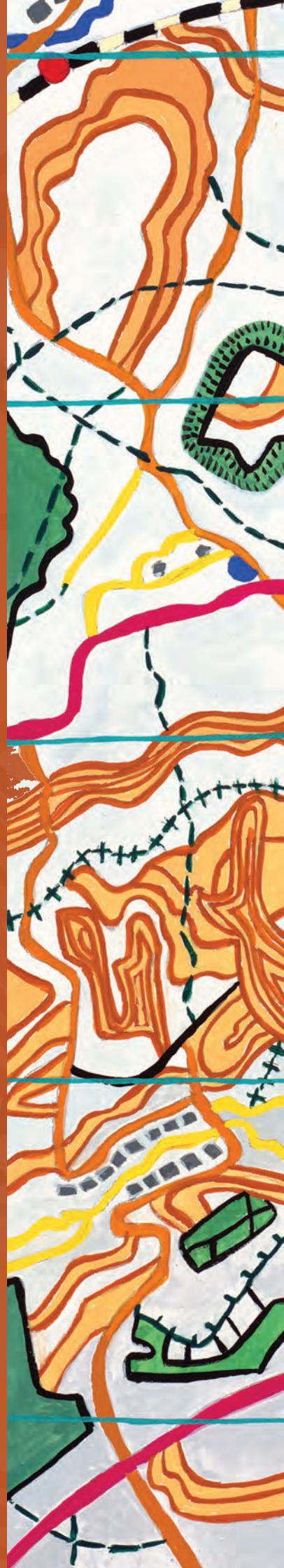


Planning and Transport

'Here and Back Again'





“
If you haven't
got a car
You're lumbered

Brian, Tisbus Driver

”

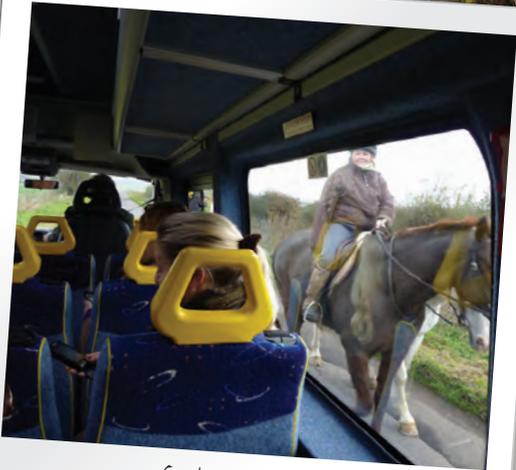
Here and Back Again

We study the map
Divided into three
Roads run East, West
Nothing much in between,

Take the Train to Tisbury
If you've got a car
Parking's free in town
Or call Brian,

All Aboard the Tisbus!
Through the little villages
Exchange news
On and off, chit, chat,

I heard a whisper
Afternoon cricket, tea and cake
All Aboard the Tisbus!
On the road to Fonthill.



Exchange news



All Aboard the Tisbus!



... and old buildings



Roads run East, West



New building....



13. Planning and Transport

Land use and development topics are inherently central to ‘conserving and enhancing the natural beauty of the landscape’. The planning functions of the AONB Partnership, including transport matters, naturally interlink very closely with landscape and rural economy issues. The Government’s 25 year Environment Plan (2018) emphasises embedding the principle of ‘environmental net gain’ for developments, including housing and infrastructure, locally and nationally. That embraces choosing the right places for development, avoiding environmental damage, protecting natural capital, and building to high environmental standards.

- 13.1. Special characteristics and qualities that make this AONB special, as a whole, with regards to planning and transport:
- Organisationally complex; there are currently seven Local Planning Authorities, four Highways Authorities together with Highways England, and Network Rail.
 - A largely rural, open, and undeveloped area comprising landscapes sensitive to change.
 - Predominantly agricultural land uses but with an unusually high proportion of woodlands and forestry in parts.
 - Landscapes of considerable scenic beauty, with extensive views, and hosting important habitats and species.
 - The landscapes are rich in history with significant visual and archaeological features.
 - Distinctive settlement patterns with historic elements readily visible and central to the character of settlements.
 - Architectural styles vary considerably throughout the AONB, dependent on availability of building materials.
 - The built environment forms an integral part of local character and distinctiveness and adds to the diversity of the AONB landscape as a whole.
 - Large historic country houses at the centre of historic parklands and gardens and other characteristic buildings.
 - Two separate railways converge through this AONB on Salisbury but only a single station within the AONB.
 - Limited public transport and special buses needed to get students to schools.
 - A single north/south main road route and four roughly east/west roads, two of them Trunk Roads.
 - A minor road network that reflects the deeply rural, tranquil character of the AONB, with few realignments and improvements.
 - One of the darkest skies in southern central England that needs comprehensive lighting regulations to allow the stars to be seen by future generations.





