

5 Historic Environment

- 5.1 This topic aims to cover all aspects of the ‘historic environment’ taken to include human influence on the landscape, archaeology, historic settlements and buildings and structures.
- 5.2 Dorset has a rich heritage of prehistoric sites, conservation areas, listed buildings, historic parks and gardens, many with mineral reserves and deposits within, or in close proximity to, their boundaries. In many cases the reason for the existence of archaeological remains or features of the landscape is because of the underlying geology.
- 5.3 Much of Dorset’s cultural heritage is evident in physical form, such as old buildings, parks and gardens and ancient monuments. These physical reminders are of value as educational, culture and recreational resources. The conservation of the wider historic environment contributes to the character and distinctiveness of the county.
- 5.4 National and local policies are in place to protect the best of the historic environment. In choosing Gypsy and Traveller pitch sites it will be important to ensure they do not harm features of a national or local interest, taking into account built heritage as well as potential for buried archaeology.
- 5.5 The historic legacy of Dorset, Bournemouth and Poole has led to the designation of a total of 219 Conservation Areas, and 9982 Listed Buildings (Grade I, Grade II*, Grade II), shown in Figure 5.2. There are also multiple Conservation Areas designated for their historic built environment quality, these are centred around historic town and village cores, Figure 5.1.
- 5.6 The Dorset Historic Environment Record currently holds over 26,000 archaeological records, of which there are approximately 1050 Scheduled Monuments (Figure 5.4) and 36 Historic Parks and Gardens (Figure 5.3).
- 5.7 Dorset’s historic landscapes is one of the key features of the County, and studies have been undertaken by both the Dorset Historic Environment section of the County Council, and by the Cranborne Chase and West Wilts Downs AONB. These Historic Landscape Characterisation studies map the historic dimension of the entirety of the modern day landscape. Of particular concern has been the identification of Dorset’s local distinctiveness, as well as the recording of the dynamic nature of landscape change, and recognition that management of change, not conservation is the aim. This historic landscape characterisation is available as an online tool at <http://www.historiclandscape.co.uk/characterising.html>

