



## Part B – Representations

Please answer as many questions or as few questions as you wish. There is a box at the end of the form where you can provide any comments that you may have.

### Housing

1. Do you consider that a housing need figure of 366 dwellings a year is an appropriate figure on which to plan for housing growth in North Dorset? If not, please set out what you consider to be an appropriate figure and provide reasons for this.

Yes

No

*If you have answered 'No' please set out an alternative housing figure and provide reasoning to support your answer.*

The current housing requirement set out in adopted North Dorset Local Plan Part 1 is 285 dwellings per annum (dpa). The adoption of the Part 1 Plan was predicated on the basis that the Council would undertake an early review, including in relation to housing need.

Whist, as part of this review, the Eastern Dorset 2015 SHMA concluded the Council's Objectively Assessed Need (OAN) was 330 dpa; this figure will effectively have been superseded by the Government's 'standard methodology' formula if it is adopted in its current form. As the Issues and Options document points out, the 'standard methodology' requirement would be 366 dpa.

We therefore welcome the Council's acknowledgement of the 366 dwelling figure and that they are currently proposing this as the annual housing requirement for North Dorset.

However, even if the finalised Government formula results in a lower requirement than 366 dpa, it is not mandatory for the Council to promote a lower figure. There are a number of examples across the Country where local authority Members have endorsed a housing requirement above the 'standard methodology' formula even though their emerging plans are at the stage where they would have a 'standard methodology' requirement. These include Harrogate Borough, Newcastle-under-Lyme Borough, and Shropshire Council; all of whom are promoting higher numbers even though they will be submitting their plans post the finalisation of the Government's formula.

The Issues and Options document floats the idea that a key part of the process will be to test whether North Dorset can physically take the number of dwellings proposed due to its numerous constraints but the reality is that geographically little over a third of the local authority area is constrained by nationally important policy (AONB) and consequently there are significant opportunities for the Council to increase its housing delivery and significantly boost its supply of housing as expected by the NPPF.

Based on the current 'standard methodology' formula we are supportive of the 366 dpa suggested housing requirement. Certainly there is no justification, or indeed need, to go below that figure, even if the final version of the 'standard methodology' reduced it. In fact we consider that there is even greater capacity within the District to deliver an even higher housing requirement.

The Issues and Options document recognised that the Council does not have a 5 year requirement of deliverable housing sites. It has fallen to just 3.4 years and due to persistent under-delivery North Dorset is a 20% authority. Based on the 285 dpa figure, the Council needs to deliver 444 dpa over the next 5 years just to catch up.

In terms of the supply of land, the Council indicates that there are 1,511 deliverable plots comprising of sites with permission, allocated sites, and other sites from the SHLAA. It is worth noting that of the 1,511 units, only around 15% have actually started (AMR 2107) so it is debateable as to whether even 1,511

dwellings are deliverable in the next 5 years.

It is also interesting to note that the affordable completions over the last 6 years, are generally on a downward trend (except for 2013/14) as there were 128 affordable home built in 2011/12 but just 33 in 2016/17. This mirrors the lower level of completions generally and reflects the fact that most affordable housing is delivered on the back of open market housing.

The failure to deliver housing is arguably the most significant issue that the Council has to grapple with in the emerging Local plan. We therefore consider it is now an appropriate time to review the spatial strategy for the delivery of housing (and employment) to speed up the construction of new homes so that the Council can meet its housing needs obligations across all sectors of the community. Consequently we consider that there should be a new spatial strategy centred on elevating the status of Stalbridge and increasing dispersal to the rural areas. We discuss this further in our response to Questions 4 and 5 below.

### **Employment**

2. Do you consider that additional employment land should be allocated for development at Blandford as part of the Local Plan Review?

Yes

No

3. Do you consider that there is a need to allocate additional employment land in any other part(s) of the District?

Yes

No

### **Spatial Strategy**

4. Do you consider that the existing spatial strategy, as set out in LPP1, should be amended to allow for some limited growth at Stalbridge, beyond just meeting local needs?

Yes  *There should be more than just limited growth – see below*

No

5. Do you think that the Council should consider implementing any other alternative spatial strategy through the LPR? If so, please explain your reasons why.

Yes

No

*If you have answered 'Yes' please set out your alternative spatial strategy and provide reasoning to support it.*

Richborough Estates is promoting land at Stalbridge (north of Station Road) for residential-led development.

North Dorset's current spatial strategy is set out in the adopted Local Plan Part 1 and has Blandford (Forum and St Mary), Gillingham, Shaftesbury and Sturminster Newton defined as main towns followed by Stalbridge and eighteen larger villages as locations to meet local needs.