Bus Route - Carolyn White

Ambition

- 13.2. Planning and transportation strategies, policies, and decisions that affect this nationally important AONB both conserve and enhance its special qualities. Where development is necessary, it is located and designed to integrate fully with the landscape character and natural beauty.
- 13.3. All management of, and improvements to, roads enhance the distinctive character of the area. There will be a range of more sustainable options for transport that reduce its effects on tranquillity and the natural environment of the AONB.

Key Achievements

- **Planning Protocol** – All local planning authorities signed the planning protocol in 2005 (Appendix 19). It was refined in September 2006. The AONB is a consultee on Local Plan / Core Strategy documents as well as Minerals and Waste Plans. All planning applications over a certain size, or any applications that may have an adverse impact on the AONB, are sent to the Partnership for comment.
- **National Policies** – Both independently and in combination with other AONBs, the Partnership has contributed to, and influenced, 12 national policy consultations since 2004.
- **Guidance Documents** – The Partnership has produced nine AONB Position Statements, and ten Fact Sheets and Good Practice Notes (See Appendix 20). They provide information on topics of relevance to the landscape and planning within and around the AONB. Their purpose is to guide applicants, communities and planning officers.



- **Planning policy and applications** – Since 2006, Local Planning Authorities have received relevant AONB information in response to 247 policy documents and 1800 planning applications. This input enabled them to take proper account of the AONB and its setting.
- **Appeals and Inquiries** – The Partnership has provided 38 planning appeal responses to the Inspectorate since 2006; given evidence at major appeal Inquiries securing successful outcomes for the AONB and its setting; and contributed to future strategies at five Plan Examinations in Public.
- **Planning and Transportation Seminars** – There have been twelve annual seminars since 2005 with, on average, over thirty delegates at each. Focusing on a topic relevant to the time, these seminars are highly valued as continuing professional development.
- **Mitigation of Major Development** – To compensate for the unquantifiable disruptions to the landscapes and tranquillity of the AONB due to the installation of their strategic water main across the AONB, Wessex Water provided funding to the AONB’s farm conservation activities for 5 years.
- **Section 85 leaflet** – Provides guidance on the ‘duty of regard’ for the purposes of AONB designation for public bodies, organisations, and persons in public office. It is an example of good practice in Natural England’s advice on the topic.
- **Landscape Character** – The Historic Landscape Character Assessment, the Historic Environment Action Plans and the detailed Landscape Character Assessment for the Cranborne Chase and Chalke Valley Landscape Partnership Scheme area supplements the Landscape Character Assessment. Planning staff have been offered specific training to enable them to incorporate landscape matters into their work and decisions.
- **Landscape Sensitivity** – This seminal study (2007) of the inherent sensitivity and robustness of the landscapes of the AONB continues to guide and inform decision making.
- **Tranquillity** – The team has taken forward the CPRE data, supplemented by field surveys, to relate the findings more precisely to the landscape character areas of this AONB. Our work has been presented as good practice internationally as well as being taken as the basis for further work in two National Parks.
- **A Guide to Conserving and Enhancing the Setting of the Rural Road Network of the AONB** – Acutely aware that the public most frequently perceive the landscapes around them from roads, this document provides guidance on the landscape management of the highway corridors across the AONB.



Key issues

1. **Development pressures** – There are frequent proposals for renewable energy generation, waste treatment, large-scale agricultural storage and general warehousing and distribution. There is an inconsistent approach to replacement dwellings and additional ‘essential worker’ dwellings across the AONB; and a shortage of affordable housing for local people⁴⁸. The annual requirement on Local Planning Authorities to invite the identification of housing sites, along with the current round of Core Strategy / Local Plan consultations, can encourage speculative market housing proposals from landowners or developers. Neighbourhood Plan groups feel under pressure to identify development sites. Proposals for replacement dwellings are leading to a higher proportion of larger, less affordable, dwellings.

