
INTRODUCTION

Our draft Neighbourhood Plan is ready!

6 week Consultation Period – 16th June to 28th July 2023

Next Stages:

- Review all feedback from Consultation Period and update Plan
- Submit Plan to Dorset Council
- Dorset Council to appoint an external Examiner
- Dorset Council submit Plan for local referendum

Note: Our Plan will need to be reviewed again once Dorset Council announce their revised housing targets and land requirements for Sturminster Marshall.

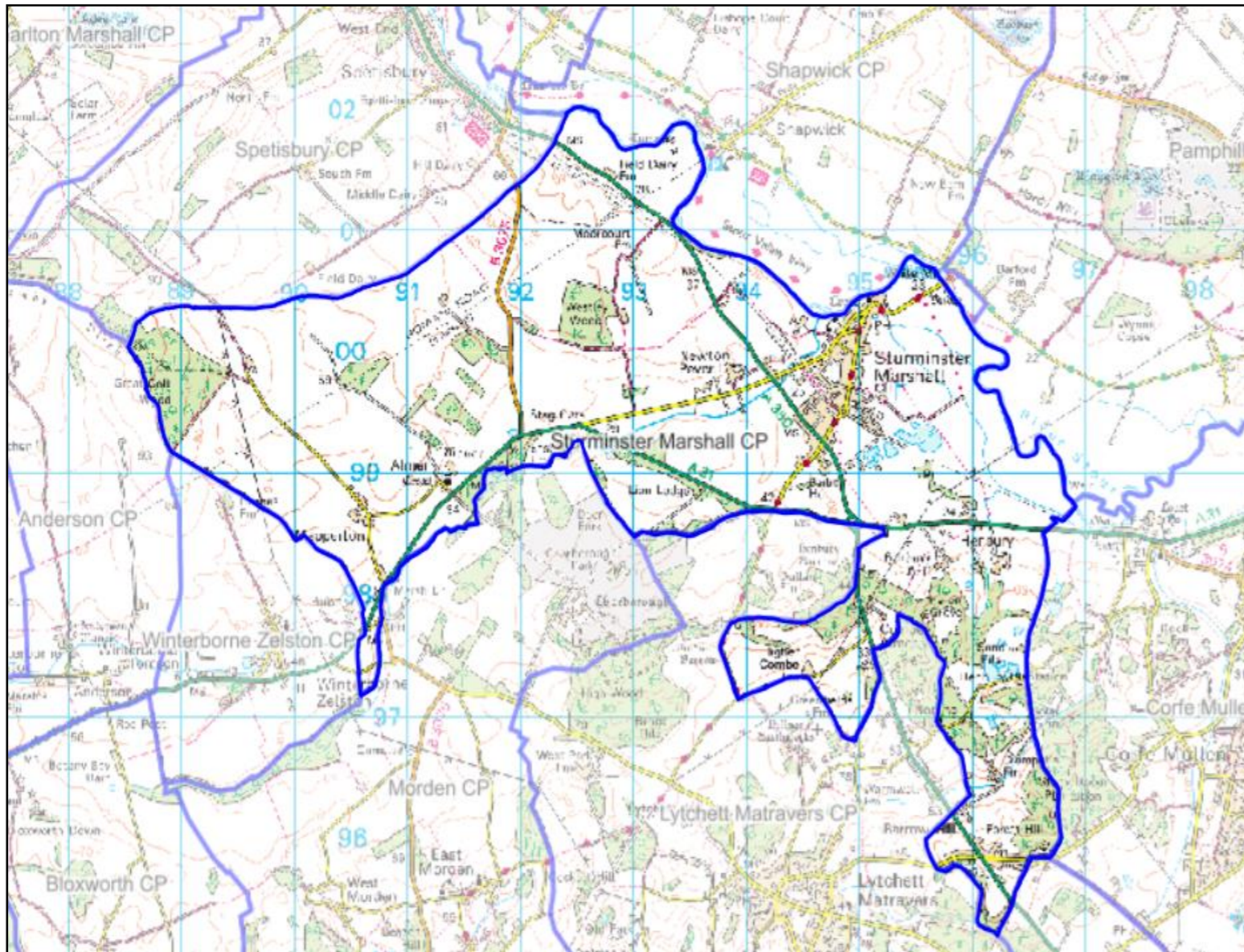
Our Plan looks ahead to 2033 and addresses the following topics based on responses from earlier surveys and questionnaires:

- Climate Change & Flood Risk
- The Natural Environment
- Built Environment
- Housing – suitable mix of housing for the parish needs including home working
- Community Facilities
- Traffic, Transport and Rights of Way

WHAT IS A NEIGHBOURHOOD PLAN AND WHY IS IT IMPORTANT?

- **It considers what development and any infrastructure that is needed in the years ahead**
- **It sets a framework within which planning officers and the planning committee must legally make their decisions, unless there are over-riding material considerations**
- **It is developed by local people and voted in by local people to reflect local opinions as far as possible**
- **It provides evidence for responding to Local Plan suggestions and helps work out in detail how Local Plan policies for our area should be interpreted**

THE NEIGHBOURHOOD PLAN AREA



Covers the whole of the Parish Council area (about 8 square miles) and includes:

Sturminster Marshall

Almer

Mapperton

Jubilee Cross

Henbury

NEIGHBOURHOOD PLAN – OUR VISION

Based on views expressed in the series of consultations and responses to previous questionnaires, the vision of the Neighbourhood Plan is five-fold, namely:

- 1. To help support a strong, vibrant and healthy community for all who live or work in the parish.***
- 2. To maintain the essential character of the parish and its different components through sensitive development of a well-designed and safe built environment, and its associated infrastructure.***
- 3. To address our long-standing issues of flooding, traffic and affordable housing.***
- 4. To contribute to protecting and enhancing our natural, built and historic environment, including making effective use of land and helping to use natural resources prudently.***
- 5. To help maintain or improve biodiversity by minimising waste and pollution, and by adapting to climate change and mitigating its effects.***

CLIMATE CHANGE AND FLOOD RISK

Climate Change will have consequences for the parish, including enhancing the risk of flooding, so we seek to minimise contributions to climate change and to mitigate against its possible effects.