Figure 5.1: Conservation Areas in Dorset

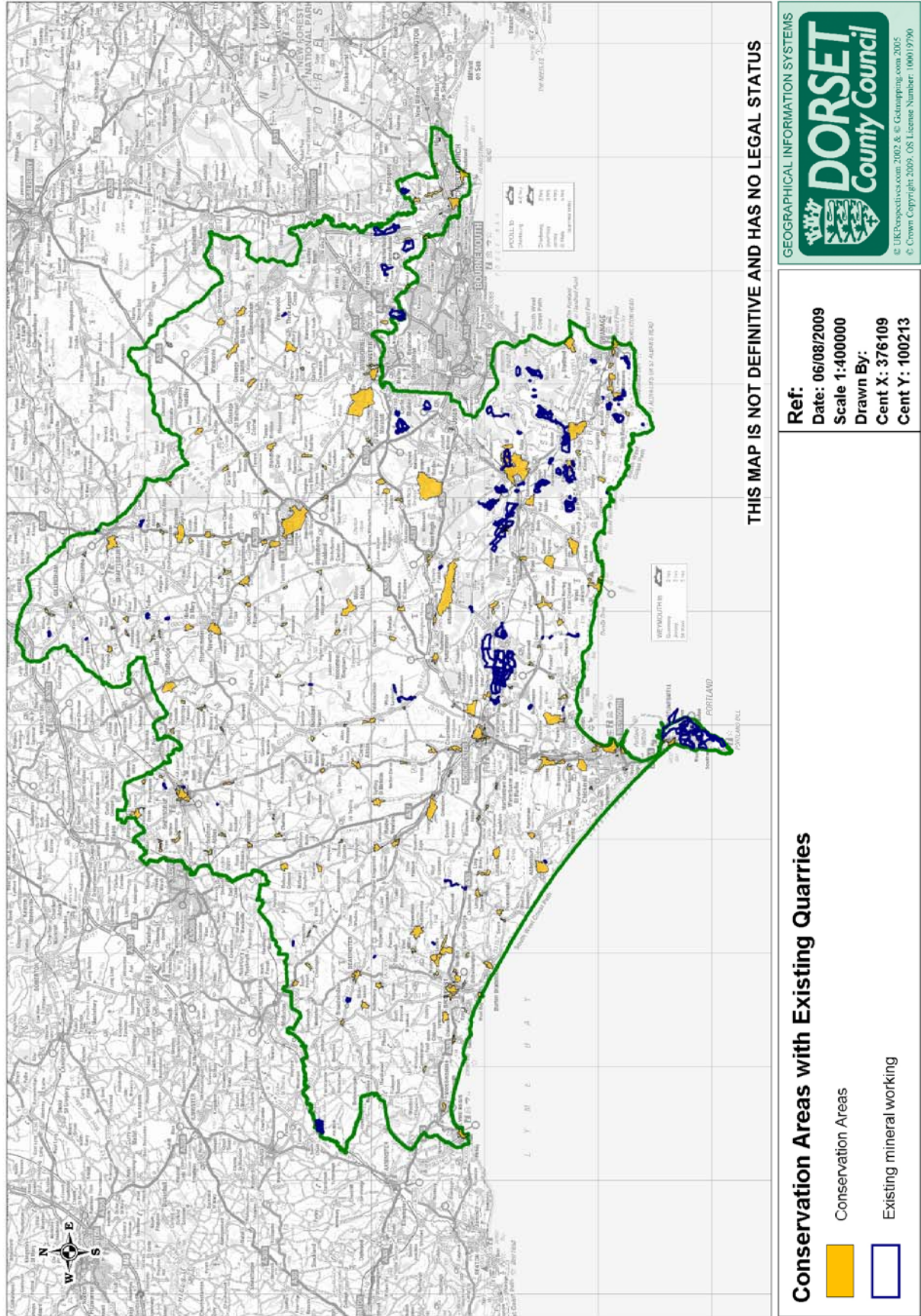


Figure 5.2: Listed Buildings in Dorset

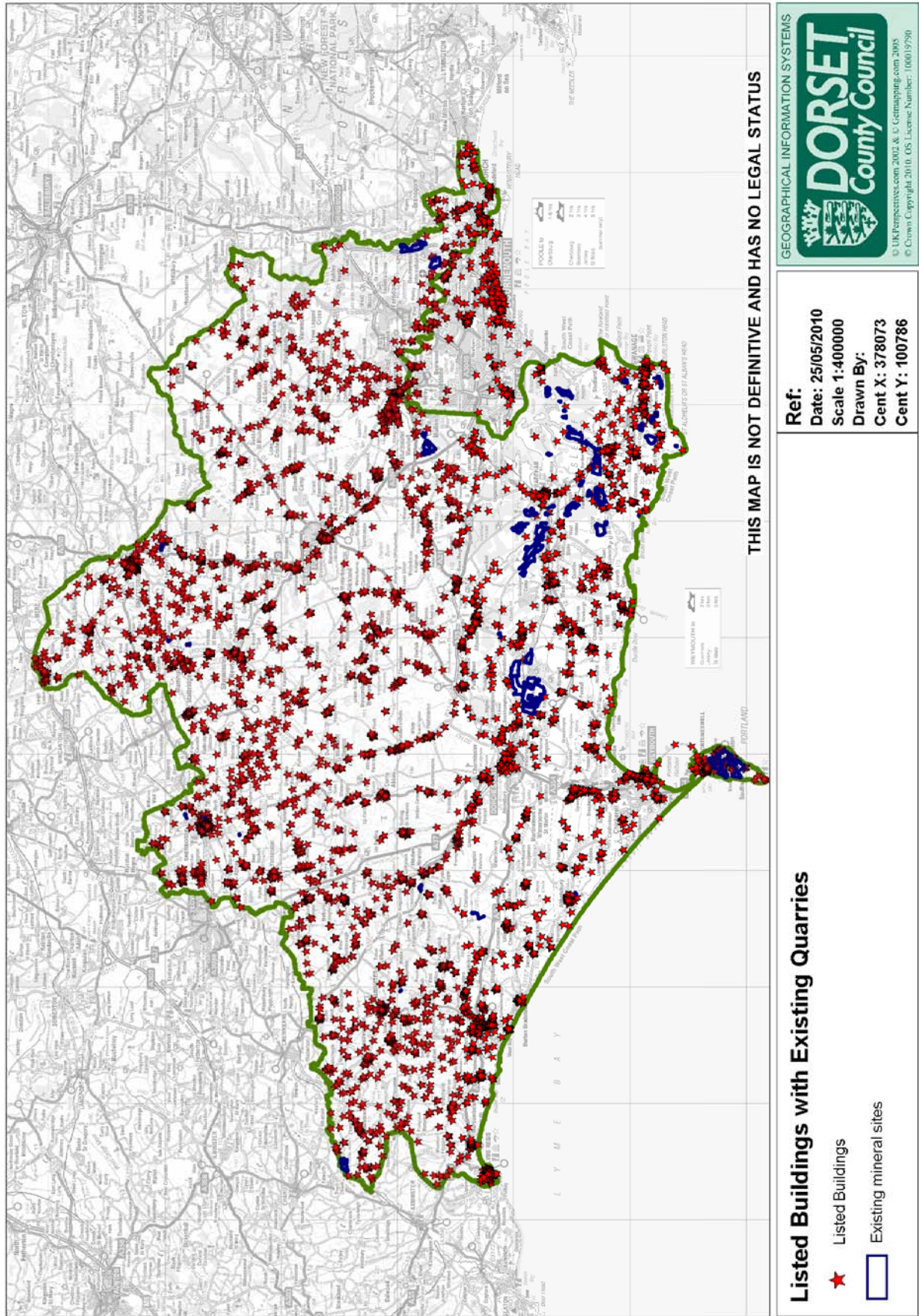


Figure 5.3: Registered Parks and Gardens in Dorset

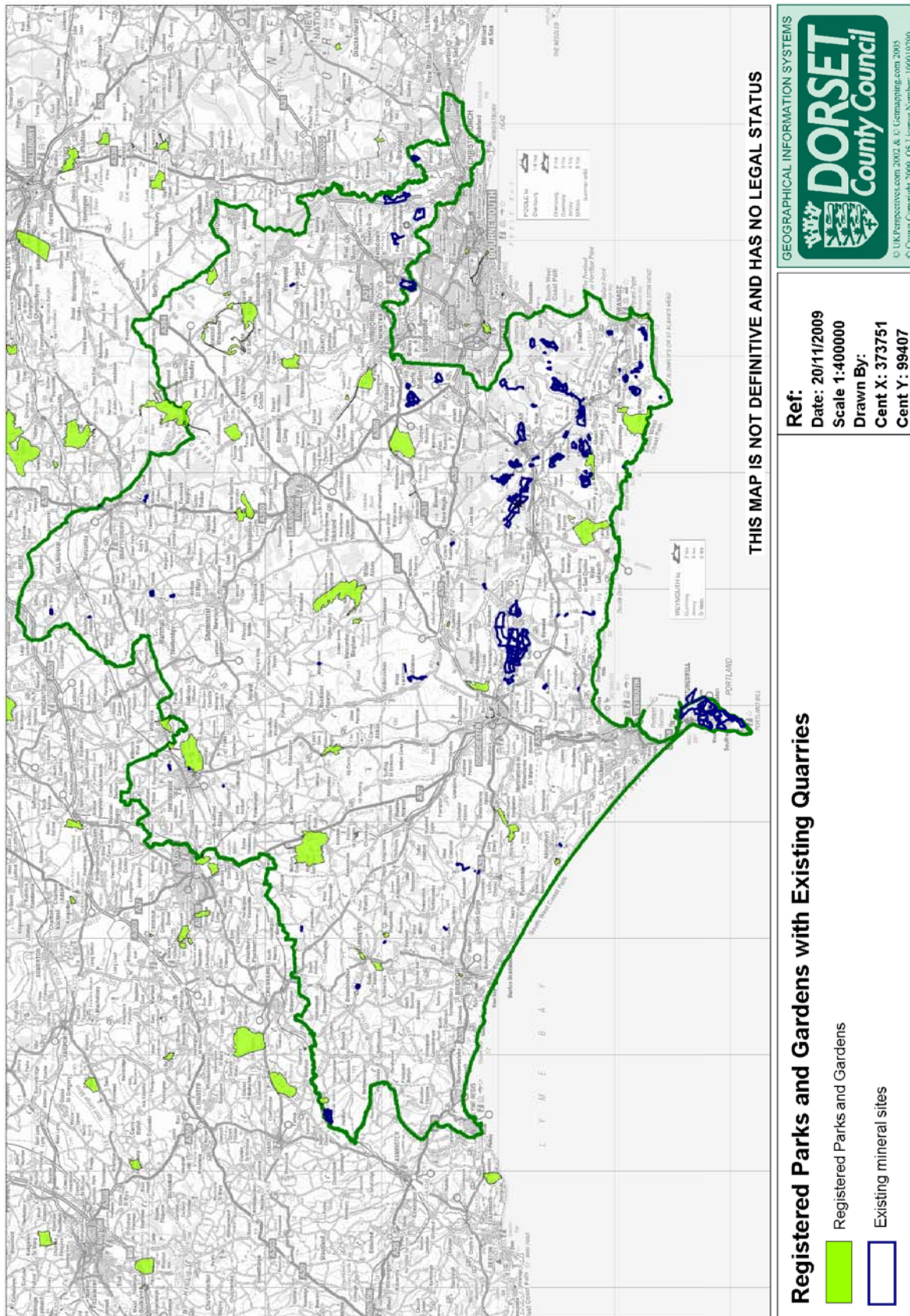
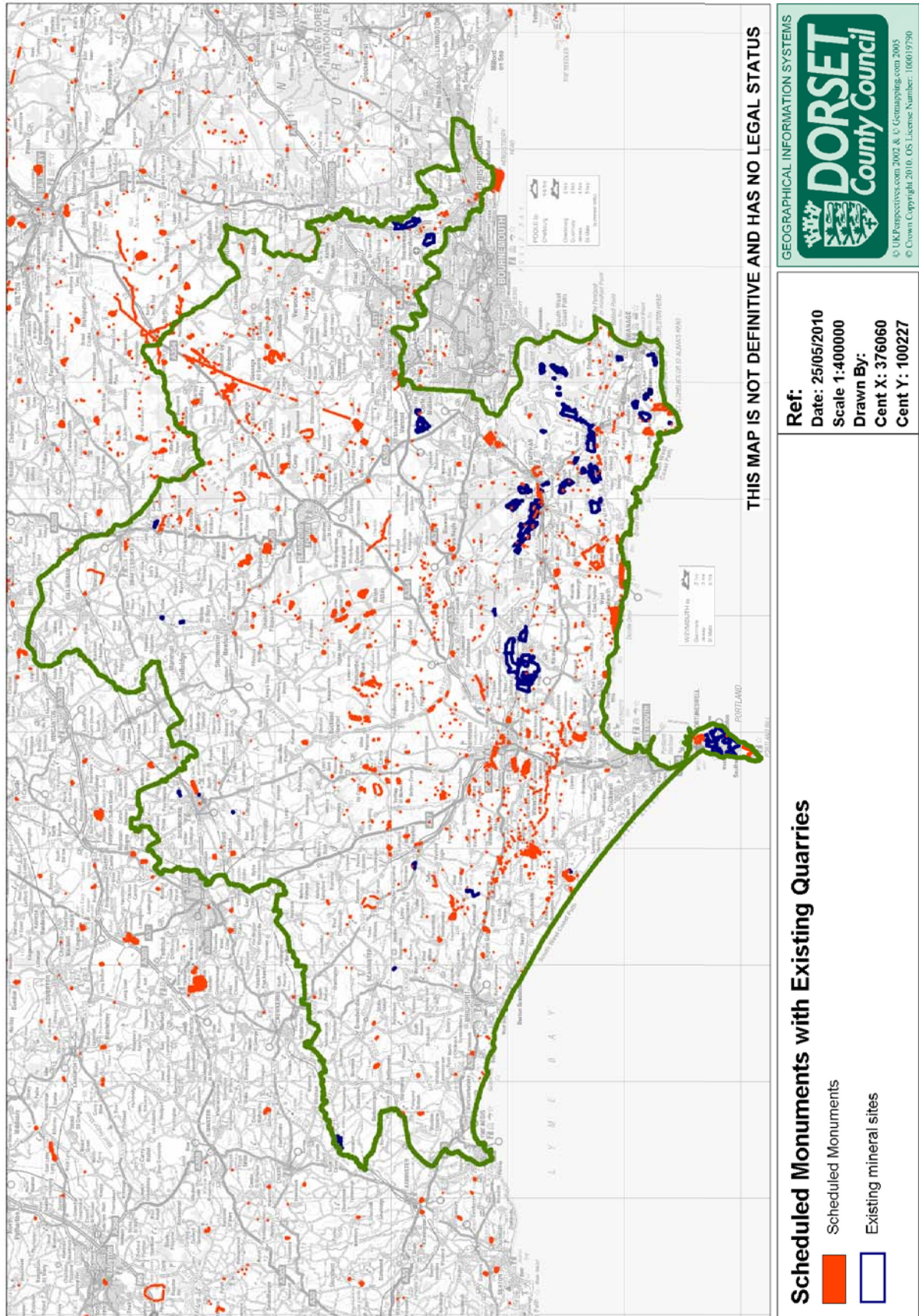


Figure 5.4: Scheduled Ancient Monuments in Dorset



Summary of relevant policy documents – Historic Environment

Policy Documents	Relevance to Gypsy and Traveller DPD
<p>Key International Policy</p> <ul style="list-style-type: none"> • Convention concerning the Protection of the World Cultural and Natural Heritage (UNESCO, 1972) • Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) (Council of Europe, 1992) 	<ul style="list-style-type: none"> • Policy sets out the high level of protection given to identified aspects of the historic environment, including Conservation Area, SAMs and Listed Buildings • The settings of protected areas must be taken into account in new development, not only the actual protected site.
<p>Key national policy</p> <ul style="list-style-type: none"> • PPS5: Planning for the Historic Environment • A Strategy for the Historic Environment in the South West. 	<ul style="list-style-type: none"> • In each local authority area local policy on the protection of the historic environment will need to be applied. This may include developing sites in a way that respects local character
<p>Key Local Policy</p> <ul style="list-style-type: none"> • Dorset Historic Landscape Characterisation • Local protection policies on Conservation Areas, Listed Buildings, and Archaeology. 	