However, this spatial strategy is no longer the most appropriate way to deliver new development across North Dorset and needs to be reviewed. It is now failing to deliver new housing at the levels needed and the principal reason for this is too much development has been focussed on the main towns. The Local Plan Part 1 allocates a minimum of almost 5,000 houses across the main towns but only 825 dwellings in Stalbridge and the other eighteen villages. Although it is acknowledged that the latter is also a minimum,

this 86% - 14% split is a clear indication just how much the localised housing markets in the four main towns are expected to absorb.

The Issues and Options document highlights affordability problems, and in particular for first time buyers houses prices being x 9.5 income (2016 median ratio). Furthermore the District has both a higher number of people aged 65+ and a lower number of those under 30 compared with the national average; with the Issues and Options making the very valid point that the aging population means a high proportion of the workforce is nearing retirement. This it says will see a likely significant shortfall in labour supply by 2024 unless there is a greater in-migration of working age people.

These are just two issues, but both suggest there is a need to build more homes to attract a greater element of the working population and to deliver those homes quicker.

Whilst the current spatial strategy may have been the most appropriate way to deliver housing in the past, it is now evident that it is failing and should be reviewed. A continuation will simply exacerbate the current delivery crisis and, with a new emerging Plan, this is exactly the right time to be changing strategies.

To be fair to the Council, they do recognise this to a certain extent by suggesting the possibility for Stalbridge to accommodate "*some limited growth*"; but the Council must be much bolder and elevate Stalbridge to a main town in a new spatial strategy so that it can accommodate growth of a greater scale. Therefore it is not enough to just say Stalbridge can have limited growth, it must have much more than this.

Para 2.2 of the Issues and Options already recognises the role of Stalbridge when it says "*Residents of the villages largely rely on the four main towns and Stalbridge to access facilities and services*" (our emphasis).

Looking at the constraints identified in the Issues and Options for the current main towns compared to Stalbridge, it is evident that the latter is less constrained. The Issues and Options highlight various constraints across the main towns such as AONB, ecology/biodiversity, and topography but none of these are raised for Stalbridge.

As the Council is already aware, Stalbridge has a range of shops, services and facilities including supermarket, post office, pharmacy, optician, butcher, hair and beauty, primary school, pre-school and toddlers' groups, library, church, building supplies, petrol filling station, public house, hot food takeaways, vets, accountant, various sporting clubs and various societies/clubs. The Issues and Options document promotes the benefits of development through maintaining its vitality and viability and providing possibilities for improving infrastructure provision including highway network improvements, extension to the North Dorset Trailway, pedestrian and cycle network infrastructure, public open space, sports and play provision, health provision and education facilities.

If the Council embarks on a strategy of including Stalbridge as a main town then new development can help facilitate the above. In respect of our own site, we are in a position to directly provide some of these (such as the reinstatement of the Trailway as it passes through the site, improvements to pedestrian/cycle facilities, and open space/play provision); as well as indirectly supporting health and education facilities through financial contributions.

The Issues and Options emphasises future growth in Stalbridge is likely to support economic growth and job creation; maintain and enhance services and facilities; provide opportunities to improve local infrastructure; deliver new housing, including affordable; provide opportunities for families to remain in the town and improve community facilities. We concur with all of these but in addition new sites are likely to introduce ecological enhancements through the introduction of biodiversity areas (intensively

farmed land tends to be fairly ecologically negative) and new landscaping opportunities.

As well as designating Stalbridge as a main town, the spatial strategy must also distribute a higher amount of the eventual housing requirement to the eighteen larger villages. Whilst there will inevitably be upper thresholds at individual settlements beyond which new development would be less appropriate; but as a general rule of thumb the emerging Plan should be looking at a minimum target of 50 dwellings being directed towards each of the most sustainable villages. This base level of housing could potentially be increased depending on the sustainable attributes of the village in question.

Aside from the spatial strategy for the delivery of housing within the District, the Issues and Options documents asks the question whether 366 dpa can all be accommodated within the local authority administrative area. The answer to this is yes, they can be; and there is no need to seek help from neighbouring authorities for the delivery of housing to meet North Dorset's own needs.

In conclusion, the spatial strategy should be amended so that the main towns are defined as:

- Blandford (Forum and St Mary)
- Gillingham
- Shaftesbury
- Stalbridge
- Sturminster Newton

The eighteen larger villages should remain as second tier settlements but should receive a greater proportion of the eventual housing requirement. We consider such an approach would help 'smooth' out housing delivery and allow individual localised housing markets to bring forward more housing in parallel with each other rather than expect just four of these to deliver large amounts of new housing at the same time.