Objectives:

- **Achieve the highest energy efficiency standards in all new development.**
- **Minimise the production of waste in construction.**
- **Embed efficient water management in all developments.**
- **Encourage the use of renewable energy technologies wherever these would be appropriate.**
- **Include climate change mitigating measures against foreseeable effects.**
- **Ensure that any new development does not increase flooding or pollution risks within the parish or further downstream in the Stour Valley.**

Policies:

Policy SMNP1: SUSTAINABLE DEVELOPMENT STANDARDS

Proposals for new buildings must demonstrate they have integrated or considered the following within their design process:

- **Energy efficiency** - using technology, design elements and the site's characteristics to create thermally efficient buildings, and installing low -carbon decentralised energy infrastructure appropriate to the site and surroundings;
- **Conservation of water resources** - through water efficient infrastructure, harvesting of rainwater and use of greywater;
- **Flexible and adaptable buildings** - using designs and construction methods that will enable future alterations;
- **Sustainable materials** – through the use of materials that are recycled or locally sourced, have low embodied energy and have been produced with minimum ecological damage;
- **Climate change adaption** - ensuring landscapes, materials, façade treatments and infrastructure are appropriate to anticipated climate change.

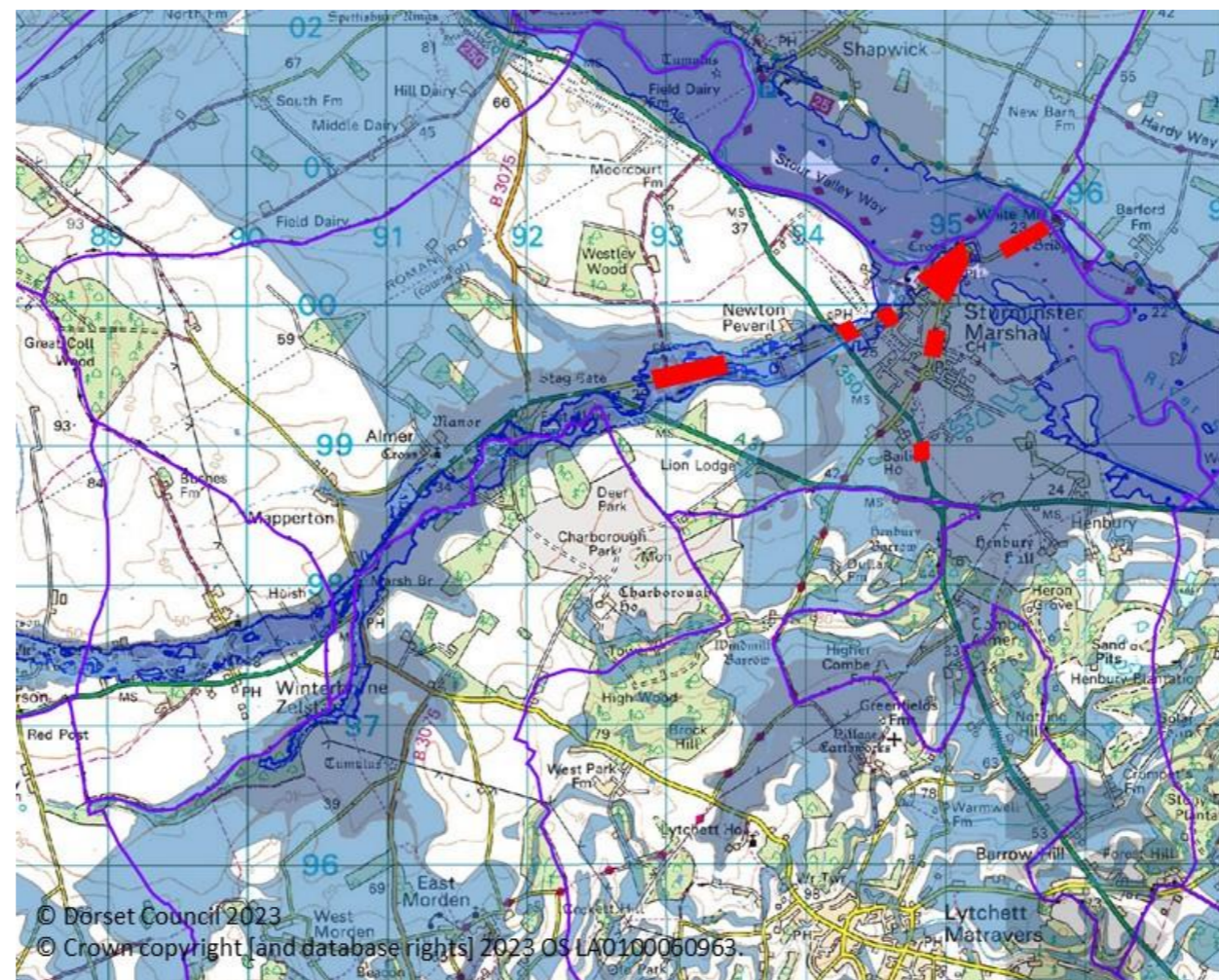
Policy SMNP2: CONTROL OF FLOODING

All developments must be undertaken in such a way that they do not increase flooding risk within the parish or beyond its limits. To achieve this, the following measures need to be taken:

- A site specific and proportionate Flood Risk Assessment (FRA) is to be submitted in support of all development proposals in the areas identified at risk of flooding as shown in Map 1. This should include an assessment of site characteristics / ground conditions, identify any prevailing flood risk from all potential sources (i.e., fluvial, surface and ground water / springs, and sewers), and outline the mitigation measures that are to be adopted.
- The specific use of infiltration measures and soakaways is to be substantiated by appropriate investigation and testing according to the ground conditions and potential groundwater levels.
- There will be presumption against proposed developments with a significant risk of increased runoff, unless accompanied by a demonstrably efficient SUDS (Sustainable Urban Drainage) system.

Any development will need to demonstrate that it would not compromise water quality in groundwater or the river system.

Where practical, SUDS should be vegetated and use natural processes to slow and clean the water whilst increasing the biodiversity and landscape value of the area.



Map 1

Policy SMNP3: SEWAGE TREATMENT WORKS

Major development will be required to demonstrate that any necessary upgrades to the sewage treatment works (as advised by Wessex Water) will be in place prior to the site's occupation.

NATURAL ENVIRONMENT: LANDSCAPES, HABITATS AND WILDLIFE

In our public consultations we found that many residents placed great value on local landscape character, including views, and on the natural and historic environments.

Objectives:

Our environment is important to us, so we seek to:

- Ensure that development is sensitive to the rural setting of the parish and does not adversely impact its character, environment or landscape
- Protect green spaces and recreational trails valued by local residents and create new ones wherever possible
- Promote protection of semi-natural habitats within the parish and, where possible, enhance Biodiversity



Policies:

Policy SMNP4: MAINTAINING LOCAL CHARACTER

Development should retain the rural character of the area, paying particular regard to the retention, and where practical the enhancement, of landscape features that contribute to that area's character, including:

- Scale and nature of the field systems, and traditional field boundaries
- Extent and influence of tree and hedgerow coverage in that area
- Extent and influence of the river systems and the heath, chalk and woodland habitats
- Dark skies character of the countryside

The public rights of way network provides residents and visitors alike with opportunities to enjoy the intrinsic beauty of the countryside. Panoramic views are limited, but can be enjoyed from the higher ground in parts of the parish.