⁴⁸ Position Statement Number 10 - Housing within the Cranborne Chase Area Of Outstanding Natural Beauty



2. **Sustainability** – There is a presumption in favour of sustainable development in the National Planning Policy Framework. However, awareness and understanding of the exception in the case of AONBs⁴⁹ needs to be raised. At a more detailed level, developers appear reluctant to provide appropriate renewable energy generation and adequate storage space for recycling in domestic and commercial, new build and extension situations.
3. **Diversification** – Diversification on a farm can help the local rural economy, particularly if this puts redundant farm buildings to a good use. However, the new use must be right for the AONB and its setting. Increasingly, proposals are coming forward that are not apt. This can relate to an increase in traffic and loss of tranquillity as well as changes to form, scale and appearance that affect the special qualities of the AONB.
4. **Transport** – Effective and frequent public transport for an extensive area with a low population is prohibitively expensive. The result is that buses are few and private vehicle ownership is high. There is a shortage of affordable parking at transport nodes to facilitate greater use of public transport. A lack of stations on the two railways through the AONB means they are an underutilised resource.
5. **Roads** – Highway management and maintenance does not always reflect the special characteristics of the AONB. The routing of freight traffic through the AONB has a negative effect on tranquillity.
6. **Lighting nuisance** – National data shows the general loss of dark night skies and the risk of light pollution encroaching on the dark skies of the AONB⁵⁰. Poorly directed or excessive lighting can cause sky-glow. This reduces the ability to see and enjoy the night-sky. The Environmental Protection Act 1990, as amended by the Clean Neighbourhoods and Environment Act 2005, makes it possible to deem artificial light emitted from premises to be a statutory nuisance under certain conditions. However, this is only relevant regarding light as a nuisance to a particular household(s). Much stronger, wide ranging lighting policies are required. Some of the Local Planning Authorities include conditions in planning consents regarding lighting issues in line with this AONB's policies on lighting, others have yet to put this in motion. (See also Chapter 11 Dark Night Skies).
7. **Uncertainty** – The government has recently issued a revised NPPF but the implementation and interpretation of it have yet to be tested. Government has issued its 25 year Environment Plan, which appears to put greater emphasis on conserving and enhancing the natural environment nationwide. Government is also embarking on a review of English National Parks and Areas of Outstanding Natural Beauty. In addition, government sees a need to build hundreds of thousands more houses in England. The state of the national economy following the referendum on leaving the European Union, and the protracted exit negotiations, add further uncertainty.

⁴⁹ Ministry of Housing, Communities and Local Government National Planning Policy Framework, HMSO, July 2018 – paragraph 11 (and footnote 6)

⁵⁰ National Framework Data sheet PLNB9 2013: based on National Tranquillity Mapping Data 2006 developed for the Campaign to Protect Rural England and Natural England by the University of Northumbria. OS Licence number 100018881.



The Issues Explained

- 13.4.** Seven local authorities are responsible for planning policy, transport policy, development management decisions, and enforcement within the AONB. The AONB team supplies specialist professional expertise and informed advice and judgements to the LPAs. Neighbourhood Plans, explained in paragraph 5.31 can refine the policy details for a parish or group of parishes. Planning authorities, and their Planning Committees, are under a legal duty to have regard to conserving and enhancing the natural beauty of the AONB⁵¹. They also have the permissive power to take all such action they need to in order to accomplish this⁵². In terms of land-use planning this requires two principal actions. Firstly, there must be consistent and coherent policies in place to achieve the purpose. Secondly, there must be understanding and timely use of these policies. One role of the AONB Partnership is to share good practice.
- 13.5.** Applications for planning permission are determined in accordance with the Local Planning Authority's Development Plan, unless material considerations indicate otherwise. The National Planning Policy Framework (Appendix 7) does not change the legal status of the Development Plan as the starting point for decision-making. At the heart of the framework is a presumption in favour of sustainable development although restrictive policies apply to AONBs, Green Belts, SSSIs, and similar designations.
- 13.6.** The reviewed National Planning Policy Framework continues to instruct local planning authorities to make a distinction between Protected Areas and 'other' countryside⁵³. In an AONB, great weight should be given to conserving landscape and scenic beauty (Appendix 21). Planning permission should be refused for 'major developments' (Appendix 22), except in exceptional circumstances; and only where it can be demonstrated they are in the public interest. All relevant local planning policy must distinguish between this AONB and non-designated countryside. NPPF paragraphs 174 and 175 seek net biodiversity gains in plans and planning decisions; a similar approach to landscapes should apply in the AONB.
- 13.7.** Despite the weight given to AONB matters in the NPPF there is a tendency for LPAs to give particular weight to the views of statutory consultees in both policy formulation and development management decisions. The Government's review of English AONBs and National Parks currently provides an opportunity to promote, at the national level, that AONB partnerships should be statutory consultees for all planning and transportation matters affecting their area or its setting.