### **Blandford (Forum and St Mary)**

6. Do you agree with the conclusions regarding the areas of search identified at Blandford?

Yes

No

7. Are there any further issues relating to the areas of search that you think should have been considered as part of the assessment process?

Yes

No

*If you have answered 'Yes' please set out what you see as the further issues.*

8. What are the additional infrastructure requirements that are likely to result from potential future development at Blandford?

*Please set out what you see as the additional infrastructure requirements.*

**Gillingham**

9. Do you agree with the conclusions regarding the areas of search identified at Gillingham?

Yes

No

10. Are there any further issues relating to the areas of search that you think should have been considered as part of the assessment process?

Yes

No

*If you have answered 'Yes' please set out what you see as the further issues.*

11. What are the additional infrastructure requirements that are likely to result from potential future development at Gillingham?

*Please set out what you see as the additional infrastructure requirements.*

**Shaftesbury**

12. Do you agree with the conclusions regarding the areas of search identified at Shaftesbury?

Yes

No

13. Are there any further issues relating to the areas of search that you think should have been considered as part of the assessment process?

Yes

No

*If you have answered 'Yes' please set out what you see as the further issues.*

14. What are the additional infrastructure requirements that are likely to result from potential future development at Shaftesbury?

*Please set out what you see as the additional infrastructure requirements.*

**Sturminster Newton**

15. Do you agree with the conclusions regarding the areas of search identified at Sturminster Newton?

Yes

No

16. Are there any further issues relating to the areas of search that you think should have been considered as part of the assessment process?

Yes

No

*If you have answered 'Yes' please set out what you see as the further issues.*

17. What are the additional infrastructure requirements that are likely to result from potential future development at Sturminster Newton?

*Please set out what you see as the additional infrastructure requirements.*

## Stalbridge

18. Do you agree with the conclusions regarding the areas of search identified at Stalbridge?

Yes

No

19. Are there any further issues relating to the areas of search that you think should have been considered as part of the assessment process?

Yes

No

*If you have answered 'Yes' please set out what you see as the further issues.*

As the Issues and Options document notes, Stalbridge (along with Sturminster Newton and Marnhull) provides services and facilities for the residents of the western part of the District.

As highlighted above, we are promoting the land north of Station Road for residential-led development. At the time of writing, there are three pending residential planning applications at Stalbridge. These three sites together with our site have essentially formed the basis for the general areas of search shown in the Issues and Options; and with the exception of Area E, the other four areas each include one of the sites.

Addressing Question 18 first, our land interests are located within Area A (comprising of about half of that area) and work to date suggests it could accommodate circa 137 dwellings (a Concept Masterplan is appended to this response form as Appendix A).

Our highway engineers, PTB, have undertaken an Access Appraisal (Appended as Appendix B) to show that the site can be accessed. They have concluded there are different vehicular access options onto Station Road and these are provided within the Appraisal. PTB has also considered pedestrian and cycle access and this is also addressed in the Appraisal, and as part of this our proposals would include the reinstatement of a section of the North Dorset Trailway as it passes through the site.

In terms of highway capacity, the Transport Appraisal notes traffic flows across the town are relatively low and no significant junction delays were observed at the morning and evening peak periods. The maximum queue observed on Station Road at its junction with High Street was four vehicles, and then only on one occasion in the evening peak hour.

In summary the Access Appraisal finds:

- Vehicular, cycle and pedestrian is achievable;
- The traffic impact of the development proposal within Stalbridge would be minimal;
- Stalbridge offers a range of facilities to support residential development;
- The town supports two bus services; and,
- The highway network within Stalbridge has a very good safety record;

In conclusion, PTB find that a safe and suitable access can be achieved to the proposed development site and the town provides a range of facilities typically required to support a residential development.

Our initial assessment work has also looked at landscape and has found that the eastern edge of Stalbridge reflects a more modern and generic built form that includes a combination of standard 20th century residential styles and large scale warehouse forms of development. Such scale of development sits rather starkly in the landscape and delivers an adversely negative visual appearance on the approach



to the town.

Bringing forward our site will offer the opportunity to create a much more sympathetic settlement edge and provide a significant visual improvement when approaching the town from the east – this would not only benefit road users but those who use the PRoW network in the vicinity of the site. We consider that a well-designed development on our site would introduce a more humanising scale of development of a style that could be more sympathetic to the historic settlement than the existing 20th century rather generic development on the eastern side of town. Furthermore, the introduction of some woodland would deliver new features in the landscape that reflect local character and represent a landscape benefit.

Overall green infrastructure benefits could be substantial for the wider community in the form of new recreational spaces, connectivity through green corridors, wildlife and biodiversity initiatives, and improved linkages to the surrounding countryside.