Policy SMNP5 : VALUED VIEWS

Development should retain and where possible enhance access to the wider countryside. The scale, design and layout of development (including any landscaping) should minimise adverse impacts on publicly accessible views over open countryside, and towards key landmarks, including:

- The River Stour;
- White Mill Bridge;
- Packhorse Bridge at Millmoor;
- St Mary's church tower in Sturminster Marshall;
- St Mary's church tower in Almer;
- Stag Gate;
- Charborough Tower;
- Badbury Rings.



LOCAL GREEN SPACES

National planning policy allows communities to identify those places which are well related to existing settlements and hold a particular local value to be designated as “Local Green Spaces”. This designation provides strong protection against development, that should last well beyond the Neighbourhood Plan period.

Potential local green spaces were identified in our consultations and have been checked against the criteria set out in national policy.

- Bartons Ground
- Charborough Green
- Churchill Close
- Maypole Green, Timber Green and Stocks Green with Johnnie’s Ditch
- Trafalgar Green
- The Old Railway Line
- Walnut Tree Field



Policy SMNP6: LOCAL GREEN SPACES

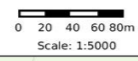
The local green spaces listed below, are given special protection, and inappropriate development that would harm their reason for designation will not be permitted. Development within these areas must preserve their openness and not conflict with the purposes for which they were designated.

- Bartons Ground
- Charborough Green
- Churchill Close including approaches
- Market Place: Maypole Green, Stocks Green and Timber Green
- The Old Railway Line
- Trafalgar Green
- Walnut Tree Field

Development adjoining these areas must also respect their reason for designation and should not significantly detract from their enjoyment.