⁵¹ The duty is set out the Countryside and Rights of Way Act 2000: section 85

⁵² The permissive power for planning authorities is in section 84(4)

⁵³ Ministry of Housing, Communities and Local Government National Planning Policy Framework, HMSO, July 2018- paragraphs 11 (and footnote 6), 170 & 172



Development Pressures

- 13.8.** The need for development proposals both to conserve and enhance natural beauty in the AONB is not fully recognised or implemented. Despite the NPPF stating that ‘great weight’ should be given to conserving landscape and scenic beauty in AONBs, decision makers have a range of guidance to take into account. When judging the merits of applications, it should be borne in mind that an AONB has the highest status of protection in relation to landscape and scenic beauty.
- 13.9.** Development proposals need to be in appropriate locations and of an appropriate form, scale, and materials. This will enable them to integrate with landscape character both within and adjacent to the AONB. All Strategic Housing Land Availability Assessments (SHLAAs) should, from an AONB perspective, include Landscape and Visual Impact Assessments (LVIAs) to demonstrate that potential landscape impacts, including both location and integration within the landscape, have been taken into account.
- 13.10.** The sense of place is easily lost. Suburbanisation and the cumulative effect of ‘permitted development’ can break down local distinctiveness. Replacing small-scale, locally distinct features with ones of a standard design erodes local character.
- 13.11.** There are repeated, and occasionally temporary, changes to the General Development Order (Appendix 23) extending Permitted Development Rights⁵⁴. This can potentially lead to increases in traffic and changes to the appearance of buildings and land.
- 13.12.** The cumulative effect of larger replacement dwellings is twofold; it changes the character of the locality and it reduces the supply of smaller, potentially more affordable, dwellings. The latter exacerbates a serious social issue, and the former may impact adversely on the ‘conserving and enhancing natural beauty’ criteria.
- 13.13.** The four County Councils produce Minerals and Waste Local Plans.
- Whilst there is generally very little mineral extraction from within this AONB, there is a long history of providing locally distinctive building materials. This is mainly from greensand and sandy limestone (Chilmark stone). The need to safeguard local identity and distinctiveness by using local materials is understood. This strengthens the local vernacular. However, there is a need to take account of the potential disruption, visual and other impacts resulting from the extraction of materials to achieve this.
 - AONBs have the highest status of protection in relation to landscape and scenic beauty. In October 2016, the Partnership endorsed the principle that such landscapes are not places for the importation of waste for treatment, processing, or disposal.
- 13.14.** Developments in the setting of the AONB can also have significant impacts on the area. Their consideration must be in relation to the purposes of designation. Construction of high or expansive structures, other development, or any change generating movement, noise, odour, vibration or dust over a wide area will affect the setting. As our appreciation of the relationships between neighbouring landscapes grows, so too does our understanding of what constitutes the setting.

⁵⁴ The current General Development Order came into operation in 2015 but it was amended in 2016 (twice), in 2017 (twice) and in 2018.



- 13.15.** Planning applications for development proposals within this AONB or its setting all too often do not demonstrate an understanding of the importance of supplying all the relevant information. To assist applicants in making their applications the Partnership has endorsed (6 April 2016) a Position Statement on ‘Good enough to approve in an AONB’.

