the rural character of the lanes and tracks around the village and into the countryside will not be supported.

The provision of parking within new developments or through infill / extensions should ensure that the likely volume of cars does not dominate the street scene or lead to haphazard on-street parking. This will be achieved by:

- make adequate provision for the anticipated parking demand - for residential development this should achieve an average of at least 1.8 cars per dwelling, plus provision for visitor / overflow spaces
- providing parking spaces for 2 or more cars as side-by-side (as opposed to "in line") spaces where possible, and ensuring that electric vehicle charging points are considerately placed
- ensuring that areas which are likely to be used for on-street parking / deliveries can do so allowing for larger vehicles to pass the parked vehicles

Extensions and alterations to existing buildings should be carefully considered to avoid significant loss of front garden areas, or side areas being surrendered to hard standing for the purposes of parking, especially if the resulting provision would not meet the above guidance.

The design of parking provision will need to respect the character of the area, use permeable non-migrating surface materials and appropriate drainage (given the high-water table).

Any necessary improvements to the highway must not destroy the character of its network of rural lanes. Tree planting either side of the physical highway is encouraged, to create a pleasant environment, support local wildlife habitat, improve drainage and contribute to carbon capture.

Where feasible and appropriate to the scale and context of the development, new construction should incorporate adequate pavements, ideally on both sides of the highway, to ensure safe and convenient pedestrian movement. These pavements should also be designed with sufficient width and accessibility to accommodate the easy and unobstructed collection of waste bins at the same time as retaining their primary function as pavements for pedestrians.

Careful consideration is required where development will drain into existing drains crossing Hine Town Lane and Marsh Bridge, to ensure that drainage systems managing surface-water run-off do not exacerbate, and were possible alleviate, the current highway flooding experienced during periods of heavy rainfall. Schemes to allow these highways to drain more efficiently are encouraged.

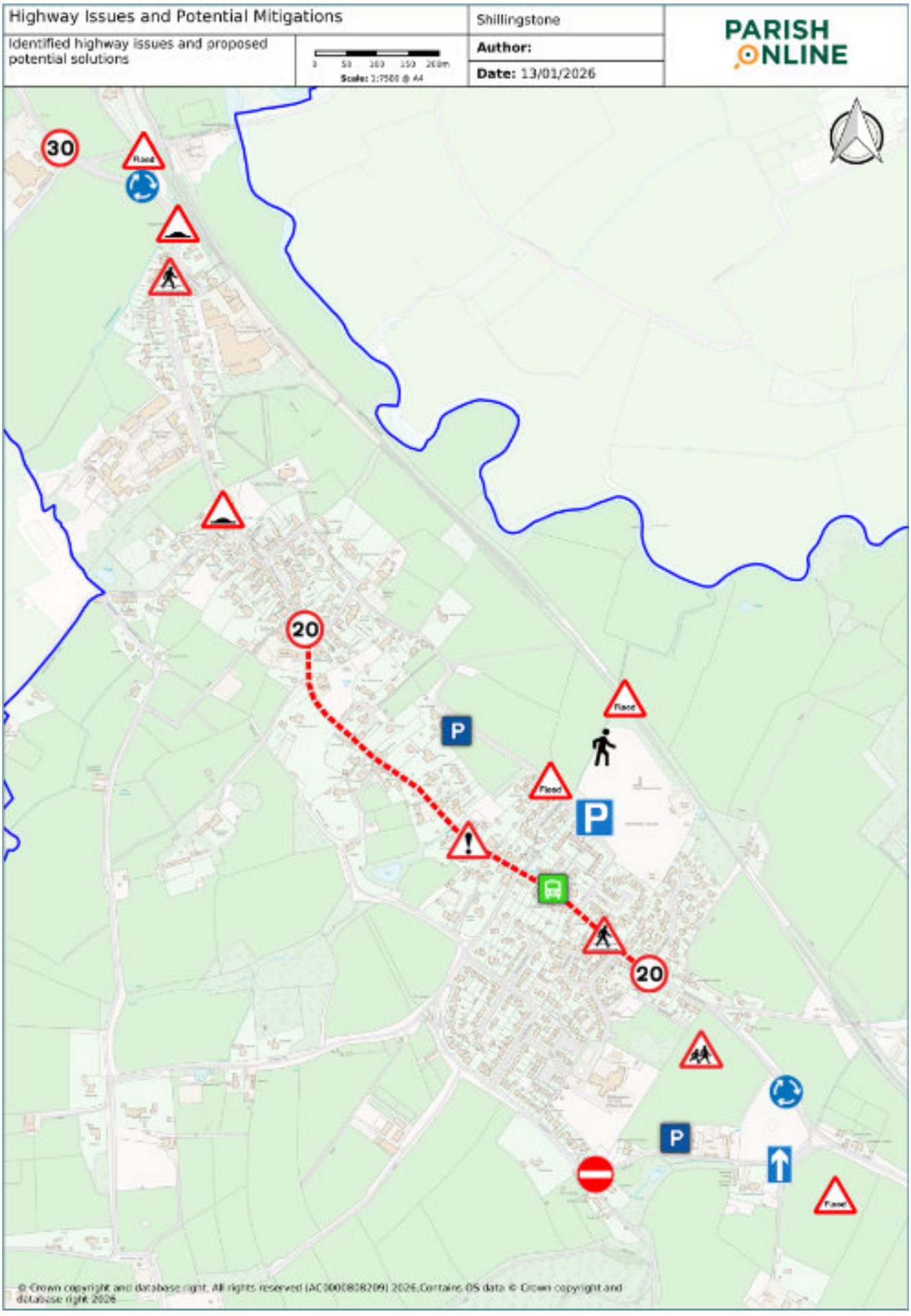
Where possible, developments should provide safe and attractive onward pedestrian links for a more connected and permeable settlement. Such links will need to be designed to be in keeping with the area's rural character and should avoid creating easy access to side / rear elevations with no overlooking.

Measures to address the highway issues and where feasible secure appropriate solutions such as those identified in the table 2 will be supported. A planning obligation to bring forward these improvements may be required to achieve any necessary mitigation.

Table 2: Highway Issues and Potential Solutions (in conjunction with Map 3 ***on page 16***)

Issue		Potential Solution (Subject to funding & further consultation as appropriate)
Reducing traffic speeds and assisting pedestrian movements alongside/ crossing the A357		Paint 30 mph roundel on the road at the northern end of the village (a request has already been made to Dorset Council)
		Install roundabout / revised junction at either end of the village, as a means of physically slowing traffic. As a short-term solution, use different coloured tarmac at village gates, possibly build out the gates to reduce traffic speed
		Install speed tables to slow traffic down travelling from the north and in the vicinity of the Okeford Fitzpaine turning at War Memorial
		Install two crossings or refuge islands to link pavements and make access to the Co-op much safer for pedestrians
		Remove lay-by to widen road to allow installation of a pedestrian refuge / zebra / pelican crossing on what is the main pedestrian thoroughfare between the south (school) side to the north (recreation field, trailway etc.)
		20mph Zone between filling station and Augustan Avenue
Dangerous parking/ parking pressures		Ensure new builds have adequate off-road parking for residents & visitors
		Extend the car park at the recreation ground
		Install traffic management measures (and/or 20mph) outside of the Old Ox, where the loss of land has led to an increase in on-street parking.
		If a new junction on the A357 is created south-east of the village, there is potential for this to provide an additional access to the school, with a turning / parking area, to alleviate problems in Augustan Avenue
Poor bus stops		Improve bus stop with shelter / seating and real time information
Excessive traffic on quiet lanes		Whitepit is gradually turning into a Rat Run with additional traffic from Okeford Fitzpaine. Consider traffic control solution, like making this one way to Pepper Hill from the A357 Junction
		Improve access to the trailway via the Recreation Ground. Widen and resurface trailway to all-weather standard, to link up with the good surfaces towards Sturminster and at Stourpaine to Blandford. Improve drainage. (2 ditches to be re-cut in April)
Dangerous flooding		Liaise with landowners, Dorset Council, Rangers & Environment Agency to ensure culverts / streams / ditches are cleared and outfalls remain above water level. Encourage residential feedback to help monitor problem areas

*Reference Map 15: Road Traffic Incidents ***on page 56*** in Appendix 5



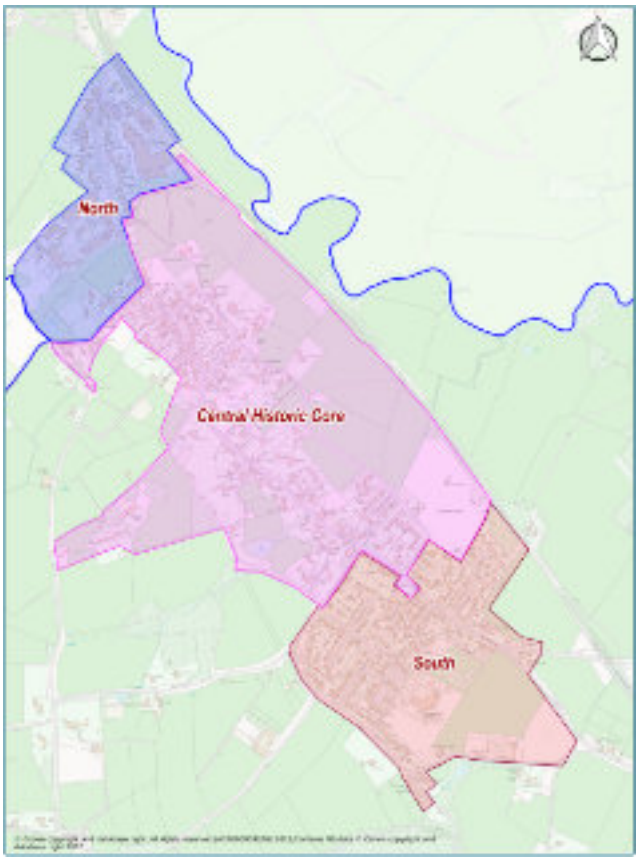
Map 3: Highway Issues and Potential Mitigations

Local designs

3.16. An assessment of the built form of different parts of the village has identified three different character zones in Shillingstone. These character zones represent areas that share similar characteristics. The three zones are as follows and are described in the sections below:

- **North Shillingstone** (outside the Conservation Area)
- **Central historic core** (the Conservation Area)
- **South Shillingstone** (outside the Conservation Area)

3.17. Map 5 ***on page 22*** shows the landmark buildings together with other notable buildings, all of which are either Listed, Scheduled Monuments or identified as potential Non-Designated Heritage Assets (NDHAs).



Map 4: Character Zones

North Shillingstone character zone

3.18. The approach to the village from the north is along the A357 bordered by attractive undulating farmland. The entrance to the village, at the north-western end of Cookswell, now includes a village gate sign, and whilst the motorway style crash barrier does not enhance the village it is often hidden by the vegetation. To the north side is the car park for the trailway. Further landscaping / planting would enhance this area. This northern area was once a separate hamlet, Cookswell; the stone, brick and flint Victorian terrace on the north-west side of the road and backing on to the Cookswell Brook survives, together with a Victorian industrial building, previously a creamery. At the rear is a modern industrial estate which occupies what was the station yard. The brick and slate-built railway station of 1,863 has been restored and replicas of ancillary buildings such as the signal box, together with re-laid track are part of the ongoing station project. Most of the track bed is now a public trailway linking both ends of the village and connecting to Blandford and Sturminster Newton. From here there are extensive views across the Stour valley, and the trailway, landscape and heritage are an important tourism asset.


Cookswell Cottages


Seymer Close


Knapps

3.19. On the east side a small recent housing development is in traditional cottage style, partly thatched. The building former used as D J's Motors has converted to the Co-op store. Continuing south on both sides of the road are mostly detached houses and bungalows from the 60's onward. These are constructed of various materials and to differing designs and are well set back from the road.

3.20. Towards the war memorial at the top of the hill on the west side is Forum School surrounded by its extensive grounds. From the roadside many mature trees hide the main house and later ancillary buildings. The main playing field is bounded by a stone retaining wall alongside the road, and mature trees on two other sides, with views through to open country on the other. The

house, built in rendered brick with numerous timber sash and casement windows, is particularly important. Formerly the Grange, this, the largest house in the village, was built in Arts and Crafts style in 1904 by the renowned architect C E Ponting, most of his other work being ecclesiastical.


Grange Cottages

3.21. Most of the building in this northern zone has no unifying or distinctive character. Most buildings are 1 or 2 storeys in height, with a mix of building types, styles and forms. Materials include red brick and flint on vernacular buildings and non-distinctive brick and render under concrete pan tiles on 1960/70s dwellings. Windows are mainly wooden or PVC casement styles. Between the houses on both sides of the road are many views through to open countryside to the west and east.

Overview - North Shillingstone character zone (See corresponding site locations on Map 5, on page 22)

#	Landmarks	Locally distinctive features	Negative features
1	The War Memorial ‡ (c.20 - 1919)	Generally modest sized buildings both residential and other uses, with sufficient green spaces for mature trees and hedgerows, providing a semi-rural feel	Northern entrance to the village is unremarkable
2	The Grange ₦ (Forum School)		

† - Grade I Listed ‡ - Grade II Listed Δ - Scheduled Monument ₦ - Non-Designated Heritage Asset (NDHA)

Central historic core character zone


Church House

3.22. The central zone follows the boundary of the village conservation area. The main road coming from the north crests the hill at the stone-built Church Centre on the east. This was formerly the Victorian Village School, set in front of the Grade 1 Listed Church of the Holy Rood and its wooded churchyard. These significant buildings are set in extensive pastureland occupying the highest part of the village, commanding extensive 270-degree distant views as far as Alfred's Tower and along the River Stour and across to Hambledon and Hod Hills. Opposite the Shillingstone Church Centre, formally the village school, is the war memorial at the corner of Poplar Hill. From the top of this steep road there are distant views to the southwest. Post war detached houses of various designs and materials, mostly bungalows, are set back from the road to Okeford Fitzpaine. At the bottom of the hill is an attractive terrace of early Victorian cottages of brick, stone and flint, close to the roadside.


Cottage Terrace at Lanchards

3.23. The main road continues through the most historic part of the village, bordered by terraced cottages and detached houses close to the road edge. Built of stone, brick and render, mostly with casement windows with many thatched roofs, most of these buildings are Listed and date from the 17th century. The remnant of the village green with an historic cross also borders the main road. The west side of the road has a small untidy commercial area with a filling station and associated shop, car repair business and haulage yard at the rear with unattractive industrial buildings of steel, concrete block and asbestos roofs. Adjoining overgrown land has planning permission for 4 new houses, the foundations for which have been laid. From this point the buildings are mostly detached and well set apart with extensive green spaces and views between them, providing a far more open aspect.


Thatch Cottage Terrace at The Cross

There are several older houses of brick and stone, some rendered and some with thatch. Many are Listed Grade 2. These are generally near the roadside while later houses and bungalows are often set back more than 50m creating a more spacious rural feel to this area. There are many large trees in gardens and adjoining land.

3.24. Further south where the road levels out, houses are closer to each other and to the road, sometimes separated from it by high brick walls. These confine the road resulting in a more enclosed compact character. The houses at this end of the zone are nearly all two storied and range from 17th century thatched with rendered walls and small casements to early 20th century brick with slate roofs and sash windows.

3.25. Where there is insufficient off-street parking to serve the properties along the main road, parking on the road can cause problems, both in terms of highway safety but also detracting from the area's character. Although the A357 appears to dominate the village, there are important minor roads and tracks virtually parallel to the main road linked by an extensive network of footpaths which give a much more rural feel.

3.26. Church Road, which loops northwards from the village cross and back to the main road opposite the filling station probably defines what was the much larger original village green, surrounded by at least four thatched brick farmhouses. The green is now completely built over with a wide variety of detached houses, including thatch with stone or brick walls, post war brick houses, and recent brick and flint houses. The outside edge of the lane has a Victorian brick-built terrace, three 18th century brick and thatch farmhouses, an extensive view over a field gate across Church Field and the river valley to Hambledon Hill, the former 18th century brick built rectory, and a substantial three storey late 19th century brick and tiled Arts and Craft style house with large latticed windows. Some houses are close to the road edge which, with high brick walls and hedges, gives the area an enclosed feeling.

3.27. From here the narrow and rural Hine Town Lane leads south to the lower end of the village. The first part has a cluster of houses, mainly brick, modern and old, on the west, some end on to the lane and all quite close to the edge. There is just one isolated post war house to the east. The lane then runs between traditional hedgerows with open views towards the village on one side and across farmland to the river valley on the other.

3.28. The lane runs downhill between high hedges and narrow verges and at the bottom of the hill there are more open views to east and west. Around 300m away, parallel to the lane, between the village and river, runs the trailway along the old railway track bed, through a wooded area and then between fields and alongside the recreation ground. At its southern end the lane is bordered on the west by modern housing including 1970's brick bungalows, and 1950's rendered brick terraced and semi-detached houses forming an enclosed quadrangle and then re-joins the main road.

3.29. On the other side of the main road more rural lanes and footpaths form an alternative route from the old village centre to the more modern southern village. In this area are houses in large gardens and


Maypole Cottage & The Cross


Stour House


Clayton Farmhouse


Church Croft


Greensleeves


Manor Farm House

small fields and paddocks with many mature trees, providing park-like aspects and tranquillity. On the other (west) side there are more extensive open spaces with stands of oaks and other trees, including the grounds of Shillingstone House (a large late Victorian house which can be glimpsed through the planting), and an arboretum all with the same parkland character. There are just a handful of houses in this area, all set in large grounds.


Ivy Cottage

Overview - Central historic core character zone (See corresponding site locations on Map 5, on page 22)

#	Landmarks	Locally distinctive features	Negative features
3	Village School ₦ (c.19) {now Shillingstone Church Centre}	Mixture of house styles and sizes. Older houses of brick or stone with thatched roofs. Some houses bounded by high brick walls or hedges. Mature trees, green spaces. Network of footpaths. Views over countryside from within the village.	The main road and related parking issues impact on the many houses opening on to or close to it. Old commercial buildings and disorderly Antell's Yard. Modern signage at petrol filling station.
4	Holy Rood Church † (c.12)		
5	Victorian terraced cottages at Lanchards ₦ (c19)		
6	Greensleeves ‡ (c.16)		
7	The Cobbles ‡ (c.17)		
8	Shillingstone railway station ₦ (c.19)		
9	Church House ‡ (c.18)		
10	Stone built terrace of thatched cottages at 'The Cross' (c.17/8)		
11	Maypole Cottage ‡, overlooks village cross and green (c.18)		
12	Clayton Farmhouse ‡ (c.18)		
13	Old Ox Inn ₦ (c.19)		
14	Long Thatch ‡ (c.16)		

Other notable buildings & structures

18	Burlton Cottage ‡ (c.18)
19	The Village Cross Δ ‡ (base c.15 - shaft & cross head c.19)
20	Church Croft ‡ (c.19)
21	Cherry Cottage ‡ (c.18)
22	Crooked House ‡ (c.18), Halfpenny Thatch ‡ (c.17) & Telephone Kiosk
23	The Old Rectory & The Old Rectory Garden ‡ (c.18)
24	Croft Cottage ‡ (c.19)
25	Manor Farm House ‡ (c.18)
26	Cox House ‡ (c.16)
27	Wisteria Cottage ‡ (c.18)
28	Lilac Cottage ‡ (c.18)
29	Japonica Cottage ‡ (c.17)
30	Shillingstone House ₦ (c.19)
31	Manor House ₦ (c.20) *{Previous Manor House burnt down in 1922}*
32	Everetts ₦ (c.18)
33	The Old Smithy ₦ (c.18)
34	The Old Reading Rooms ₦ (c.18)
35	Honeysuckle Cottage ₦ (c.18)


Burlton Cottage


Cox House


The Crooked House

† - Grade I Listed ‡ - Grade II Listed Δ - Scheduled Monument ₦ - Non-Designated Heritage Asset (NDHA)

South Shillingstone character zone

3.30. Approaching the village from the high ground of Gains Cross to the south, the main road has extensive views across the lower part of the village. It then passes through farmland and between high hedges into this end of the village.

3.31. There are several older brick houses (some thatched and listed) in this zone but the majority of development has taken place since 1950.

3.32. The new contemporary village school is on the southern edge of the village – this brings with it localised traffic 'peaks' at school start / finish times, with inconsiderate and potentially dangerous parking on the roads closest to the school. The adjoining development of Roman Way and Augustan Avenue, built in the 2000s, are of various designs and a whole range of materials including thatch, brick, render and timber. Houses are mostly detached with the many 3 storey houses combined with high density lending a rather vertical emphasis at variance to the surroundings and character of the area. Pebbledash and rendered brick typify the estate of 1950's/ 1960's semi-detached houses of Wessex Avenue and Coombe Road. The detached houses of 1980's Spencer Gardens are of brick with concrete tiled roofs, the detached bungalows of Stour Close are rendered and with similar tiles. The Schelin Way development of the 1970/80's is also brick and concrete tiles. The area currently lacks mature trees and open spaces which punctuate the older part of the village.

3.33. The west, Whitepit separates the built environment from the DNL designated farmland with views across farmland to the forested slopes of Okeford and Shillingstone Hills. The east side of this lane is lined mostly with bungalows of various designs and materials dating from the 1960's to the present day. It continues south past a small group of post war houses to Whitepit Farm Buildings. Although there are large modern farm buildings adjoining, this late Victorian farmyard is surrounded by attractive red brick, slate roofed ranges, (unfortunately recently damaged by fire) and in this narrow-hedged lane creates an attractive rural aspect. Nearby is a pair of cottages of similar date and materials and an earlier farmhouse.


A357 Junction of Augustan Avenue


Augustan Avenue


Shillingstone Primary

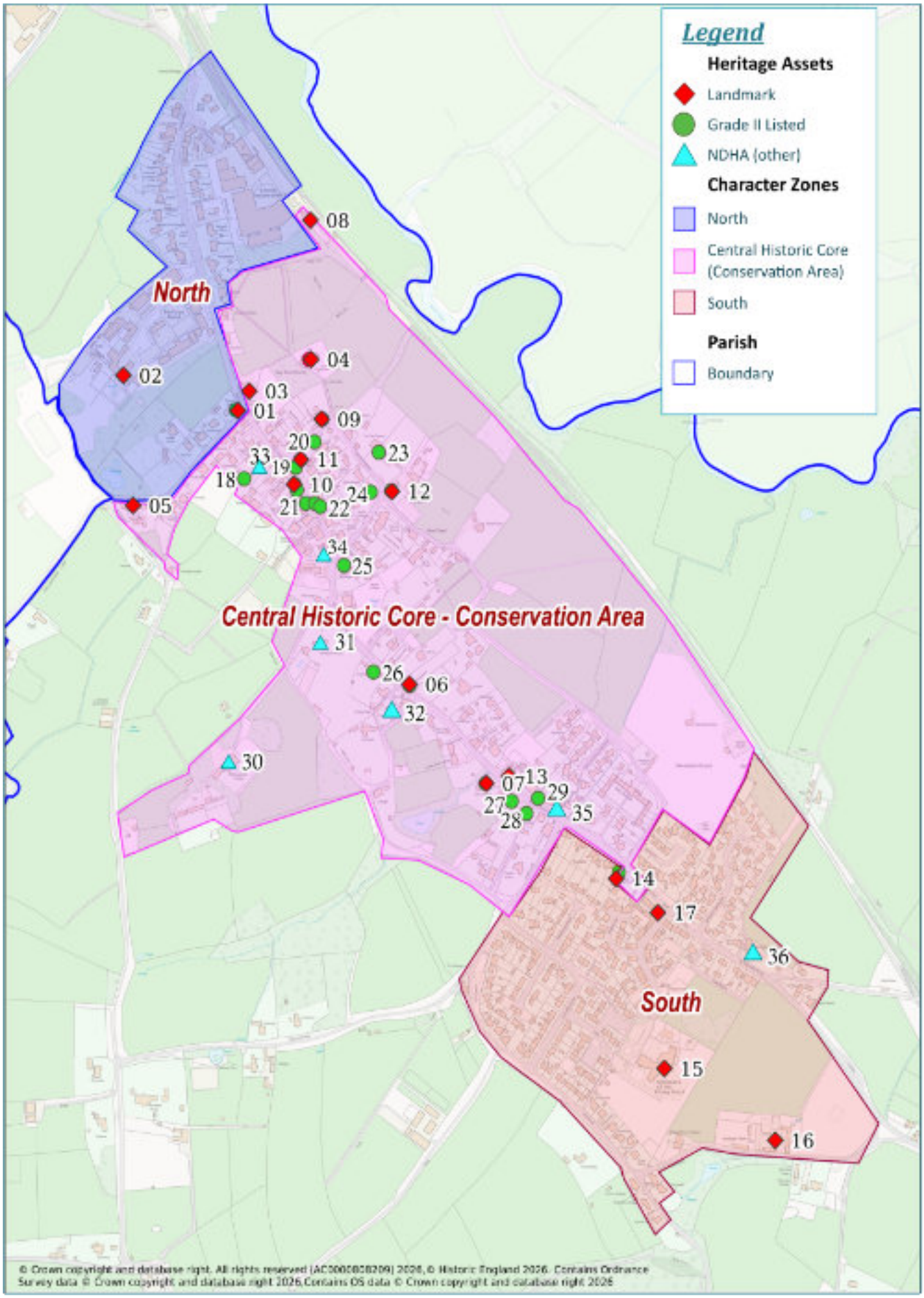

Schelin Way


White Pit to Keepers Cottage

Overview - South Shillingstone character zone (See corresponding site locations on Map 5, on page 22)

#	Landmarks	Locally distinctive features	Negative features
15	Village School ₦	Green spaces and community orchard around school.	*Extensive post war housing with no local character, materials or design features, suburban in nature.*
16	Whitepit Farm Buildings ₦		*Latest development is very high density with no consistency in styles and materials. Lack of parking.*
17	Corner House, Augustan Avenue ₦	Whitepit area is more rural in nature, the old farm buildings forming an attractive group	*Overwhelming 3-storey houses inappropriate for location.*
			Few mature trees.
Other notable buildings & structures			
36	Hambledon Cottage ₦ (c.18)		

† - Grade I Listed ‡ - Grade II Listed Δ - Scheduled Monument ₦ - Non-Designated Heritage Asset (NDHA)



Map 5: Listed and Landmark buildings, Conservation Area and Character Zones

3.34. This brief review highlights many of the features and buildings that make Shillingstone what it is today. In taking forward new development, we think it is important that new development respects what makes a place special, reinforcing those aspects that provide its local character, and where possible removing or remedying features that detract from its character. This applies equally to the built form and the spaces and landscaping in between (including street furniture). Proposals for development should therefore justify how the design responds to the local context, and, in particular, how the design of proposals have sought to retain or enhance positive features of the area or address some of the negative features identified. Outside of the built-up area, the DNL Management Plan and landscape character assessments provide useful guidance on the characteristics of the wider countryside.

3.35. The protection of both designated heritage assets (such as Listed Buildings) and non-designated heritage assets (such as those identified through Dorset's Historic Environment Record[14] is already provided for in legislation and national planning policy. The character appraisal is intended to add to the understanding of their significance and setting, to help ensure that harm to these assets is properly considered and avoided as far as possible, and that schemes allow for their appropriate re-use and adaptation.

3.36. This does not prevent new buildings, and alterations and extensions to existing buildings, from achieving higher environmental standards and reducing their carbon footprint. This is best considered as part of the early design process, in order that the necessary measures can be successfully integrated into the build, rather than retrofitted. Dorset Council now expects most applications for new buildings and larger extensions to be accompanied by a sustainability statement demonstrating how sustainable design and construction have been considered, including:

- **reducing energy consumption and carbon emissions** – this could include the use of renewable energy such as solar panels, ground-source and air-source heat pumps, as well as considering the thermal efficiency of building materials, and designs to maximise solar gain whilst avoiding overheating, with a focus on reducing the use of fossil fuels. (See Map 19: Heating Types within Shillingstone ***on page 60***)
- **maximising the use of sustainable materials** – this tends to favour the use of local materials due to reduced transport, but also considers how these are sourced and their embodied carbon
- **minimising waste and increasing recycling** – this could include whether it is possible to re-use materials where the proposals include some degree of demolition
- **conserving water resources and sustainable drainage** – this could include the incorporation of rainwater and grey-water recycling
- **incorporating green infrastructure** – this mainly applied to landscaping and the retention or creation of wildlife corridors / areas, but would also be relevant in the use of sedum / green roofs and wildlife features such as swift and bee bricks
- **encouraging sustainable travel** - this could include car charging points, cycle storage etc.