Regarding other matters, the site is relatively free from constraints and designations - it is not within or adjacent to any statutory nature conservation designations, it is not in or adjacent to AONB; it is located in Flood Zone 1 (low risk) on the EA Flooding Map; and it does not include any listed building or scheduled monument.

Our proposals can deliver sustainable development and will have economic, social and environmental benefits. Furthermore when Stalbridge Town Council undertook public consultation on the four sites, our site was the option most preferred by those who responded.

Whilst we firmly agree with the conclusion that Area A has development potential, we disagree with the perceived potential issues regarding possible landscape and highway constraints. As evidenced above, neither of these are issues; indeed the professional opinion of our landscape architects is that the proposals can actually improve the landscape context of the eastern side of Stalbridge.

We do not wish to comment in any detail on the other search areas, save we agree that Area E is inappropriate for development; but we are surprised that there is no reference to the conservation area in Area D when more than half of that area is within it.

Turning to Question 19, one further aspect of the issues that could be considered is how development will help support the growth of Stalbridge through the provision of additional infrastructure. Clearly any infrastructure proposed must be relevant to the development and meet the tests but it is a further factor that could be explored when assessing sites.

Summing up our views on new development in Stalbridge, we consider that our proposals are the best option for the town but acknowledge that the other three sites already have live applications running at the time of writing. This does not mean, though, that there is no requirement for further development options and as part of seeking to deliver housing across the Plan period it is appropriate to allocate sites at Stalbridge to come forward later in the Plan period.

The site north of Station Road should therefore be allocated in the Plan for residential-led development to come forward later in the Plan period. This would continue a pipeline of new housing in Stalbridge across the Plan period. Of course if the Council did refuse the current applications then the site should be allocated for immediate release.

20. What are the most important infrastructure requirements that are likely to result from potential future development at Stalbridge?

*Please set out what you see as the additional infrastructure requirements.*

It is recognised that if Stalbridge is to receive an increase in housing development then this development must deliver (either directly in full, or indirectly through part funding) the required infrastructure to support the increase in population.

In respect of our proposals north of Station Road, we have the potential to open up part of the site for a public leisure facility if required. Whilst we originally envisaged this could be in the form of a replacement cricket pitch, we understand this is no longer needed but it could equally be for another form of public open space. We would also reinstate a section of the North Dorset Trailway within the site.

In addition our development would make financial contributions to things such as the primary school if this is found to be necessary.

### **The Villages**

21. Do you agree with the Council's proposed approach in relation to future development at the eighteen larger villages within the District or do you think that the Council should consider an alternative approach?

Yes

No

*If you have answered 'No' please set out your alternative approach and information/reasoning behind this.*

As discussed in our response to Question 5, we are of the view that a greater proportion of housing development should be directed towards the larger villages. The current spatial strategy of expecting the four currently defined main towns to deliver the vast majority of new housing development is failing and must be revisited.

Alongside the elevation of Stalbridge to a main town in the settlement hierarchy, allocating more new housing to these villages would, in our view, increase housing delivery across the District by opening up more localised housing markets and providing a greater locational choice.

As noted above, the emerging Plan should be looking at a minimum target of 50 dwellings being directed towards each of the most sustainable villages but with the ability to increase this base figure where villages have more services and facilities.

### **Affordable Housing**

22. Do you consider that the existing reference to nine dwellings in Policy 9 of LPP1 should be removed from the policy to allow larger schemes to come forward where there is evidence of local need in excess of that which could be met by the provision of nine dwellings?

Yes

No

23. Do you consider that the existing policy approach, which seeks to prevent exception sites coming forward adjacent to the four main towns within the District, should be amended?

Yes

No

24. Do you consider that the Council should continue with its existing policy approach, which allows for a small number of market homes on rural exception sites?

Yes

No

### **Self-Build and Custom-Build Housing**

25. Do you consider that the Council should facilitate the provision of self-build housing by any, some, or all of the following options?

Yes

No

a. Allowing serviced plots to come forward under the current development plan policies.

Yes

No

b. Updating Policy 7 (Delivering Homes) in the Local Plan Part 1 to promote the provision of serviced plots of land for self-build housing.

Yes

No

c. Requiring on sites above a certain size that serviced self-build plots should be made available as a proportion of the total number of dwellings permitted (with or without a minimum number being specified) on-site.

Yes

No

d. Allowing a proportion (up to 100%) of self-build plots on exception sites (with controls over the resale value of the properties).

Yes

No

e. Identifying land in public ownership which would be sold only for self-build development.

Yes

No

f. The use of Local Development Orders to facilitate self-build development.