Sustainability

- 13.16.** There is continuing pressure to erect wind turbines and telecommunication masts in the AONB or its setting. These are very tall or substantial structures. They can detract from scenic beauty within the AONB and impair significant views to or from it. Similarly, extensive farm scale photo-voltaic arrays reduce the area of productive farmland. These types of developments can introduce a sense of ‘industrialisation’ into an otherwise unspoilt or tranquil landscape. They are frequently visually intrusive and fail to harmonise with the scale and character of the area. The AONB Partnership has produced a Position Statement on Renewable Energy, and one on Field Scale PVs.
- 13.17.** Recycling storage space, composting areas, and roof based PV installations should be integral to the design of all new build, extensions and conversions.
- 13.18.** The government has yet to clarify what it means by ‘net environmental gain’ from development. However, embedding that idea into the planning processes should help achieve the ‘conserving and enhancing natural beauty’ AONB criteria.
- 13.19.** This AONB appears, from house price surveys⁵⁵, to add a significant premium to property prices. It therefore seems appropriate that such properties, when constructed or extended, should contribute to the management of the high quality landscapes that are enhancing their values. The Community Infrastructure Levy CIL) (Appendix 24) is a mechanism that could allow a contribution towards AONB management, however this has not happened. Nevertheless, planning authorities have to have regard to conserving and enhancing the natural beauty of the AONB⁵⁶. In addition, they have the power to take all such action they need to in order to accomplish this⁵⁷. There needs to be a consistent but effective approach across the AONB that delivers a high quality landscape at a fair cost to all who benefit. One way would be for the Local Planning Authorities to show how their use of CIL meets their duty to conserve and enhance the AONB. The chapter on Sustainable Communities considers the setting of a separate Developer Contributions scheme to direct a proportion of the enhanced value to conserving and sustaining the character, qualities, and landscapes of the AONB.

⁵⁵ Strategic Land Availability Assessment Methodology, Table 5; Wiltshire Council, Sept 2011 and research by Savills at <http://www.savills.co.uk/blog/article/200876/residential-property/the-value-of-our-natural-heritage-in-property.aspx>

⁵⁶ The duty is set out the Countryside and Rights of Way Act 2000: section 85

⁵⁷ The permissive power for planning authorities is in section 84(4)



Farm Diversification

- 13.20.** Some farm diversification proposals risk industrialisation of the countryside and a loss of tranquillity. There is potential for AONB locations to be viewed as cheap options for activities that should be located in a business park close to where potential employees live and outside the AONB e.g. waste processing or treatment.
- 13.21.** The Partnership supports the diversification and re-use of redundant rural buildings for economic activities where it sustains the local economy and benefits the communities of the AONB. It must, of course, conserve and enhance natural beauty. A challenging example is composting and anaerobic digestion. Local schemes that minimise transportation can fit with the AONB purposes. To do so they must comply with the three elements of ‘from the farm, on the farm, for the farm’. Such schemes are not apt if the materials are not local; if processing is not at source; and if the product is not used on site. The Partnership has endorsed a Position Statement on Farm Diversification.

Roads and Transport

- 13.22.** Most people see and appreciate the landscape from roads. The highway corridor often echoes the adjacent landscapes. Both of these factors are particularly important in AONBs. Therefore, the highway environment warrants special attention to reflect and sustain the special qualities and characteristics of the AONB. The effects of transport in the AONB are managed through the policies and programmes in the Local Transport Plans of the highway authorities, and the programmes of Highways England. These plans aim to:
- improve access to key services;
 - integrate transport provision and infrastructure improvements; and
 - promote sustainable forms of transport.
- 13.23.** The AONB has four A-roads running east to west (A354, A30, A303, A36) and one (A350) running north to south on its western edge. The A303 and A36 are trunk roads managed by Highways England. On B and C roads, ‘rat runs’ develop avoiding the busy A roads. Heavy vehicles and traffic flows on these more rural roads, especially through daily commuting, can cause congestion, pollution and loss of character and tranquillity; and damage to verges, the roads themselves, and buildings.
- 13.24.** Road design that does not consider the special qualities of the landscape can harm the character of the AONB. Road safety will always be a prime concern but that does not preclude sensitive design of schemes and street furniture. Traffic management schemes, usually involving reduced speed limits, have the potential to urbanise rural situations and have not reduced the daily ‘rat runs’ caused by those avoiding A-road congestion. The safety of vulnerable road users such as pedestrians, cyclists, motorcyclists and horse riders remains an issue in the AONB.
- 13.25.** There is little incentive to use public transport. There are infrequent bus services and just one rail station in the AONB, with parking limited and costly. The use of public transport would increase if there were better and affordable parking facilities near-by. Village ‘hubs’ could be created to provide parking, easy access to public transport and village facilities. This merits further research.



Lighting Nuisance

13.26. In order to secure International Dark Sky Reserve (IDSR) status, there must be a comprehensive Lighting Management Plan in place within the reserve. This will set criteria to limit the upwards and sideways emission from external lighting for private and public landowners within that area. An absence of detailed lighting policies within current Local/Development Plans is a hindrance to implementing good lighting practice when determining planning applications. The Local/Development Plans for the nine Local Authorities cover different time-periods. This means some may be willing to consider adding specific lighting policies relatively quickly whilst others suggest they are not in a position to do so for some time. (See also chapter 11 Dark Night Skies).