3.37. The use of sedum / green roofs is one such example where multiple benefits can be gained (in terms of low-impact building materials, wider wildlife benefits) and is not so different (given the rural character of the village and its thatched properties) that it would be unacceptably out of character, taking into account that sedum roofs can be pitched provided that the design has considered the water retention / run-off rates and how the substrate will stay in place. Lower pitches may be justified where this would help retain views out to the countryside.

3.38. To ensure that future developments are sensitive to the local character and effectively address community needs, we strongly urge developers to prioritise early and meaningful engagement with both the Parish Council and local residents right from the initial design concept stage. This proactive collaboration, before significant design decisions are finalised, will provide a genuine opportunity for community insights – including crucial understanding of local perceptions regarding the look and feel of the place – to be actively incorporated into the evolving plans. Recognising that the descriptions within this plan offer a snapshot in time and that other important aspects may emerge over the plan's lifetime, this early dialogue is considered vital for creating sustainable and well-integrated developments that resonate with the community.

[14] https://heritage.dorsetcouncil.gov.uk/ Follow link to Dorset Heritage Explorer

3.39. Due to the high potential for archaeological finds, both from the medieval period and Roman occupation, developers are likely to be required to submit an archaeological assessment including field evaluation where such remains may have not been previously disturbed. This will be necessary in order to determine their presence and significance, prior to determining the application. The assessment will inform measures to be taken to secure the retention of such remains (if present) or their recording, in line with national and local planning policies.

Policy 3. The character and design of new development

All development proposals should contribute positively to Shillingstone's local identity and distinctive character, including the significance and setting of the area's heritage assets, and (if outside the settlement boundary) be appropriate to its rural context and guided by the Dorset National Landscape's Management Plan.

Development should relate positively to public routes and local green spaces.

The general design should be in harmony with immediately adjoining buildings and the relevant character zone as a whole, and where appropriate and feasible, remedy any existing negative features. The scale, mass and positioning of any new buildings should reflect the purpose for which they are proposed and not overwhelm noted landmark buildings nearby. Design cues should be taken from locally distinctive features noted in the character zone or historic core. Materials where practical should be sourced locally, and there should be sufficient richness of detail in their design and materials.

Developments will be expected to incorporate existing mature trees and hedgerows and other landscape and wildlife features into the layout, and provide landscaping and sufficient spacing, appropriate to the rural character of the area.

The design of new buildings to achieve higher environmental standards will be strongly supported and may justify taking a different approach to the traditional vernacular, provided that the overall development would still reflect the character of the area and would be broadly in keeping with its immediate context. Such deviations from the traditional vernacular may be justified where this would make a significant improvement to the sustainability credentials of a building that cannot otherwise be accommodated, for example due to:

- The methods for optimising passive solar gain and cooling, and use of solar panels
- The use of high quality, thermally efficient building materials; and/or
- The use of wildlife-friendly features, such as sedum roofs
- The installation of water and/or energy efficiency measures, such as grey water systems air/ground source heat pumps and triple glazing

4. Important community facilities



4.01. There are many activities that take place in the village, using community places and buildings such as the recreation ground, pub and village hall. Without places where these activities can happen, people would have to go much further afield or go without. So, this plan protects the community facilities and current venues so that our community can continue to enjoy them over the coming years.

Community Facilities

- Allotments
- Church
- Church Centre Hall & Post Office Services
- Burton's Community Orchard
- Playground at Augustan Ave.
- Portman Hall (Village Hall)
- Primary School
- Sunbeams Pre-School
- Public House (Old Ox Inn)
- Recreation Ground and Pavilion
- Petrol Filling Station
- Village shop (Co-op)

4.02. Many community facilities rely on generating sufficient income from local people to sustain them. For example, there used to be three public houses in the village, but today there is only one, which in recent years has not been open as much as in the past. With competing facilities in the nearby towns, we need to make sure we all support the local facilities we want to retain.

4.03. Local residents have also indicated that they would support more facilities – particularly more shops and a post office. Since the initial consultation we have gained a Co-op convenience store at the northern end of the village, where DJ Motors used to be. There was also support for having a local doctor or dental surgery, but it is highly unlikely that this will be provided through the NHS in the foreseeable future given the national shortage in practitioners and the size of our village. While existing community and sports facilities are currently deemed sufficient, proposed large-scale housing in Okeford Fitzpaine and the 2022 closure of its primary school are placing significant pressure on Shillingstone Primary school places.

4.04. Under the Community Right to Bid, the Parish Council can nominate community buildings and facilities that are important to local residents as an 'asset of community value'. Once registered, their sale can be delayed allowing community groups to prepare a bid to buy and run them. The fact that a community asset is listed as an 'asset of community value' in itself can be a material planning consideration. In 2022 the Old Ox was registered by Dorset Council as an Asset of Community Value (ACV); when the pub was put up for sale a Community Group formed and raised sufficient funding to buy the pub, but the owner refused to sell it directly to the community.



The Old Ox Inn

4.05. The list of community facilities in the box at the top right of the page include those that the Parish Council would be minded to nominate under the Community Right to Bid, if their continued use as a community facility were likely to come under threat. These are also protected under the following policy – which recognises that these facilities may need to adapt over time, to remain fit for purpose for future generations. Map 6: Community Facilities ***on page 27*** shows their general location. The list does not include services that do not require planning consent, such as the bus links to Blandford and Yeovil, or the network of recreational trails in the area, which are also much valued.

4.06. Most of these facilities are outside the settlement boundary (with the exception of the Co-op shop, the petrol filling station and the Old Ox Inn public house) and as such have the added protection of being 'countryside' where development is more strictly controlled. However, some degree of diversification, particularly of a nature directly related to the community use (for example on-site staff or visitor accommodation) may be acceptable where this will enable the community facility to be sustained in the long term. In such cases a planning obligation may need to be secured to ensure that the proposals when built are not severed from the facility to provide a one-off capital gain.



Coop Supermarket



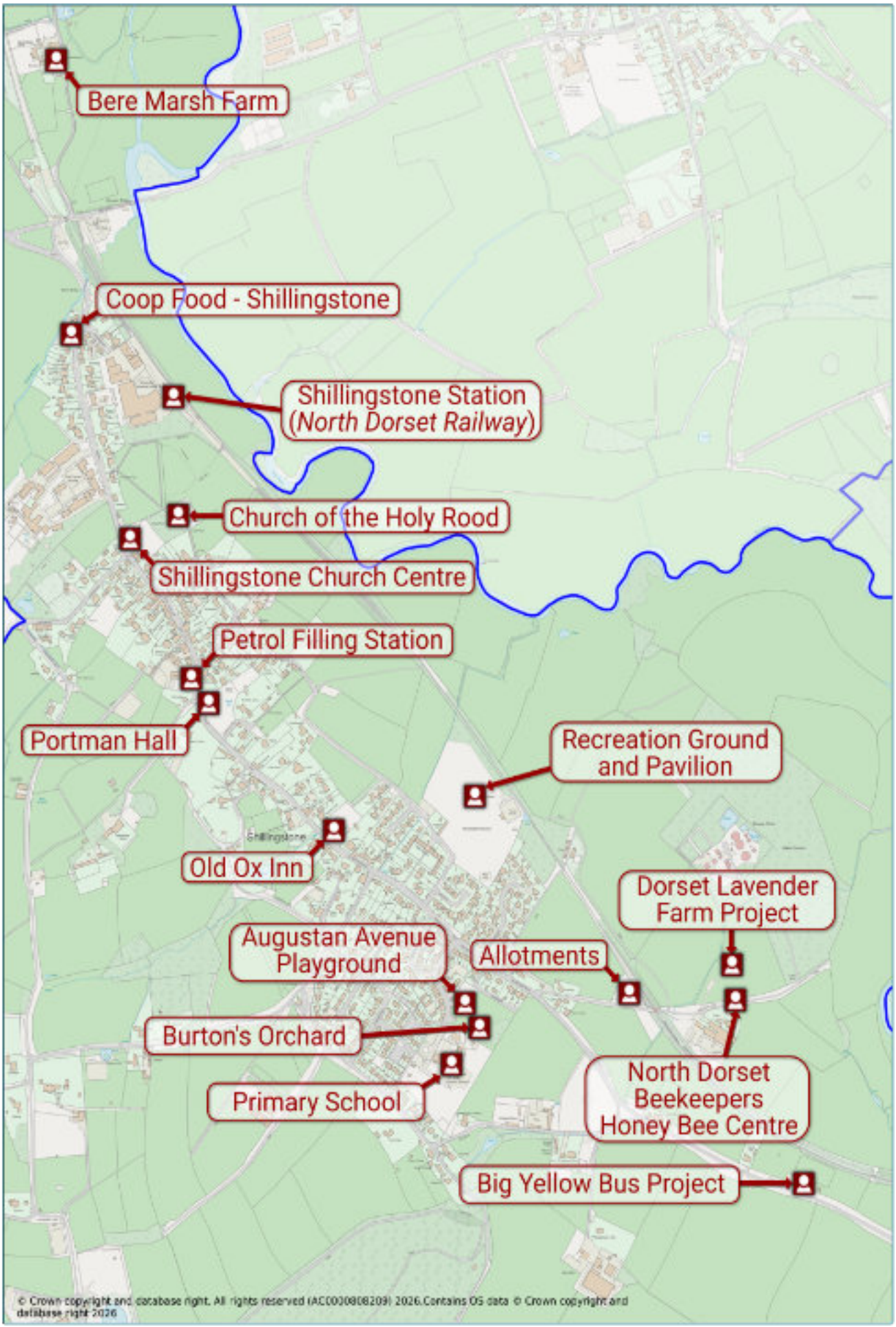
4.07. The recent decision to allow the further severance/reduction of land associated with the Old Ox is a matter of local concern should this go on to impact on the business' viability. The initial phase of development on land to the rear (abutting Hine Town Lane) was to be accompanied by plans for a B&B/holiday letting, which at the time the owner stated was needed in order to secure the pub's long-term viability. This element of the application was adopted into the first draft of the Neighbourhood Plan which was being finalised, and whilst the houses were then subsequently built, the holiday accommodation to provide ongoing income to support the pub was never built. The more recent decision to build further houses to the rear (where the B&B / holiday lets had been planned) has not only precluded this option but has also further reduced the pub garden area and land available for larger functions and overflow car parking. This includes events such as the Traction Engine 'Steam Ups', which have been a regular feature at the Old Ox, and which draw in support and additional custom for the business. Whilst these concerns did mean that the area of pub garden retained was enlarged in relation to the rejected scheme (from 155m² to 305m²), and the formalised parking area extended slightly, it still amounts to an overall reduction that was not supported by the community, and only time will tell if our concerns over the pub's viability are well-founded. Where there is evidence of deliberate neglect or damage to a community facility that is considered to have impacted on its long-term viability, any viability appraisal should be based on evidence from the time before such neglect or damage was evident.

Policy 4. Important community facilities

Community facilities (as listed) are important to local residents and should be retained where possible. The loss or reduction of such facilities will only be supported if, after involving the local community in assessing potential solutions to retain the facility, it is evident that their retention would be unreasonable on the grounds of viability, or that there is clear, independently verified evidence that partial loss will not compromise the viability of the remainder of the facility, or the change proposed has the community's backing. Proposals will be supported that allow such facilities to modernise and adapt for future needs, including diversification schemes linked to the long-term operation of that facility as a viable concern.

The provision of a new community facility to meet local needs, such as education, health services, cultural facilities, recreation and sport facilities, will be supported and should be well-located in relation to the main population that it is intended to serve.





Map 6: Community Facilities

5. Locations for new development

5.01. This neighbourhood plan is about allowing the right sort of development to take place. Our first plan was based on evidence suggest that about 40 new homes over the plan period would be a good amount of development for our area. This level of housing (about three new homes every year) would help deliver some affordable housing for local people (such as low-cost housing for sale) and bring in new people to the village using the community facilities that we all want to keep.

5.02. The review of the neighbourhood plan has tested whether this target should be updated based on more recent information. In particular, account has been taken of the higher housing targets based on the more recently published national policy and standard methods. This is shown in Appendix 4: Housing Needs and supply Calculations ***on page 55***, and suggests that if a reasonable uplift were applied, the revised target would be in the region of 54 homes.

5.03. It is difficult to work out how much demand there will be for new business premises. Certainly, local residents would support the provision of more light industrial business premises in or near the village. However, we cannot force anyone to locate here – and much of the demand for employment premises tends to be focused in the larger towns. The first version of this plan did not propose any specific new sites for employment sites, although it highlighted opportunities for live-work or small-scale employment on the larger sites. Since then, planning permission has been granted to convert the complex of former farm buildings at Gains Cross to a flexible commercial space of just over 680m² floor space and associated parking[15].

Affordable housing for local people

When we talk about affordable homes, what we mean is housing for people with a local connection to the parish (or adjoining areas which look to Shillingstone for their day-to-day needs) who cannot afford open market housing. This includes low-cost housing for sale (where the re-sale price is kept below market value in perpetuity through a legal agreement) and rented housing (where the rents are kept at least 20% below unrestricted market rents), shared equity properties (where people buy part and pay rent on part) or social rented housing managed by a housing association.

5.04. It is also difficult to predict with certainty when sites will come forward for development. Whilst planning permissions require a material start of site to be made with three years of the permission being granted (or within two years of detailed matters being agreed where the initial application was in outline). In some cases, however, development starts and then may be paused, leaving the permission 'live' in perpetuity. In such cases, the Parish Council would expect developers to respect the community and keep sites clean, safe and tidy.

5.05. In terms of community facilities, although the local community would welcome a GP surgery located in the village, the Blandford Group Practice had no plans to set up such a facility at the time this neighbourhood plan was written, and it is unlikely that a new small independent partnership will be established. The modern primary school's current capacity is for 105 pupils, and although it has been around 10% below capacity around 2009-2013, by 2014 it was nearing capacity with 101 pupils on the school roll and was over-capacity for the first time in 2022/23 at 118 pupils[16] likely due to the recent closure of the school in Okeford Fitzpaine, and with further growth in the local area this higher level of take-up may continue. The school was built of modular design to ease challenges when expansion is required. Other changes include the provision of the new Co-op convenience store towards the northern end of the village. The shop associated with the petrol station has nonetheless remained open and now carries a larger selection of goods. The previous chapter deals with both the retention of existing facilities and how proposals for new facilities, or the expansion and possible diversification of existing facilities, will be considered.



Shillingstone Filling Station

[15] Planning application reference P/FUL/2024/00692 granted 26/04/2024
[16] Statistics from https://explore-education-statistics.service.gov.uk/data-tables/school-capacity

The settlement boundary

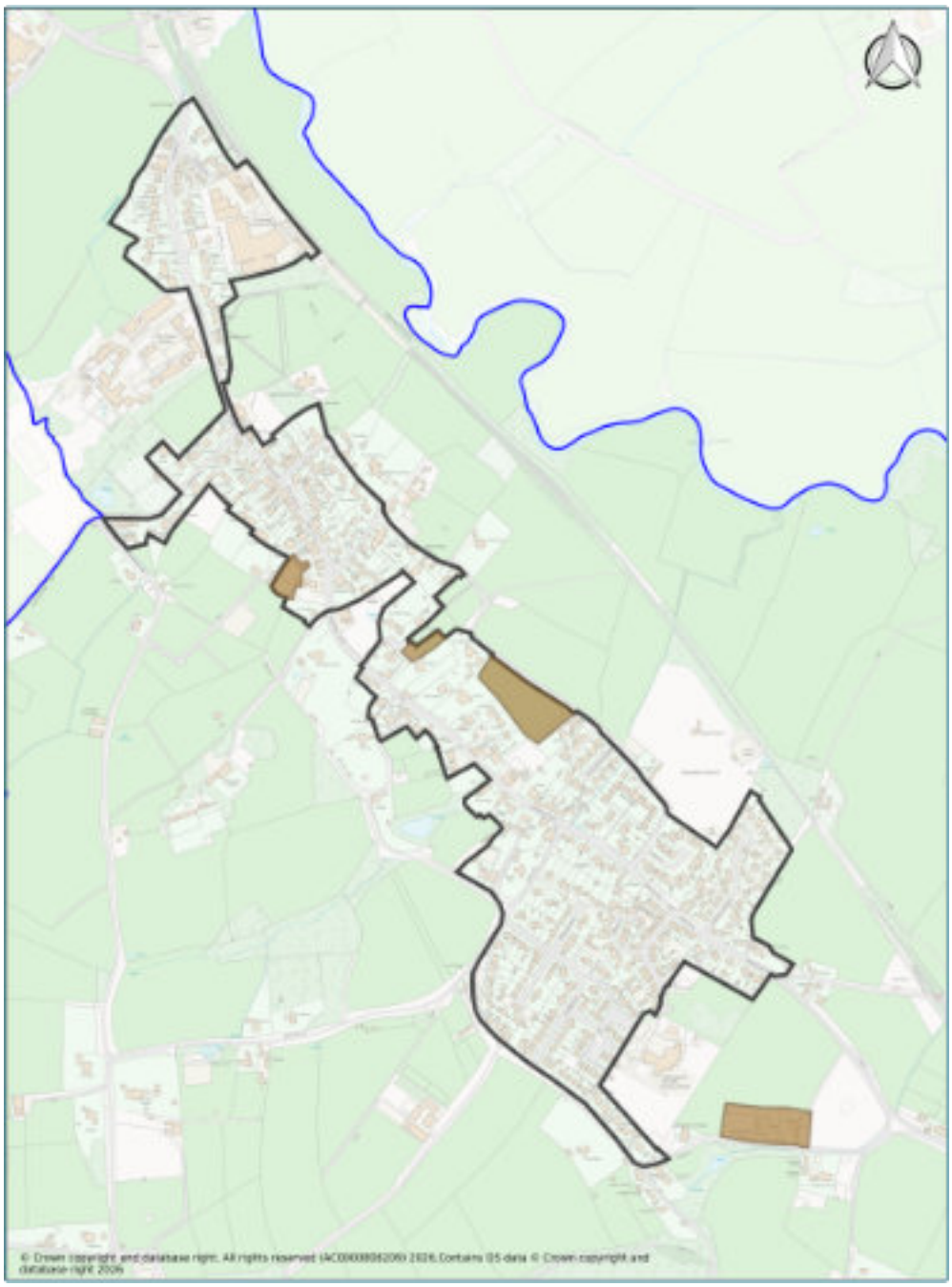
5.06. We reviewed the settlement boundary around the village in 2015, and again in 2025. It is intended to include the main built-up area where infill development will be acceptable. We have tried to make sure that, where possible, it is drawn along clear edges (such as lanes and field boundaries) where the main body and built form of the settlement gives way to a more rural character.

5.07. Most of the built-up area lies between the rural lanes running parallel to the main road (Hine Town Lane and Everett's Lane). The more scattered / loose knit development outside of these limits generally falls outside the boundary.

5.08. Inside this settlement boundary is where it makes sense to look for locations for new development, within what people perceive to be the main body of the village. However, just because a site is within this area, does not mean it will automatically be suitable for development. Factors such as flooding, access, overlooking, local character and other issues all play a part in deciding whether a site should be given planning consent.

5.09. Local green spaces are specifically protected from development and therefore have been excluded from the settlement boundary. Where community facilities in large grounds lie on the edge, these too are placed outside of the settlement boundary, as they are protected under Policy 4 (which does allow development that would support their long-term retention). The Forum School is similarly excluded as, although this is not a local community facility, it is supported through the North Dorset Local Plan as a school catering for children and young adults with special needs.

5.10. The release of unallocated greenfield sites for open market housing outside of the village settlement boundary should be guided by the next review of this Neighbourhood Plan, which will extend the plan period.



Map 7: Settlement Boundary (black line)

Policy 5. Development within the settlement boundary

In addition to sites specifically identified for development, the area within the settlement boundary (as shown on the Policies Map), will be the main area of search for development to meet the need for new homes, businesses or community uses.

Development outside the Settlement Boundary will be treated as 'countryside', where development will be strictly controlled unless it is required to enable essential rural needs to be met.

Our Housing Land Supply – 2025 update

5.11. Now that we are a considerable way through the plan period, we have reviewed the housing land supply, which includes both the sites that were allocated and sites that have either been completed or have planning permission. Additional sites may still come forward as 'windfall' development within the settlement boundary, which would add further to this list in the course of time. The site at Gains

Table 3: Housing Delivery

Location	NP Ref	Notes	Units (net)
Completions April 2016 – March 2025			**23**
Townsend Farm, Blandford Road (Δ)		2/2015/0671/FUL	2
Eastbrook Farm, White Pit (Δ)		2/2015/1000/FUL	1
Land at the Old Ox (Δ)	***OX***	***2/2015/1494/FUL***	***3***
12 Wessex Avenue (Δ)		2/2015/1880/FUL	1
D J Motor Sales, Cookswell (Δ)		2/2016/0740/FUL	2
10 Wessex Avenue		2/2017/0869/FUL	1
2 Wessex Avenue		2/2018/0029/FUL	1
Mountview, Lanchards Lane		2/2018/1096/AGDWPA	1
The Cobbles – Coach House (Annexe, & not a separate dwelling)		*2/2018/0694/FUL*	*0*
Former Weighbridge Office, Lanchards Lane		2/2018/1508/FUL	1
Lynwood, Knapps		2/2018/1763/FUL	1
Eastbrook House, White Pit		2/2019/1507/FUL	2
Hine Town Lane South of the Old Ox	***HTL-S***	***2/2019/1722/FUL***	***3***
Ridgeway Farm, Lanchards Lane		P/FUL/2021/02764	1
4 Wessex Avenue		P/FUL/2021/03289	1
Land adj. the Cobbles	***COB***	***P/FUL/2021/04865***	***2***
Extant Consents at April 2025			**15**
Westleigh, Blandford Road (adj. garage) (Δ)		2/2017/0848/FUL - started	4
Mount View, Lanchard's		2/2018/1096/AGDWPA - started	1
21 Wessex Avenue		2/2019/0369/FUL - started	1
Land adj. White Pit Farm Cottages		P/FUL/2020/00020 – granted 03/23	2
16 Wessex Avenue		P/FUL/2024/06220 – granted 01/25	1
Ham Farm		P/FUL/2023/01744 - started	1
Land At Old Ox Inn		P/FUL/2023/05579 – granted 02/25	5
Remaining Allocations			**38**
Antell's Haulage Yard	***AH***		***6***
Land off Candy's Lane	***CAN***		***1***
Hine Town Lane North of the Old Ox	***HTL-N***	***includes affordable housing***	***12***
White Pit Farm Buildings	***WPF-B***	***includes affordable housing***	***19***
Total			**76**

*(Δ) indicates sites already consented at the time of the first Neighbourhood Plan

Cross Farm has not been included, as although it did have planning permission for 6 homes[17], given the more recent planning permission for employment it is no longer expected to provide new homes.

5.12. Any development will need to be in accordance with all other policies in this neighbourhood plan and relevant policies in the adopted local plan for North Dorset, in particular:

- the protection of important local green spaces, and the character of the rural lanes and tracks
- the protection of important wildlife habitats and corridors
- the protection of important sites or features of historic importance, including the surrounding land that forms part of their setting
- the avoidance of areas subject to flooding, or where development would increase flood risk to other properties
- checks for potential contamination and inclusion of any appropriate remediation
- the provision of safe road and pedestrian access routes to the facilities in that settlement, and adequate off-road parking
- protection of the living conditions for people in neighbouring properties, such as adequate daylight, outlook, no undue noise or disturbance. This applies equally to the living conditions of the people occupying any new building
- the design of new development should be sympathetic in character to the local area, and maintain a healthy mix of uses for a thriving rural community. For housing development there are specific policies to ensure a mix of house types and sizes

Housing types and sizes

5.13. The North Dorset Local Plan sets out the requirement for affordable homes as part of open market housing sites, and this applies to sites of 0.5ha or greater in size (or where 10 or more homes are proposed) in line with national policy. Given the need for affordable houses, it is important that potential sites that could deliver affordable housing are not artificially sub-divided / reduced in order to avoid the need to provide such homes – a practice that appears prevalent when comparing the number of applications for 9 and 11 dwellings across the Dorset Council area. It also suggests that there should be a mix of house sizes with both small (1 and 2 bedroom) and larger (3 or 4 bedroom) homes. The need for smaller homes is particularly relevant to our area, as our evidence suggests that there is little need for 4 bedroom or larger houses, which are already over-represented in the village[18].

5.14. In determining the mix of types and sizes, another consideration will be the characteristics of the plot and surrounding area. In taking this into consideration developers should bear in mind that housing developments will be required to provide adequate space for parking (including cycle parking), storage for bins and recyclables, and space for sitting outside, and drying clothes.

5.15. There was community support for more individual 'self-build' schemes and as such this type of development is specifically encouraged.

[17] Reference 2/2019/1338/FUL (Houses) & P/FUL/2024/00692 (Business Units)

[18] The 2021 Census data indicates that the average household size in Shillingstone is 2.29 persons, with only 17.4% of households having 4 or more residents, despite 29.5% of homes having 4 or more bedrooms. The percentage of under-occupied homes (where a household's accommodation has 2 or more bedrooms than required) is higher than the Dorset average (49.6% compared to 44.2%). See Appendix 6 detailing Census Data, Household Size ***(page 66)*** & Number of Bedrooms ***(page 67)***.

Policy 6. Housing types and sizes

New open market housing should be guided by the characteristics of the plot and surrounding area, and the provision of sufficient storage, parking and outside amenity space, but is expected to comprise predominantly 2 and some 3 bedroom properties in order to meet local needs, and be suitable for young working individuals and families or suitable for older residents wishing to downsize. Any new applications to build 4+ bedroom properties should be justified by evidence to support the local need for their construction.

Where planning applications are made for open market housing on a site at which subdivision has occurred, considerations about the quantity of affordable housing will include ensuring that the land is used effectively whilst fulfilling affordable housing obligations.

Developers are encouraged to make provision for self-build homes.

Development sites

5.16. Seven locations have been identified where new housing development, potentially including some self-build and live-work units, could take place, were identified in the first version of this Plan. As part of the review in 2025, four locations remain, with the others now largely complete. The allocation for land at the Old Ox has been adapted to recognise the most recent planning permission and ensure that the green spaces identified for retention are not subsequently lost, should further applications be forthcoming.

5.17. Other infill sites may come forward within the settlement boundary under Policy 5.

5.18. Where the sites are large enough, they will also bring forward some affordable housing for local people in line with the policies in the adopted local plan (which at the time of writing this plan would require 40% of the homes to be affordable, if there is an identified need at that time). It is expected that the allocation of these homes will prioritise eligible people with a local connection, followed by those with a connection to adjoining parishes.

5.19. The development sites are shown in the following table.

Site selection

When this plan was first prepared, potential sites put forward by landowners (either contacting the Parish or District Council at that time) were considered. All the brownfield and the potential greenfield sites that were well connected to the main body of the village were the subject to more vigorous assessment and consultation.

All sites in this plan have been checked in terms of their likely landscape impact (through consultation with the DNL team), their wildlife impact (as advised by qualified ecologists on the advice of Natural England) and heritage impact (as advised by qualified heritage expert in consultation with Historic England).

Table 4: Site Allocations (remaining)

Ref	Description	Estimated potential	Size	Dwellings
AH	Antell's Haulage Yard	Site for housing or live-work units (estimated up to 6 dwellings in total)	0.18ha	6
CAN	Land off Candy's Lane	Site for 1 dwelling	0.11ha	1
HTL-N	Hine Town Lane North of the Old Ox	Site for up to 12 new dwellings, including some affordable housing for local people	0.64ha	12
WPF-B	Whitepit Farm buildings	Site for up to 19 new dwellings, including some affordable housing for local people	0.69ha	19

5.20. To provide a degree of certainty over the likely development issues that will need to be addressed through the planning application process, each site has its own policy, which should be read in conjunction with the policies set out in the earlier sections of this neighbourhood plan and also the local plan. **All relevant policies in this plan, as well as the Local Plan, will need to be considered in relation to these sites.**

Antell's Haulage Yard (AH)

5.21. Whilst remaining in employment use, this site is still anticipated to be delivered within or just after the end of the plan period, taking into account that this will depend on the relocation of the existing businesses.