Yes

No

26. Are there any other approaches that could be used to meet the demand for self-build housing?

Yes

No

*If you have answered 'Yes' please outline the other approaches which the Council could pursue.*

When devising a policy it is important to bear in mind that only 18 people are registered for self-build in North Dorset alone, while just 37 expressing an interest in North Dorset, West Dorset and Weymouth. This is a very small percentage of the population and the Council therefore need to be certain that any policy is proportionate and relevant to this minority way of proving homes for the future. It would be counterproductive to end up with a policy that requires the provision of more self-build plots than are needed, thus leaving residential development land vacant when other open market or affordable

housing could be built.

### **Ensuring the Vitality and Viability of Town Centres**

27. Do you consider that the existing hierarchy and network of centres, as set out in LPP1, should be amended to include Stalbridge as a 'local centre'?

Yes  *It should actually be a town centre – see below*

No

### **Important Open or Wooded Areas (IOWAs)**

28. Do you agree that those IOWAs, which are protected from development by other planning policies or legislation, should be deleted?

Yes

No

### **The A350 Corridor**

29. Do you consider that the land which is identified and safeguarded for the Shaftesbury Outer Bypass and the Charlton Marshall and Spetisbury Bypass should continue to be identified and safeguarded for such purposes?

Yes

No

## **Comments**

If you have any comments about the Issues and Options Document or the Sustainability Appraisal please set them out in the box below. If your comments are in relation to a specific question or chapter of the Issues and Options Document then please state which question or chapter your comments relate to.

We have set out our comments above against the specific matters we wish to address.

Our only other comment relates to Question 27 and whether Stalbridge should become a 'local centre'. Stalbridge already has a good range of shops, services and facilities that mean it should already be a 'local centre' in our view.

However, our position is that Stalbridge should become a main town in the overall settlement hierarchy and therefore its town centre should be designated at the top of the shopping hierarchy as a 'town centre'.

As set out in our responses, we are promoting land north of Station Road, Stalbridge for residential-led development. To summarise our overall position:

- We believe a housing requirement of at least 366 dpa as proposed by the 'standard methodology' is the correct course of action at this time;
- Stalbridge should become a main town in the settlement hierarchy as it has the ability to accommodate further new development;
- It should become a 'town centre' in the shopping hierarchy;

- Land north of Station Road can deliver sustainable development and should be allocated in the new Local Plan to come forward later in the Plan period, unless the Council refuses the current live planning applications and then it should be allocated for immediate release.

*Continue on a separate sheet if necessary*

Do you wish to be contacted about future consultations relating to the Local Plan Review?

Yes

No

Signature: \_\_\_\_\_



Date: 22 January 2018

*If submitting the form electronically, no signature is required.*

When completed please send form to [planningpolicy@north-dorset.gov.uk](mailto:planningpolicy@north-dorset.gov.uk)

# Appendix A



# Concept Masterplan



- 1 Local park is buffer against sawmill
- 2 Maintain the surface water corridor
- 3 Re-instate the Railway with tree planting
- 4 Eastern screening planting
- 5 New playing fields / leisure facility
- 6 Pedestrian / cycle access to town centre
- 7 New tree planting along Station Road
- 8 Woodland planting
- 9 Conservation area buffer

- Public Rights of Way
- Reinstated Railway
- Access Road
- Residential roads
- Pedestrian / Cycle Access
- Main Primary Access
- Listed Building

Parcel Yields	
A	75 units (3.1 ha @ 25 dph)
B	28 units (1.43 ha @ 20dph)
C	34 units (1.7 ha @ 20 dph)

title	Concept Masterplan	job no	-	drawn by	EL
project	Stalbridge	drawing no	SK001	checked by	CO
client	Richborough Estates	revision	A (18 Oct 2016)		
		date	06 Oct 2016		1:2500 @ A3

\*Drawing to be used for illustrative purposes only. Subject to further detailed and technical studies including (but not exhaustively):

- » Heritage Assessment
- » Utilities Survey
- » Arboricultural Survey
- » Ecological Surveys
- » Land Registry Search
- » Highway & Transport Studies
- » Flood Risk Assessment
- » Drainage & Hydrology Studies