Objectives and Policies⁵⁸

OBJECTIVE		POLICIES	
PT A	The AONB inputs effectively to national, regional and local strategies, policies and plans.	PT1	Ensure the purposes and objectives of AONB designation are fully recognised in the development and implementation of Core Strategies/Local Plans, Local Transport Plans, Neighbourhood Plans, Green Infrastructure Plans and other public policies, strategies and programmes.
		PT2	Encourage, and contribute to, coherent and consistent formulation and implementation of planning policies, including across Local Authority boundaries, to ensure they take full account of the local distinctiveness, character, and quality of the AONB and its setting.
		PT3	Strongly advocate at national levels for initiatives to ensure AONBs are statutory consultees on all planning and transportation matters affecting their area and its setting.
		PT4	Encourage, support and inspire local communities to prepare and adopt Neighbourhood Plans and other similar initiatives, such as Village Design Statements, that respect the special landscapes of the AONB and the objectives of this Management Plan.
		PT5	Encourage and assist local communities to identify local needs / environmental projects that help offset impacts of development, conserve and enhance local character and distinctiveness, and utilise the Neighbourhood proportion of Community Infrastructure Levy.

⁵⁸ Ministry of Housing, Communities and Local Government National Planning Policy Framework, HMSO, July 2018. Paragraph 170: Planning policies and decisions should contribute to and enhance the natural and local environment.



OBJECTIVE	POLICIES
<p>PT B Strategic and local decisions are formulated taking full account of the purposes of designation and are implemented in a comprehensive, coherent and consistent way with regard to the character and quality of the area and its setting, together with views into and out of the AONB, such that these decisions result in no net detriment to the special qualities of the AONB.</p>	<p>PT6 Work with local planning authorities to identify and remove any barriers to agreeing appropriate and costed projects / activities that help achieve Management Plan objectives or projects, as set out in NPPF 34, to be then included in their Infrastructure Delivery Plans (IDPs).</p>
	<p>PT7 Strongly encourage Local Planning Authorities to direct Community Infrastructure Levies towards agreed and appropriate AONB Management Plan objectives, projects or activities, as set out in their IDPs.</p>
	<p>PT8 Seek to achieve net landscape enhancements and biodiversity gain through partner Local Planning Authority policies and Development Management processes.</p>
	<p>PT9 The Partnership will positively promote AONB purposes, aims and objectives to relevant policy and decision makers both within and outside the AONB through provision of regular information, training sessions and/or through the Annual Planning and Transportation Seminar.</p>
	<p>PT10 Ensure that all relevant authorities are aware of their duty to have due regard to the purposes of AONB designation in carrying out each of their functions and duties as required by Section 85 of the Countryside and Rights of Way Act 2000.</p>
	<p>PT11 The AONB planning protocol continues to be used by local planning authorities to ensure that the AONB Partnership is consulted on all development and land use change proposals that meet the criteria or may have a significant impact and/or effect on the characteristics, special qualities, or setting of the AONB including views into and out of the AONB.</p>
	<p>PT12 Encourage Local Planning Authority partners to adopt Supplementary Planning Documents that ensure the conservation and enhancement of the natural beauty and setting of the AONB.</p>
	<p>PT13 Encourage Local Planning Authority partners to be guided by AONB Position Statements, Fact Sheets and Good Practice Notes, along with other published guidance that reinforces AONB purposes, when plan making, negotiating, or decision making.</p>
	<p>PT14 Development proposals in the AONB or its setting should demonstrate how they have taken account of the AONB Management Plan objectives and policies.</p>