Issues related to the Gypsy and Traveller DPD

- 5.8 The baseline and review of plans and programmes identifies key issues for the historic environment in Dorset, Bournemouth and Poole related to the DPD. This is to ensure new location of new sites:
- protect and enhance designated historic environment features
 - identify potential for buried archaeology prior to any development on site
 - respect the setting of designated sites.

Suggested Sustainability Objectives related to this topic

- 5.9 To aid with the assessment the following are suggested as objectives for the historic environment. The objectives also integrate with a cross-cutting objective for addressing climate change, these are marked with an asterisk* and sub-objectives in italics.

Headline	Objective	Sub-objectives
Built environment*	To maintain and enhance the built environment for both its visual character and distinctiveness and to create a better living environment	<ul style="list-style-type: none"> • ensure new development is designed so as to create places that support people making good quality places to live • ensure that the design of any permanent buildings on site adds to the character of the area • <i>ensure new development is designed to be able to adapt to the impacts of climate change, including increased summer heating, storm events and flooding</i>
Historic heritage	Understand, value, protect and restore, where necessary, the historic cultural heritage of the area, including features of the built and semi-natural environment and the setting of buildings.	<ul style="list-style-type: none"> • ensure new sites take into account any historic environment features and their setting/context • ensure buried archaeological assets are protected from harmful impacts of development, or other appropriate management where suitable • ensure that the features of historic landscape are respected in new development