Important Local Green Spaces

Sturminster Marshall

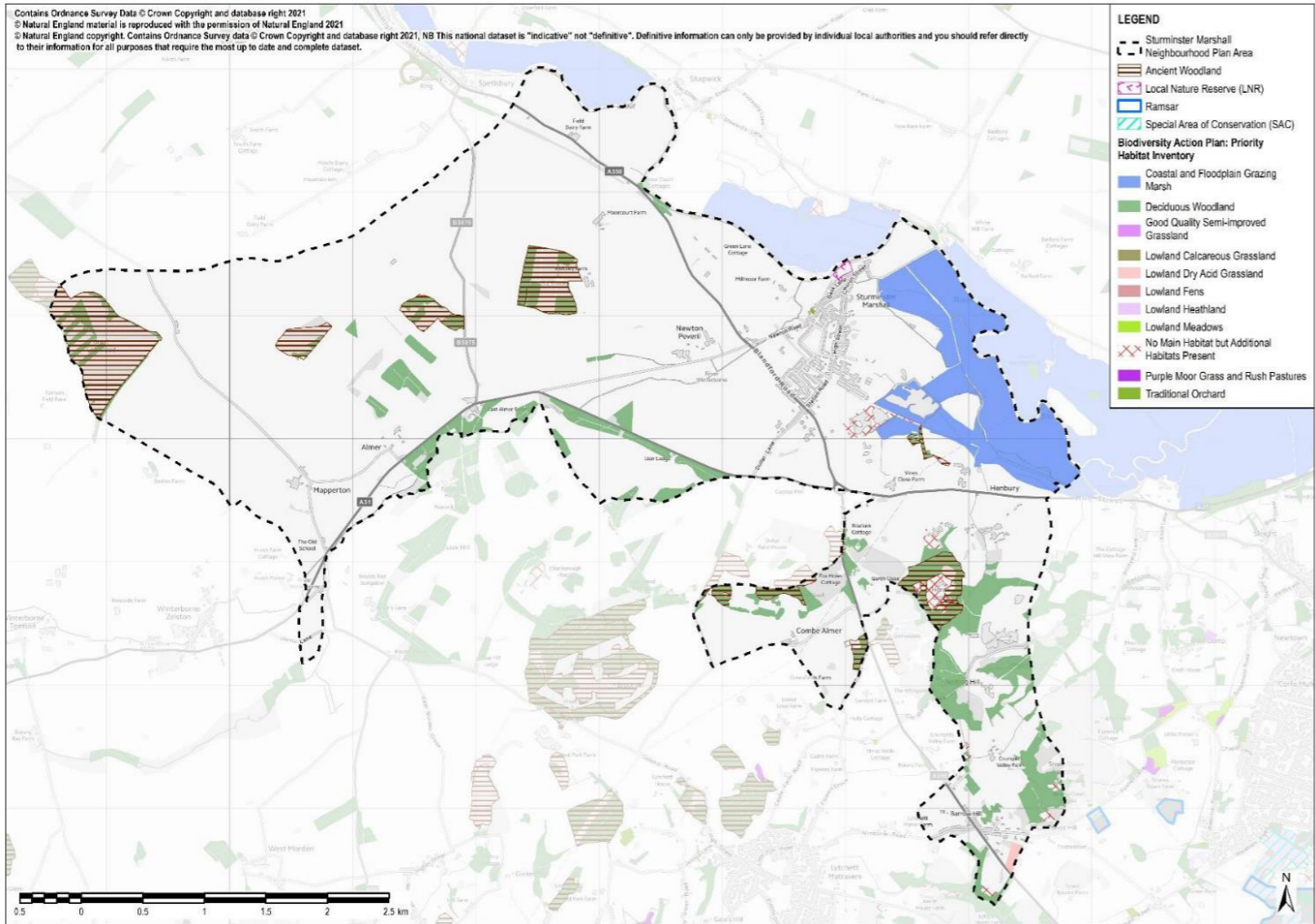


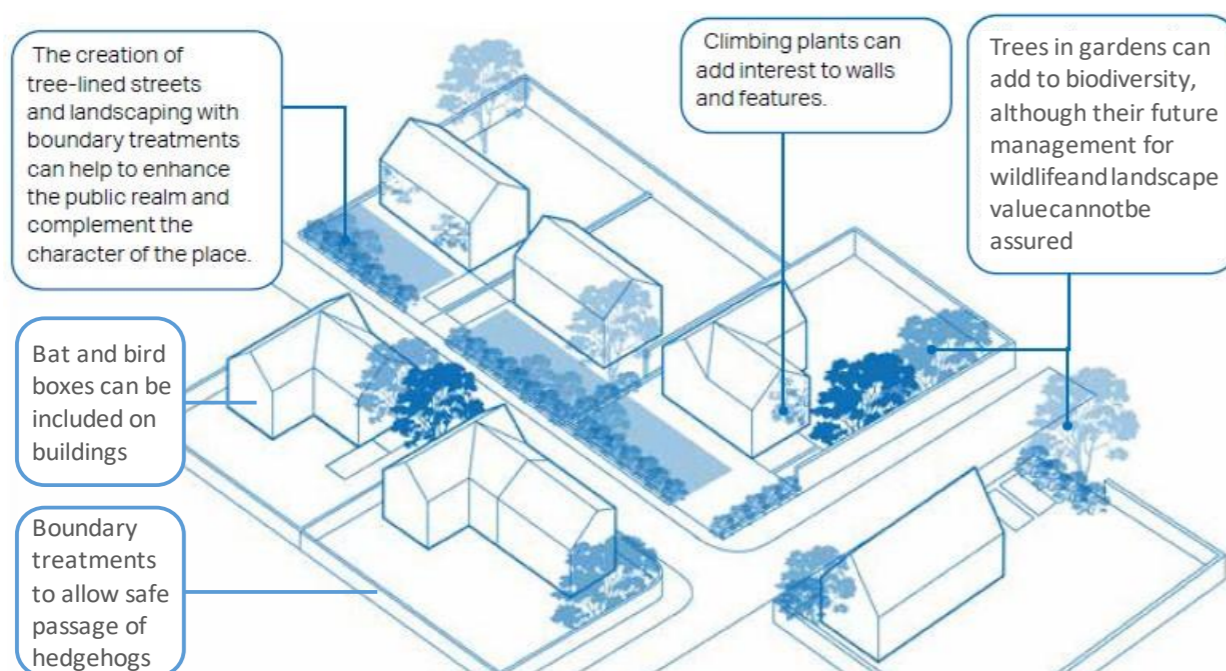
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HABITATS AND WILDLIFE

There are many locally important wildlife areas within the Sturminster Marshall Neighbourhood Plan area, largely centred on the rivers and small broadleaf woodlands in the parish. The river corridors, hedgerows, dismantled railway corridor, field margins and areas of woodland form an interconnecting network of wildlife corridors. The map below identified those sites that have been designated or known to contain priority habitats, but additional sites (such as several ponds and the railway corridor) have been identified.





Opportunities for wildlife

Policy SMNP7: PROTECTING AND ENHANCING OUR LOCAL WILDLIFE AND HABITATS

Development must protect and, wherever practicable, enhance biodiversity, starting with a thorough understanding of the existing wildlife areas and corridors (such as existing field hedgerow boundaries and streams) that are in the vicinity of the site, and the wildlife that may be affected by the development (this can be demonstrated through the submission of a completed biodiversity checklist and any necessary supporting ecological surveys). In line with national policy, a net gain in biodiversity will be sought.

Measures to support the improvement of wildlife habitats, including their resilience to climate change, will be supported.

Any development (other than householder applications, changes of use, or development that due to its limited scale and location would have a minimal impact on existing habitats) will be expected to include a biodiversity gain plan which demonstrates how a minimum 10% net biodiversity gain will be achieved, including measures taken to avoid harm to, and where practical strengthen, the network of ecological sites in the parish, through the provision of wildlife corridors and habitat enhancement. This could include:

- use of grass / sedum roofs where this would be compatible with the character of the area;
- planting native hedgerow and tree species on site boundaries and within the public realm, where possible reinforcing and linking existing green corridors;
- use of bee bricks, bird and bat boxes within new buildings and extensions / alterations;
- use of ponds, swales and other vegetated and wild-life friendly flood-mitigation features.

BUILT ENVIRONMENT – HERITAGE AND DESIGN

Objectives:

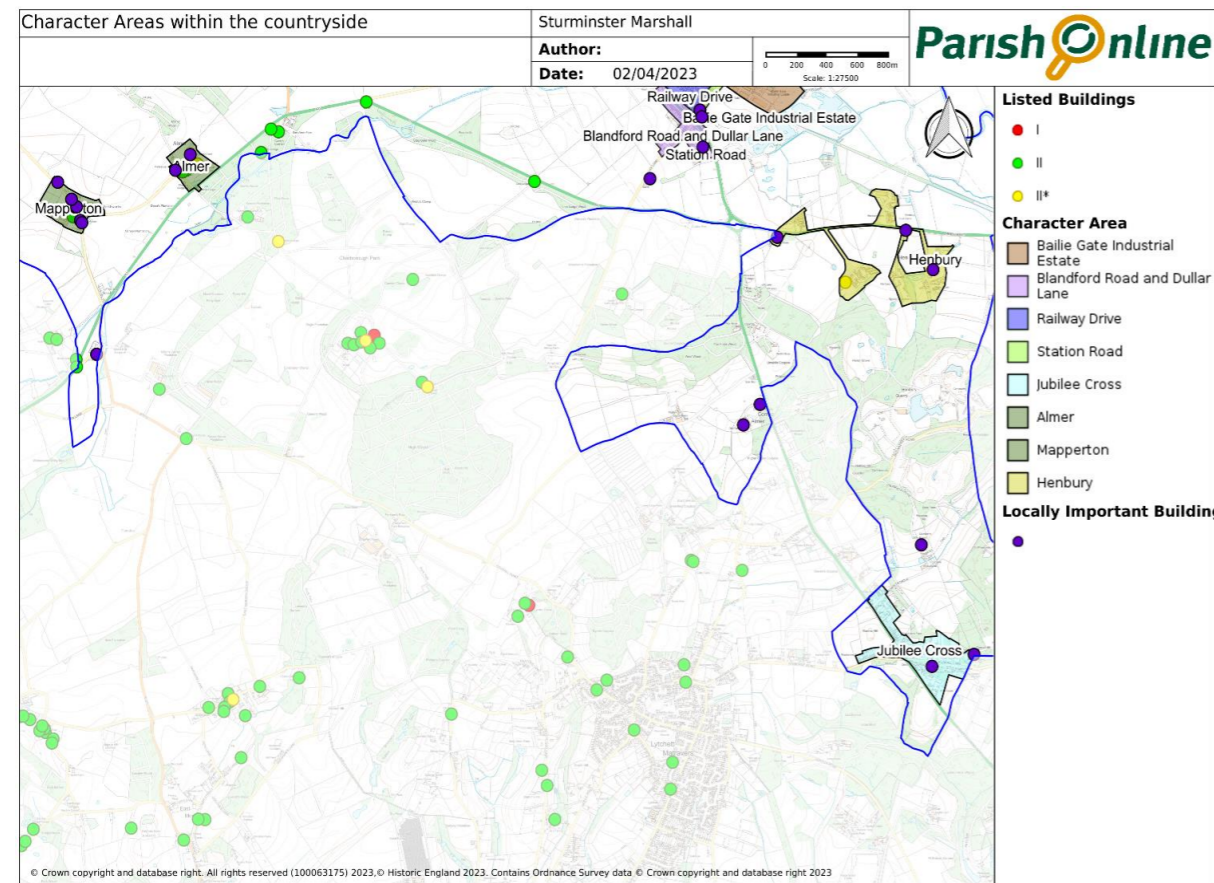
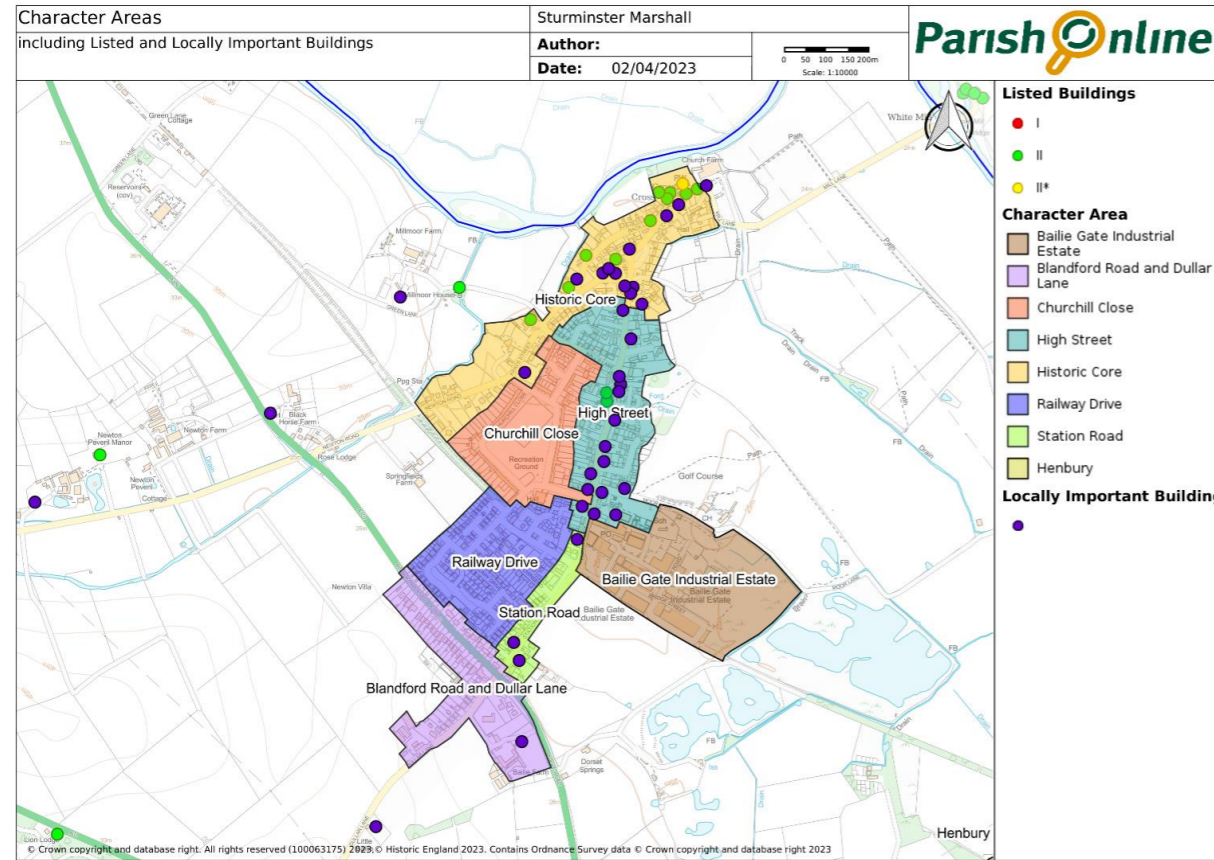
- Achieve a better understanding of the historically important buildings and other heritage assets and how they contribute to local character. Identify the characteristic buildings and features in the distinct areas of the parish that should be retained in future developments.
- Ensure that the character of the area (including the outlying settlements) and the setting of these assets is not compromised by the presence of new developments, through the careful consideration of location, layout, scale, design and materials used.

As part of working on the plan, the different character and history of the various parts of the parish has been explored. This has helped us understand the different styles and materials, and identify further, locally important (but unlisted) buildings and features that contribute strongly to the unique character of our area.

Heritage – Protecting Locally Important Features

Policy SMNP8: UNDESIGNATED HERITAGE ASSETS AND OTHER LOCALLY IMPORTANT BUILDINGS

Development should conserve and respect the contribution made by the many locally important buildings and features, as described in Appendix 5, to the character of the area, taking into account the balanced judgement on non-designated heritage assets required under national policy. Proposals which enhance or would lead to a better appreciation of these assets will be looked on favourably.



Applying the Design Principles to Development

Policy SMNP9: KEY DESIGN PRINCIPLES:

Development is expected to follow the key design principles of the character area in which it is based, together with the general design principles set out in Policies SMNP10 - 13. Where a design and access statement is required, this should explain how these principles have been followed.

Policy SMNP10: DESIGN PRINCIPLES - LAYOUT

As a general rule, the street layout and plot patterns should conform to the following principles:

- Strong linear development following the main routes;
- Clear indication of safe pedestrian routes, through the use of dedicated footways within the highway where feasible;
- Street trees should be included where feasible. These should be placed with at least a 1m clearance of the footway or carriageway, away from below-ground utilities, and should not block key view corridors or sight lines;
- Existing mature broadleaf trees should be incorporated into the layout of development as part of the landscape design, using them as accents and landmarks where appropriate;
- Buildings face towards the road creating an active frontage. The orientation and internal layout will also need to consider the placement of solar panels and glazing to reduce heating demands;
- Variety of plot patterns and subtle variations in the building line (with the exception of the Churchill Close character area). The degree of set-back will depend on the character of the area and provision of parking, but should include sufficient space for planting / front gardens so that the character of the area remains green;
- Gaps between dwellings retain glimpsed views to the wider countryside.

Particular care should be taken in the design and layout of buildings at key junctions / approaches to the village, to create a distinctive and inviting space that should be attractive and welcoming to visitors.

Consideration should be given to the use of landmark elements (for example, a distinctive building, public art, or sizable trees within an area of green space) together with fingerposts (in character with local signage) to help visitors find key route connections and community facilities. Given the relatively flat nature of land within and around the village, such views are likely to be relatively short, but can be connected as a sequence.