Table 5: Antell's Haulage Yard (AH)

Site Description	Site Photo(s)	Site Map
A site within the settlement to the rear of the vehicle motor repair, garage and general stores, that is currently used primarily for haulage including an HGV repair and maintenance depot The adjoining site (to the east side) has planning consent for 4 dwellings.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 AH = site identified in brown on image 
Possible Issues		
Possible contamination from hydrocarbons associated with this use. Impact on motor repair / garage / shop viability – particularly access / parking / disturbance Loss of employment provision (although the site is not a defined employment site or noted in the 2007 Employment Land Review carried out by North Dorset District Council). The site is not anticipated to be available in the short term (2/2015/1910/FUL proposes change of use of part of the site to a secure storage facility) but has longer term potential within the plan period. The site is partially within the Conservation area. Possible archaeological interest (post-medieval orchard)		

Policy 7. Antell's Haulage Yard (AH)

Antell's Haulage Yard (as shown on the Policies Map), is proposed for housing and the provision of live-work units would be supported in this location, in view of the previous employment use and juxtaposition with the motor repairs business, stores and petrol filling station.

The design and layout will need to be informed by and include any necessary mitigation in relation to contamination from its past uses. Archaeological investigation and recording will be required.

Development should ensure the future viability of the village general stores and petrol filling station and be compatible with the motor repair use that is to the rear of the general stores. In particular the design and configuration should ensure that there is sufficient customer parking and access to the stores and petrol filling station, including any deliveries, and take into account the likely noise and disturbance such ongoing activities will generate.

Land off Candy's Lane (CAN)

5.22. The site area which extends to 0.11 hectares, and it is considered that the southern corner section of the site, which is part of the adjoining paddock, retains its potential for a further dwelling with access off of Candy's Lane.

5.23. Planning application P/FUL/2024/07332 was granted in August 2025 for the replacement of an existing dwelling and ancillary workshop/store on an adjoining site of Anthorn, which also has access off of Candy's Lane; this is not associated with the CAN development site.

Table 6: Land off of Candy's Lane (CAN)

Site Description	Site Photo(s)	Site Map
A level site off Candy's Lane. The southernmost part of this field could be developed without detracting significantly from the rest of this green space linking through to Hine Town Lane.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 CAN = site identified in brown on image 
Possible Issues		
The site is within the Conservation area and can be glimpsed from the public domain. Any design will need to respect the mass, scale and materials of neighbouring buildings. Candy's Lane relatively narrow and not suited to more traffic. Possible archaeological interest (post-medieval orchard)		

Policy 8. Land off Candy's Lane (CAN)

Land off Candy's Lane (as shown on the Policies Map), is proposed for housing for one new home.

The design and layout will need to be sensitive to the character of the Conservation Area including the rural nature of Candy's Lane and nearby buildings.

Archaeological investigation and recording will be required.

Land adjoining the Cobbles (COB)

5.24. Planning permission was approved for the development of two dwellings on this site in October 2022 (ref P/FUL/2021/04865). The development was completed in 2024/25, and there is no capacity for any further development on this site or the intervening land adjoining the Grade II Listed Cobbles, and the policy has therefore been removed as it no longer serves any obvious purpose.

Policy 9. Land adjoining the Cobbles (COB) - completed

Hine Town Lane North of the Old Ox (HTL-N)

5.25. An outline planning application was made for the development of ten dwellings on this site in April 2017 (ref 2/2017/0595/OUT). The proposed development was refused and dismissed on appeal because of the proposed access off Hine Town Lane, contrary to the following policy and Policy 2.

5.26. It is anticipated that this site should still come forward, subject to the landowner negotiating an appropriate vehicular access. The approved plans for land at the Ox Inn / Squirrels Leap provide an obvious opportunity for such an access to now be provided, subject to highway safety checks. Having reviewed the site, the need to consider the relationship with the adjoining houses (whose rear gardens / privacy may otherwise be harmed) and views out to Hambledon Hill has been highlighted.

Table 7: Hine Town Lane North (HTL-N)

Site Description	Site Photo(s)	Site Map
The site is a field off Hine Town Lane (which runs along its north-east side). It backs onto existing houses accessed off the main Blandford Road to the west and south. The site slopes gently down to the south-east and is bounded by hedgerows with occasional mature trees.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 HTL-N = site identified in brown on image 
Possible Issues		
The site is in the Conservation Area. The rural character of Hine Town Lane is important and should not be upgraded or otherwise urbanised. The occupants of adjoining houses backing onto this site may lose the privacy within their private rear gardens if the scale and layout of the site is not carefully considered. The approved access that will be provided to serve the adjoining site at Squirrels Leap/Old Ox Inn, may be able to serve this development subject to highway safety checks (the Highway Authority raised no objection to the proposal serving 5 dwellings). This will need to be negotiated with the developed, or alternative access off Blandford Road explored. Possible archaeological interest (post-medieval orchard). The site is adjacent to an ordinary watercourse, which is not correctly depicted on most maps, and the disposal of surface water run-off is an existing issue at this location due to the restrictions in the watercourses draining to the north (this may require the culvert size to be increased, and a ditch maintenance plan agreed – see Map 13: Detailed River Network and Flood Zones in Appendix 3 ***on page 52***). Given all the above issues, it is important that a comprehensive approach is taken to the development of this site, including the scale/layout of development, and the provision of an appropriate landscape and drainage scheme, that will safeguard the rural character of views into and across the site from the A357 and Hine Town Lane, and privacy and amenity of residents whose properties back onto the site.		

Policy 10. Hine Town Lane North of the Old Ox (HTL-N)

Land off Hine Town Lane North of the Old Ox (as shown on the Policies Map), is proposed for housing and should deliver up to 12 new homes, including some affordable housing to meet local needs and smaller dwellings to facilitate local starter home and downsizing requirements.

The scale, design and layout will need to be sensitive to the character of the Conservation Area, including the rural nature of Hine Town Lane. The main focus of built development should be on the lower ground towards the southeastern end of the site, with the use of single / 1½ storey dwellings that are below the height of surrounding properties, to reduce overlooking and maintain views out to Hambledon Hill.

The hedgerow boundary along Hine Town Lane should not be reduced or breached and development should be set well back from this edge and secure its long-term maintenance. The provision of a landscape scheme for the whole site will be required, including:

- Proposals to strengthen the existing hedgerow and treed boundary to screen the development from the lane and wider countryside
- To soften the appearance of new buildings in the rural English setting, consider planting native shrubs and trees that complement the existing landscape, such as hedgerows, woodland, and open spaces, to create a visual link to the countryside
- Areas of permanent green space through the development that will reinforce the rural character of the village
- Measures to protect the privacy and amenity of residents whose properties back onto the site

To sensitively integrate new development with the surrounding rural landscape, preserve its inherent character, and safeguard access to the area's valuable 'Dark Skies'[33], highways serving the site should ideally avoid the installation of traditional street lighting to minimise light pollution. Furthermore, overhead telegraph poles should be avoided in favour of the underground delivery of all utilities. This approach will significantly reduce visual clutter, maintain a more natural and rural aesthetic, and help protect the nocturnal environment, benefiting both residents and wildlife.

An appropriate vehicular access would be from the main Blandford Road or through an adjoining plot.

A site-specific flood risk assessment that considers the adjacent Ordinary Watercourse and potential flood risk will be required due to the indicative surface water mapping and the prevailing flood risk (as highlighted in Appendix 2), including issues relating to the disposal of surface water off-site and may influence the scale and layout of the scheme.

Archaeological investigation and recording will also be required.

[33] See Map 17: Light Pollution and Dark Skies ***on page 58*** in Appendix 4

Land at the Old Ox (OX)

5.27. Planning permission for three dwellings with garages, and the erection of a building to be used as annexed letting accommodation (bed and breakfast), was approved in May 2016 during the examination of the first version of this Plan (2/2015/1494/FUL). The dwellings were built, but the landowner then indicated that they no longer intended to build the holiday accommodation and sought to apply for planning permission on part of the pub garden, in conjunction with adjoining land to the rear of Squirrels Leap. Plans for 7 dwellings (P/FUL/2022/02998) were dismissed at appeal in August 2023, due to the impact on character and potential harm to the ongoing viability of the pub. Revised plans for 5 dwellings were then submitted (P/FUL/2023/05579), leaving a slightly larger area to be retained as pub garden and parking. In addition, land to the rear of the retained pub garden is proposed as a landscape buffer in recognition of the potential for noise / disturbance associated with the pub and will be managed as a wildflower meadow in order to provide biodiversity mitigation. The Parish Council vigorously objected to both applications due to the loss of pub garden and potential impact on the long-term viability of the pub, and the impact of the development on the landmark status of the Old Ox and character of the Conservation Area. However, Dorset Council has now permitted this latest application, and on this basis the policy has been amended to ensure that those elements relating to the ongoing viability of the pub are retained should a new application come forward in the future. Once these are delivered, their status as a potential Local Green Space will be considered through a future review of this plan.



Policy 11. Land at the Old Ox (OX) - completed

Land to the rear and south side of the Old Ox (as shown on the Policies Map), is to be retained as open space and parking provision, with a minimum of 305sqm of pub garden and at least 18 car parking spaces to remain available for use by the pub staff / visitors.

Hine Town Lane South of the Old Ox (HTL-S)

5.28. Planning permission was approved for the development of three dwellings on this site in February 2020 (ref 2/2019/1722/FUL). The development was completed in 2022/23, and there is no capacity for any further development on this site. The policy has therefore been removed as it no longer serves any obvious purpose.

Policy 12. Hine Town Lane South of the Old Ox (HTL-S) - completed

Whitepit Farm buildings (WPF-B)

5.29. A planning application was made for the development of nineteen dwellings on this site in December 2019 (ref 2/2019/1429/FUL). This included a mix of barn conversions and new dwellings. Feedback from the consultees highlighted the need for the applicant to consider a number of issues relating to the proposed quantum and design, including access arrangements and flood mitigation, and the application was not progressed. It is anticipated that a fresh application should come forward within the next 12 months.

5.30. The remaining land between the farm buildings, school site and Blandford Road (and extending the other site up to the Trailway) has been put forward as a potential development site in response to Dorset Council's 'call for sites' but the site as a whole has been dismissed by Dorset Council due to the scale proposed and related landscape impacts. This wider site area is also potentially affected by flooding from surface water and groundwater emergence. However, should further development take place at this end of the village, this could allow for a new access road to be provided to the rear of the school (with parking and a turning area to allow children to be dropped off) negating the need to use an already heavily congested Augustan Avenue.

Table 8: Whitepit Farm Buildings (WPF-B)

Site Description	Site Photo(s)	Site Map
The site is part of Dorset County Farm's estate, with many of the older buildings in a poor state of repair due to fire damage. However, most of the older buildings are structurally sound and would lend themselves to conversion. The more modern farm buildings are of no architectural merit.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 WPF-B = site identified in brown on image 
Possible Issues		
The site lies on the edge of the Dorset National Landscape and is slightly separate from the main built up areas of the village, with no easy pedestrian access. The rural character of Whitepit Lane is important and should not be upgraded or otherwise urbanised. The repair and restoration of the older farm buildings that are believed to date from the turn of the 20th century and subsequent buildings in the same red brick and slate tiles (and use of clay ridge tiles, timber and cast iron) should be secured if possible given their contribution to the character of the area, but this will need to be undertaken sensitively and may have implications for the viability of the site. The removal of asbestos may be required if found to be present. The old farm buildings do provide suitable habitat for bats and surveys in 2019 confirmed the presence of bats on the site at that time. An up-to-date bat survey would therefore be required before any work is carried out in the vicinity of the buildings. Slow worms and grass snakes have also been noted as present on the site.		

Policy 13. Whitepit Farm buildings (WPF-B)

Land at Whitepit Farm buildings (as shown on the Policies Map), is proposed for housing and may include some small-scale employment or live-work units, to deliver up to 16 – 19 new homes within the curtilage of the existing buildings, including some affordable housing to meet local needs.

The development should primarily be through the sympathetic conversion and adaptive re-use of the older heritage farm buildings to ensure their long-term viability, and the removal of the more utilitarian modern farm buildings. Additional new buildings may be incorporated provided this will benefit the site layout and mix of uses.

The design of any new buildings, extensions and alterations should be in keeping with the character of the older farm buildings, particularly in terms of scale, external openings, materials and detailing.

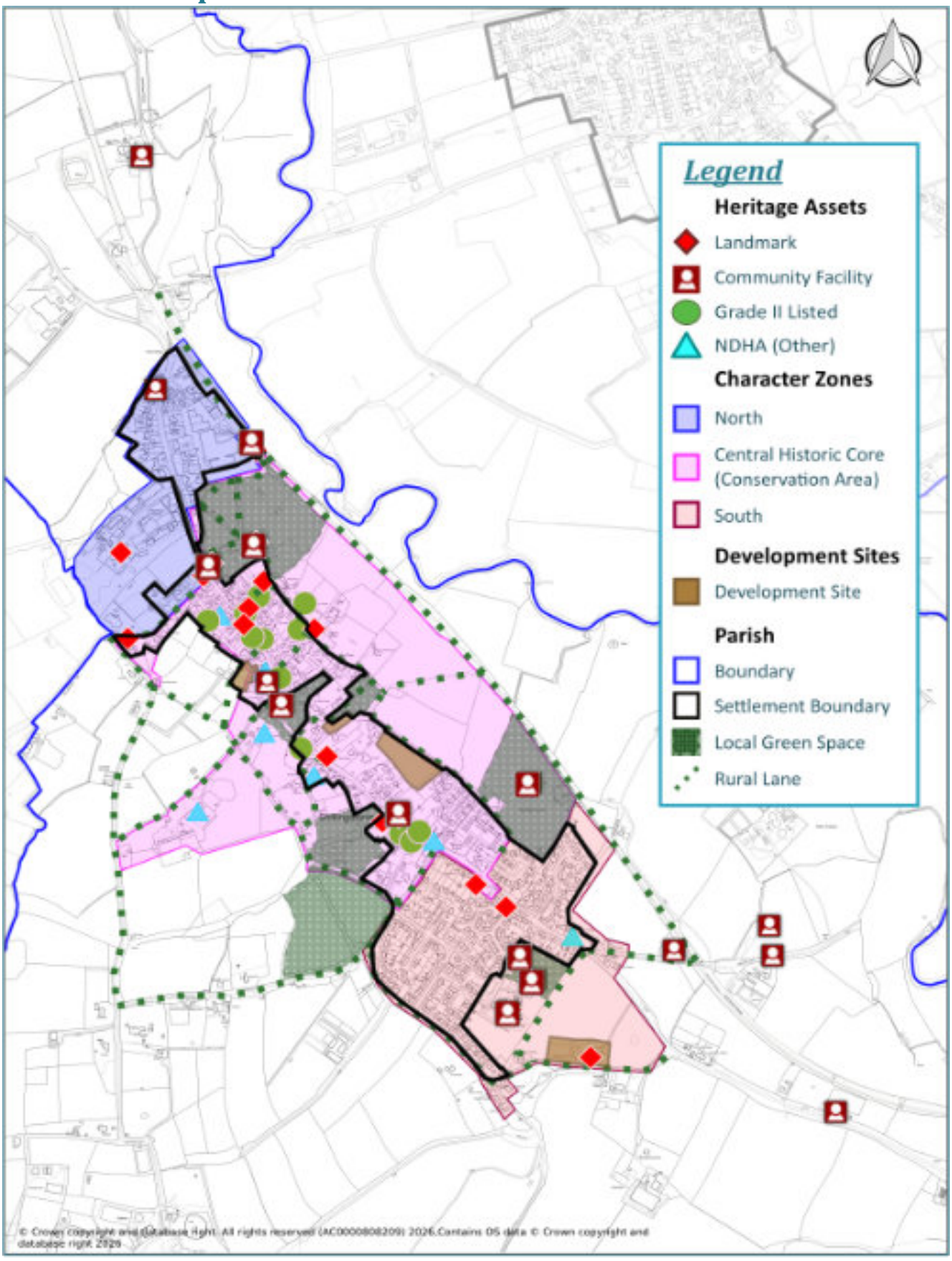
Sufficient parking provision (including visitor parking) should be provided on-site, and incorporate hard and soft landscaping to ensure it does not dominate the character of the internal courtyards.

To sensitively integrate new development with the surrounding rural landscape, preserve its inherent character, and safeguard access to the area's valuable 'Dark Skies'[34], highways serving the site should ideally avoid the installation of traditional street lighting to minimise light pollution. Furthermore, overhead telegraph poles should be avoided in favour of the underground delivery of all utilities. This approach will significantly reduce visual clutter, maintain a more natural and rural aesthetic, and help protect the nocturnal environment, benefiting both residents and wildlife.

The rural character of Whitepit Lane should be retained. The provision of improved pedestrian access to the school and the rest of the village will need to be secured.

[34] See Map 17: Light Pollution and Dark Skies ***on page 58*** in Appendix 4

6. Policies Map



Map 8: Policies Map



Appendices

7. Appendix 1: Landscape and Heritage Study

Landscape and Heritage Study: Shillingstone

7.01. Shillingstone extract from Strategic Landscape and Heritage Study for North Dorset Area - Assessment of land surrounding the larger villages (Final report) prepared by Land Use Consultants[19] (LUC) for Dorset Council, October 2019.

Introduction

7.02. This report presents the methodology and results of the landscape and heritage assessment of the land surrounding the larger villages within the former North Dorset District Area.

7.03. This report is one part of the Strategic Landscape and Heritage Study for North Dorset Area. The other related documents are as follows:

- Stage 1 Report: Presents the results of a high-level scoping exercise of areas of search around the four main towns and Stalbridge included in the Issues and Options Consultation document, based on a consideration of landscape and heritage constraints to development.
- Stage 2 Report: Sets out the purpose, policy context, methodology and overall results of the Stage 2 element of the study, in relation to the four main towns and Stalbridge.
- Five individual town reports: These contain the detailed landscape and heritage sensitivity proformas produced during the Stage 2 element of this study for the four main towns and Stalbridge. All of the individual town reports were produced in draft in April 2019, for consideration by Dorset Council. Comments received were accounted for in the final versions of these reports.

Purpose of the Strategic Landscape and Heritage Sensitivity Study

7.04. The Dorset Council Local Plan[20] will need to accommodate a significant amount of new growth in an area that is characterised by its high-quality landscape and rich variety of natural and built heritage features. Development could have differing degrees of impact on these assets. This study provides robust and up-to-date evidence to feed into the local plan to help inform the scale, form and location of future development to minimise harm to the landscape, heritage assets and the historic character and setting of the settlements within the North Dorset area. Map 9: Shillingstone Landscape and Heritage Study ***on page 43*** provides an overview of the study area in the context of the main landscape and heritage designations.

7.05. The overall aim of this study was to appraise the key landscape and heritage sensitivities of land surrounding the 18 larger villages[21] with the North Dorset area to the effects of development. The assessment is only concerned with potential impacts on the landscape and historic environment.

7.06. The outputs of this work will be used by the local planning authority to:

- Identify land where development would have least impact on areas of landscape value or heritage significance.
- Help establish site options for consideration through the sustainability appraisal process and for future consultation and more detailed study.

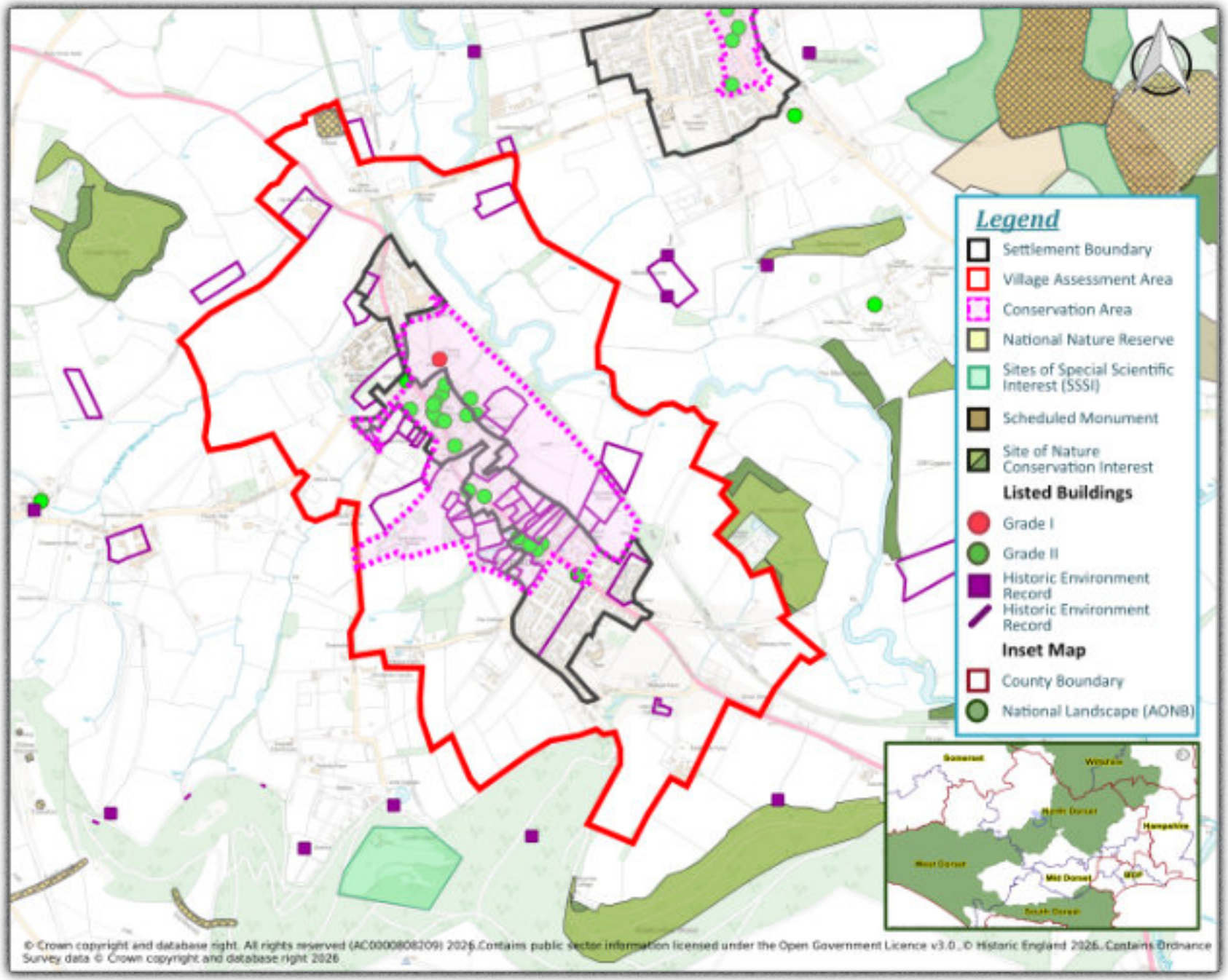
Limitations of study

7.07. This is a strategic level study; it does not replace detailed landscape and visual appraisals or impact assessments. Additionally, it is not an assessment of the landscape and heritage sensitivity of a given area to a specific proposal. Rather, it assesses each assessment area for landscape and heritage sensitivity to the 'principle' of built development, without knowing the specific size, configuration or exact location (as this would be detailed at the planning application level). All development proposals within the areas assessed as part of this study will need to be assessed on their own merits by the local planning authority.

[19] https://www.dorsetcouncil.gov.uk/w/landscape-and-heritage-studies

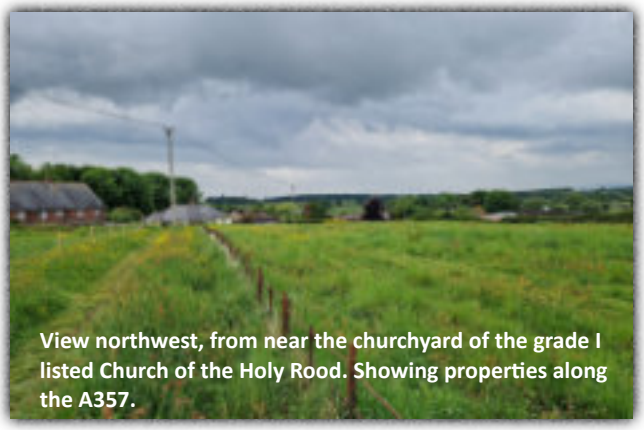
[20] On 1/4/19 North Dorset District Council became part of Dorset Council, the decision being made on 25/6/19 to discontinue work on the North Dorset Local Plan Review with all existing work carried out on the review to be used where possible to shape the new Dorset Council Local Plan.

[21] As defined under Policy 2 of the North Dorset Local Plan Part 1

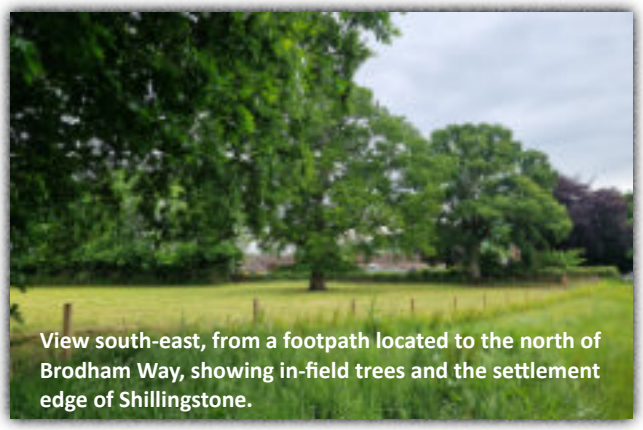


Map 9: Shillingstone Landscape and Heritage Study

Representative photographs of Shillingstone



View northwest, from near the churchyard of the grade I listed Church of the Holy Rood. Showing properties along the A357.



View south-east, from a footpath located to the north of Brodham Way, showing in-field trees and the settlement edge of Shillingstone.

Location and Summary of Landscape character

The village of Shillingstone is situated in the centre of the former North Dorset District. The village and the south-west of its surrounds are located in the South Blackmore Rolling Vales landscape Character Area, whilst the north-east of the village's surrounds are within the Upper Stour Valley Landscape Character Area. The far north of the village's surrounds includes a small area of the North Dorset Chalk Escarpment Landscape character Area. The village itself is situated on a narrow ridge which is marked by the route of the A357. The Dorset National Landscape (AONB) wraps around the south of the village; part of the south of the assessment area lies within the DNL. Wooded escarpments within the DNL form an important skyline feature in views to the south and south-west of the village. The River Stour flows past the village to the north-east.

Key sensitivities

Landscape

7.08. The majority of the settlement is located on a linear and slightly elevated ridge. The surrounding landform to the north-east gently slopes down towards the floodplain of the River Stour. There is minimal built development on the sloping land surrounding the village.

7.09. A series of Biodiversity Action Plans [BAP] priority habitats including floodplain grazing marsh near Hayward Bridge, pockets of deciduous woodland and traditional orchards. Alders Coppice Site of Nature Conservation Interest is located to the east of the village.

7.10. The well-wooded character of the area, with frequent mature trees in hedgerows. Most agriculture surrounding the village is pasture grazing. There is an area of parkland planting to the south of the village associated with Shillingstone House.

7.11. The linear settlement pattern of relatively densely packed properties along the ridge. There is a high concentration of listed buildings along the A357 within the conservation area which are constructed in a traditional vernacular which includes red brick buildings and thatch roofs.

7.12. High density of public rights of way including the Wessex Ridgeway long distance recreational route and the North Dorset Trailway (which is also a traffic free part of National Cycle Route 25).

7.13. The wooded escarpment to the south of the village and other hills to the east (including the Hambledon and Hod Hills) which form an important undeveloped backdrop to the village and are part of the nationally important landscape of Dorset National Landscape. The village of Child Okeford is visually prominent in views to the north-east of the village over the floodplain of the River Stour, with the tower of the Church of St Nicholas forming a landmark feature.

7.14. The landscape has tranquil and removed perceptual qualities away from the A357.

Heritage

7.15. The Historic Landscape Characterisation [HLC] indicates a primarily agricultural landscape, with medieval to post-medieval field enclosures. These have some time-depth and may include features that are heritage assets[22] and susceptible to physical change. Parts of the historic landscape have further value as they contribute to the heritage significance of assets within and beyond it[23].

7.16. The assessment area directly abuts and partly overlaps the east and west sides of Shillingstone Conservation Area, which includes the grade I Church of the Holy Rood [1324658], multiple grade II listed buildings, and some non-designated built heritage assets (e.g. Shillingstone House). Development could affect the special interest of the conservation area as a result of development within it, or its rural setting. The heritage significance of built heritage assets within it, particularly the church, Shillingstone House and any farmhouses and cottages may also be susceptible to setting change and where they fall within the assessment area, physical change[24].