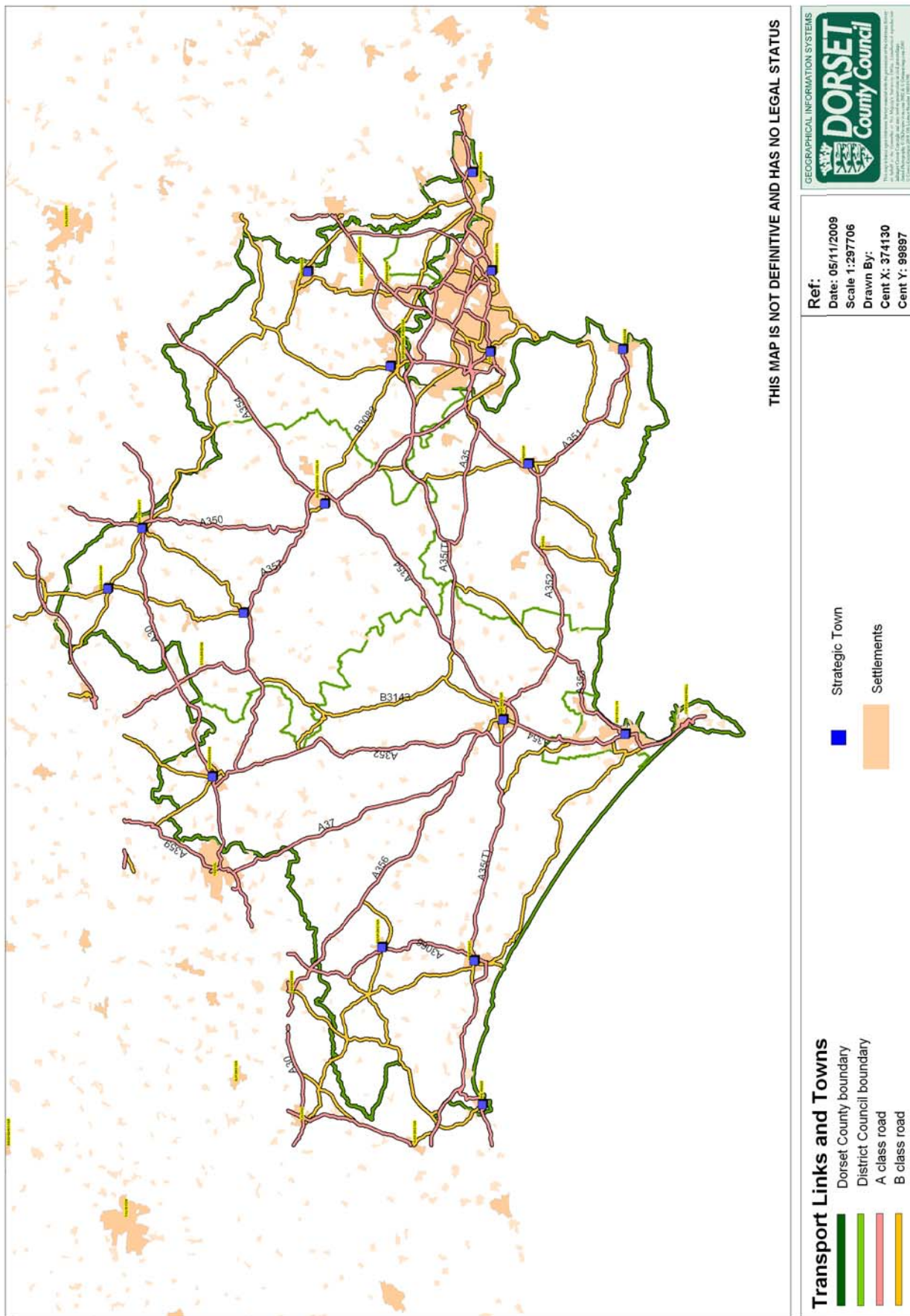
6 Traffic and Transport

Road transport

- 6.1 Car dependency in Dorset is high due to the rural nature of the county. This has led to high levels of commuting from rural areas as jobs are not necessarily available near where they live. Increasing volumes of vehicles on the roads, results in congestion and adverse impacts on air quality. The main transport network is shown in Figure 6.1
- 6.2 The rural county and dispersed settlements in these areas and high car ownership means a lack of public transport. In rural areas people are largely reliant on cars and therefore at a significant access disadvantage where they do not drive or have access to a car.
- 6.3 Volumes of traffic have risen substantially in the last 30 years, especially on trunk roads and near Sherborne and Dorchester & Bridport. The most heavily congested routes within the rural areas of Dorset are in the Dorchester to Weymouth corridor. Daily movements were recorded at 21,000 per day in 2006. This compares with 14,000 daily movements between Dorchester and Bridport, 23,000 daily movements between Dorchester and Wimborne along the A31, and 10,000 along the A37 Dorchester to Yeovil corridor¹.
- 6.4 High levels of in-commuting to Dorchester is a result of major employers being located in the town. This includes Dorset County Hospital, Dorset County Council, West Dorset District Council and Dorchester Prison.
- 6.5 Major employment sites in Weymouth are the Lynch Lane Industrial Estate, Granby Industrial Estate, the town centre, Jubilee Retail Park and Mount Pleasant Business Park. The Weymouth Relief Road is an important elements of Dorset County Council's congestion strategy, forming part of the integrated strategy for the Dorchester-Weymouth-Portland corridor. The road is due to open in Spring 2011.
- 6.6 Christchurch, Bournemouth and Poole conurbation suffers from peak period congestion throughout the highway network, particularly on east-west routes. The main A35 between the town centres carried over 30,000 vehicles per day at the Poole / Bournemouth boundary and 43,000 per day on the section through Christchurch. Other sections of road carry 50,000 vehicles per day. Congestion can spread outside peak times and be a problem throughout the day. Major relief road schemes have not come forward.
- 6.7 Greatest impacts are from HGV movements the routes most affected are around Wimborne Minster (A31) and Dorchester (A35). Also, some routes in the Bournemouth, Poole conurbation, particularly those serving the Port of Poole and the industrial areas in the west of the conurbation, have HGV flows of over 1,000 per day. Minor rural roads are also affected by HGV movements, in particular the B3390 and the Puddletown Road from Wareham where there are current minerals workings.

¹ Dorset LTP Annual Transport Statistics Report 2008

Figure 6.1: Transport links and towns in Dorset



- 6.8 Increase in congestion is a major concern for local people and businesses related to increase in costs of moving goods.
- 6.9 Dorset's overarching objective for congestion is to reduce traffic growth through:
- Securing long-term shifts in travel behaviour
 - Controlling the rate of traffic growth
 - Providing more sustainable options for daily commuting and visitor journeys.
- 6.10 The key road transport corridors that run through Dorset, Bournemouth and Poole are the A35, A31, A350 and A354, there are no motorways.
- 6.11 The capacity of the main trunk road (A31) in the south-east of the county is stated by the Highways Agency to be incapable of supporting additional traffic and is at capacity.

Public transport

- 6.12 Within Dorset, schemes are actively being promoted to encourage use of more sustainable forms of transport, including walking, cycling, bus and rail. The aim is to reduce the volume of car traffic on the roads, reducing congestion and air pollution.
- 6.13 The county has only limited rail services to a few towns. There are two main lines through the county. These are
- Weymouth to London Waterloo (east-west): stops in plan area at:
 - Weymouth
 - Upway
 - Dorchester South
 - Moreton
 - Wool
 - Wareham
 - Holton Heath
 - Hamworthy
 - Poole
 - Bournemouth
 - Pokesdown
 - Christchurch
 - Hinton Admiral
 - Weymouth to Bristol Temple Mead (north-south) stops in the plan area at:
 - Weymouth
 - Upwey
 - Dorchester West
 - Maiden Newton
 - Chetnole

- Yetminster
- Thornford
- Yeovil (in Somerset)

6.14 This means East Dorset has no train services and North Dorset only a short stretch of track in the north, with only a station at Gillingham within the County and outside at nearby Abbas Combe.

Summary of relevant policy document – Transport

Policy Documents	Relevance to Gypsy and Traveller DPD
Key international policy <ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • There is a need to promote more sustainable access and travel options, reducing reliance on private cars/vans • Promote walking and cycling for shorter trips • Travel generating development should be located to make good use of public transport. • Rural accessibility should be improved • Environmental and health impact of travel should be reduced • Reduce growth of congestion and pollution
Key National Policy <ul style="list-style-type: none"> • PPG13: Transport (2001) 	
Key Local Policy <ul style="list-style-type: none"> • South East Dorset Local Transport Plan (2006-2011) • Dorset (excluding South East Dorset) Local Transport Plan • Local Plans, Local Development Framework and Structure Plan Policies 	

Issues related to the Gypsy and Traveller DPD

6.15 The baseline and review of plans and programmes identifies key issues for transport in Dorset, Bournemouth and Poole related to the DPD. This is to:

- Help ensure new Gypsy and Traveller sites have good access to services through alternatives to car use, to help reduce congestion
- Avoid locating new Gypsy and Traveller sites where there would be adverse air quality or safety impacts.

Suggested Sustainability Objectives related to this topic

6.16 To aid with the assessment the following are suggested as objectives for transport. The objectives also integrate with a cross-cutting objective for addressing climate change, these are marked with an asterisk* and sub-objectives in italics.

NB: These objectives also appear in 'Population' and 'Air Quality' topic sections.