urban design studio

savills.com/urbandesign





# Appendix B



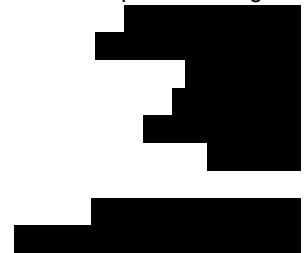


## **Richborough Estates**

Stalbridge

## **Access Appraisal**

PTB Transport Planning Ltd



Prepared by GM

Authorised by JP

Rev

Date 14 February 2017



---

## CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Background	1
1.2	Purpose and Structure of the Report	1
1.3	Limitations of this Report	1
<b>2.0</b>	<b>BACKGROUND INFORMATION</b>	<b>2</b>
2.1	The Highway Network	2
2.2	On-Site Observations	2
<b>3.0</b>	<b>DEVELOPMENT PROPOSALS AND SITE ACCESS</b>	<b>4</b>
3.1	Development Proposals	4
3.2	Proposed Access	4
<b>4.0</b>	<b>TRAFFIC GENERATION, ASSIGNMENT AND IMPACT</b>	<b>6</b>
4.1	Vehicle Trip Generation	6
4.2	Traffic Assignment	6
<b>5.0</b>	<b>BUS TRAVEL AND LOCAL FACILITIES</b>	<b>7</b>
5.1	Existing Services	7
5.2	Discussions with Bus Operators	7
5.3	Local Facilities	7
<b>6.0</b>	<b>ROAD SAFETY</b>	<b>8</b>
6.1	Site Access	8
6.2	Accident Data	8
<b>7.0</b>	<b>SUMMARY AND CONCLUSION</b>	<b>9</b>
7.1	Summary	9
7.2	Conclusion	9



---

## 1.0 INTRODUCTION

### 1.1 Background

1.1.1 PTB Transport Planning Ltd has been commissioned by Richborough Estates to provide transport advice for a proposed residential development off Station Road, Stalbridge.

1.1.2 It is intended that the site will provide up to 140 units; the site location is shown on Figure 1.1.

### 1.2 Purpose and Structure of the Report

1.2.1 This report is intended to determine the relevant highway issues and indicate an initial access appraisal, with reference to the potential impact of the proposed development site off Station Road, Stalbridge.

1.2.2 Following this introduction, the report is set out as follows:

- Chapter 2 – Background Information;
- Chapter 3 – Development Proposals and Site Access;
- Chapter 4 – Traffic Generation, Assignment and Impact;
- Chapter 5 – Bus Travel;
- Chapter 6 – Highway Safety;
- Chapter 7 – Summary and Conclusion.

### 1.3 Limitations of this Report

1.3.1 This report has been undertaken at the request of Richborough Estates, thus should not be entrusted to any third party without written permission from PTB Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of PTB Transport Planning Ltd.

1.3.2 This report has been compiled using data from a number of external sources (bus operator websites); whilst these sources are considered to be trustworthy, PTB Transport Planning Ltd is not responsible for the accuracy of the data provided.



---

## 2.0 BACKGROUND INFORMATION

### 2.1 The Highway Network

- 2.1.1 Station Road, in the vicinity of the proposed site access, is subject to a 30mph speed limit. Just to the east of the proposed access location Station Road is subject to the national speed limit (60mph for cars).
- 2.1.2 Station Road is a single two-lane carriageway and, in the vicinity of the proposed site access, no street lighting is present. A narrow footway is present behind a wide grass verge opposite and to the west of the location of the proposed site access.
- 2.1.3 Travelling westwards towards the main street through Stalbridge, the A357 Church Hill/High St/Ring St, a footway is provided on the northern side of the road all the way to the High Street. A footway is also provided along the southern side of Station Road, although there is a break in the footway between Stalbridge Building Supplies and opposite Woodmills Close.
- 2.1.4 Station Road meets the A357 opposite Grove Lane. Visibility from Station Road looking to the right is good but visibility looking to the left is a little restricted by buildings; this is overcome by vehicles moving slightly into the main carriageway at this location. This causes no problems as the carriageway to the south is restricted to one-way running with vehicles from the north having priority.
- 2.1.5 Grove Lane has very restricted visibility looking to the right from the junction. A stop line is present at its junction with Ring Street.
- 2.1.6 The High Street through the village provides a limited level of formalised car parking bays on-street.

### 2.2 On-Site Observations

- 2.2.1 On-site observations have been undertaken during a morning and evening peak period on the highway network.
- 2.2.2 No highway capacity issues were observed during either period in the vicinity of the proposed site access or at any junctions nearby.
- 2.2.3 Traffic flows across the town are relatively low and no significant junction delays were observed. The maximum queue observed on Station Road at its junction with the High Street was four vehicles, and then only on one occasion in the evening peak hour; delays were minimal.
- 2.2.4 The one-way shuttle arrangement to the south of Station Road results in some limited delay to vehicles travelling northbound but queues were rarely more than one vehicle and delays were minimal.



- 
- 2.2.5** The formalised parking on the High Street also results in some one-way running to the north of Station Road. Again, the delays encountered during peak hours are low as are queues.
- 2.2.6** Observations on Duck Lane in the morning peak hour indicated minimal parking associated with parents driving children to the local primary school. However, at school closing time about 25 vehicles were observed parking on Duck Lane with others parked on the High Street and Gold Street. About half an hour after school closing time eight or nine vehicles remained parked on Duck Lane.
- 2.2.7** We attempted to contact the school regarding the existence, or otherwise, of a school travel plan but no response was received.