7.17. In the wider area Okeford Fitzpaine Conservation Area lies to the west and Child Okeford Conservation Area is to the north-east. The former is intervisible with the assessment area and may be susceptible to setting change as a result; however, intervening development makes effects to Child Okeford Conservation Area unlikely.

7.18. There is a cluster of Listed Buildings to the east of the assessment area including the grade II* Hanford House [1110146] and Church of St Michael and All Angels [1110147]. Due to intervening vegetation these would unlikely experience affects from development within the assessment area. Other grade II listed buildings in the wider area also appear unlikely to be affected.

7.19. There is the potential for setting change to scheduled monuments in the wider vicinity of the assessment area, particularly those that derive significance from their spatial location and its visibility, such as the sites at Hambledon Hill and Hodd Hill.

7.20. The Historic Environment Record [HER] records the former sites of several post-medieval orchards. These are of negligible archaeological interest and rooting action form the trees is likely to have resulted in damage to any potential archaeological deposits. Multi-period activity in the wider area highlights a potential for unknown archaeological remains and alluvial deposits relating to Cookswell Brook and the River Stour may have a potential for geoarchaeological/paleoenvironmental remains. Any archaeological remains would be highly susceptible to physical change.

Guidance and opportunities for mitigation

7.21. Avoid siting development on sloping land or where it would areas that are visually prominent such as the gentle slopes down towards the floodplain of the River Stour

7.22. Protect and conserve important wildlife habitats and corridors of surrounding countryside, such as BAP priority habitats including: floodplain grazing marsh, deciduous woodland and traditional orchards, Alders Coppice Site of Nature Conservation Interest, mature tree hedgerows, and parkland planted areas.

7.23. Retain the historic linear settlement pattern, ensuring that development is in keeping with the local building vernacular of red brick buildings and thatch roofs. Care should be taken to ensure new development does not detract from the setting of listed buildings.

7.24. New development should not result in the loss of public rights of way or detract from views experienced from these locations, particularly the Wessex Ridgeway long distance recreational route and a traffic free cycle route (part of National Cycle Route 25 and the North Dorset Trailway).

[22] Such as hedgerows that qualify as historically important under the Hedgerow Regulations (1997), ridge and furrow earthworks and historic paths, etc.

[23] Such as Shillingstone Conservation Area

[24] Although as per the NPPF paragraph 194 substantial harm to or the loss of a Listed Building should be exceptional or wholly exceptional. Listed Building Consent would be required for or all works of demolition, alteration or extension that affects its character as a building of special architectural 01 historic interest. See https://historicengland.org.uk/advice/planning/consents/lbc/ for more information.

7.25. Retain the picturesque rural setting to the village ensuring new development does not detract from key views to the undeveloped wooded escarpment to the south of the village and other hills to the east which form a distinctive backdrop to the village or detract from views to the neighbouring village of Child Okeford.

7.26. Retain the overall rural and tranquil character of the landscape away from the A357. The character of rural lanes and tracks should be protected[25], by ensuring that any required upgrades to the rural road network are sensitively designed. Avoid excessive road widening, signage, lighting etc.

7.27. Any proposals affecting landscape that retains time-depth and heritage assets, such as historic hedgerows, pathways, etc., should look to retain and draw upon these features to help create a sense of place.

7.28. Any development should seek to preserve or enhance the special architectural and historic interest of the conservation areas and the elements of their setting that contribute to this. Since much of Shillingstone conservation areas setting remains rural and contributes to its legibility, opportunity for development that does not result in harm is likely to be limited.

7.29. Conservation Area Appraisals should be prepared so that the special interest of Shillingstone, Child Okeford and Okeford Fitzpaine is clearly delineated and can be properly considered in development proposals[26].

7.30. A Local List[27] (and Geographic Information Systems [GIS] shapefile) of non-designated heritage assets should be compiled to ensure that proposals for development fully assess any potential impact/ enhancement to such assets[28].

7.31. Listed buildings and non-designated built heritage assets should be retained. Elements of their setting that contribute to their heritage significance should be preserved or enhanced.

7.32. Heritage statements would be required for any proposals that may affect the heritage significance of a designated heritage asset. Historic England would need to be consulted for any proposals with the potential to affect a grade I or II* listed building and/or scheduled monument.

7.33. Archaeological potential, and the potential for adverse effects, will need to be clarified via desk-based assessment and potentially field evaluation. The outputs of this process should be used to inform an appropriate mitigation strategy, agreed in advance with the local authority archaeological adviser.

[25] Taken from the Shillingstone neighbourhood Plan 2016-2031(2017).

[26] Ideally, the Conservation Area Appraisals would be planning orientated and identify areas of high, medium and low sensitivity to development, as well as provide guidelines for design.

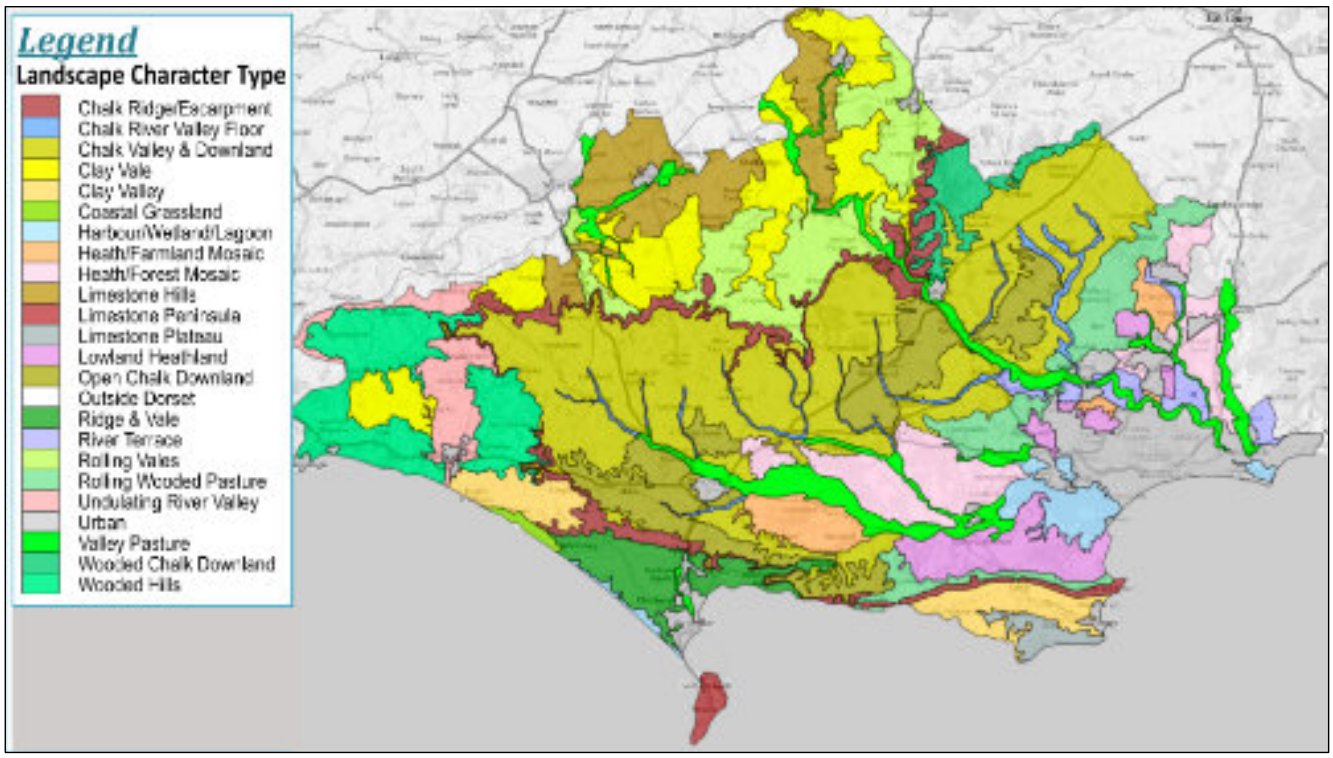
[27] https://historicengland.org.uk//images-books/publications/local-heritage-listing-advice-note-7/

[28] This could be undertaken with community involvement.

8. Appendix 2: Landscape Character Assessment

Dorset Council Landscape Character Assessment

8.01. The Landscape Character Assessment (LCA) hosted on the Dorset Council website is a strategic tool used to identify, map, and describe the unique variations in the landscape across the county. It divides Dorset into "Landscape Character Areas" and "Landscape Character Types" based on their geology, topography, land use, and history.[29] As such it is different from the landscape and heritage study, which was part of a Strategic Landscape and Heritage Study for the larger villages of North Dorset Area prepared by LUC for Dorset Council.



Map 10: Landscape Character Types for Dorset

8.02. The LCA was a collaborative "county-wide initiative" commissioned and coordinated primarily by the former Dorset County Council and the Dorset Area of Outstanding Natural Beauty (AONB) Partnership (now known as Dorset National Landscape, or DNL).

8.03. It is a comprehensive evidence base that describes the "sense of place" of different parts of Dorset. It provides:

- **Descriptions** - Detailed profiles of what makes a specific area (like the "Clay Vale" or "Open Chalk Downland") unique.
- **Condition & Sensitivity** - An evaluation of how well the landscape is currently managed and how sensitive it is to new development.
- **Management Objectives** - Specific guidance on how to conserve or restore the landscape's features (e.g. maintaining hedgerows or protecting skylines).

The LCA exists for several critical reasons, which are..

- **Planning Decisions** - It is a key piece of "evidence" used by planning officers and committees. When a developer proposes a project, the council uses the LCA to judge whether the design respects the local character or would harm the landscape.
- **Consistency** - Before this initiative, different districts had their own ways of describing the land. The current assessment provides a consistent, county-wide "language" so that the landscape is managed uniformly, regardless of administrative boundaries.
- **Conservation and Enhancement** - It provides a baseline to monitor change. By understanding what is "special" about an area, the council and its partners (like the National Trust or Dorset Wildlife Trust) can better target conservation efforts and funding.

[29] https://www.dorsetcouncil.gov.uk/countryside-coast-parks/the-dorset-landscape/landscape-character-assessment-map

- **National Compliance** - Local authorities are required by National Planning Policy (the NPPF) to have a robust evidence base regarding the character of their natural and historic environment to support their Local Plans.

8.04. With Dorset's distinctive landscape, rich in character and variety, is a result of its unique geology, soils, and climate. Centuries of human activity have further shaped this natural foundation, creating the landscape we see today.

8.05. From the majestic and geologically significant 87-mile coastline to the vibrant ecosystems teeming with rare plants and animals, and habitats of international importance, Dorset's landscape showcases an extraordinary range of biodiversity.

Dorset Landscape Types

8.06. There are 21 different Landscape Character Types (LCT) defined throughout the whole of Dorset, however these are not all relevant for Shillingstone, so we have extracted out the four LCT's that are found within the Parish of Shillingstone, Rolling Vales, Chalk Valley, Chalk Ridge/Escarpment and Valley Pasture; these are illustrated in Map 10 and their descriptions, management objectives and land management guidance are identified for each type.

The Parish of Shillingstone

Rolling Vales

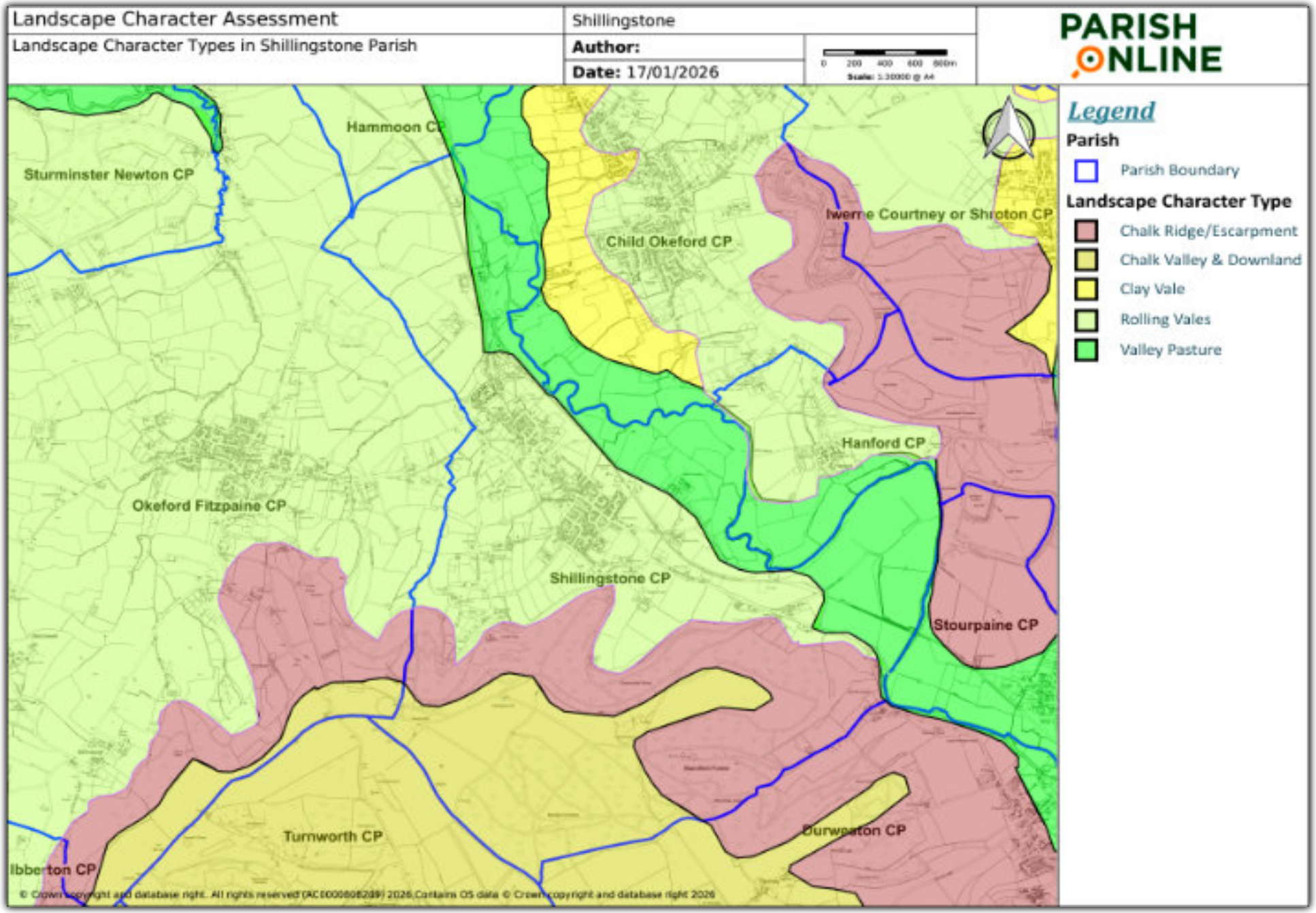
8.07. The landscape features undulating terrain, transitioning from low vales to high chalk, forming rolling foothills that gradually flatten out. Varied pastures, woodlands, and dense hedgerows define the landscape, with the chalk escarpment a prominent backdrop, with open valley view's revealing hedgerow oaks, a feature enhanced by the vales' openness. Twisting, hedged lanes with narrow verges wind through the area, and the settlement of Shillingstone is clustered along spring lines. A pastoral landscape, with scattered farms, brooks, and damp flushes, fostering a tranquil, secluded, and undeveloped character and feel to it.

- **Management Objectives** - Preserve and enhance its diverse landscape: trees, woodlands, hedgerows, small fields, watercourses, and narrow lanes. Crucially, maintaining the area's rural tranquillity is a primary objective.
- **Key land management guidance notes** - Protect streams, ponds, and marshes, with new planting mimicking existing woodland patterns. Soften urban edges with native woodlands or natural regeneration, enhancing the landscape's natural character.

Valley Pasture

8.08. The rivers are the key context for this landscape type, which have flat, wide meandering floodplains that historically support transport routes and major development around the fringes of the areas. There are large open fields with a mosaic of smaller fields and copses along the river edges which are all prone to flooding. These groups of riverside trees and woodland form key landscape features. The area is a predominantly pastoral grazed landscape with some arable towards the river terraces. A series of wet ditches and small channels, wet woodlands, small pastures and old water meadows are typical of this landscape type as are the presence of old bridges and causeways. The lower reaches merge with extensive areas of pasture, reed bed and marsh associated with the Harbour/wetland/lagoon landscape type. The valley floors are the focus for settlements, transport and infrastructure corridors and historic river crossings. The later being the historic focus for settlements such as Wool and Sturminster Marshall. Settlements such as Dorchester, Wareham, Burton, West Stafford, Moreton, Spetisbury and Shapwick are often on the slightly elevated low terraces to the side of the valleys. The area is also where sand and gravel extraction has and still is taking place, creating its own set of impacts.

- **Management Objectives** - Preserve visual unity and diverse habitats. Restoration of wet woodlands, meadows, boundaries, and historic features is crucial. Large-scale landscape restoration, particularly in the Stour Valley, should be actively pursued.
- **Key land management guidance notes** - Promote pasture reversion on valley edges, linking habitats, maintaining parkland boundaries and restore water meadows. Plant native floodplain trees and expand wet woodlands. Restore meadows for flood storage and encourage grazing. Create low-intensity river



Map 11: Landscape Character Types

corridor edges. Enhance tree, woodland, and hedgerow management, especially veteran trees. Support river corridor projects and improve river access. Provide 'green open space' to serve as recreational links from urban areas. Restore traditional structures like mills and bridges using local materials. Strengthen character of landscapes eroded by urban development, e.g. linking existing ribbons of trees with native planting.

Chalk Ridge Escarpment

8.09. Dominating the landscape, thus providing panoramic views and a dramatic backdrop. It's a bold, open features with a distinctive skyline, enclosing surrounding areas. Chalk grassland and hanging woodlands create varied patterns on steep slopes, acting as visible landmarks. Field patterns transition from small to large as they ascend the scarp. Shillingstone is clustered at the base, along spring lines, with a few scattered farms dotting the landscape. Its undeveloped character and visual impact are key features, with the ancient hillforts of Hod & Hambledon Hills key landmarks.

- **Management Objectives** - Prioritise conserving its uninterrupted landform, open skyline, and mosaic of woodland, scrub, and chalk grassland. Restoration and enhancement of habitats and historic features are also key objectives
- **Key land management guidance notes** - Maintain the escarpment's openness with visually permeable boundaries and manage scrub for habitat, avoiding straight-line cutting. Restore grasslands, buffer from intensive farming, and manage woodlands for balance. Protect prehistoric features with low-impact grazing. Promote sustainable access and minimise game crop visibility. Preserve the scarp's undeveloped character and control settlement growth. Conserve sunken lanes and hedgebanks. Identify and protect key views.

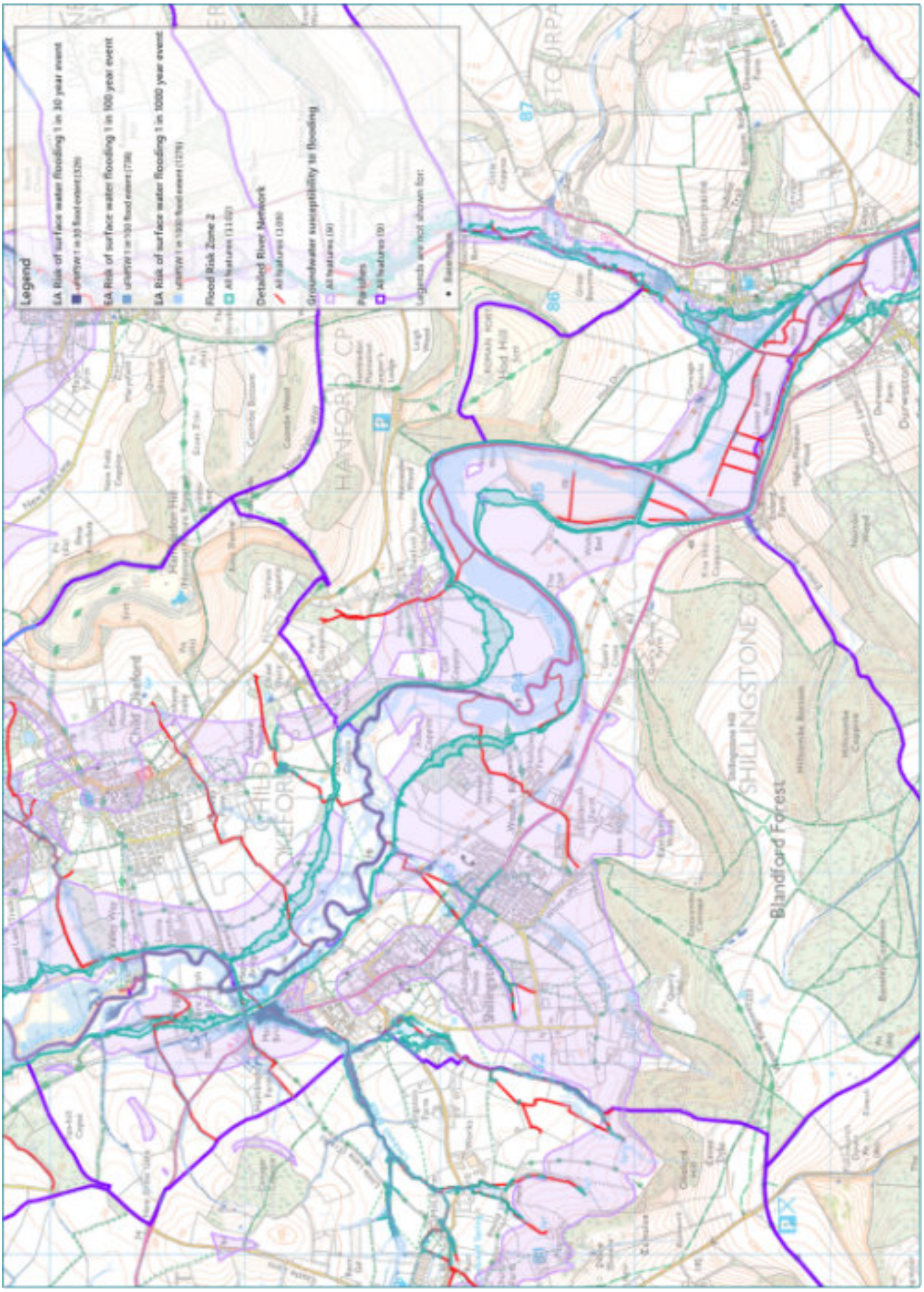
Chalk Valley & Downland

8.10. This elevated, undulating landscape, on Shillingstone's southern boundary, dominates the region to the south with expansive views. Its inverted saucer shape slopes gently towards the Poole Basin, connecting with the escarpment. Distinct north-south chalk valleys, secluded and draining into the Stour, define the area. The valley possesses unique character, diverse habitats, and cultural features. Chalk streams are particularly significant, acting as crucial habitats and landscape landmarks. The landscape's elevated nature and the valleys' distinct alignment contribute to its strong visual and ecological impact.

8.11. Management Objectives: To conserve the strong settlement pattern, whilst restoring woodlands and meadows, chalk grasslands and important boundary features.

8.12. Key land management guidance notes: Prioritise chalk stream conservation, addressing over-abstraction. Enhance valley woodland management, especially coppicing. Encourage small broadleaf woodlands (oak, ash and hazel), avoiding conifers. Restore and link chalk grasslands, balancing with woodland edges. Plant parkland trees, retaining veteran trees for wildlife purposes, and wet woodlands along rivers. Conserve water meadows and historic boundaries such as parkland railings & flint walls. Conserve pattern & character of valley floor 'ribbon development' villages, protecting key landmarks & views through local planning initiatives.

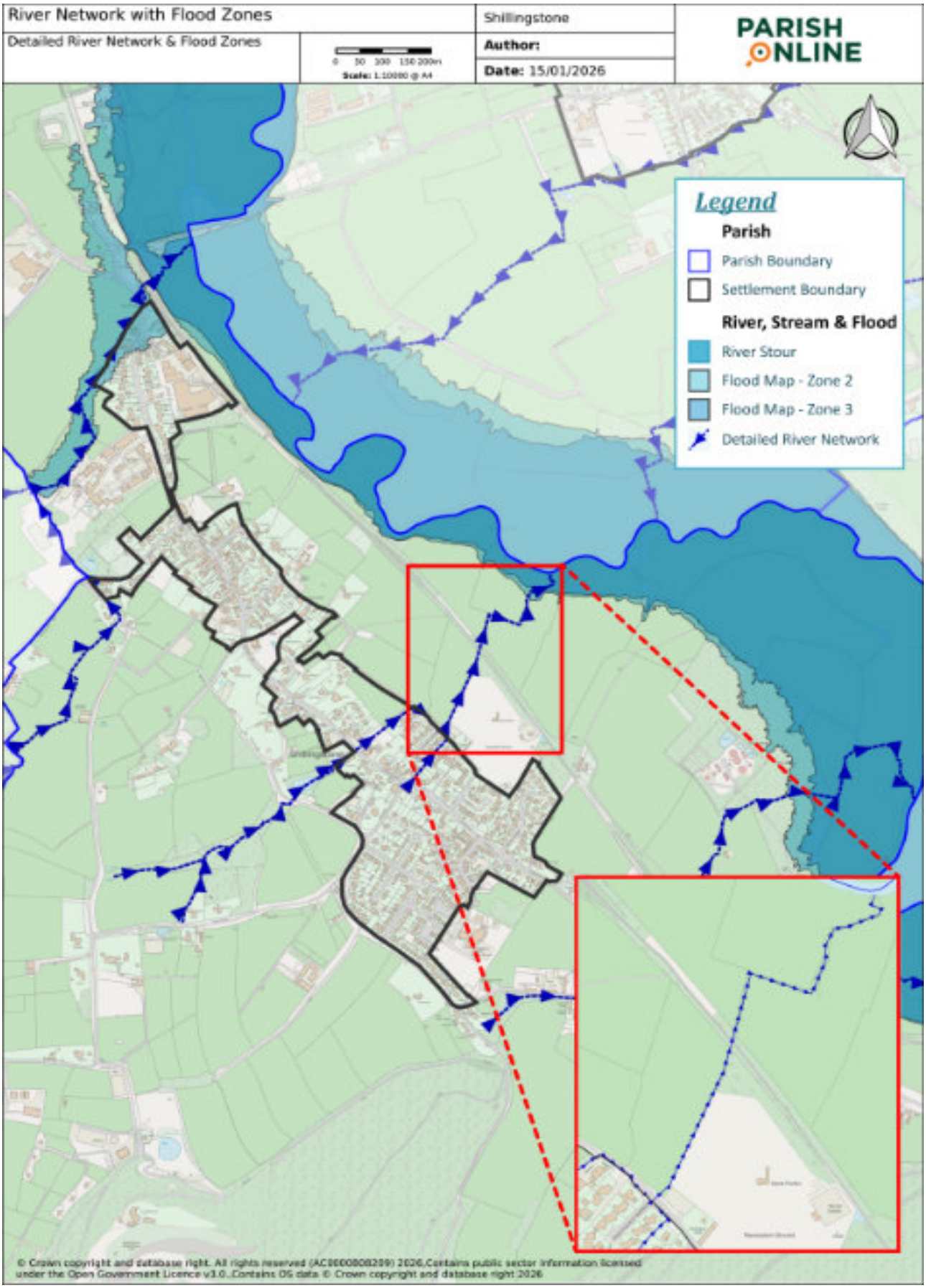
9. Appendix 3: Flooding - Extract from SFRA mapping layers



Map 12: Strategic Flood Risk Assessment

Flood Risk along Hine Town Lane

9.01. Existing maps inaccurately represent the watercourses in this area, which are now primarily piped underground. The stream originating near the Permissive Path along the base of the plot at Hine Town



Map 13: Detailed River Network and Flood Zones

Lane North, and the stream adjacent to the Honeysuckle Gardens Sewage Treatment Plant, are both conveyed through pipes (approximately 18 inches and 20 inches in diameter, respectively) beneath the northbound carriageway of Hine Town Lane. These pipes converge at a sump located within the apron of Honeysuckle Gardens. From this sump, a 20-inch pipe traverses Hine Town Lane to connect with the open stream that runs along the boundary of the Recreation Field. This stream then flows into a 20-inch culvert passing beneath the Trailway. Any drainage proposals for this area must account for this piped infrastructure and include provisions for the potential replacement of these culverts. Please refer to the highlighted area on the map below for visual context.