Headline	Objective	Sub-objectives
Accessibility*	Allow equitable access for all to jobs, services and facilities they need, in a way that reduces reliance on car use	<ul style="list-style-type: none"> • reduce disparities in access to services through a combined approach of suitable facility and service provision and public transport links • ensure that Gypsy and Traveller sites have good access to health and education services • <i>reduce reliance on car use to help reduce greenhouse gas emissions</i>
Air*	To reduce all forms of air pollution in the interests of local air quality and the integrity of the atmosphere to protect from climate change	<ul style="list-style-type: none"> • help reduce reliance on car travel by making sure there are real viable alternatives available for all people • <i>help reduce greenhouse gas emissions through reducing car travel, waste management and reduce energy demand from non-renewable resources</i>

7 Landscape and soils

Introduction

- 7.1 The Dorset landscape, including the coast, is of a high quality and is an essential part of the character of the county. Much of the countryside of the county is protected by national designations, which place strong controls on the type of development that can occur in these locations.
- 7.2 The designated landscapes are:
- Dorset Area of Outstanding Natural Beauty (AONB): 112,800ha
 - Cranborne Chase and West Wiltshire Downs AONB: 27,713ha
 - Jurassic Coast World Heritage Site: 2,550 ha
- 7.3 This means that the Dorset AONB covers over half of the whole of the county and the Cranborne Chase & West Wiltshire Downs a further 11%. Figure 7.1 shows the extent of the protected landscapes in and around Dorset.
- 7.4 AONBs are protected landscapes and are primarily designated for their quality. It is this quality that the designation seeks to conserve and enhance, including through controls on development. This includes making sure all new development is complementary to the character or makes positive steps to enhance it.
- 7.5 A landscape characterisation exercise has been completed for the whole of Dorset, Poole and Bournemouth. Figure 7.2 shows these landscape areas, with further information available on <http://maps.dorsetforyou.com/landscape/> There are 21 separate landscape areas that are largely internally homogenous with similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement patterns.
- 7.6 The Dorset AONB includes nationally important landscape designates, such as Britain's first Natural World Heritage Site: The Jurassic Coast, which raises the profile of this dramatic landscape. The Cranborne Chase and West Wiltshire Downs AONB has its own particular character, forming part of an extensive belt of chalk landscape continuing into Wiltshire. The AONB is deeply rural and includes the ancient hunting grounds of Cranborne Chase.
- 7.7 Of these special landscape features, 11% of the UK's rare lowland heath lies in Dorset. Almost all of this heath is designated as being of international importance for wildlife (see biodiversity topic). The landscapes also support rare species including 80% of the national population of smooth snakes, and 90% of the sand lizards. The chalklands also support one of the largest populations of Adonis Blue Butterfly in the country.
- 7.8 The coastline, which forms part of the World Heritage Site, also has its own unique landscape character. It covers 114km of the Dorset Coast from Lyme Regis to Old Harry Rocks, Studland. The special coastline is managed so that the natural beauty is conserved and the accessibility for visitors is improved, where appropriate. The designation of a Heritage Coast is a non-statutory descriptor and is defined by agreement between the relevant maritime authorities and Natural England.