Build Form and Scale

Policy SMNP11: DESIGN PRINCIPLES: BUILDING FORM AND SCALE

As a general rule, the scale and form of buildings should conform to the following principles:

- Building heights should be between 1 and 2 storeys (with 2½ storey buildings being the exception), at an equivalent height to similar buildings found in that character area.
- Where development is proposed within an existing character area, its form and scale should reflect the characteristics and variety found in that area.
- The scale and form of extensions must not overwhelm, unbalance or otherwise detract from the original design of the host building, and its relationship with adjoining buildings.

Boundary Treatment and Public Realm

Policy SMNP12: DESIGN PRINCIPLES: BOUNDARY TREATMENT AND PUBLIC REALM

The design of boundary treatments and the public realm in Sturminster Marshall should generally conform to the following principles:

- Boundary treatment of road frontages should be used to reinforce the linear form and rural character of the street layout, through the retention and use of native hedgerows, traditional low boundary walls and metal railings. Close-boarded wooden fences and high boundary walls should be avoided adjoining the highway, public realm and settlement edge (with the countryside). Verges with planting strips should be used to enable shrubs and climbing plants to be used to screen features such as garages, blank walls and fences where these cannot be avoided in the street scene.
- Arrangements for waste storage and collection should be clearly set out and integrated within the plans in a manner that does not detract from the vegetated, rural character of the street scene.
- Green spaces for amenity and informal recreation should be included within residential areas in line with the open space standards covering recreation grounds and public gardens, children and young people's space and amenity green space as set in the Local Plan. These should be designed as a central part of the development, and where practical combined to enable the incorporation of large tree species and flood attenuation / drainage features as part of their design.

Materials and Architectural Design

Policy SMNP13: DESIGN PRINCIPLES: MATERIALS AND ARCHITECTURAL DESIGN

As a general rule, the materials and architectural design of buildings should conform to the following principles:

- The use of material and architectural designs should reflect the characteristics and variety found in that character area. In the case of sites on the edge of another character area, the transition with the adjoining area should also be taken into account.
- The environmental properties of materials should be considered (and referenced in the sustainability statement) and may justify the inclusion of materials not currently found in the area provided that it reflects the colour palette of the parish.
- The architectural design should include features to add interest and variety appropriate to the nature and context of the building, and to increase the environmental standards of the building where feasible (the latter should be referenced in the sustainability statement). In particular, consideration should be given to:
 - the use of porches on dwellings (or how the entrance is defined on commercial properties)
 - the use of decorative gables, ridge tiles and chimneys on dwellings
 - the integration of solar panels, and whether these can be part of (rather than added to) the roof
 - the use of roof overhangs and window reveals
 - window size, style, and the use of lintels, sills and decorative shutters on dwellings.

HOUSING

Objectives:

- Provide opportunities for local people to continue to live in the area by encouraging an appropriate mix of housing types within any new development. This should include sufficient numbers of affordable homes for first-time buyers and young families, and housing suitable for older, retired people.

Background:

- Christchurch and East Dorset Local Plan Part 1 - Core Strategy(2014) - no set housing or development target for the parish of Sturminster Marshall
- East Dorset District Council published their first draft of the East Dorset Local Plan (2018). This proposed a housing target for Sturminster Marshall of at least 250 dwellings for the period up to 2033, noting that this would require the release of land from the Green Belt.
- Dorset Council published the first draft of the new Dorset-wide Local Plan (January 2021) - Sturminster Marshall's indicative target was 472 dwellings for the period up to 2038, of which land was allocated for 425 homes on land to be released from the Green Belt

Our Housing Target Conclusions:

Based on an analysis of past planning permissions and properties built over the period 2010 - 2021, it is clear that the indicative housing target included in the 2021 version of the draft Dorset Council Local Plan is significantly in excess of what would be a realistic assessment of local need.

Local need appears to be primarily driven by affordable housing need, which currently stands at around 15 households. Additional open market housing may help provide stock more suited to the current population.

On this basis a housing target of at least 30 dwellings over 10 years (or 3 dwellings per annum) would seem an appropriate basis to plan for, with the aim to review this when the Local Plan target for this area, and whether sites may be released from the Green Belt, has been examined.

Policies:

Policy SMNP14: HOUSING TYPES

New housing developments should seek to meet the housing needs priorities of Sturminster Marshall parish, comprising:

- i) affordable rented homes, and particularly social rented options, aimed at those living in or who have a local connection to the parish and who are on below average incomes – where viable this should make up at least 30% of dwellings on larger sites

ii) intermediate affordable homes such as discounted starter homes and shared ownership options, aimed at those living in or who have a local connection to the parish who are looking to buy but are unable to afford open market prices (the level of discount will need to be set with regard to local wage levels) – where viable these homes make up at least 10% of dwellings on larger sites

iii) a broad mix of market housing but including homes suitable for older residents looking to down-size, and homes suitable for young families looking to get onto the housing ladder. Larger (4+ bedroom) homes should not exceed 20% of the open housing mix and be designed to be adaptable to include the ability to provide annexed accommodation or greater live-work flexibility.

In order to support home-working, the design of new housing should include clearly identifiable space within the home (or curtilage) that can be used as a designated work area (i.e. not part of the shared living space).

Policy SMNP15: RURAL EXCEPTION SITES FOR AFFORDABLE HOUSING

Rural exception sites within the Green Belt adjoining the village of Sturminster Marshall and within the built-up area at Jubilee Cross will be supported, provided:

- i) The proposed development would provide a mix of affordable housing size and type which meets demonstrated local housing needs arising from within the parish, and taking into account the need for car ownership for locations that are poorly served by public transport;
- ii) Any open market housing must be demonstrably necessary to facilitate the affordable housing, be of a type and size to reflect local need, and should only comprise a small proportion (no more than 25%) of the total housing mix on that site;
- iii) Secure arrangements are included to ensure that affordable housing will be enjoyed by successive as well as initial occupiers, with priority given to those with a local connection to the parish;
- iv) The development would not significantly detract from the character of the settlement and the surrounding landscape.