The Risk of Flooding from Surface Water

Overview

9.02. Risk of Flooding from Surface Water (RoFSW) are products that show the chance of flooding from surface water to areas of land. It is our main way of communicating flood risk from surface water to the public through our 'Check Your Long Term Flood Risk' service on gov.uk.

Why they are created

9.03. RoFSW has been created to support the public and other decision makers in understanding, managing and responding to flood risk.

High	Greater than or equal to 1 in 30 (3.3%) chance of flooding in any year
Medium	Less than 1 in 100 (1.1%) but greater than or equal to 1 in 100 (1%) chance of flooding in any given year
Low	Less than 1 in 1000 (0.1%) but greater than or equal to 1 in 1000 (0.1%) chance of flooding in any given year

What they show

9.04. The RoFSW products are an assessment of where surface water flooding may occur when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead. It includes information about flooding extents and depths.

9.05. Risk is displayed as one of three likelihood categories:

9.06. Map 14 on the following page illustrates these three predictive states, showing the extent of expected surface flood waters impacting the village.

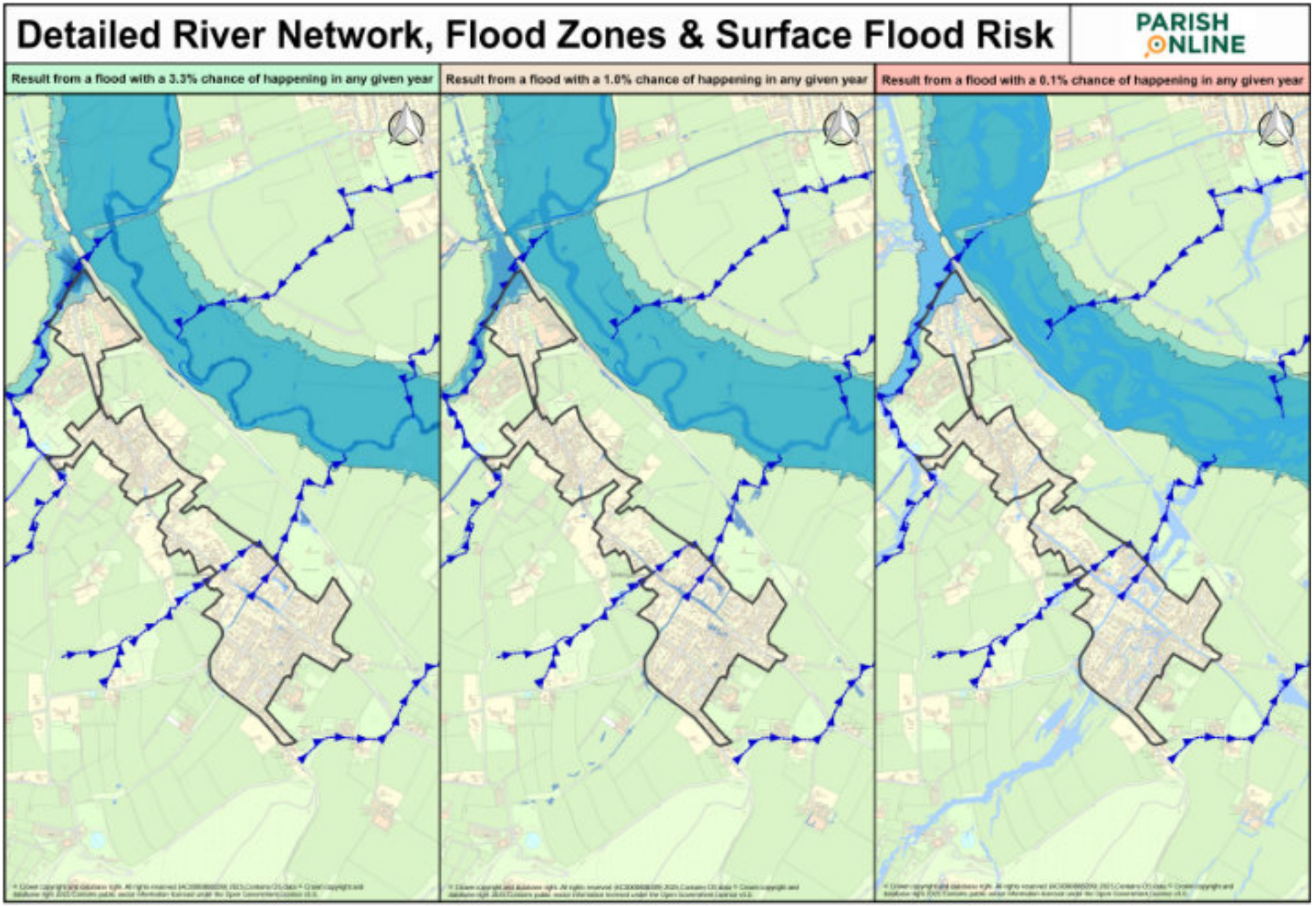
Climate Change

9.07. As well as present day risk of flooding from surface water, climate change scenarios have been produced to indicate the predicted impacts of climate change on future flood risk. The climate change allowances are based on the latest UK Climate Projections (UKCP18) from the Met Office, using the Representative Concentration Pathway (RCP) 8.5.

9.08. A near-term epoch (2040 - 2060 "2050s" epoch) and central allowances are being used initially, to support short and medium-term decisions informed by the highest flood likelihood projections.

9.09. This information, sourced from the environment agency[30], and supported by Map 14: Detailed River Network with Surface Flood Risk Assessments 1on the following page.

[30] This information is taken from the document "Risk of Flooding from Surface Water – WMS" taken from https://environment.data.gov.uk/dataset/b5aaa28d-6eb9-460e-8d6f-43caa71fbe0e



Map 14: Detailed River Network with Surface Flood Risk Assessments

10. Appendix 4: Housing Needs and Supply Calculations

10.01. Policy 6 of the North Dorset Local Plan Part 1 (NDLP, adopted 2016) included a housing target of 5,700 dwellings in total over its plan period 2011-2031, equivalent to 285 dwellings per annum (dpa). This was distributed primarily to the four main towns, but a target of least 825 dwellings was agreed for Stalbridge and the 18 larger villages, including Shillingstone, equivalent to 41.25dpa.

10.02. The population of Shillingstone in 2021 was 1,165, and total population of Stalbridge & 18 larger villages in 2021 was 20,486. On this basis:

10.03. Shillingstone as a percentage: of Stalbridge & 18 larger villages = 1,165 / 20,486 = 5.69

10.04. Shillingstone pro-rata share of NDLP target = 5.69% x 41.25dpa = 2.35dpa[31]

10.05. From this base rate, various uplifts to target have been applied, based on the evidence included in the local housing needs data/assessments for that year, for the period from 2016 on. This included:

- Eastern Dorset 2015 Strategic Housing Market Assessment, August 2015 (2015 SHMA)
- North Dorset Local Plan Review, Issues and Options Consultation, November 2017 (with Covid reduction applied at the recommended amounts during 2019/21) (2017 NDLP I&O)
- Dorset and BCP Local Housing Needs Assessment, November 2021 (2021 LHNA)
- Standard method using the NPPF 2023
- Revised Standard method using the NPPF 2024 (adjusted for North Dorset)

10.06. In the absence of a published North Dorset figure under the latest the Revised Standard method, the equivalent rate has been calculated as shown below.

- NDDC Dwelling Stock (2023) = 33,184, 0.8% of stock = 33,184 x .08 = 265
- DC affordability ratio (5 year average) = 11.06 (North Dorset equivalent not available)
- Adjustment factor = 95% x ((affordability ratio-5)/5) = 1.15
- Target = 0.8% of stock x (1 + adjustment factor) = 571dpa

10.07. The resulting target is 54 dwellings over the plan period (as shown below, also see Table 3 ***on page 30***)

Table 9: Dwelling target over duration of plan

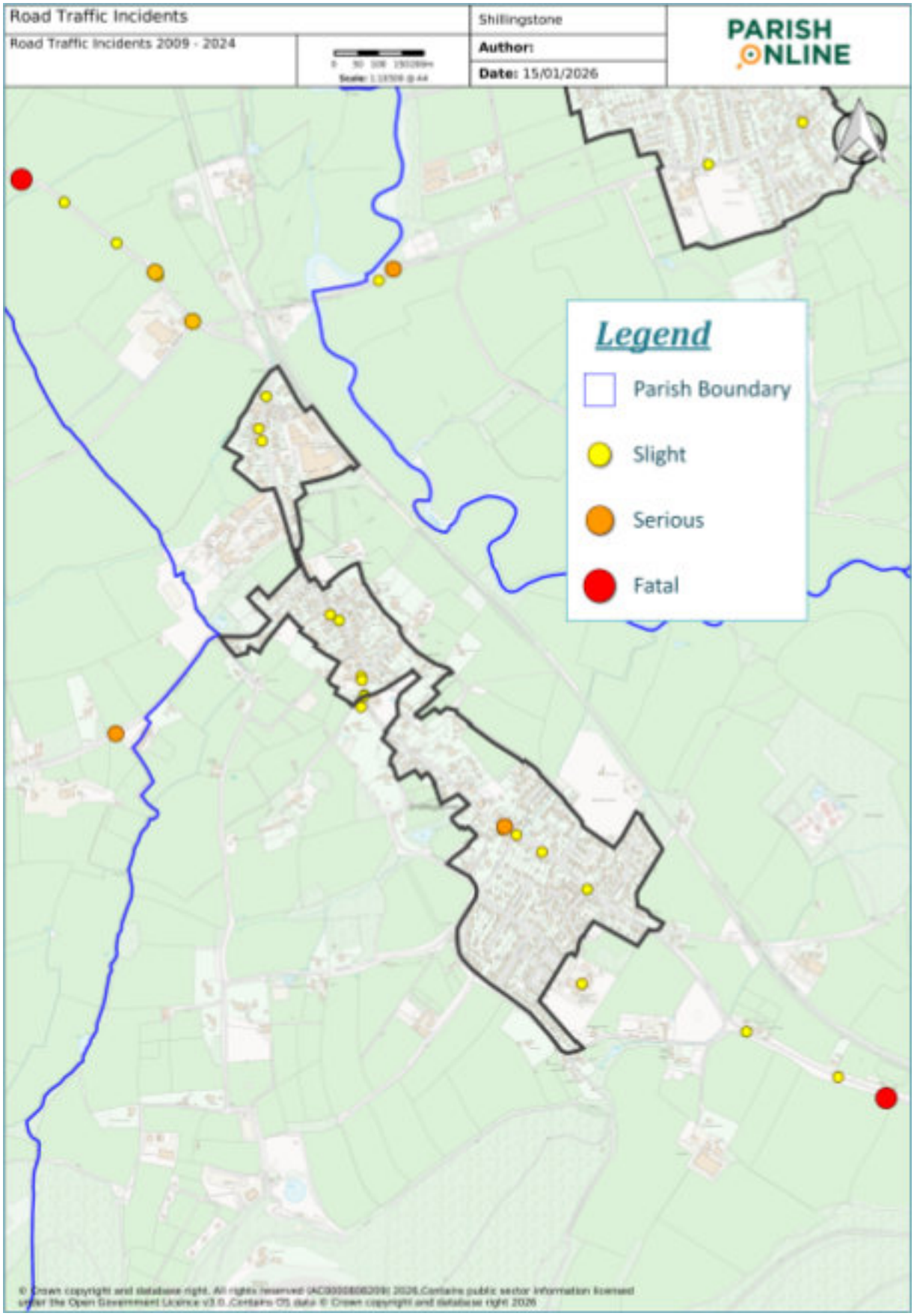
Year	Basis	NDLP target with uplift applied	Proportional uplift on 285	Shillingstone target (dpa)	Cumulative target
2016/17	2015 SHMA	330	15.80%	2.72	2.72
2017/18	2017 NDLP I&O	366	28.40%	3.01	5.73
2018/19	2017 NDLP I&O	366	28.40%	3.01	8.74
2019/20	2017 NDLP I&O (-1/12 Covid)	335.5	17.70%	2.76	11.5
2020/21	2017 NDLP I&O (-4/12 Covid)	244	-14.40%	2.01	13.51
2021/22	2021 LHNA	332	16.50%	2.73	16.24
2022/23	Standard method	377	32.30%	3.1	19.35
2023/24	Standard method	373	30.90%	3.07	22.42
2024/25	Standard method	364	27.70%	3	25.41
2025/26	Revised Standard method	571	100.40%	4.7	30.11
2026/27	Revised Standard method	571	100.40%	4.7	34.81
2027/28	Revised Standard method	571	100.40%	4.7	39.51
2028/29	Revised Standard method	571	100.40%	4.7	44.21
2029/30	Revised Standard method	571	100.40%	4.7	48.91
2030/31	Revised Standard method	571	100.40%	4.7	53.61

[31] As the difference between population and household 'shares' is not statistically significant, the slightly higher (population-based) data has been used

11. Appendix 5: Illustrative Maps of Shillingstone

Road Traffic Incidents since 2010

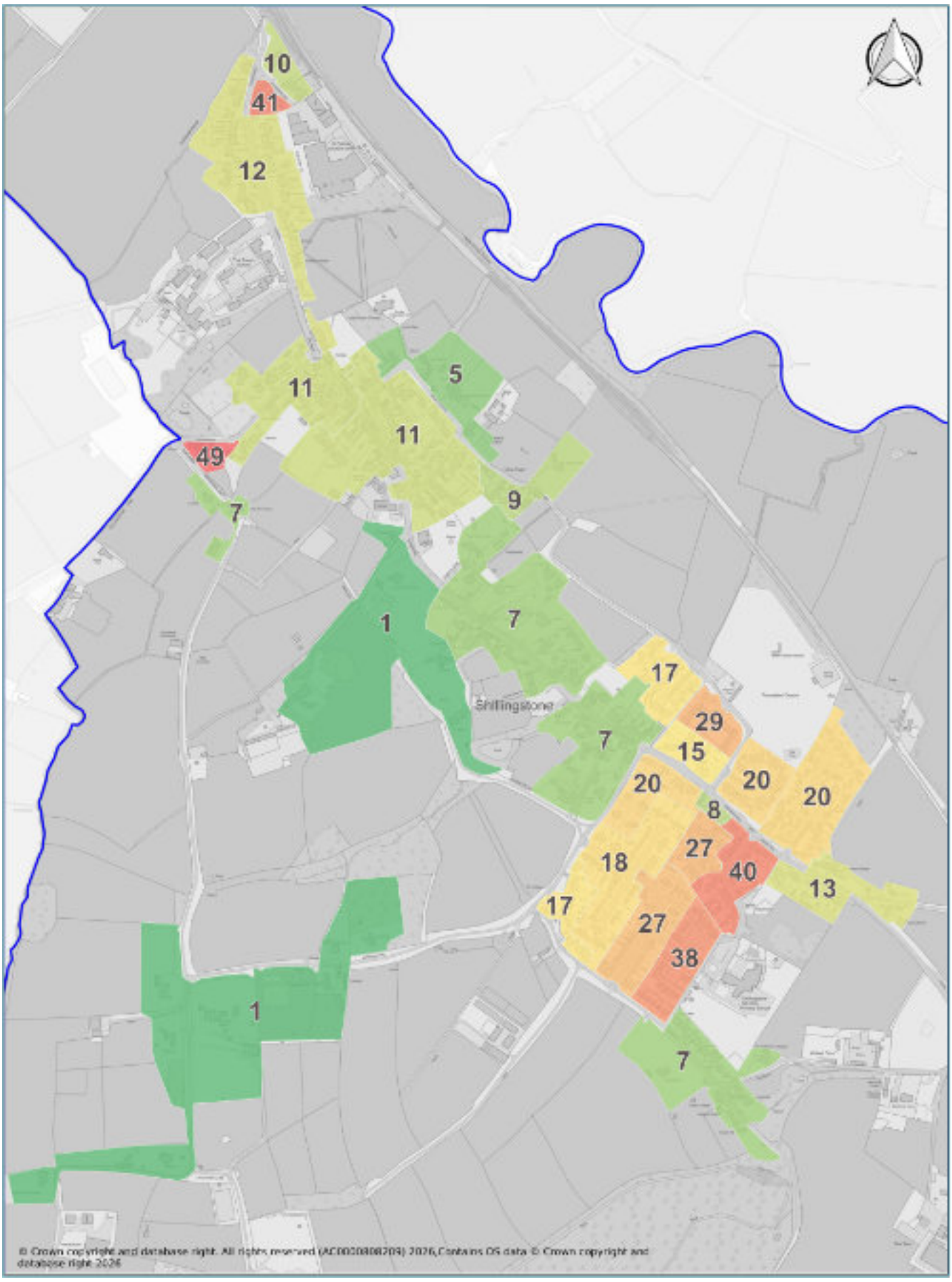
11.01. Road Traffic Incident severity & location between 2010 to 2024, identified on the map below.



Map 15: Road Traffic Incidents

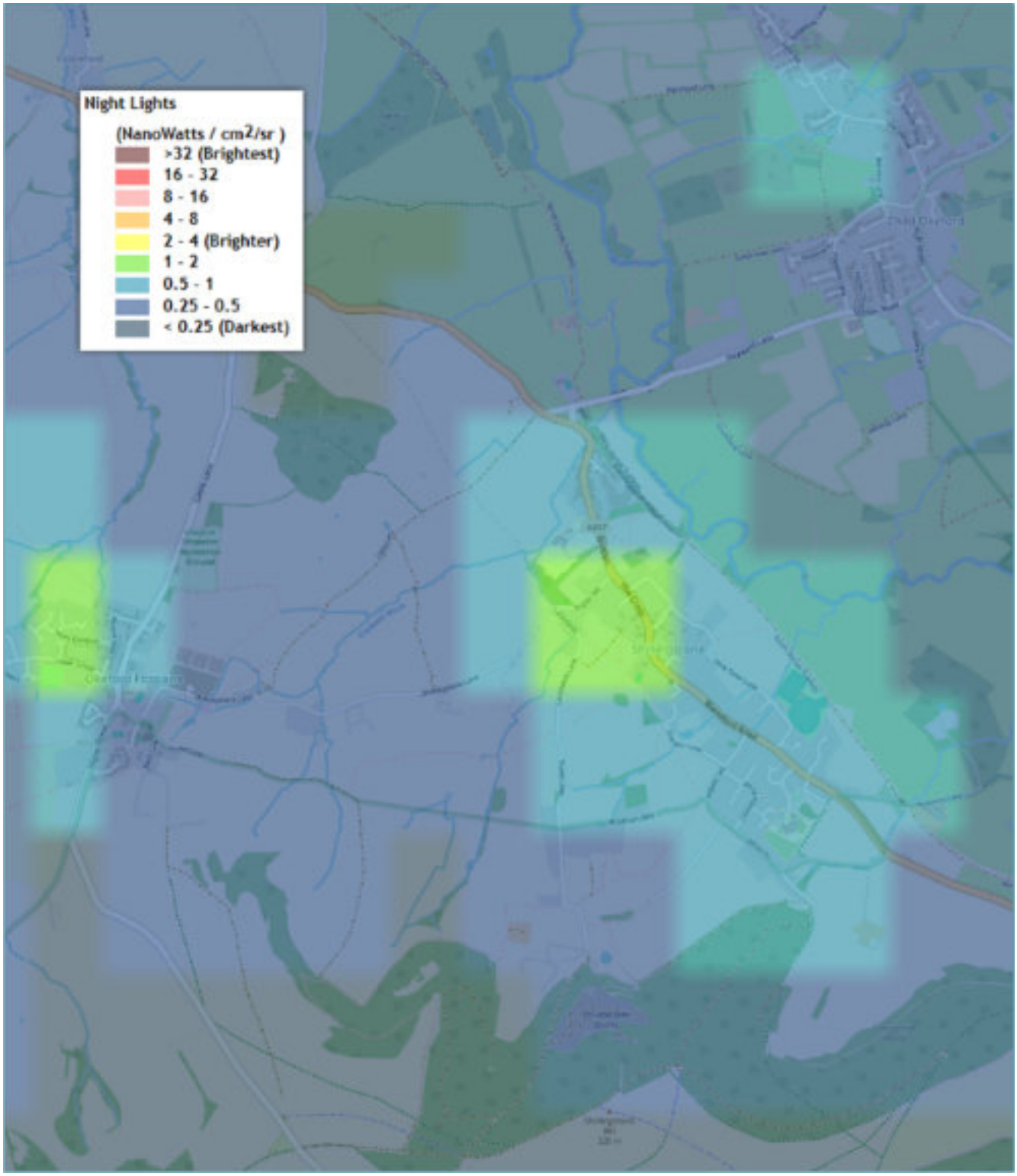
Property Density Map – 2023

11.02. Residential property density grid. Each grid area counts the number of residences per hectare.



Map 16: Property Density Map

CPRE Light Pollution and Dark Skies



Map 17: Light Pollution and Dark Skies

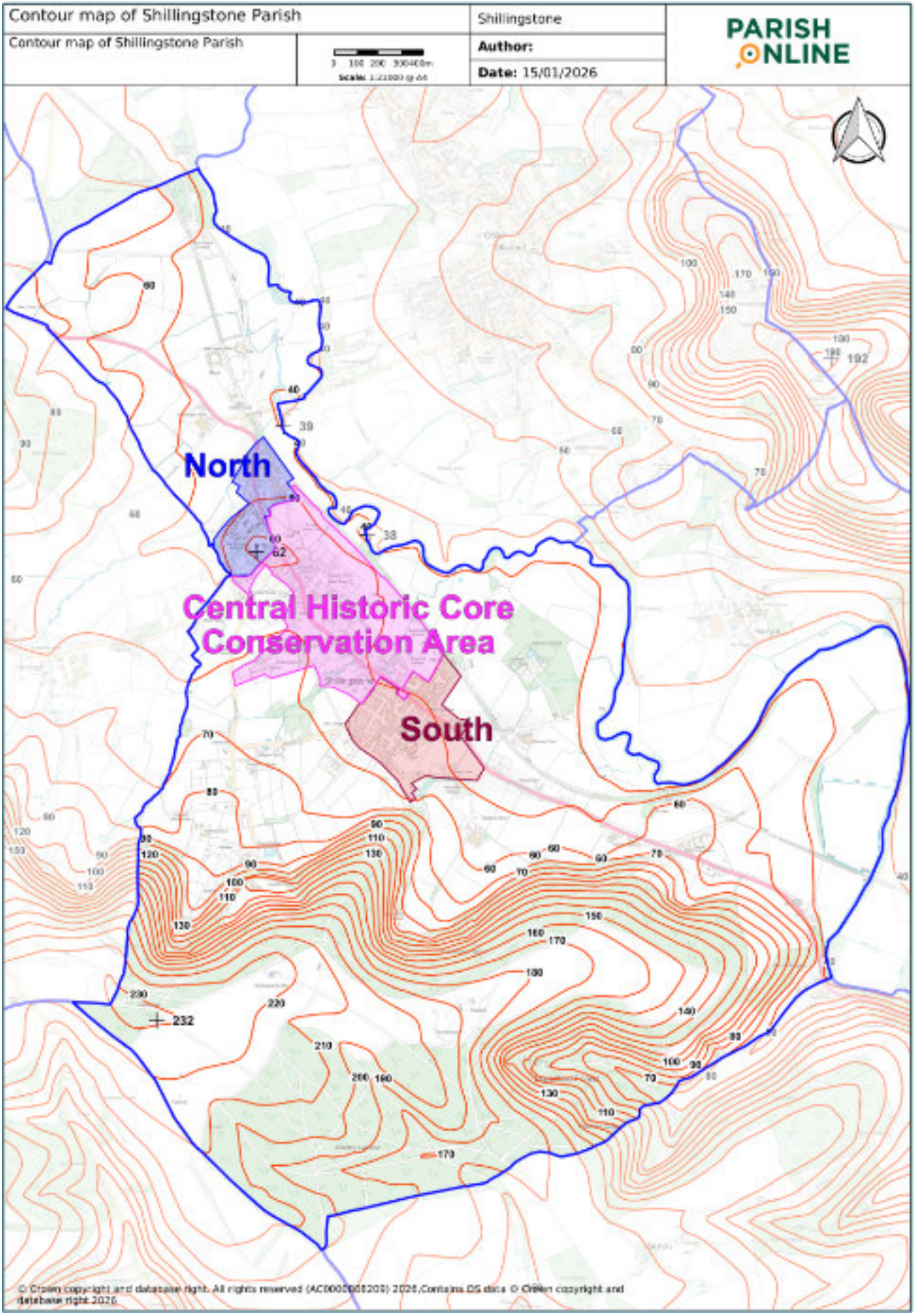
11.03. Light Pollution & Dark Skies: Each pixel shows the level of radiance (night lights) shining up into the night sky. These have been categorised into colour bands to distinguish between different light levels.

11.04. Campaign for Rural England[32] (CPRE) has created a map of the UK identifying the levels of light pollution emanating from lights at night.

11.05. The map above shows Shillingstone in contrast to its neighbouring villages of Child Okeford and Okeford Fitzpaine.