OBJECTIVE		POLICIES	
PT B		PT15	Local Planning Authority partners ensure that where new development is permitted, it complements the special qualities of the AONB and takes full account of the area's setting and context through the consideration of appropriate Landscape Character Assessments and sensitivity and design studies.
		PT16	Support renewable energy generation by technologies that integrate with the landscape character, are neither visually intrusive to the AONB or its setting, nor impair significant views to or from it, are not harmful to wildlife, and are of an appropriate scale to their location and siting.
		PT17	Seek to remove or mitigate visually intrusive features, including overhead wires, pylons, and masts.
		PT18	Support farm diversification activities that facilitate rural tourism, land based enterprises, and the reuse of rural buildings that do not result in an increase in traffic, or loss of character or tranquillity, and that help sustain local communities.
		PT19	The Partnership will rigorously assess and respond to all planning applications that meet the planning protocol criteria.
		PT20	The Partnership will develop further Position Statements, Fact Sheets and Good Practice Notes to inform decision makers at all levels on issues affecting the AONB.
PT C	Policies and schemes aimed at meeting the housing and employment needs of local communities enhance the special qualities and characteristics of the AONB, including its built heritage.	PT21	Work with Local Authority partners to establish policies that encourage appropriate use of sustainable technologies, such as solar thermal, photovoltaics and wood fuel (at the appropriate scale) and provide sufficient space for short term handling of waste and recyclable materials, in both domestic and employment situations and, in particular, within all new build projects.
		PT22	Encourage the identification of affordable housing sites in Neighbourhood Plans where that is consistent with the primary purposes of the AONB designation and takes full account of the local distinctiveness, character, and qualities of the locality.
		PT23	When considering proposals for housing development in the AONB, LPA partners will give emphasis to affordable housing, and will treat the AONB as a rural area (NPPF Para 63) where the government's restriction on the requirement to provide affordable housing does not apply.



OBJECTIVE	POLICIES
<p>PT C Policies and schemes aimed at meeting the housing and employment needs of local communities enhance the special qualities and characteristics of the AONB, including its built heritage.</p>	<p>PT24 Work with local authority partners to ensure that the replacement of existing dwellings in the AONB and its setting are only supported where all the following criteria are met:</p> <ul style="list-style-type: none"> i. the replacement dwelling is not materially larger than the one it replaces; ii. the proposed dwelling does not materially impact on the special qualities of the AONB, especially through its height or bulk; iii. the proposed development will not generate the need for additional ancillary development including storage, parking and hard surfacing; and iv. the proposed permanent dwelling does not replace a temporary structure or one where the residential use has been abandoned.
	<p>PT25 Work with local authority partners to ensure that the replacement of existing permanent buildings in the AONB and its setting are only supported where all the following criteria are met:-</p> <ul style="list-style-type: none"> i. the replacement building is not materially larger than the one it replaces; ii. the replacement building is in the same use as the one it replaces; iii. the proposed building does not materially impact on the special qualities of the AONB, especially through its height or bulk; iv. the proposed development will not generate the need for additional ancillary development including storage, parking and hard surfacing.
	<p>PT26 Work with local authority partners to ensure that within the AONB and its setting, extensions to existing permanent buildings are only supported where:</p> <ul style="list-style-type: none"> i. the proposed extension does not materially impact on the special qualities of the AONB, especially through its height or bulk; and ii. the size and scale of the proposed extension is not disproportionate to the existing building; and iii. the proposed development will not generate the need for additional ancillary development including storage, parking and hard surfacing. iv. The size and scale of any garage or outbuilding within the curtilage of a dwelling in the AONB and its setting must be proportionate to the dwelling.



OBJECTIVE	POLICIES
<p>PT D Transportation planning and management takes full account of the AONB designation, protects the tranquillity and special qualities of the landscape and reduces transport impacts on the environment and communities of the AONB.</p>	<p>PT27</p> <ul style="list-style-type: none"> a. AONB partner organisations utilise a consistent approach to the design, provision and maintenance of highways and associated features through joint implementation of the 'A Guide to Conserving and Enhancing the Landscape Setting of our Highways'. b. Major road schemes need to avoid physical and visual impacts on the AONB and its setting, mitigate impacts that cannot be avoided, provide landscape and biodiversity enhancements, and provide compensation for residual and unquantified impacts. <p>PT28 Promote and help develop an integrated system, whereby roads, railways, public transport and Rights of Way networks are more accessible and interconnect, minimising the impact of traffic on the AONB and encouraging a safer and more attractive environment for walking, cycling and horse riding.</p> <p>PT29 Seek to minimise freight transport through the AONB to help protect tranquillity, the rural nature of settlements, and the special qualities of the AONB.</p> <p>PT30 Promote the provision of affordable parking facilities at public transport nodes, car sharing and community transport initiatives to enable and encourage a reduced reliance on private cars.</p>

(Additional Information: Planning and Transport Appendix 33)



Solar panels, Tarrant Hinton village hall - R Burden