EMPLOYMENT & BUSINESS

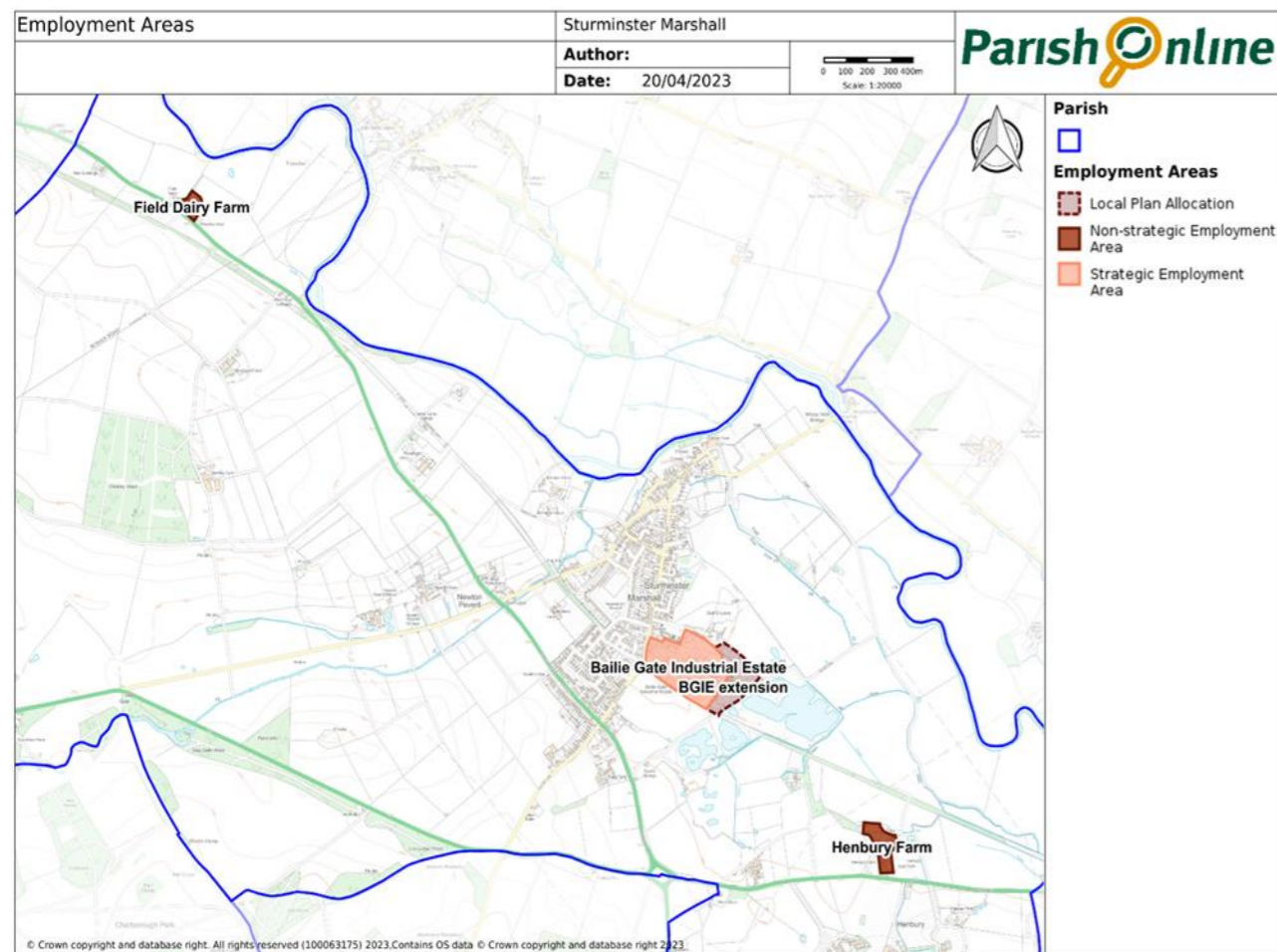
Objective:

- Encourage employers to provide employment opportunities within the parish for local people

Most local businesses are located on the Bailie Gate Industrial Estate. A Business survey was conducted in October/November 2020 and very little feedback was received confirming the view that very few businesses have any association with the village.

However the Dorset Local Plan proposes an extension to the Bailie Gate Industrial Estate, which has capacity to provide around 3.3 ha of employment land on top of further opportunities within the existing industrial estate

The household questionnaire told us that only 1% of people that lived in the Parish worked on the Bailie Gate Industrial Estate. A further 5% worked from home (Pre Covid).



Policy SMNP16: SUPPORTING LOCAL EMPLOYMENT OPPORTUNITIES

The retention and small-scale expansion of existing employment sites allowed through the Local Plan will apply to sites shown on Map 11, subject to Green Belt restrictions.

Within the Bailie Gate Industrial Estate, Use Class E, B2 and B8 employment uses are supported, but typical 'High Street' uses (Use Class E (a – f)) should be located on land fronting onto the High Street and be of a scale appropriate to Sturminster Marshall village as a rural service centre, with B2 and B8 or otherwise unneighbourly employment uses located away from this frontage.

The expansion of the Bailie Gate Industrial Estate, as envisaged in Policy RA1 of the Local Plan and identified in Fig. 18, should:

- i)** Be limited to Use Class E(g) (Office, Research and Light Industry), B2 (General Industry) and B8 (Warehousing and Distribution) employment uses (through the imposition of appropriate conditions);
- ii)** Incorporate significant landscape buffers on the north, west and southern boundaries abutting the countryside;
- iii)** Be accompanied by a Flood Risk Assessment in accordance with Policy SMNP2;
- iv)** Be in accordance with design Policies SMNP9-12
- v)** Provide for safe and attractive pedestrian and cycle links in accordance with Policy SMNP19;
- vi)** Be accompanied by a Transport Assessment in accordance with Policy SMNP20;
- vii)** Improve traffic management including, if feasible, the delivery of a new link road connecting onto the A350 in accordance with Policy SMNP21.

Employment premises should be designed to be adaptable, with the arrangement of doors, windows and parking provision, and the relationship between units, designed to enable future sub-division into smaller units (and combining into larger units) without the need to re-build. Explanation of flexibility in the design should be included within the sustainability statement.

COMMUNITY FACILITIES

Objective

- Protect and enhance the range of community facilities in the Parish including retail, sport, play, education, and social infrastructure

Policies

POLICY SMNP 17: SUPPORTING AND IMPROVING COMMUNITY FACILITIES

Development proposals to improve the provision of community facilities in a manner in keeping with the character of the area will be supported. Every effort should be made to work with the local community and relevant authorities to investigate potential solutions to avoid any loss of these valued assets:

- Sturminster Marshall First School with associated Pre-school provision
- Spar and NISA stores with associated Post Office and Pharmacy services
- Memorial Hall and Old School
- St Mary's Church (Sturminster Marshall) and St Mary's Church (Almer)
- The Red Lion, The Golden Fox, The Worlds End and the bar / catering facilities at Sturminster Marshall Golf Club.
- Churchill Close Recreation Ground and Sturminster Marshall Golf Club

POLICY SMNP 18: SPORTS AND RECREATION AREA – LAND AT STATION ROAD

Land at Station Road, as identified in Saved Policy SM3 and shown in Fig. 19, is reserved for public open space for the sport and recreation needs of the community, which may include:

- sports pitches
- allotments
- a Multi Use Games Area
- a skate park
- a small building containing changing rooms and pavilion
- car parking to serve the sports and recreation area.