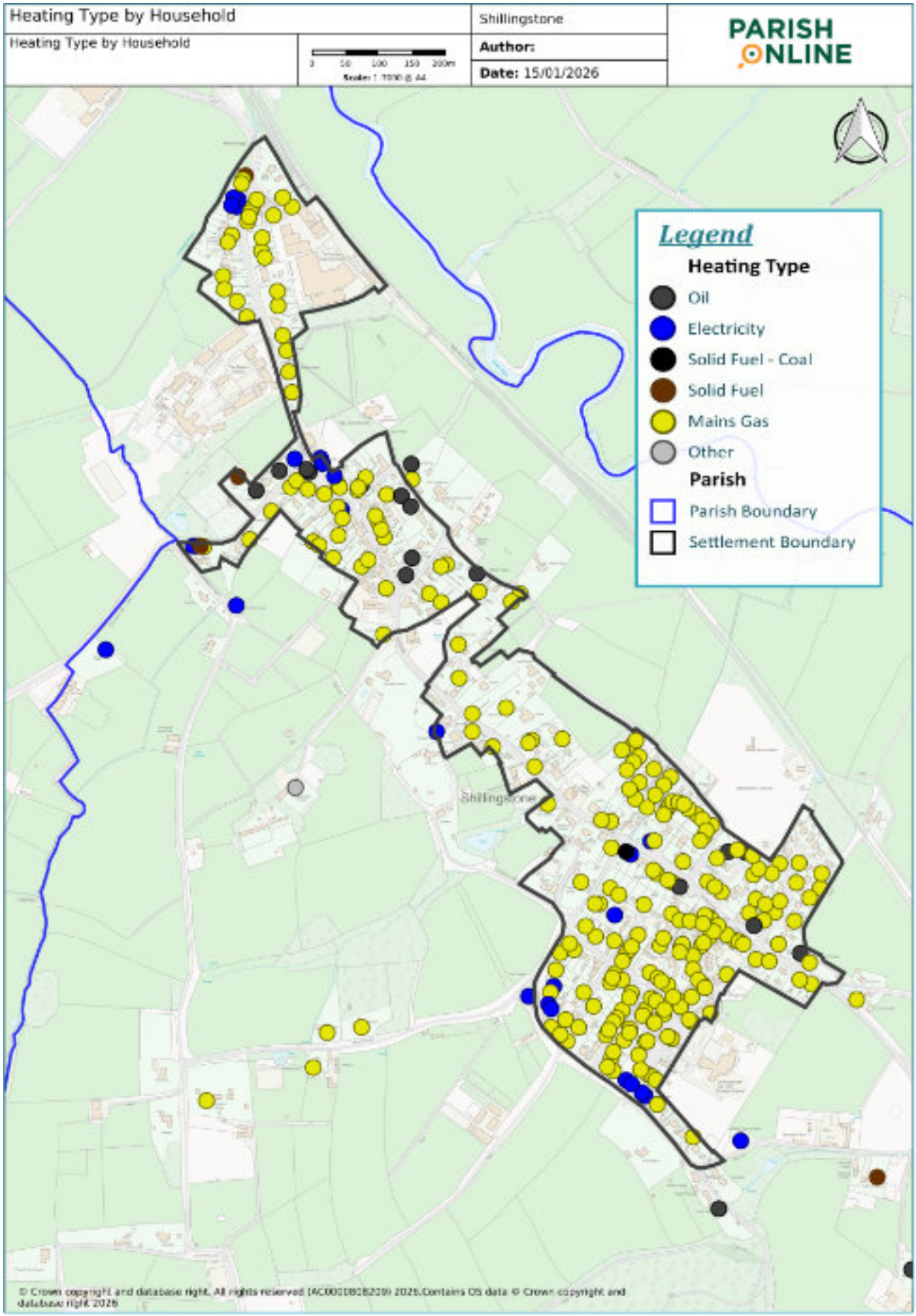
[32] https://www.cpre.org.uk/light-pollution-dark-skies-map/

Contour Map of Shillingstone Parish



Map 18: Contour Map of Shillingstone

Heating Types by household in Shillingstone



Map 19: Heating Types within Shillingstone

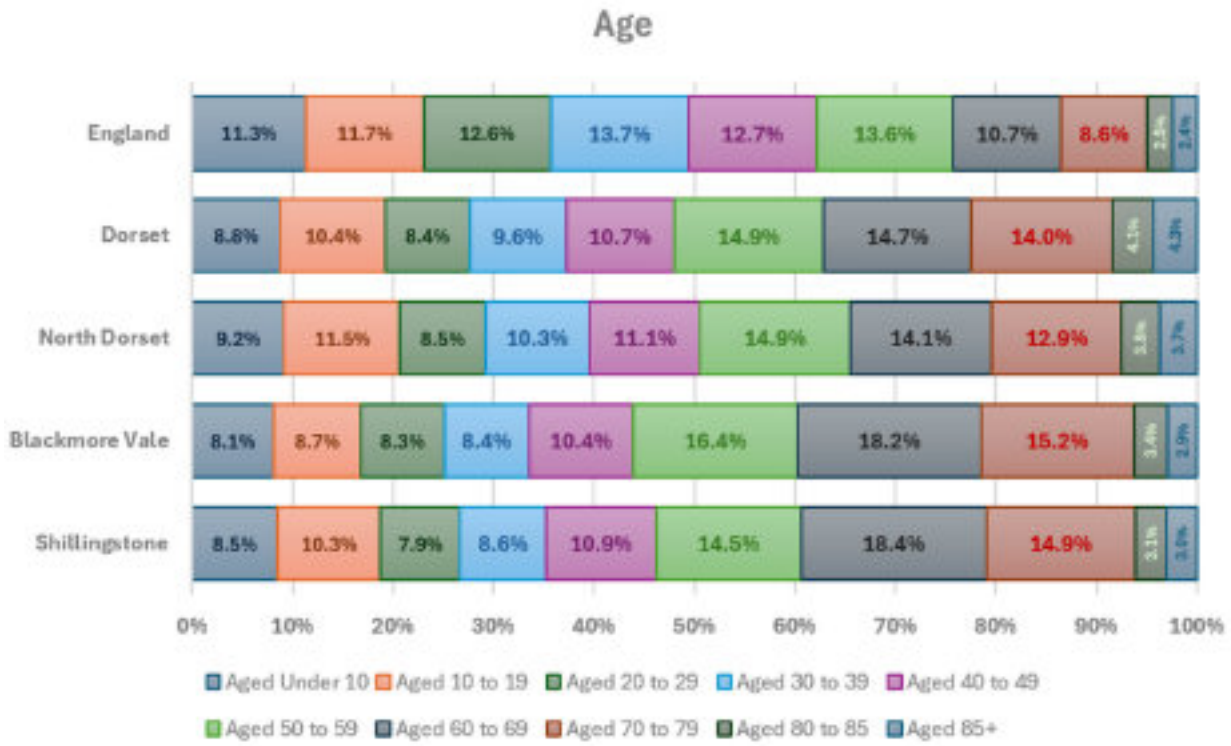
12. Appendix 6: 2021 Census Data Analysis

2021 Census Data – Understanding Shillingstone

12.01. To give a wider comparison we have included data drawn from the Dorset Unitary Council ward of the Blackmore Vale (Blackmore Vale), Parliamentary boundary of North Dorset, the County of Dorset and England.

Age

12.02. This data provides a detailed age breakdown of the population in Shillingstone compared to Blackmore Vale, North Dorset, the broader Dorset area, and England. Here's an analysis of the age distribution in Shillingstone relative to these other areas:



Overall Age Distribution

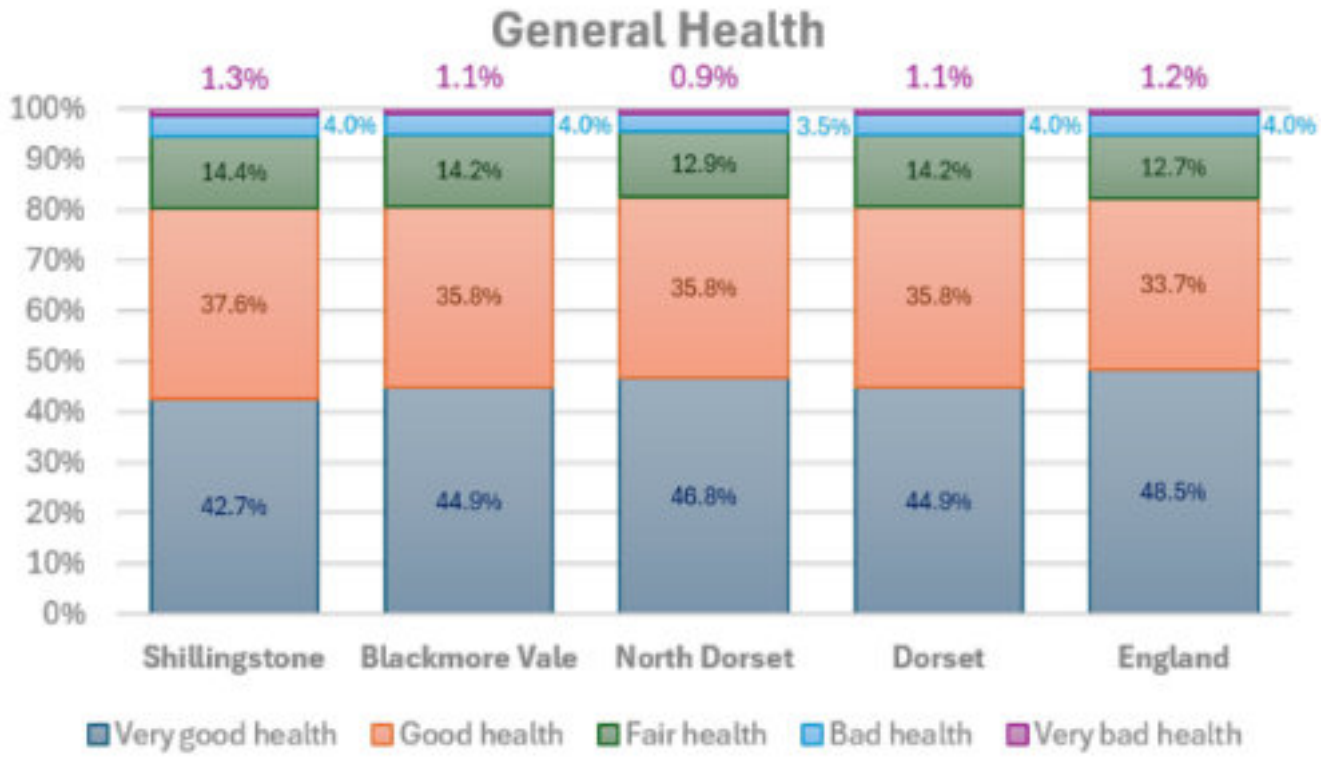
- **Fewer Young Adults and Younger Middle-Aged** - Shillingstone has a notably lower proportion of residents in their 20s and 30s compared to all other areas, especially England. The proportion of those under 20 and in their 40s is generally similar to the local Dorset areas but lower than England.
- **Higher Older Population** - Shillingstone has a significantly higher proportion of residents in their 60s and 70s compared to all other areas, particularly England. The proportion of the very oldest (80+) is more varied but generally similar to the local averages and slightly higher than England in the 80-85 age group.
- **Ageing Population** - The data strongly suggests that Shillingstone has an older age profile compared to the other areas, with a smaller representation of younger adults and a larger representation of older individuals.

Conclusion

12.03. The population of Shillingstone is characterised by a noticeably older age structure compared to Blackmore Vale, North Dorset, and the wider Dorset area, but most particularly England. There is a lower proportion of younger adults (20-39) and a significantly higher proportion of older individuals (60-79). This demographic profile likely has implications for various aspects of our community, including healthcare needs, social services, the labour market, and housing requirements.

Health

12.04. This data presents a comparison of the self-reported general health of residents in Shillingstone with those in Blackmore Vale, North Dorset, Dorset, and England. The categories range from "Very good health" to "Very bad health," indicating a subjective assessment by the individuals. A person's assessment of the general state of their health from very good to very bad, with the question “How is your health in general?



Overall Comparison of General Health in Shillingstone

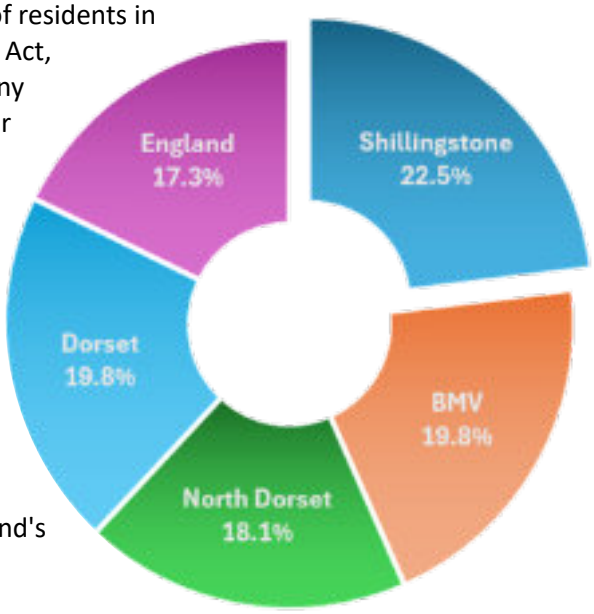
- **Lower percentage of "Very good health"** - Fewer residents in Shillingstone perceive themselves to be in excellent health.
- **Slightly higher percentage of "Good health"** - A slightly larger proportion reports being in good, but not excellent, health.
- **Higher percentage of "Fair health"** - More residents report their health as being fair.
- **Similar percentage of "Bad health"** - The proportion of those reporting bad health is consistent with most other areas compared.
- **Slightly higher percentage of "Very bad health"** - A slightly larger proportion reports the poorest level of health.

Conclusion

12.05. The data suggests that the overall state of general health in Shillingstone might be slightly less positive compared to the other four areas. While a slightly larger proportion reports "Good health," there's a notable lower percentage reporting "Very good health" and a higher percentage reporting "Fair" and "Very bad" health. The percentage reporting "Bad health" is on a par to the other regions. On face value This could indicate a slightly higher prevalence of underlying health conditions but is more likely to relate to the different demographic profile in Shillingstone that influences self-perceived health status. It's important to remember that this data reflects self-assessment and may not directly correlate with objective health measures. Further investigation into the demographic and socio-economic factors within Shillingstone could provide more context to these health trends.

Disability

12.06. This data provides a comparison of the percentage of residents in Shillingstone who identify as disabled under the Equality Act, based on their response to the question: "Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?".



Comparison Across Areas

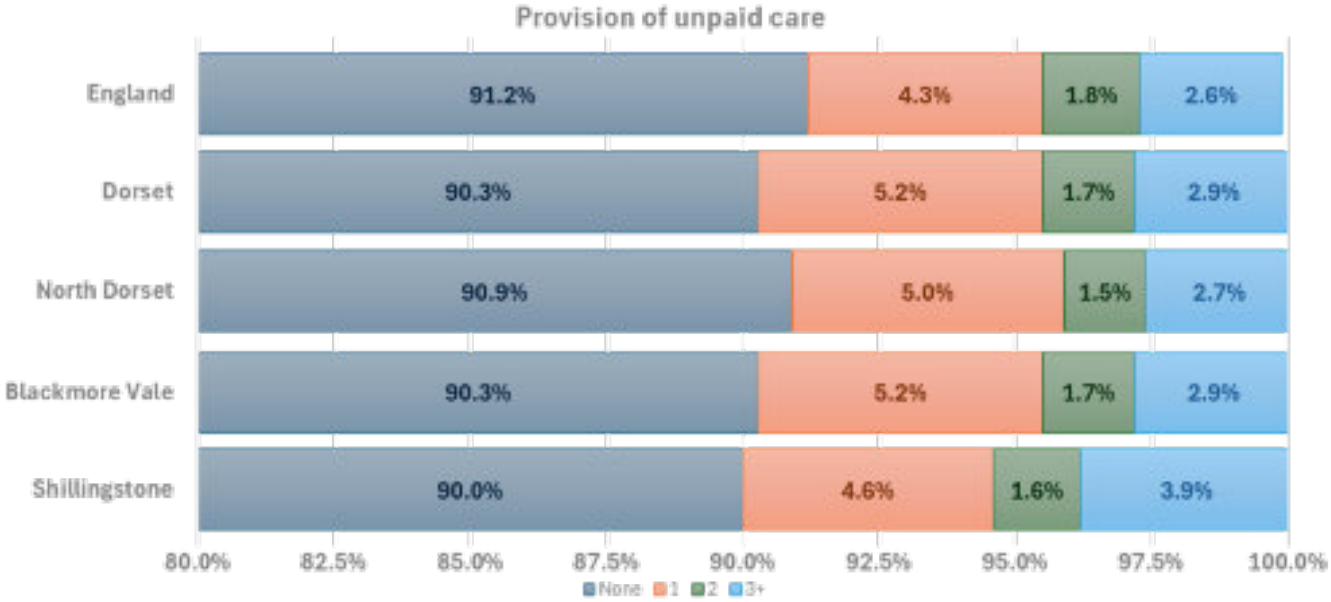
- Shillingstone shows a notably higher rate of reported disability, not only compared to the average for England, but also compared to the other local areas.
- North Dorset has the lowest reported rate of disability among the compared areas (18.1%).
- Blackmore Vale and Dorset have the same reported rate of disability (19.8%), which is higher than England's average but lower than Shillingstone's.

Conclusion

12.07. The data strongly suggests that residents in Shillingstone are more likely to report having a long-lasting physical or mental health condition or illness that meets the criteria for disability under the Equality Act compared to residents in all the other areas. This could be due to various factors such as the age distribution of the population in Shillingstone, the prevalence of certain health conditions, socio-economic factors, or even differences in how residents perceive and report their health conditions.

Provision of Unpaid Care

12.08. This data compares the percentage of residents (aged 5 and over) in Shillingstone who provide unpaid care with specific areas of Dorset as well as the average for England as a whole, based on the amount of care provided per week.



Overall Comparison of Unpaid Care Provision in Shillingstone

- **Lower percentage of "Provides no unpaid care"** - A slightly higher proportion of residents in Shillingstone are involved in providing some level of unpaid care.
- **Slightly lower percentage of "1 to 19 hours or less unpaid care a week"** - Fewer residents provide a smaller amount of care compared to local areas.

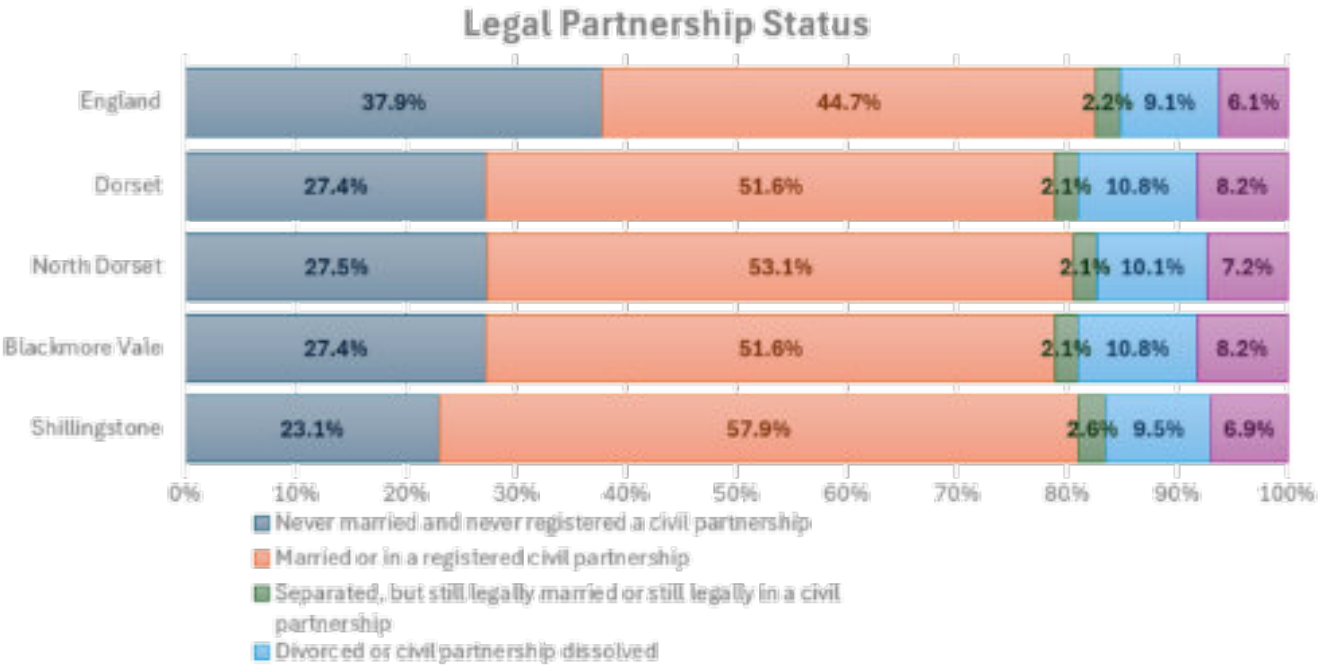
- **Consistent percentage of "20 to 49 hours unpaid care a week"** - The proportion providing a substantial amount of care (but less than full-time) is comparable to other areas.
- **Significantly higher percentage of "50 or more hours unpaid care a week"** - A much larger proportion of residents in Shillingstone are heavily involved in providing unpaid care.

Conclusion

12.09. The data reveals a distinct pattern of unpaid care provision in Shillingstone. While the overall proportion of residents providing some unpaid care is only slightly higher than other areas, there is a notably higher concentration of individuals in Shillingstone who are providing a very high level of unpaid care (50 or more hours per week). This suggests that within Shillingstone, a smaller group of individuals carries a significantly heavier burden of unpaid care responsibilities compared to the other areas in our comparison. This could have implications for the well-being, employment opportunities, and support needs of these carers in Shillingstone.

Legal Partnership Status

12.10. This data compares the legal partnership status of residents in Shillingstone with those identified areas of Dorset as well as the average for England as a whole.



Overall Comparison of Legal Partnership Status in Shillingstone

- **Significantly lower percentage of "Never Married"** - Fewer people in Shillingstone have remained single.
- **Considerably higher percentage of "Married"** - Being in a legal partnership is much more common in Shillingstone.
- **Slightly higher percentage of "Separated"** - A slightly larger proportion are separated but not legally dissolved.
- **Lower Divorce Rate** - The percentage of divorced individuals here is marginally lower than some local areas and aligns with the national average.
- **The proportion of widowed or surviving partners in Shillingstone is slightly lower** than the immediate surrounding areas but slightly higher than the national average.

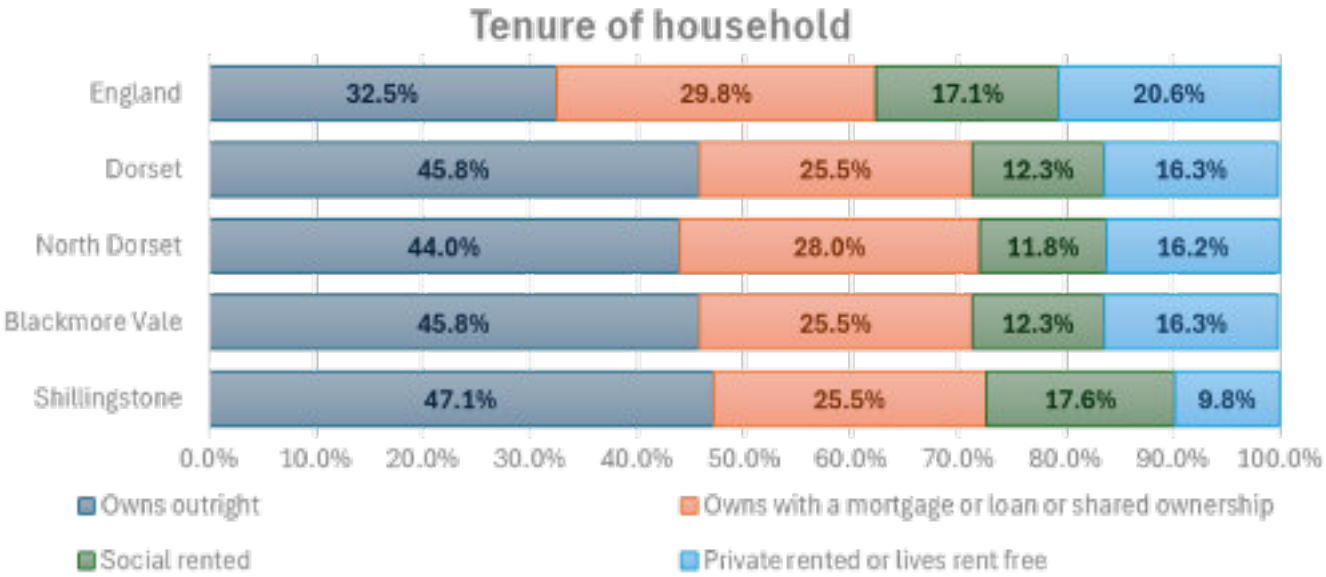
Conclusion

12.11. The data paints a picture of Shillingstone having a population with a higher propensity to be in a legal partnership (either marriage or civil partnership) and a lower proportion of individuals who have

never been married or in a civil partnership compared to other areas of focus in Dorset, and significantly so when compared to England. The rates of separation and divorce are relatively similar to the other local areas and the national average. This could suggest a different demographic profile in Shillingstone, potentially with a higher average age at first marriage/partnership or a greater tendency towards forming and maintaining legal partnerships. This pattern suggests a demographic profile in Shillingstone that favours legal partnerships, potentially linked to factors such as the age distribution of the population, social norms, and lifestyle preferences within the area. The lower percentage of never-married individuals and the higher percentage of married/civil partnered individuals are the most striking differences compared to the other areas, especially England.

Tenure of Household

12.12. This data provides a breakdown of household tenure in Shillingstone compared to identified areas of Dorset as well as the average for England as a whole. It shows the percentage of households in each area that fall into different ownership and rental categories.



Overall Conclusion about Household Tenure in Shillingstone

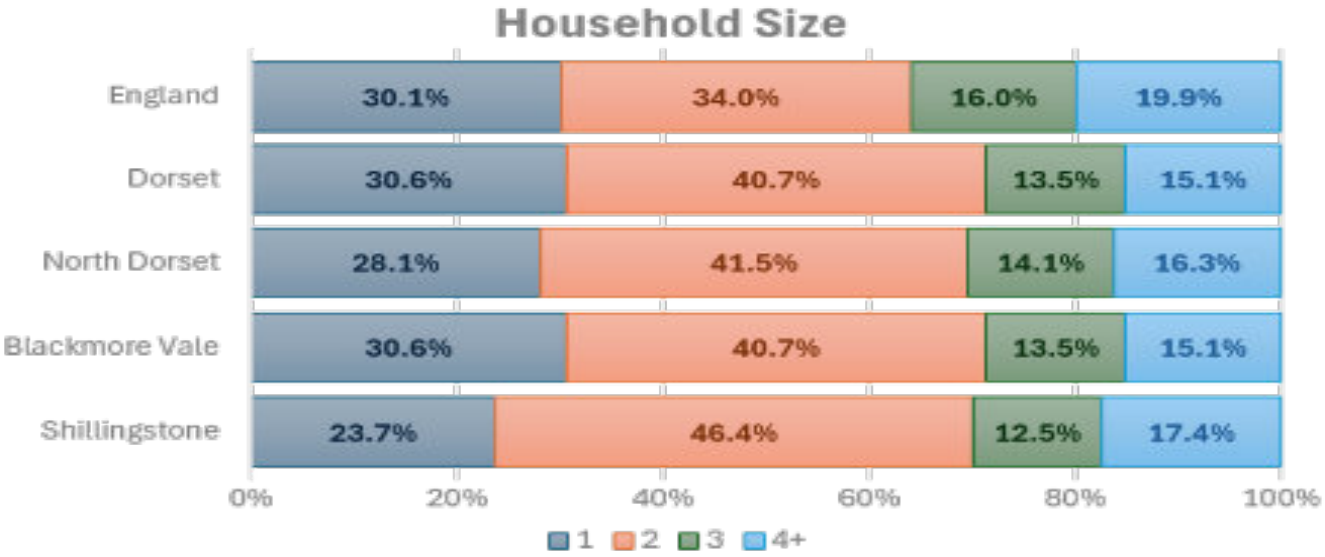
12.13. Shillingstone exhibits a distinct pattern of household tenure compared to the other areas:

- **Significantly higher rate of outright home ownership** - A much larger proportion of households in Shillingstone own their homes without a mortgage.
- **Lower rate of ownership with a mortgage** - A smaller proportion of households are still paying off a mortgage compared to North Dorset and England.
- **Slightly higher rate of social renting compared to local areas** - A slightly larger proportion of households rent from social landlords compared to BMV, North Dorset, and Dorset, but similar to England.
- **Substantially lower rate of private renting** - Private renting is significantly less common in Shillingstone compared to all the other areas.

12.14. This tenure profile indicates that Shillingstone has a more established and older population, with a higher proportion of homeowners who have paid off their mortgages. The lower rate of private renting supports understood local issues such as availability of rented housing and affordability of private rental properties, with an overall prevalence of home ownership in the area.

Household Size

12.15. This chart identifies the number of people that makes up a household. This data allows a comparison of the percentage of households with a specific number of people in Shillingstone versus Blackmore Vale, North Dorset, Dorset, and England.



Overall Comparison of Household Size in Shillingstone

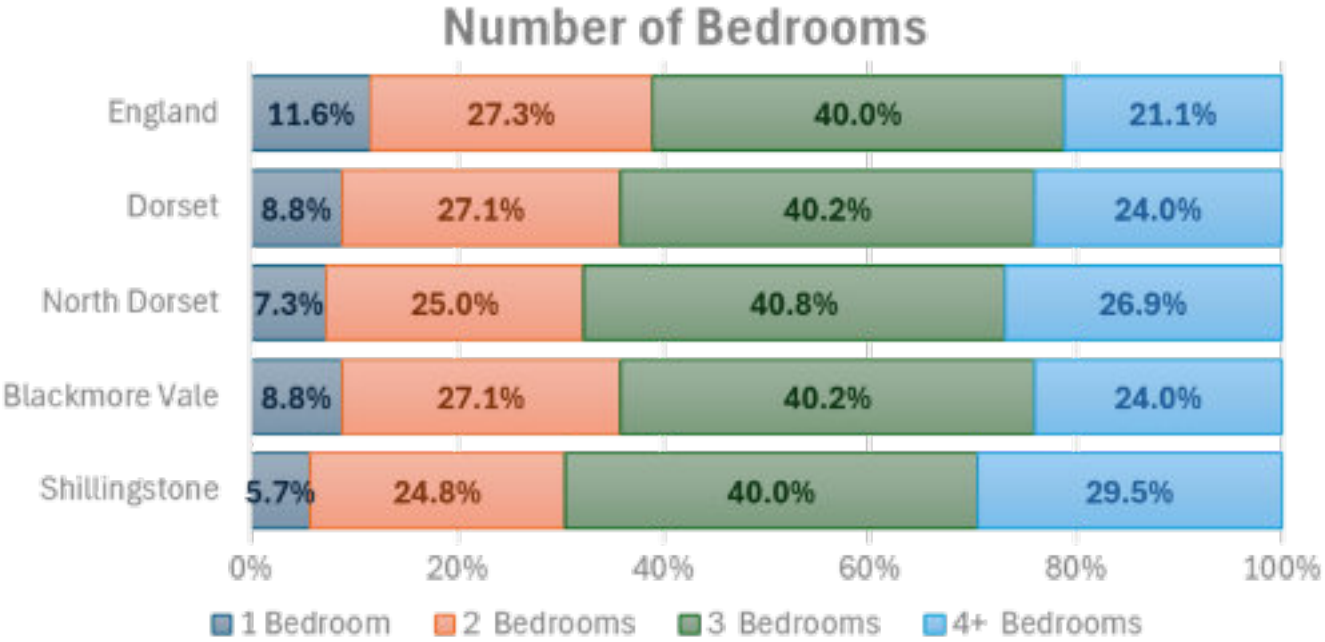
- **Fewer 1 person households** - Single-person living is less prevalent in Shillingstone.
- **Significantly more 2 person households** - This is a defining characteristic of household size in Shillingstone.
- **Fewer 3 person households** - Households with three individuals are less common.
- A slightly higher proportion of 4 or more person households compared to local areas, but lower than the national average.