Figure 7.1: Landscape designations in and around Dorset

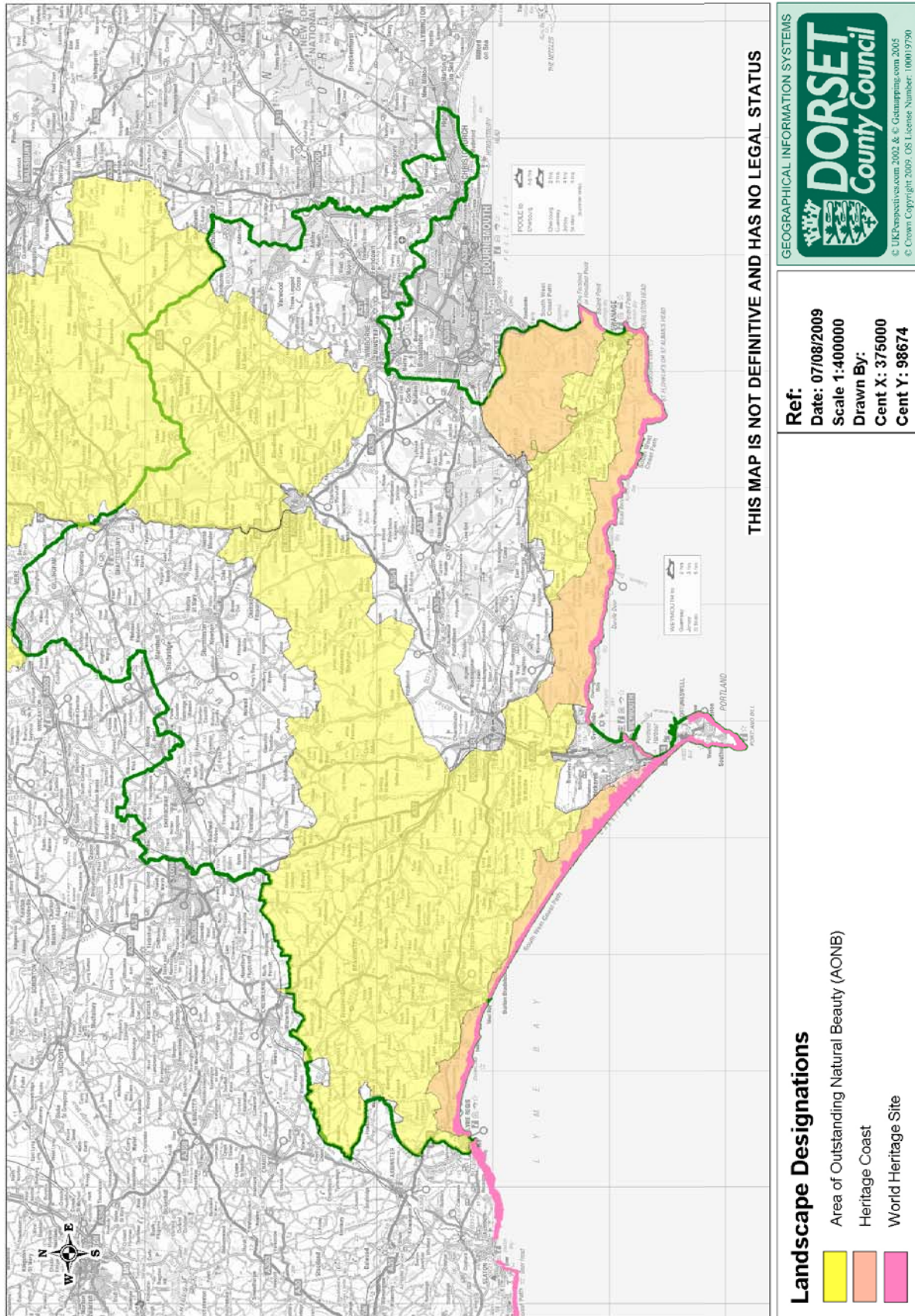
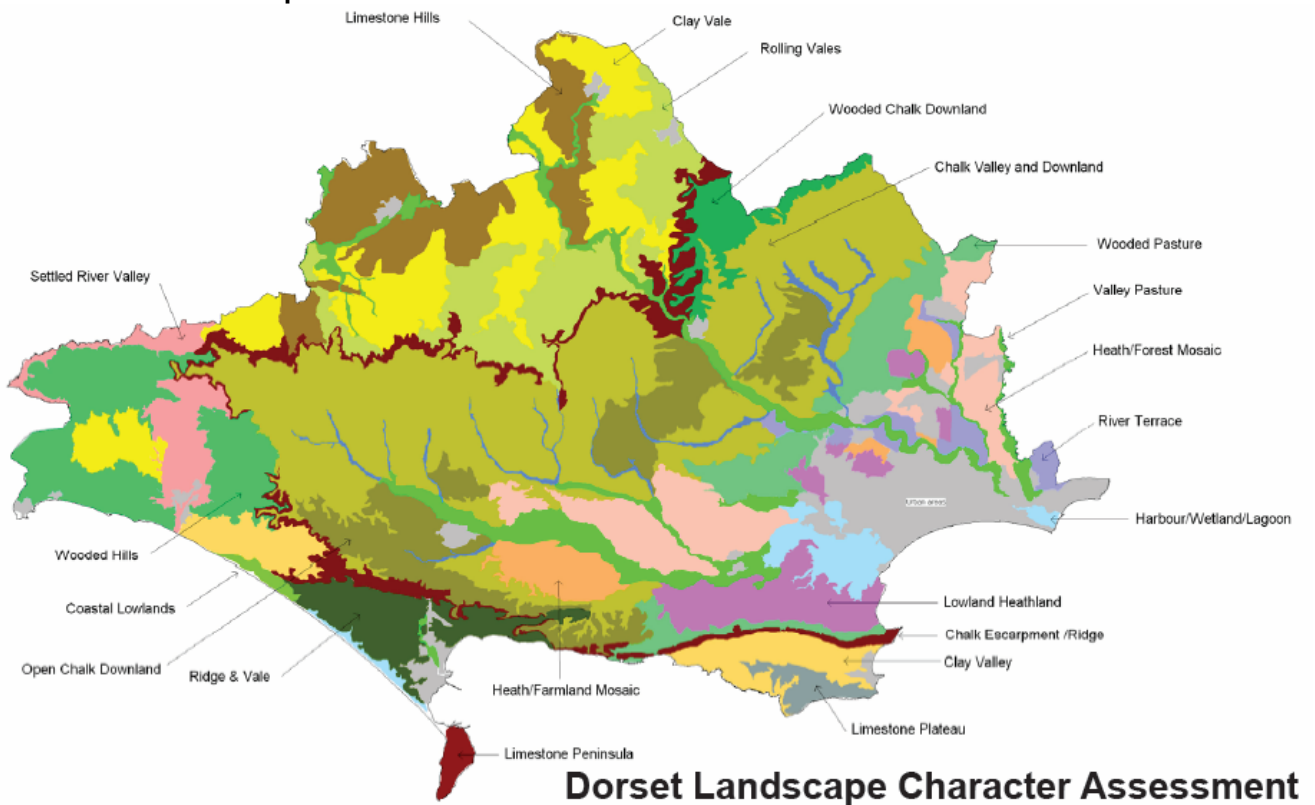


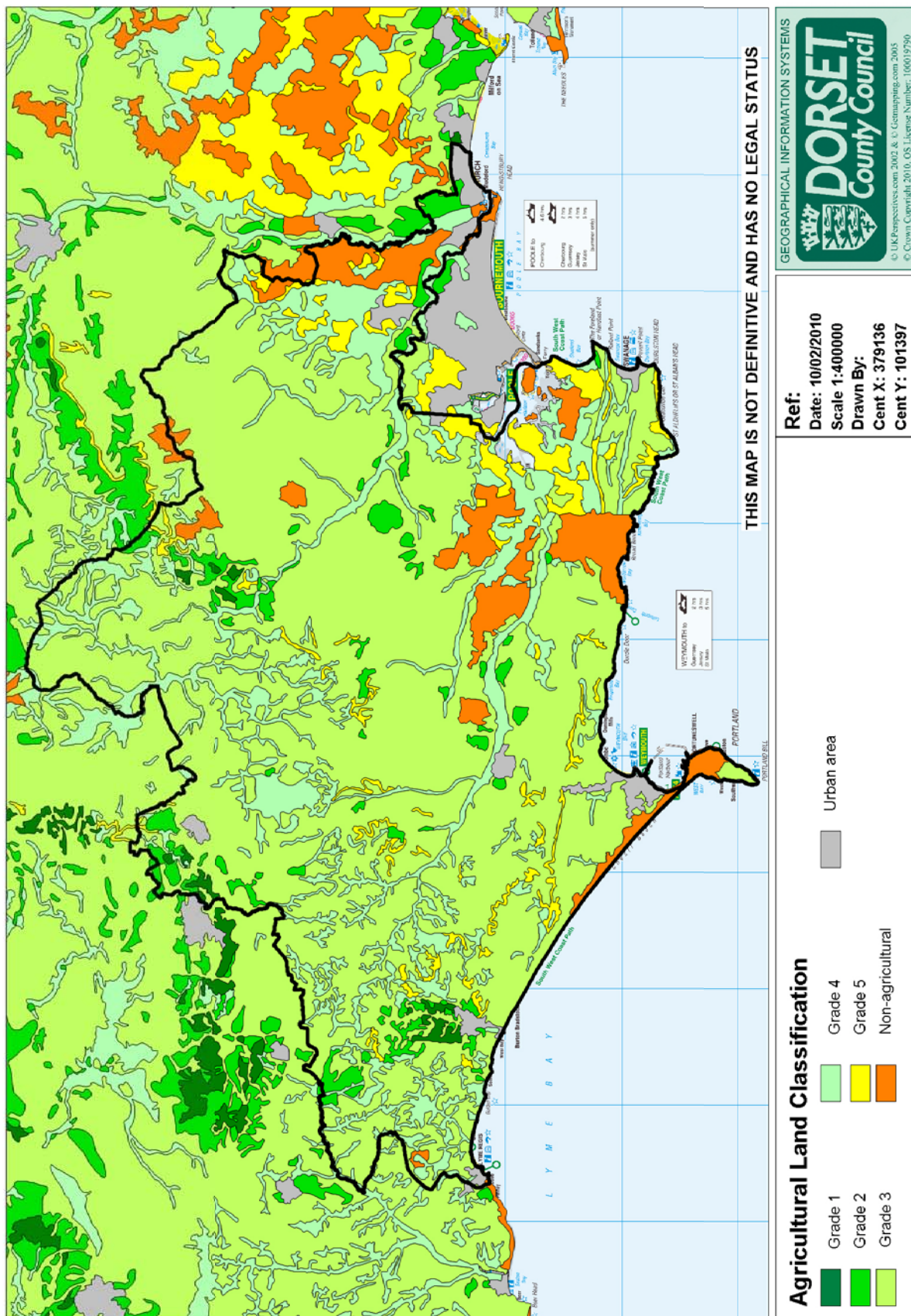
Figure 7.2: Dorset landscape character assessment