### 3.0 DEVELOPMENT PROPOSALS AND SITE ACCESS

#### 3.1 Development Proposals

- 3.1.1 The proposed development is for 140 residential units with access from Station Road in a location directly opposite the industrial estate access just west of the speed limit change.
- 3.1.2 The development proposal includes a local park as a buffer against the sawmill and would reinstate a local trailway and provide pedestrian links towards the school and town centre. The design strategy for the site is included as Appendix A.

#### 3.2 Proposed Access

- 3.2.1 The location of the site access has been chosen to be within the 30mph speed limit and also in order to continue/reinstate a trailway that runs through the industrial estate to the south.
- 3.2.2 The site will provide direct pedestrian/cycle access westwards to Stalbridge Primary School and beyond to the High Street by connecting to existing links to the north and west of the site.
- 3.2.3 The proposed site design strategy indicates the vehicular access as being opposite an industrial estate site access. In doing so there is a possibility that the local highway authority would insist upon a different form of junction than a simple priority access; which would form a crossroads at this location and may not be favoured.
- 3.2.4 In the absence of speed data passing the site access we have drawn up a priority access forming a crossroads with the visibility to/from the east being drawn on the basis of the national speed limit (60mph for cars) and to/from the west on the basis of the 30mph speed limit. This option is indicated on Drawing T17510.001.
- 3.2.5 We have also considered the possibility that we might be asked to consider provision of a compact roundabout solution, if the access remains opposite the industrial estate, to overcome potential issues related to the creation of a crossroads junction. In considering such an option, it was discounted because of design and potential third party/land-take issues.
- 3.2.6 Therefore, we have also considered a layout with the proposed site access offset to provide a staggered crossroads, generally considered a safer option than a direct crossroads, as indicated on Drawing number T17510.002.
- 3.2.7 With either measure we envisage that some form of gateway/speed calming feature will be requested by the local highway authority probably with the relocation of the speed limit change.



- 
- 3.2.8** Each of the proposed access options appear to meet relevant visibility requirements. As the designs are drawn up on an O/S base we cannot be certain of the likely loss/replanting of hedgerow required to provide suitable visibility, but some loss/replanting is envisaged with both schemes and the staggered access would have the greater impact.
- 3.2.9** The visibility requirements that we have designed to, in the absence of speed data, are onerous particularly in terms of the approaching traffic from the east. As a result, a considerable level of site frontage would be lost at this level of design; which may be capable of revision once speed data is available.



---

## 4.0 TRAFFIC GENERATION, ASSIGNMENT AND IMPACT

### 4.1 Vehicle Trip Generation

4.1.1 In a location such as Stalbridge we would envisage a peak hour trip rate per dwelling of about 0.6 vehicle trips per dwelling; resulting in about 84 two-way vehicle trips in any peak hour.

### 4.2 Traffic Assignment

4.2.1 As no traffic count data has been collected and no formal capacity analysis is proposed at this time, we have not undertaken a formal distribution and assignment in this report.

4.2.2 However, we have considered the 2011 Census for Journey to Work data for the MSOA that includes Stalbridge. The MSOA also includes Sturminster Newton which may bias results slightly but, nevertheless, the data indicates that 58% of all JTW trips by car from the MSOA area that includes Stalbridge are to other areas in North Dorset.

4.2.3 Only 15% of all trips travel to South Somerset and 11% to West Dorset. The remainder are largely in areas south of Stalbridge.

4.2.4 On that basis we would estimate that no more than 25% of trips will travel to/from the Station Road junction with the High Street to travel north and west. The trips that are forecast to travel within North Dorset may choose to use local roads including Station Road to the east and Jarvis Way with some travelling to the High Street to travel south. We therefore envisage a maximum of 50% of development trips passing through the Station Road/High Street junction.

4.2.5 Assuming a 75:25 departure:arrival split for vehicles in the AM peak hour and the reverse in the PM peak hour; we would expect 32 additional vehicles arriving at the High Street junction in the AM peak hour. This amounts to an extra vehicle every two minutes on average. Similarly, we would expect an extra vehicle arriving every two minutes at the give-way shuttle arrangement on Ring Street west of Station Road in the PM peak hour.

4.2.6 The forecast level of additional traffic at these locations would result in a minimal traffic impact.

4.2.7 In terms of school traffic the short walk from the site via existing footpaths will result in only a minimal level of additional traffic associated with children being driven to school by parents.