Conclusion

12.16. Shillingstone exhibits a distinct household size profile, characterised by a significantly higher concentration of two-person households and a lower proportion of single and three-person households compared to the other reference areas. While larger households (4+) are slightly more common locally (vs. Blackmore Vale & Dorset), they are less prevalent than the national average for England. This suggests a demographic leaning towards couples, potentially older or with grown children, and fewer single individuals, potentially influenced by housing factors, availability and affordability, coupled with age distribution in Shillingstone.

Number of Bedrooms

12.17. This data compares the percentage of homes with a specific number of bedrooms in Shillingstone to specific areas of Dorset as well as the average for England as a whole.



Overall Comparison

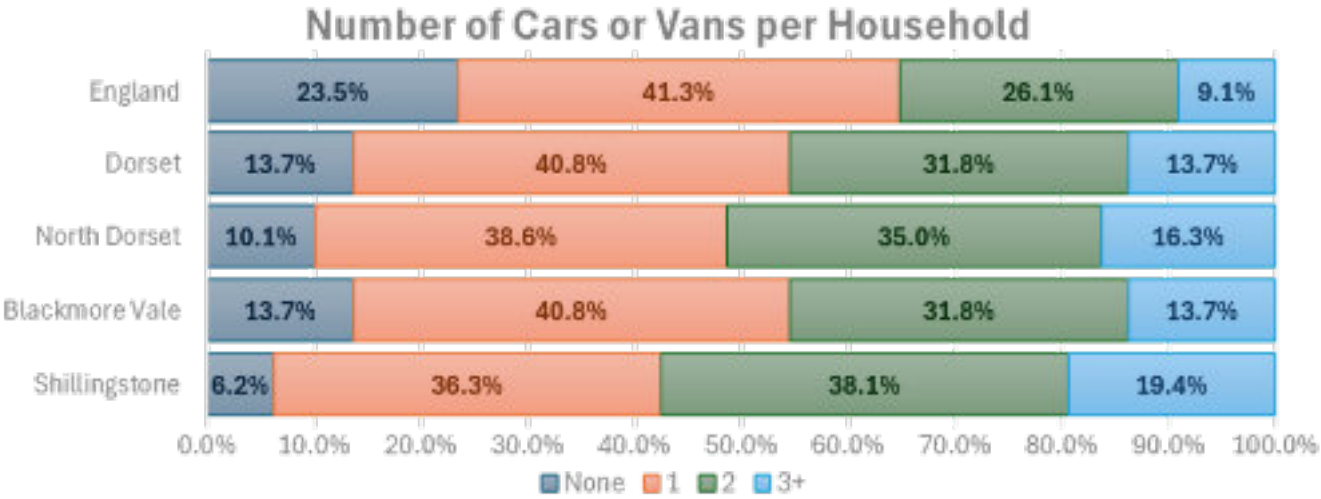
- **Fewer 1 bedroom homes** - Shillingstone has a smaller proportion of the smallest type of housing.
- **Slightly fewer 2 bedroom homes** - The difference is not substantial, but Shillingstone has a slightly lower share.
- **A similar proportion of 3 bedroom homes** - Shillingstone aligns closely with the national average for this common housing type.
- **Significantly more homes with 4 or more bedrooms** - This highlights a key difference, with Shillingstone having a larger proportion of bigger properties, both when measured against local and national data.

Conclusion

12.18. The data indicates that Shillingstone has a housing stock characterised by a lower proportion of smaller homes (1 or 2 bedrooms) and a significantly higher proportion of larger homes (4 or more bedrooms) when compared to the Blackmore Vale, North Dorset, Dorset, and England, although the percentage of 3 bedroom homes in Shillingstone is very close to the national average. This suggests that Shillingstone is an area with more families or retired individuals who favour or can afford larger properties, potentially reflecting factors like rural locations offering more space, different demographics, or varying economic conditions compared to the other areas.

Number of cars or vans per Household

12.19. This data provides a snapshot of car and van ownership levels in Shillingstone compared to other specific areas of Dorset as well as the average for England.



Summary of Car and Van Ownership in Shillingstone Compared to Other Areas

- **Lower proportion of households with no cars or vans** - Indicating higher overall vehicle ownership.
- **Slightly lower proportion of households with one car or van** - Suggesting that while single vehicle ownership is common, the difference isn't drastic.
- **Significantly higher proportion of households with two cars or vans** - A key characteristic of vehicle ownership in Shillingstone.
- **Substantially higher proportion of households with three or more cars or vans** - Pointing towards a greater prevalence of multi-car households and dependence on motor vehicles.

Overall Conclusion

12.20. Based on this data, Shillingstone exhibits a pattern of higher car and van ownership compared to all the other reference data (Blackmore Vale, North Dorset, Dorset, and England). A smaller percentage of households in Shillingstone are without a vehicle, and a larger percentage own two or more vehicles. This reflects the influence of different factors such as the rural location, access to or lack of reliable public transportation such as buses, household income, and lifestyle preferences within Shillingstone.

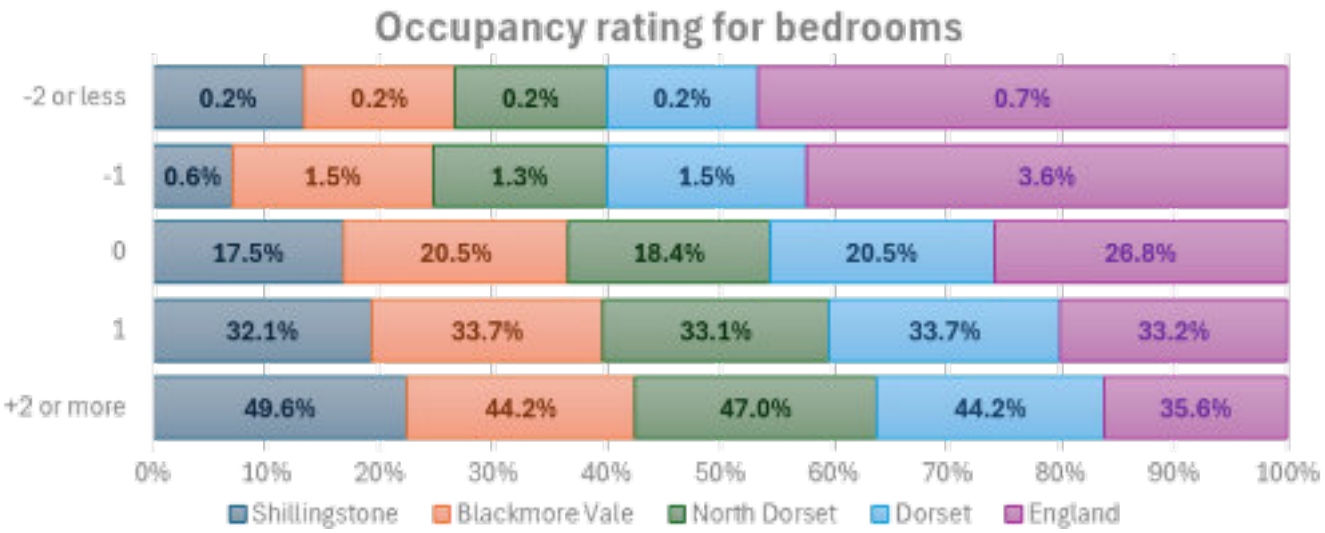
Bedroom Occupancy

12.21. This data reveals the following about bedroom occupancy in Shillingstone households compared to Blackmore Vale, North Dorset, Dorset, and England.

Bedroom occupancy breakdown

12.22. Whether a household's accommodation is overcrowded, ideally occupied or under-occupied. This is calculated by comparing the number of bedrooms the household requires to the number of available bedrooms.

- **Overcrowding (-1 or less bedrooms)**
  - **-2 or fewer bedrooms** - Shillingstone has a significantly lower percentage of households with two or fewer bedrooms than required compared to England but is on a par with other Dorset areas.
  - **-1 bedroom** - Shillingstone has a significantly lower percentage of households with one fewer bedroom than required compared to others in Dorset, but substantially lower than England as a whole.
  - **Overall Overcrowding** - Combining these, only 0.8% of households in Shillingstone are overcrowded (0.6% + 0.2%). This is considerably lower than Blackmore Vale (1.5% + 0.2% = 1.7%), North Dorset (1.3% + 0.2% = 1.5%), Dorset (1.5% + 0.2% = 1.7%), and substantially lower than England (3.6% + 0.7% = 4.3%).



- **Ideal Occupancy (0)** - Shillingstone has the lowest percentage of households with an ideal number of bedrooms compared to Dorset, and significantly lower than England. This suggests that a smaller proportion of households in Shillingstone have a number of bedrooms that precisely matches their needs according to the Bedroom Standard.
- **Under-Occupancy (+1 or more bedrooms)**
  - **+1 bedroom** - Shillingstone has a lower percentage of households with one more bedroom than required compared to other Dorset neighbours, but similar to England.
  - **+2 or more bedrooms** - Shillingstone has the highest percentage of households with two or more extra bedrooms compared to Blackmore Vale, North Dorset and Dorset, but is significantly higher than England.
  - **Overall Under-Occupancy** - Combining these, a substantial 81.7% of households in Shillingstone have one or more spare bedrooms. This is significantly higher than the other focus locations in Dorset, but considerably higher than England.

In summary

12.23. Shillingstone stands out with the lowest proportion of households having the ideal number of bedrooms. However, it also has a significantly lower rate of overcrowding compared to all other areas, especially the whole of England. Conversely, Shillingstone has the highest level of under-occupancy, with a particularly large percentage of households having two or more spare bedrooms.

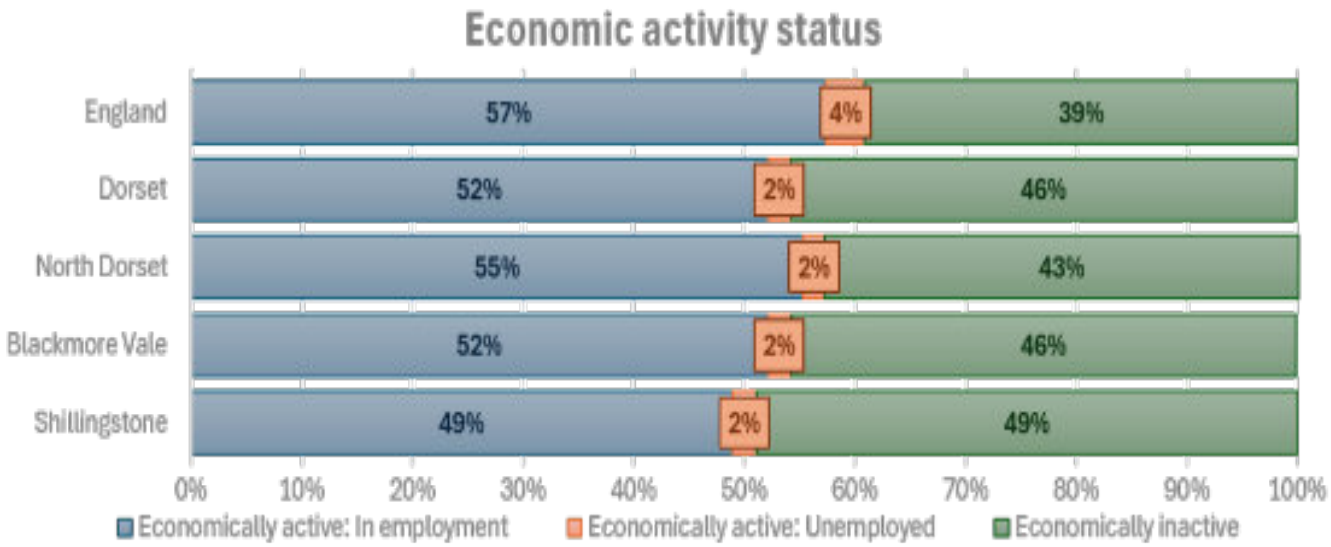
Conclusion

12.24. The housing situation in Shillingstone, supported by this data, is characterised by a notable level of under-occupancy, with a large majority of households having more bedrooms than required by the Bedroom Standard. While the proportion of households with an ideal number of bedrooms is lower, the rate of overcrowding is very low. This suggests that households in Shillingstone tend to have more bedrooms available than they strictly need based on the defined criteria.

12.25. This analysis shows that Shillingstone has a significant proportion of larger properties with 3, 4 or more bedrooms, many of which are under-utilised. A demand exists for smaller 1-to-2-bedroom properties to satisfy both the demand for starter homes to assist local young people to stay in the area, as well as the provision of properties to allow the older generations to downsize locally.

Economic activity status

12.26. This data provides a snapshot of the economic activity status of residents aged 16 years and over in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England. It breaks down the population into three main categories and splits out full-time students from those who are not full-time students when they are employed or unemployed.



- **Economically Active** - This represents the proportion of residents who are either in employment or unemployed and actively seeking work.

  Shillingstone has a significantly lower percentage of economically active residents all other groups used for comparison. This indicates that a smaller proportion of the adult population in Shillingstone is participating in the labour market.

- **Economically Active - In employment** - This is the proportion of residents who have a job.

  Shillingstone has a lower percentage of residents in employment (46.7% - calculated as 48.9% (Economically active) - 2.2% (Unemployed)) compared to Blackmore Vale (50.0%), North Dorset (53.3%), Dorset (50.0%), and England (53.9%). This aligns with the lower overall economic activity rate.

- **Economically Active - Unemployed** - This is the proportion of residents who do not have a job but are actively seeking work and available to start within two weeks.

  Shillingstone has a slightly higher percentage of unemployed residents compared to the other parts of Dorset in this focus group, but significantly lower than England as a whole. This suggests that while a smaller proportion of Shillingstone residents are economically active, those who are unemployed have a rate closer to the local averages and lower than the national average.

- **Economically Inactive** - This represents the proportion of residents who are not in employment and are not looking for work or unable to start work within two weeks. This category includes students (if not working or unemployed), retirees, those looking after home or family, and those with long-term illnesses or disabilities preventing work.

  Shillingstone has a significantly higher percentage of economically inactive residents compared to all other groups. This is the inverse of the economically active rate and indicates that a larger proportion of the adult population in Shillingstone is outside the labour market.

Summary of Economic Activity in Shillingstone

- **Lower Economic Activity** - A smaller percentage of Shillingstone residents aged 16+ are economically active compared to the other areas.
- **Lower Employment Rate** - Correspondingly, a smaller percentage of Shillingstone residents are in employment.
- **Unemployment Rate Closer to Local Average, Lower than National** - While fewer are economically active, the unemployment rate among the active population is similar to the local areas and lower than England's average.
- **Higher Economic Inactivity** - A larger percentage of Shillingstone residents are economically inactive.

Possible Implications

The higher economic inactivity rate in Shillingstone could be due to several factors, such as:

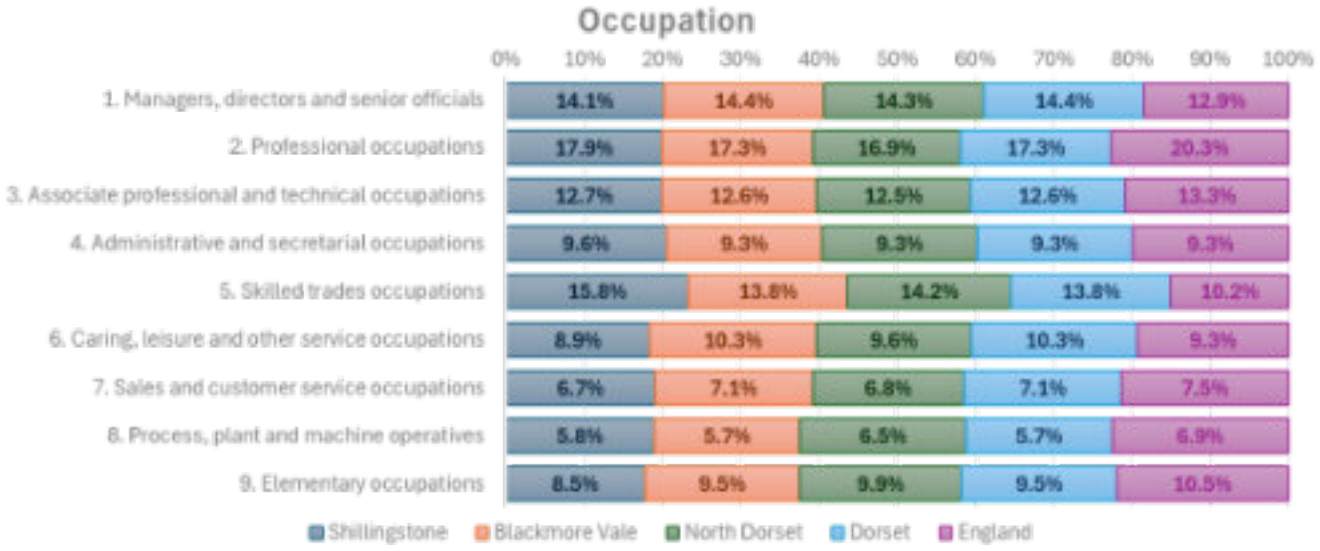
- Higher proportion of retirees. Areas with older populations often have higher economic inactivity rates.
- Higher number of individuals looking after home or family. This could reflect different social structures or childcare availability.
- Higher prevalence of long-term illness or disability. As suggested by previous data on disability.

- Lower proportion of students (if the economically active student population is higher elsewhere). Although the definition attempts to separate full-time students.
- Fewer job opportunities locally. This could discourage job seeking and lead to inactivity.

12.27. It's important to consider these potential underlying factors when interpreting the economic activity data for Shillingstone.

Occupation

12.28. This data provides a breakdown of the occupations of residents aged 16 years and over who were in employment at the time of the 2021 Census in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England, using the Standard Occupational Classification (SOC) 2020.



Summary of occupations in Shillingstone

- **Similar to Local Areas** - For many of the higher-skilled and white-collar occupations (Managers, Professionals, Associate Professionals, Administrative), Shillingstone's distribution is relatively similar to the other local areas (Blackmore Vale, North Dorset, Dorset).
- **Lower than England in Some Skilled Areas** - Shillingstone has a lower representation in Professional and Associate Professional occupations compared to the national average.
- **Significantly Higher in Skilled Trades** - A much larger proportion of employed residents in Shillingstone work in skilled trades compared to all other areas, especially England.
- **Lower in Service and Elementary Roles** - Shillingstone has a lower representation in Caring, Leisure & Other Service, Sales & Customer Service, Process Plant & Machine Operatives, and Elementary occupations compared to the other areas, particularly England.

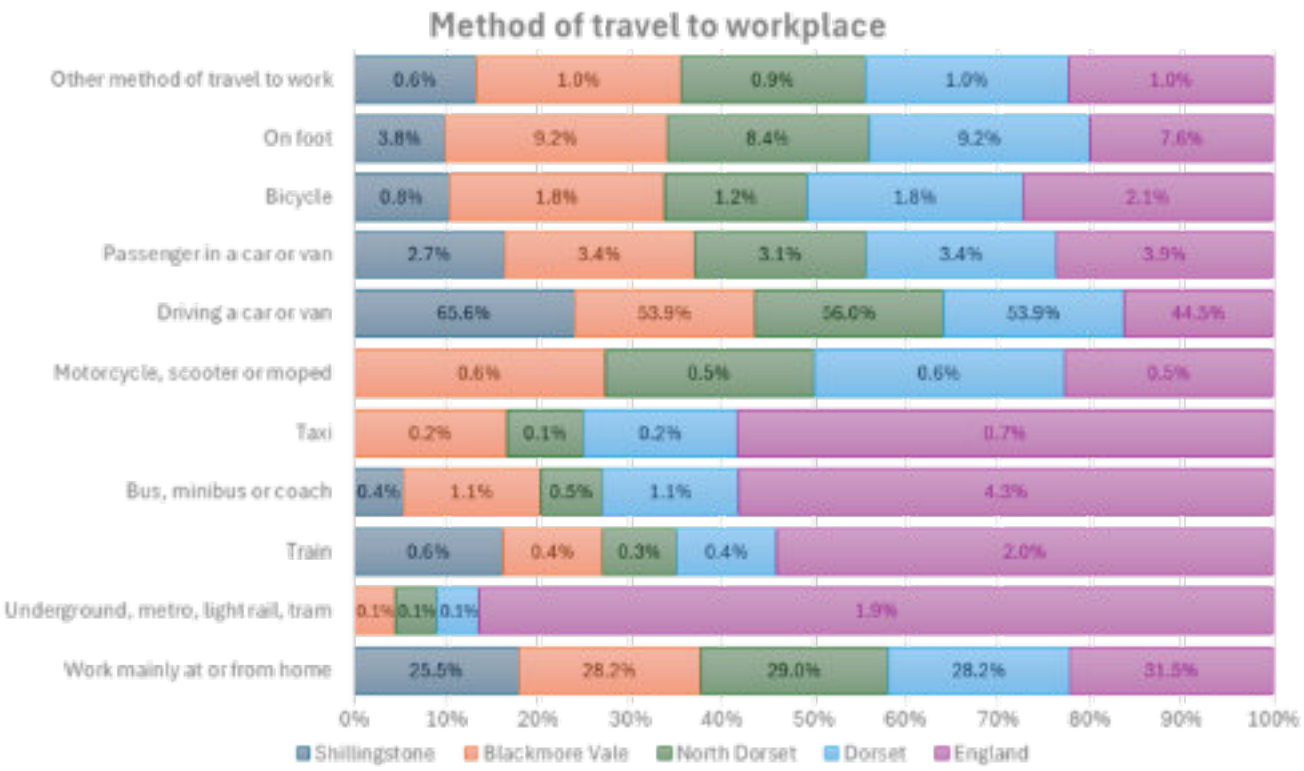
Conclusion

12.29. The occupational profile of Shillingstone shows a stronger representation in Skilled Trades compared to the surrounding areas and within England as a whole. It has a slightly lower representation in some higher-skilled professional areas compared to England and a lower representation in service and elementary occupations. This suggests a local economy that may have a greater emphasis on traditional skilled trades and potentially a different mix of industries compared to the national average.

Method of travel to workplace

12.30. This data reveals the primary methods of travel to work for residents in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England, as reported in the 2021 Census.

12.31. People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. This variable cannot be



directly compared with the 2011 Census Travel to Work data as it does not include people who were travelling to work on that day. It may however, be partially compared with bespoke tables from 2011.

12.32. Never the less, it provides some indication of changes in how travel residents have changed their commuting patterns as a result of new technological advances, but also how some occupations preclude the ability of taking advantage of them.

12.33. In summary, compared to the other areas, residents in Shillingstone are:

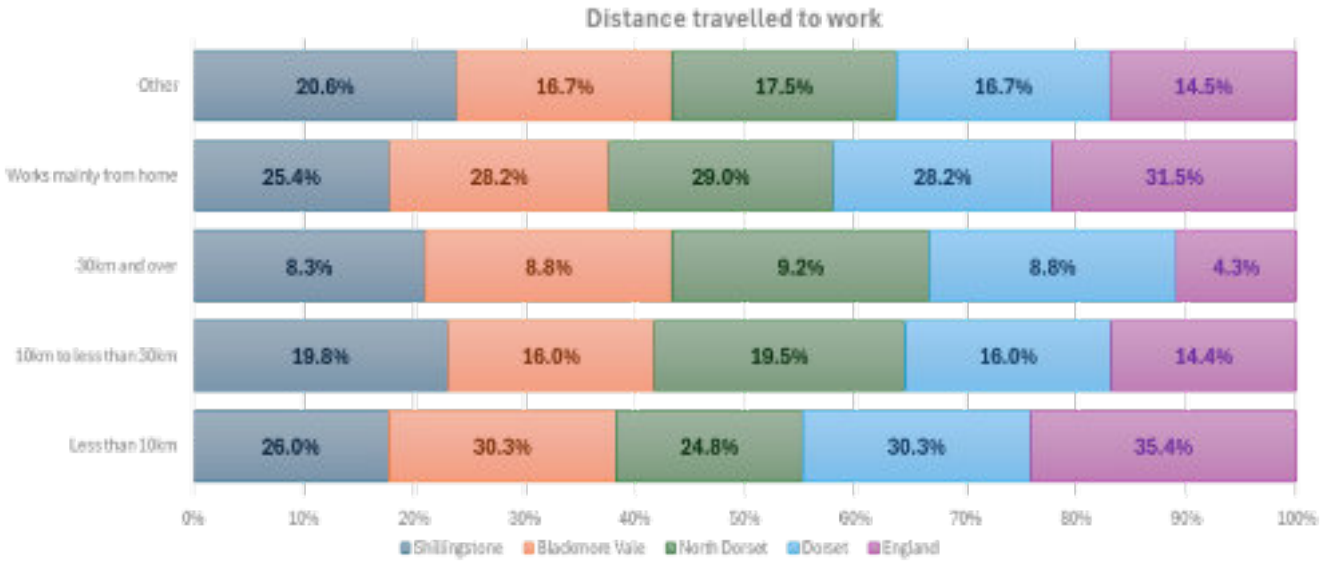
- Less likely to work mainly at or from home.
- Far less likely to use public transport (underground/metro/light rail/tram, train, or bus).
- Less likely to travel as a passenger in a car or van.
- Less likely to cycle or walk to work.
- Much more likely to drive a car or van to work.

Conclusion

12.34. The dominant mode of transport for getting to work in Shillingstone is overwhelmingly driving a car or van. There is a very low reliance on public transport and active travel (walking and cycling) compared to the other areas, especially England. This reflects Shillingstone's rural nature, with well-known limited public transport options, longer distances to workplaces or nature of employment requiring a vehicle.

Distance travelled to work

12.35. This data provides insights into the distance travelled to work by residents in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England, as reported in the 2021 Census. It also includes those who work mainly from home and a category for "Other" distances.



Summary of Commuting Distance in Shillingstone

- **Fewer very short commutes** - A smaller proportion travel less than 10km compared to most other areas, especially England.
- **More medium-distance commutes** - A larger proportion travel between 10km and 30km compared to Blackmore Vale, Dorset, and England.
- **More long-distance commutes (than England)** - A higher percentage commute 30km and over compared to the national average.
- **Less working from home** - A smaller proportion work mainly from home compared to all other areas identified in this analysis.
- **Significantly higher "Other" category** - A much larger percentage falls into the "Other" distance category, suggesting a different pattern of employment or data reporting.

Conclusion

12.36. Residents in Shillingstone exhibit a commuting pattern characterised by fewer very short commutes, more medium-distance commutes, and a much higher proportion of long-distance commutes compared to England. Notably, a significantly larger percentage falls into the "Other" category for commuting distance, which requires further investigation to understand its composition. The lower rate of working from home also distinguishes Shillingstone from the other areas, suggesting that employment opportunities for Shillingstone residents may be more dispersed geographically, leading to longer than average commute distances for those who do travel to a workplace. The high "Other" category is a key area for further exploration to fully understand the commuting patterns, maybe the Parish Council could initiate a survey to refine and better understand the data created by the raw census data.