POLICY SMNP 19: INFRASTRUCTURE NEEDS OF LARGE SCALE DEVELOPMENT

Large scale development should demonstrate that the Parish Council, education and healthcare services providers have been actively involved in assessing the infrastructure needs to accompany such development, and a comprehensive package to deliver anticipated community infrastructure needs should be included as part of the development proposals.

RIGHTS OF WAY, WALKING AND CYCLING

Objective:

Identify where opportunities may arise to create safe routes for walkers, cyclists and horse riders.

Rights of Way Improvement Priorities are shown below

Trailway project	Extending the Trailway through Sturminster Marshall to enable onward links to Spetisbury and Corfe Mullen, including improvements to the access (ramp) on footpath E/20 from Newton Road to cater for those with disabilities and including a bridle way / cycle path next to the south side of the Bailie Gate Industrial Estate (where development has already taken place on the track bed).
Stour Valley Way link	Providing a footbridge over the river at Walnut Tree Field to allow direct access to the Stour Valley Way
Jubilee Cross to Lytchett Matravers link	Extending the footway from Jubilee Cross to enable onward link along Wimborne Road to Lytchett Matravers (the pavement currently stops at the last house in Jubilee Cross)
Moor Lane and Mill Lane	Promoting Moor Lane to Mill Lane path as a circular recreational route primarily for walkers, and improving the safety of Mill Lane for walkers and cyclists, which would also enable better access to trails north of the River Stour.
A350 in Sturminster Marshall village	Extending the footway alongside A350 to Junction of Newton Road at Maggs Bridge
Henbury to Sturminster Marshall link	Improving pedestrian links from Henbury to Sturminster Marshall village. A footpath from Henbury to Vines Close linking to footpath E53/6 would help Henbury residents access shops and bus services in Sturminster Marshall, but this might also be achieved via footpath E53/1 and the Trailway, providing a safe crossing of the A31 can be achieved.
Newton Road and Kings Street	Improving the safety of Newton Road and Kings Street for walkers and cyclists, or providing a separate footway along these routes if feasible.
Wareham Forest Way crossing points	Improving the safety of those sections of the Wareham Forest Way that require walking on the A31 and A350.

SMNP20: RIGHTS OF WAY, WALKING AND CYCLING

Development should not result in an adverse impact on the safety of users of the key pedestrian and cycle route network shown on Map above. Any development that would adjoin or incorporate these routes should seek to improve their safety and amenity, and retain and where possible enhance their rural character, so that more people are encouraged to walk and cycle.

The delivery of the improvements identified in Table 11 (above) will be supported. Where development includes any part of proposed new routes, including the Trailway extension, these routes should be safeguarded and measures taken to link into them from the development where appropriate.

New development should be planned to be permeable, promoting active travel at all times, and where practical, include options for onward walking and cycling connections

Pedestrian / cycle routes should be designed to be attractive, safe and convenient, and meet the following standards:

- routes should be reasonably direct, with good surveillance, avoiding sharp turns and confined corridors (e.g. not in between high fences or walls with no surveillance)
- the design should reflect the rural character of the area, be of sufficient width to allow users to pass easily and safely, and where possible allow wheelchair and pushchair access and use, with surfaces designed to be well-drained and low maintenance
- where appropriate the routes should be landscaped to create attractive 'green corridors' with use of grass, shrubs and other appropriate planting and boundary treatments, that will provide added wildlife benefit.

TRAFFIC AND TRANSPORT

Objectives:

- Reduce problems associated with street parking, especially close to the school and retail outlets.
- Explore ways in which traffic movements may be modified to avoid congestion, in particular, along Station Road and sections of High Street.

Background:

The main access routes into the village of Sturminster Marshall are directly off the A350, either using Station Road or Newton Road. The location of the Bailie Gate Industrial Estate in the village means that Station Road has a much higher level of medium and heavy goods vehicles, as well as agricultural machinery. The village roads and Mill Lane, towards White Mill Bridge and the B3082 (Blandford/Wimborne Road), are also used as a “rat run” during peak traffic periods due to drivers trying to avoid delays on the A350 and A31. Due to the haphazard nature of on-street parking, some areas such as near the shops and school and in older parts of the village where homes were built without parking and limited pavements, can also be problematic.

Both the A350 and A31 experience high traffic volumes at peak times and a study of the A350 has been promised for some years and was due to be published in Spring 2023.

Policies:

Policy SMNP21: TRANSPORT ASSESSMENTS

Transport assessments, where required, should demonstrate:

- how the development will alter the size and volume of the vehicles accessing the site;
- how the adequacy of the routes (in terms of their functional width given on-street parking levels within the village) has been taken into account in assessing safety and traffic flows;
- how likely growth in traffic (including the cumulative impact of development planned on the A350 corridor up to and including Blandford Forum and proposed expansion of the Bailie Gate Industrial Estate) has been taken into account;
- how findings arising from the A350 study have been taken into account.

Policy SMNP22: TRAFFIC MANAGEMENT AND TRANSPORT IMPROVEMENTS

Traffic management proposals will be supported, particularly where these will help achieve the following objectives:

- the reduction of traffic congestion / queuing for vehicles accessing onto the A350 from the village
- improvements to the pedestrian and cycle route network, including the (missing) link along the A350 between Station Road and Newton Road;
- the alleviation of problems associated with on-street parking pressures;
- the reduction of traffic speeds, including measures such as implementing 20mph traffic speed restrictions or calming measures within the village, and the extension and reinforcement (through speed indicator devices or other measures) of the existing 30mph limit on the A350.

Large scale development within or to the south side the Bailie Gate Industrial Estate up to the A350 must consider the feasibility of providing a new link road connecting onto the A350, and safeguard such a route if practical and deliver it if it is viable to do so.

Policy SMNP23: PARKING STANDARDS

Development should be designed to meet or exceed the number of car parking spaces set out in the adopted car parking standards, taking into account the latest data on car ownership levels. Unallocated on-street parking as part of this provision will only be supported where there are safe crossing points and traffic flows would not be impeded.

The design of parking should not result in development that is unsightly or in which parked motor vehicles will dominate the street scene. Garages should be at least 6m x 3m to provide sufficient room for cars to park inside them as well as providing some room for storage.

Opportunities must be created for unallocated electric vehicle charging points for visitors and residents, designed to integrate without detriment to the public and private realm.