Soil

- 7.9 Soil types for the county have been recorded by the National Soil Resources Institute at Cranfield University. However, these are not available for use at this time.
- 7.10 The Agricultural Land Classification provides a framework for classifying land according to the extent to which it is suitable (due to physical and chemical quality) for agricultural use. The factors that form soil are climate, geology and soil and these go together to classify land into five grades. Grade 1 being best and 5 worst. Grade 3 that makes up about half the agricultural land in England and Wales has been divided into Grade 3a (better) and 3b (worse).
- 7.11 PPS7 defines the ‘best and most versatile’ agricultural land as Grades 1 to 3a. These higher quality soils should be taken into account in wider sustainability considerations when deciding suitable locations for development.
- 7.12 Agricultural land makes up over three-quarters of the total area of Dorset. It therefore has a large influence on the landscape character of the rural area. The soil types in and around Dorset are shown in Figure 7.3. The majority of soil in Dorset is identified as Grade 3, although the breakdown between Grade 3 a and b is not available at the moment.
- 7.13 Soils can be lost through the direct impacts of development, such as new housing or infrastructure, as well as through compaction and decline in quality from agricultural use. Impacts from development can also be less direct and include increased run-off and contamination. A supply of good soil is necessary for long-term sustainability for growing food, materials and potentially fuel.

Figure 7.3: Agricultural land classification in and around Dorset



Summary of relevant policy documents – landscape

Policy Documents	Relevance to Minerals DPDs
Key international policies: <ul style="list-style-type: none"> • European Landscape Convention 	<ul style="list-style-type: none"> • Designated landscapes need to be enhanced and protected against incompatible development • The highest level of protection should be given to the most valued landscapes • Use landscape character as a way of assessing quality landscapes and identifying the features that should be protected. • Recognise the multi-functional role of landscapes as living places, supporting habitats and species and as historic assets. • Reduce the impact of traffic on AONBs. • Where soil is identified as ‘best and most versatile’ it should be considered from protection when choosing Gypsy and Traveller sites alongside other sustainability considerations
Key National Policy <ul style="list-style-type: none"> • PPS7: Sustainable Development in Rural Areas • The State of Soils in England and Wales (EA) 	
Key local policy <ul style="list-style-type: none"> • Countryside Character Volume 8: South West <i>along with</i> the 8 Joint Character Areas that cover Dorset • The Dorset Landscape – Character Types and Character Assessment • Cranborne Chase and West Wiltshire Downs AONB Management Plan (2004-2009) • Dorset AONB Management Plan (2009-2014) • Jurassic Coast Dorset and Devon World Heritage Site management plan. • Local landscape assessments • Local Plans/LDF policies of the Dorset districts, Bournemouth and Poole 	

Issues related to the Gypsy and Traveller DPD

7.14 The baseline and review of plans and programmes identifies key issues for landscape in the county, Bournemouth and Poole. This is to:

- Conserve highly valued designated landscapes through choosing appropriate sites for Gypsy and Traveller pitches and where suitable specifying controls to development to protect the landscape
- Use landscape character approach to assess the value and identify features of importance in landscapes both outside, and within, designated areas.
- Protect loss of higher quality soils where other sites are available of otherwise equal suitability.

Suggested Sustainability Objectives related to this topic

7.15 To aid with the assessment the following are suggested as objectives for landscape and soil. The objectives also integrate with a cross-cutting objective for addressing climate change, these are marked with an asterisk* and sub-objectives in italics.

Headline	Objective	Sub-objectives
Landscape*	To maintain and enhance the quality and character of the landscape, including its	<ul style="list-style-type: none"> • help protect and enhance the rural and coastal landscapes, including the AONB, Heritage Coast and the setting of the Dorset Jurassic Coast • the location and design of sites should help protect

	<p>contribution to the setting and character of settlements</p>	<p>areas of identified high landscape quality</p> <ul style="list-style-type: none"> • protect the setting of towns and villages in the landscape and including the transition of urban to rural • help in the positive management of landscapes to protect and enhance their character • <i>ensure that new landscaping planting can adapt to a changing climate, including increased summer temperatures and storm events and fewer frosts.</i>
<p>Soil</p>	<p>To use land efficiently and protect higher grade agricultural soil</p>	<ul style="list-style-type: none"> • protect greenfield land from development where development would be more suitability located on brownfield land • use suitable density standards that ensure the best use of developable land in appropriate locations • avoid building on higher quality agricultural soils, which are scarce in Dorset