13. Appendix 7: Shillingstone through the ages

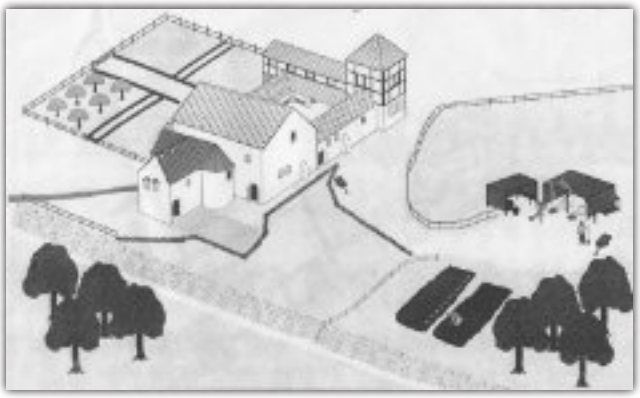
The Prehistoric Foundations (c. 4,000 BCE – 43 CE)



13.01. Shillingstone and its surrounding area bear evidence of human activity stretching back at least 6000 years. The landscape was significant in prehistory, marked by a major Neolithic burial and religious site near Hambledon Hill. During this era, the population was likely sparse and nomadic, but as the Neolithic gave way to the Bronze Age, more permanent settlements emerged. Evidence indicates that timber-framed longhouses and earthwork settlements were located on the slopes of Hambledon Hill and Shillingstone Hill, with a prehistoric settlement existing on Shillingstone Hill itself. During the Iron Age the Durotriges tribe inhabited the region, active from 400 BCE until the arrival of the Romans, establishing a defended settlement on Shillingstone Hill where the remnants of a "cross dyke" remain visible today. The population grew into a consolidated tribal community of several hundred individuals living in clusters of wattle-and-daub roundhouses with conical thatched roofs. These early inhabitants were subsistence farmers whose lives were closely connected to the land. Their settlements were strategically located to benefit from the ancient Wessex Ridgeway trade routes, which acted as a primary artery for cultural and economic exchange, further highlighting the area's historical significance.

The Romano-British Integration (43 CE – c. 410 CE)

13.02. During Roman times, the area around Shillingstone was integrated into the wider Roman Empire following the invasion of 43 CE. For most inhabitants, this period saw a continuation of traditional agricultural practices, though the Roman influence introduced a new level of standardisation and economic sophistication. The population likely stabilised at approximately 150-200 residents. A significant social divide





emerged in dwelling types; while native farmers continued to inhabit traditional circular huts, a wealthy Romano-British presence was established in the valley. The most significant Roman find within the parish is the remains of a substantial villa with an elaborate bathhouse, discovered in 2004 during the construction of a new housing estate and primary school. This discovery suggests that the area was fully integrated into the Roman economic and social landscape, with land use shifting towards systematic, surplus-oriented agriculture. The Stour Valley was likely divided into larger, more efficient rectangular fields to produce grain for Roman military outposts and regional markets, creating a unique blend of Roman and local customs.

Early Medieval - Saxon Settlement and the Kingdom of Wessex (c. 410 CE – 1066 CE)

13.03. Following the Roman withdrawal around 410 CE, the Saxon era saw the invasion and eventual settlement of Shillingstone, known then as Acford or Ockford. The name is derived from the Old English words ac (oak) and ford (a river crossing), literally translating to 'The Ford by the Oaks'. This name reflected the village's primary geographic function as a safe transit point across the River Stour. The Saxons navigated the River Stour to establish their village near the site of the present-day church, a location chosen for its strategic advantages and fertile floodplains. This period marked a transition from hilltop defensive positions to valley-based farming communities. Before the Norman Conquest, the manor was held by a Saxon Thegn named Alward, a

nobleman of significant local standing within the Kingdom of Wessex. Alward controlled a substantial estate that formed the core of the parish, overseeing a population that had reached a pre-medieval peak, and his status implies a large workforce of "ceorls" (free peasants) and "theows" (slaves) were already tilling the Blackmore Vale. Records later formalised in the eleventh century indicate that this estate supported approximately 46 households, totalling over 200 people. Under Alward's lordship, the village functioned as a self-sufficient manorial unit with land for 12 plough teams and a mill, reflecting a high level of agricultural organisation.

13.04. Saxon dwellings re typically consisted of single-room timber halls and sunken-featured buildings used as workshops, all topped with thick thatch with evidence suggesting the Saxon population lived in two distinct clusters; one was near the River Stour (the "Oak Ford"), and another was a higher-status administrative centre further south near the present-day Cross. The agricultural practices were revolutionary; the introduction of the heavy ox-drawn plough transformed the landscape into a formalised "Open-Field System." This land use involved long arable strips stretching away from the river, allowing for the cultivation of the heavier, more fertile clay soils. While the native population was gradually assimilated, the Saxon influence became dominant, marked by their language and the early establishment of Christianity. This religious shift is traditionally linked to St. Birinus and the foundation of the Church of the Holy Rood, though the current structure is of a later date. The village continued to grow as a stable parish under Saxon rule as part of the Kingdom of Wessex until the arrival of Viking and Danish raiders necessitated further social consolidation and, eventually, the transition to Norman oversight.

The Norman Conquest and Feudalism (1066 CE – c. 1200 CE)



13.05. The Norman invasion of 1066 brought significant structural and linguistic changes to the settlement. As Norman lords replaced Saxon landowners, the village was recorded in the Domesday Book of 1086 as Adford, a clerical variant of its original Saxon name, Acford. The manor was granted to the Norman knight Ascelin, also known as Schelin, whose name provided the linguistic root for the village's modern designation. To distinguish this manor from neighbouring settlements along the Stour, it became known as Okeford Schelin or Ockford Shilling. This nomenclature served as a legal marker of Schelin's property rights and jurisdictional control under the new feudal system. He is credited with establishing the Church of the Holy Rood in 1090, an act that formalised the ecclesiastical boundaries of the parish.

13.06. The Norman influence introduced a rigid social hierarchy and the system of feudal manorialism, which was physically manifested in the landscape through the construction of high-status residences. Approximately 130 metres west of the current Bere Marsh Farm, a significant moated site was established as the primary seat for the Manor of Bere and is today recognised as a scheduled monument. This site was built by Ascelin or his immediate successors and was subsequently inhabited by the De La Mere family, later known as the More family, who held the manor as sub-tenants. The choice of a moated platform, featuring a thirty-five-metre square island surrounded by a water-fed ditch, was a characteristic Norman method of demonstrating lordship. The moat acted as a prestige symbol, physically separating the aristocratic residence from the surrounding peasant dwellings while providing a modest level of security in the damp floodplains of the Stour.

13.07. During this period, the population of Shillingstone remained stable at approximately 46 households, though these individuals were now strictly categorised into villagers, smallholders, and slaves. Land use was dictated by manorial obligations, with the best arable strips and the most valuable water meadows reserved as the Lord's private "demesne," managed directly from the moated manor at Bere. While the dwellings of ordinary villagers remained modest cruck-framed timber structures, the Norman era saw a significant transition toward stone masonry in civic architecture. The subsequent rebuilding of the church in stone during the 12th century reflects this Norman dominance and the increasing wealth of the parish. The village mill became a vital industrial landmark during this time, processing grain for the entire community and further integrating Shillingstone into the broader feudal economy of England.

The Medieval Transformation and Environmental Crisis (c. 1154 – 1500 CE)

13.08. Following the Norman transition, Shillingstone entered a period of High Medieval expansion characterised by climatic stability and a peak in agricultural production. Under the continued lordship of the More family,

the village reached its maximum medieval population, estimated at nearly 400 residents. This era was defined by the perfection of the Open-Field System, where the landscape was a communal patchwork of arable strips and managed water meadows. The influence of the Church grew, and the village was a bustling, nucleated community centred on the 'Oak Ford' and the manor's mill.

13.09. However, by the early 14th century, this stability was shattered by the 'Great Transition', a period of sudden climate cooling that brought torrential rains and successive harvest failures. The Stour Valley became increasingly prone to devastating floods, compromising the viability of the low-lying moated manor, and placing the malnourished population under extreme subsistence stress. This environmental decline was followed by the arrival of the Black Death in June 1348 which was the final catalyst for change, reducing the village's population by nearly half. These dual crises forced a radical adaptation in land use. The labour-intensive grain strips were gradually enclosed for sheep farming, which required fewer workers and offered greater economic resilience.

13.10. The late medieval period was consequently marked by a 'Great Migration' within the parish boundaries. The original Saxon settlement near the river and the Church of the Holy Rood partially abandoned in favour of the higher, drier ground that forms the modern village centre. The More family's influence faded and the manor subdivided; this final medieval phase saw the establishment of more permanent, linear housing patterns, laying the architectural foundations for the substantial timber-framed dwellings of the Tudor era.

The Tudors and Stuarts: Reform, Stability and Conflict (c. 1500 – 1714 CE)

13.11. The 16th century brought seismic shifts to Shillingstone, beginning with the English Reformation and the subsequent Dissolution of the Monasteries. This period dissolved ancient ties between local land and the great medieval abbeys, facilitating the rise of a secular land-owning class and the redistribution of monastic holdings to the 'new gentry'. This transition, combined with the removal of monastic charity, necessitated the introduction of the Elizabethan Poor Laws, which transformed the Parish of Shillingstone into a formal administrative unit responsible for its own vulnerable residents through the raising of taxes. By the time the Parish Registers began in 1654, the village was meticulously recording births, marriages, and burials allowing us to see the names of the average villager for the first time, many of whose surnames remain well known in the locale today.



13.12. This era was also one of architectural and social consolidation, as the village transitioned into a stable, industrious agricultural community. The settlement's centre of gravity completed its shift toward the modern linear layout along the main thoroughfare, defined by the emergence of the Longhouse tradition. Reflecting a practical integration of domestic and agricultural life, substantial dwellings such as The Long Thatch and the original terrace cottages of Cox House were constructed. The population stabilised at approximately 250 to 300 residents, increasingly led by a prosperous Yeoman class of independent farmers who replaced medieval hovels with permanent timber-framed and ironstone structures such as Greensleeves. Even global events left their mark, Shillingstone contributed to the county's defensive musters against the Spanish Armada, while the economic 'ripple effects' from the discovery of the Americas provided the capital for this 'Great Rebuilding'.

13.13. By the mid-17th century, this period of domestic growth was violently interrupted by the English Civil War. In 1645, Shillingstone became a focal point of regional resistance through the Clubmen movement, a local third-party force of rural inhabitants formed to protect their crops and property from the depredations of both Royalist and Parliamentarian armies. This culminated in a significant engagement on nearby Hambledon Hill, where Cromwell's New Model Army cavalry routed the local force, bringing immediate disruption and casualties to the village. The subsequent Parliamentarian victory ushered in a period of strict Puritanical rule which fundamentally altered the village's social fabric under the Commonwealth of England.

13.14. The influences of this era were both ideological and physical. Traditional festivities, including the Maypole celebrations that had long defined the village's social calendar, were banned. Religious symbols were targeted for destruction; the village's medieval preaching crosses were defaced, and the Church of the Holy Rood suffered significant desecration, including the removal of internal features deemed 'idolatrous'. However, the later Stuart period saw a shift toward more 'polite' stone architecture, such as Maypole Cottage, Clayton Farm and Manor Farmhouse. These buildings utilised local rubble ironstone and featured stone-mullioned windows, signifying a shift toward greater domestic comfort and the eventual separation of livestock from the main dwelling house. By the end of the Stuart era in 1714, Shillingstone had evolved into a sophisticated, stone-built village, having survived the most turbulent political chapter in its history.

The Hanoverian Era: Enclosure and the Polite Estate (1714 – 1837 CE)

13.15. The 18th century was a period of stark contrast in Shillingstone, marked by increasing architectural refinement for the landowning class and continued drudgery for the labouring poor. Stewardship of the manor saw significant changes, passing to Julines Beckford of Steepleton Iwerne in 1759, and eventually to Lord Rivers. This 'Squirearchy' oversaw the final stages of the Enclosure Acts, which dismantled the remnants of the medieval common lands. This shift prioritised the lucrative dairy trade but forced many smallholders to become farm labourers, often living in cramped conditions as larger farmhouses were subdivided into tenements.

13.16. Architecturally, the village expanded significantly during this time. The early 18th century saw the establishment of The Old Rectory, The Crooked House, and extensions to Burlton Cottage and Cox House. By the mid-to-late 1700s, 'polite' stone dwellings such as Cherry Cottage, Calleywell Cottage, Clayton Farmhouse, and Manor Farmhouse were constructed using local rubble ironstone. These buildings, along with Maypole Cottage and Wisteria Cottage, established the aesthetic character of the village core, featuring stone-mullioned windows and a clear separation of domestic life from agricultural activity. The opening of the Turnpike Road from Wincanton to Blandford, with its surviving toll houses at Gains Cross and Tollbar Cottages, finally ended the village's isolation, allowing for the easier transport of agricultural produce and the introduction of mass-produced manufactured goods.

The Victorian Era: The Railway and Industrial Integration (1837 – 1901 CE)



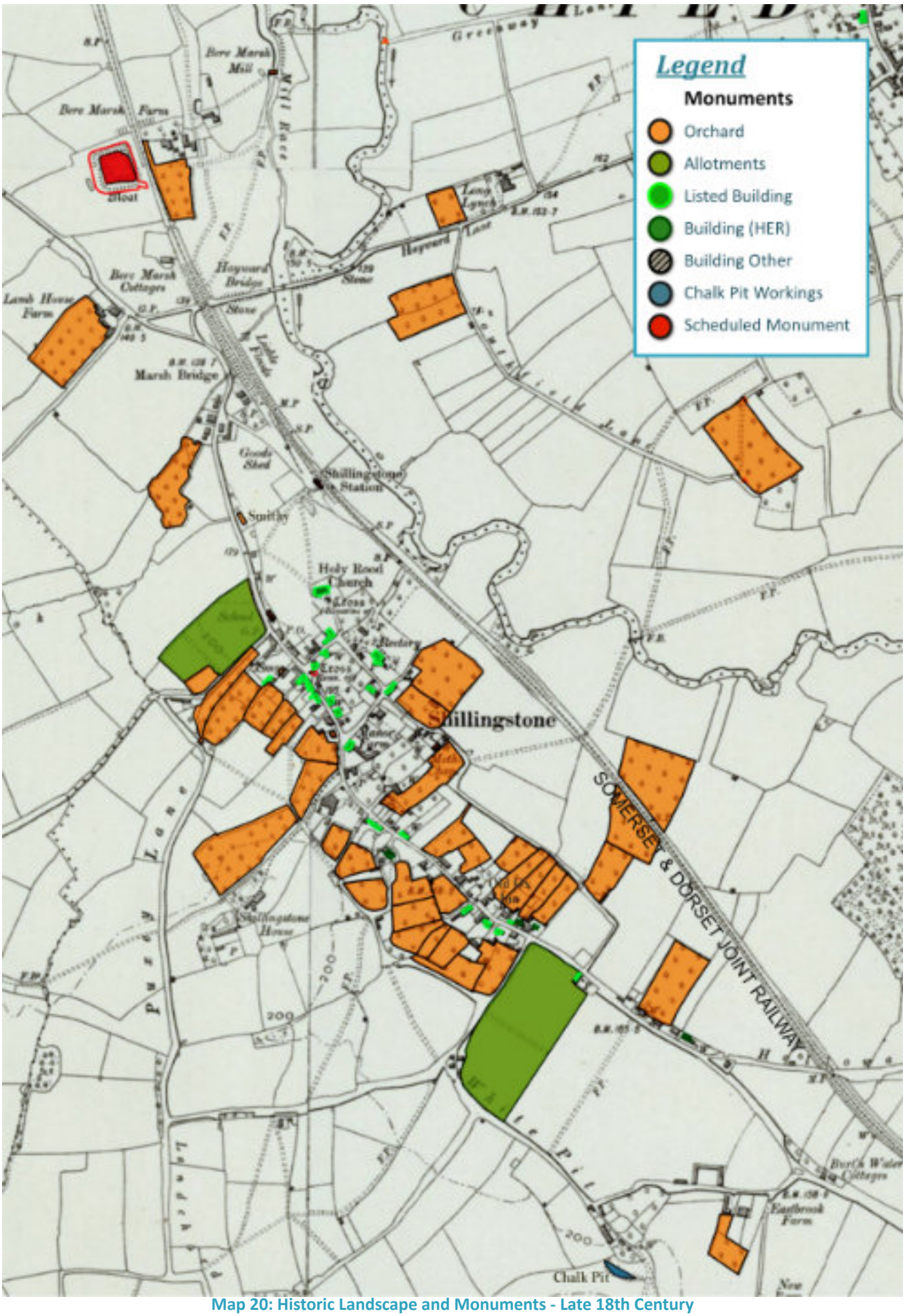
13.17. The Victorian era brought both subtle and transformative changes to Shillingstone, a village deeply rooted in its agrarian past. While the steam engine's influence was felt indirectly through the introduction of more efficient agricultural machinery, the most pivotal moment occurred on 31st August 1863 with the opening of the Shillingstone Railway Station on the Somerset and Dorset Joint Railway. This provided a vital link to wider transport networks, facilitating the movement of goods and people and fostering new opportunities for trade that extended far beyond the Blackmore Vale. Although large-scale industrialisation did not occur within the village itself, the railway era introduced new employment and social possibilities and spurred a greater integration of Shillingstone into the national economic landscape.

13.18. This period of growth coincided with a significant expansion of village infrastructure and communal buildings. The mid-19th century saw the establishment of the Wesleyan Methodist Meeting House on Hine Town Lane in 1853, the School House in 1858 reflecting a new Victorian focus both on education and non-conformist religion. The Old Ox Inn in 1859 and the Church Room in 1895 (now the Reading Rooms), provided new social hubs for a population that reached a peak of over five hundred residents. The dominant social influence during the latter half of the century was Viscount Portman, whose estate management further professionalised local farming, although he was responsible for removing grazing rights of ordinary villagers.

13.19. The architectural legacy of the late Victorian period is most notably represented by the construction of Shillingstone House by Maj Lackland Forbes in 1879. This high-status residence reflected the peak of the 'Estate' era, requiring a large domestic staff and providing the catalyst for further residential development. In 1888, the Church underwent significant renovations including the addition of a north aisle and chapel;







Map 20: Historic Landscape and Monuments - Late 18th Century

these works revealed some original Norman features that had been hidden for centuries. By the end of the 19th century, Shillingstone had transitioned beyond a purely agrarian existence; it had embraced the connectivity of the industrial age while retaining its distinct character of ironstone and thatch. For the average Shillingstonian entering the 20th century daily life hadn't greatly changed, or improved, over the past 100 years, despite the village becoming a better connected community of a modern Victorian parish; the population had grown little but it was still firmly rooted to its agrarian past, bucking the the national decline in agriculture. Map 19 on page 78 illustrates the dominance of cider orchards that produced the standard 'working man's drink', and allotments that provided the only means for peasant folk to grow essential vegetables like the potatoes and keep livestock to supplement an often inadequate diet.

The Early 20th Century and The Great War (1900 – 1919 CE)



13.20. The dawn of the 20th century saw Shillingstone transition into a more modern era, marked by the arrival of new social infrastructure and the professionalisation of local services. In 1904, the village's religious and domestic landscape was enhanced by the construction of the Wesleyan Methodist Chapel and the establishment of The Grange. This period also witnessed the establishment of the Prideaux Milk Factory in 1900 at what is now the Coop, which benefited from the Railway connections to Bournemouth and London; Edwin Sloper transformed his initial bicycle repair service at The Crooked House into a pioneering motor business, providing petrol and car hire by 1915 to a village that was still predominantly horse-drawn. Some village expansion at this time saw the development of eight houses at Townsend on the southern approach into Shillingstone.

13.21. This era of domestic growth was profoundly overshadowed by The Great War. Shillingstone demonstrated remarkable resilience and a deep commitment to the war effort, with a disproportionate number of volunteers relative to its population enlisting for service. This unwavering spirit led to the village being poignantly titled "The Bravest Little Village in England" and recognised in a letter from King George V, a firm testament to the community's deep commitment despite the tragic loss of many young men on the battlefields of Europe. Those who remained contributed significantly to the war effort through intensified agricultural production. The conflict reached its formal conclusion for the parish in 1919 with the dedication of the War Memorial, a permanent site of remembrance for the sacrifices made by the village.

The Interwar Years: Recovery and Adaptation (1919 – 1939 CE)

13.22. Following the Great War, Shillingstone experienced a period of gradual recovery and industrial emergence. Agriculture remained central, the villagers were supported by numerous local trades and shops and the village was fairly self-sufficient through a hub of local shops which included a small butcher's operated out of Greensleeves, a bakery and a post office with grocer and drapery, as well as the expanded Sloper's Garage, which employed eight people. Employment was further boosted in 1924 when Wilfred Bailey started the extraction of chalk for lime burning, later incorporated as the Shillingstone Lime & Stone Company Ltd in 1928. This site became a significant local employer, featuring two pairs of kilns that would burn continuously for many decades. By 1939 the village also saw further residential expansion with the development of an additional eight houses on Gunn Lane on what were previously allotments.

World War II: The Allied Presence (1939 – 1945 CE)



13.23. World War II brought Shillingstone directly into the national war effort and defence strategy. Villagers managed the hardships of rationing and shortages while welcoming evacuees, primarily children from urban areas threatened by aerial bombardment. A defining characteristic of this period was the village's role in the build-up to D-Day and subsequent campaign in Northern France. Allied Troops, predominantly American, were stationed and transitioned to the front in and around the parish, with Shillingstone House requisitioned as officer quarters, and their

presence significantly impacting the local landscape and social life. This unique interaction between the villagers and Allied forces created a distinct chapter of wartime history before the troops departed for the Normandy invasion. Throughout the conflict, the village's men and women served across the armed forces, while those at home maintained the vital food supplies required by a nation at war.

Post-War Modernisation and the Great Transition (1945 – 2000 CE)



13.24. The post-war era brought a wave of modernisation such as water and sewage, electricity and gas networks alongside significant residential growth, mirroring national trends such as the establishment of the welfare state. In September 1957, the Portman Hall opened as the new Village Hall, providing a modern centre for communal life. New housing developments expanded the village beyond its historic linear Saxon and Tudor footprint, fostering a mix of long-term residents and newcomers. To meet the housing needs, driven by returning troops at the end of the war, several developments in the village completed between 1950 and 1960, including Randels, Vale Cottages, and Vale Terrace. The largest expansion of this era occurred between 1958 and 1966 with the construction of Wessex Avenue and Coombe Road, adding a combined 66 houses to the village.

13.25. However, the 1960s also saw the decline of our local but small specialised shops, due mainly to shopping habits prompted by the increased use of the motor car and the closure of the Shillingstone Railway Station in 1966, a consequence of the Beeching cuts. This loss severed a vital transport link that had defined the village for over a century, leading to an increasing reliance on road transport and the main road corridors such as the A357, although the station yard was subsequently re-purposed as St Patrick's Industrial Estate in the 1970s. Industrial change continued as the Prideaux Milk Factory closed in 1968 after nearly 70 years of operation. Later developments followed - Honeysuckle Gardens in 1967, Stour Close and Schelin Way in the 80's, and Spencer Gardens in 1990. The century closed the chapter of localised industry when the Shillingstone Lime Works ceased operation in 1999, marking the end of the UK's last traditional lime burning works. By the end of the 20th century, Shillingstone had evolved from a purely agrarian settlement into a modern, connected residential village. It entered the new millennium as a community that balanced its 'ironstone and thatch' heritage with the technological and social transformations of a rapidly changing world.

Shillingstone in the 21st Century (2000 CE – Present)

13.26. In the new millennium, Shillingstone has continued to evolve through further residential projects and heritage preservation. Early 21st-century developments included Seymour Close in 2003, built on the site of the Seymer Arms public house (known latterly as the Silent Whistle), followed by Augustan Avenue and Roman Way which added a further 48 houses in 2005; during this development the discovery of the Roman villa in 2004 brought significant archaeological interest to the area and peeked local curiosity, highlighting further the village's historical depth. In 2010 the primary school relocated from its Victorian schoolhouse near the Church to a new modern building at its current location on Augustan Avenue; the old schoolhouse has been transformed into what is now the Shillingstone Church Centre. Most recently, infill projects behind Hollies and the Old Ox Inn have continued to shape the village. Today, while many traditional shops have disappeared, the village spirit endures through the efforts of the North Dorset Railway preservation society and with a community that gives an affirmative nod to its historic agrarian identity.



13.27. The 21st century has seen Shillingstone continue to evolve while striving to retain its village character. Increased connectivity and access to technology have further integrated it into the wider world, with more residents commuting for work or working remotely from home.

Dorset Council: Historic Environment Records for Shillingstone

13.28. Dorset Council Historic Environment Record[35] (HER) documents the county's historic buildings, archaeological finds, and related features. The table below represents those recorded for the village of Shillingstone.

Table 10: Dorset Council Historical Environmental Records for Shillingstone

Name or Description	HER Monument ID	Record Type	Historical Period
Bowl Barrows, Bonsley Common	*MDO4680*	*Scheduled Monument*	*Late Neolithic to Bronze Age*
Parish Church of the Holy Rood	*MDO4672*	*Listed Building (I)*	*Medieval*
Churchyard Cross	*MDO32261*	*Monument*	*Medieval to Tudor*
Medieval Cross (Base)	*MDO4674*	*Scheduled Monument*	*Medieval to Tudor*
Moat at Bere Marsh Farm	*MDO4676*	*Scheduled Monument*	*Medieval*
Greensleeves	*MDO26001*	*Listed Building (II)*	*Tudor to Elizabethan*
Long Thatch	*MDO26014*	*Listed Building (II)*	*Tudor to Elizabethan*
Cox House	*MDO26000*	*Listed Building (II)*	*Tudor to Elizabethan*
Halfpenny Thatch	*MDO26015*	*Listed Building (II)*	*Elizabethan to Stuart*
Cross House	*MDO26030*	*Listed Building (II)*	*Elizabethan to Stuart*
Cross Cottage	*MDO26031*	*Listed Building (II)*	*Elizabethan to Stuart*
Burlton Cottage	*MDO25997*	*Listed Building (II)*	*Elizabethan to Georgian*
Bere Marsh Cottage	*MDO26016*	*Building*	*Elizabethan to Georgian*
The Cobbles	*MDO26011*	*Listed Building (II)*	*Stuart*
The Old Rectory and The Old Rectory Garden	*MDO25998*	*Listed Building (II)*	*Stuart to Georgian*
Manor Farm House	*MDO25999*	*Listed Building (II)*	*Stuart to Georgian*
Japonica Cottage	*MDO26010*	*Listed Building (II)*	*Stuart to Georgian*
Lilac Cottage	*MDO26013*	*Listed Building (II)*	*Stuart to Georgian*
Cherry Cottage & Holly Cottage	*MDO26021*	*Listed Building (II)*	*Stuart to Georgian*
Everetts	*MDO26022*	*Building*	*Stuart to Georgian*
8 & 9, Blandford Road	*MDO26023*	*Building*	*Stuart to Georgian*
Honeysuckle Cottage	*MDO26024*	*Building*	*Stuart to Georgian*
Hambledon Cottage	*MDO26025*	*Building*	*Stuart to Georgian*
Calleywell Cottage	*MDO26032*	*Listed Building (II)*	*Stuart to Georgian*
The Crooked House	*MDO26033*	*Listed Building (II)*	*Stuart to Georgian*
Wisteria Cottage	*MDO26012*	*Listed Building (II)*	*Georgian*
Church House	*MDO26027*	*Listed Building (II)*	*Georgian*
Maypole Cottage	*MDO26029*	*Listed Building (II)*	*Georgian*
Clayton Farmhouse	*MDO26017*	*Listed Building (II)*	*Georgian to Hanoverian*
Church Croft	*MDO26028*	*Listed Building (II)*	*Georgian to Hanoverian*
Croft Cottage	*MDO26035*	*Listed Building (II)*	*Georgian to Hanoverian*
New Barn	*MDO4686*	*Monument*	*Georgian to Victorian*
Smithy, Knapps	*MDO26057*	*Monument*	*Victorian*
Shillingstone Station	*MDO26058*	*Monument*	*Victorian*
Shillingstone School (SCC)	*MDO26059*	*Monument*	*Victorian*
Wesleyan Chapel (Hine Town Lane)	*MDO26060*	*Monument*	*Victorian*
Chalk Pit (Lanchard Lane)	*MDO26061*	*Monument*	*Victorian*
Chalk Pit (White Pit)	*MDO26064*	*Monument*	*Victorian*
Smithy, The Cross	*MDO26080*	*Monument*	*Victorian*
Old Reading Rooms	*MDO26081*	*Monument*	*Victorian*
Whitepit Farm	*MDO47113*	*Monument*	*Victorian*

[35] https://www.dorsetcouncil.gov.uk/libraries-history-culture/local-history-heritage/her/historic-environment-record



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