---

## 5.0 BUS TRAVEL AND LOCAL FACILITIES

### 5.1 Existing Services

- 5.1.1** Bus service 58A provides a link from Yeovil via Stalbridge to Wincanton. There are seven services from Yeovil to Wincanton on weekdays starting at 09:05 and arriving in Stalbridge at 09:43 and Wincanton at 10:14. The last service in that direction starts in Yeovil at 17:55. There are six services on a Saturday and no Sunday service.
- 5.1.2** In the opposite direction, there is a 07:40 school service starting from Stalbridge and arriving in Yeovil at 08:25. The service from Wincanton arrives in Stalbridge at 07:56 and then in Yeovil at 08:35.
- 5.1.3** The X10 runs from Blandford Forum via Sturminster Newton, Stalbridge and onwards to Sherbourne and Yeovil. The earliest service towards Yeovil arrives in Stalbridge at 10:43 and there are five weekday services that travel onwards to Yeovil. There are three Saturday services to Yeovil.
- 5.1.4** In the opposite direction services start in Stalbridge at 07:25 arriving in Blandford Forum at 08:34; there are five further weekday services. The final return service from Blandford Forum is at 17:40.
- 5.1.5** The existing bus services do, therefore, offer some possibilities for journeys to work by this mode of transport although options are limited to only a limited level of services in each direction for the typical start/finish to a working day.

### 5.2 Discussions with Bus Operators

- 5.2.1** Bus operators have been approached with a view to discussions over potential peak hour improvements to bus services passing through Stalbridge. We await a response.

### 5.3 Local Facilities

- 5.3.1** The local facilities in Stalbridge include; a supermarket with café, a post office, a public house, a fish and chip shop, places of worship, and a primary school.



---

## 6.0 ROAD SAFETY

### 6.1 Site Access

- 6.1.1** As indicated suitable visibility can be achieved from the potential site access locations for the development proposal. A staggered crossroads layout would generally be preferred to a straight crossroads layout as it reduces the potential number of conflict points and driver confusion at a single location; i.e. staggered crossroads are generally considered safer than straight crossroads layouts.
- 6.1.2** With either layout, it would be advisable to seek to relocate the speed limit change further to the east and to provide some form of entry feature to the town.

### 6.2 Accident Data

- 6.2.1** We have interrogated the Crashmap database to establish the recent personal injury accident (PIA) record on the highway network.
- 6.2.2** Considering the records for the most recent five-year period available, 2012 to 2016, it is noted that there were no PIAs along the whole stretch of Station Road from the A357 past the site and onwards out to Landshire Lane.
- 6.2.3** Neither were any PIAs recorded in this period at the A357/Station Road junction nor at the one-way shuttle arrangement to the south of Station Road.
- 6.2.4** One PIA was recorded at the Gold Street junction with the High Street classified as slight in severity. In addition, one further PIA was noted on the A357 Church Hill link (the extension of the High Street). One PIA was recorded on Lower Road and one on the A357 at its junction with Waterlake; both were classified as slight.
- 6.2.5** Although all PIAs are regrettable the volume, severity and lack of pattern to the PIAs recorded do not lead to any undue cause for concern in relation to potential development in Stalbridge.



---

## 7.0 SUMMARY AND CONCLUSION

### 7.1 Summary

- 7.1.1 The proposal is for up to 140 residential units to be accessed off Station Road, Stalbridge. Access to the proposed residential site is technically possible although precise access proposals and their impact along the site frontage could only be established with consideration of; speed data, topographical information, and discussions with the highway authority over the form and location of such a junction.
- 7.1.2 Either junction is likely to require the relocation of the speed limit and the introduction of an entry feature to the town.
- 7.1.3 The traffic impact of the development proposal within Stalbridge would be minimal.
- 7.1.4 Stalbridge offers a range of facilities to support residential development including; a supermarket, a café, a post office, a fish and chip shop, a public house, places of worship, and a primary school. The proposal site is well located to provide pedestrian routes to the local primary school and onwards to the centre of the town.
- 7.1.5 The town supports two bus services with some opportunity for journeys to/from work to be undertaken by this mode. We are seeking discussions with bus operators as to the viability of providing additional peak hour services.
- 7.1.6 The highway network within Stalbridge has a very good safety record with only a limited number of accidents recorded in the most recent five-year period available and these accidents are all recorded as slight.

### 7.2 Conclusion


- 7.2.1 A safe and suitable access can be achieved to the proposed development site and the town provides a range of facilities typically required to support a residential development.



---

**FIGURES**



Project	Land off Station Road, Stalbridge	Key	 <p>Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100046404.</p>
Project No	T17510		
Figure	1.1		
Title	Site Location Plan		
Date	15th February 2017		

**T17510**  
**Stalbridge**

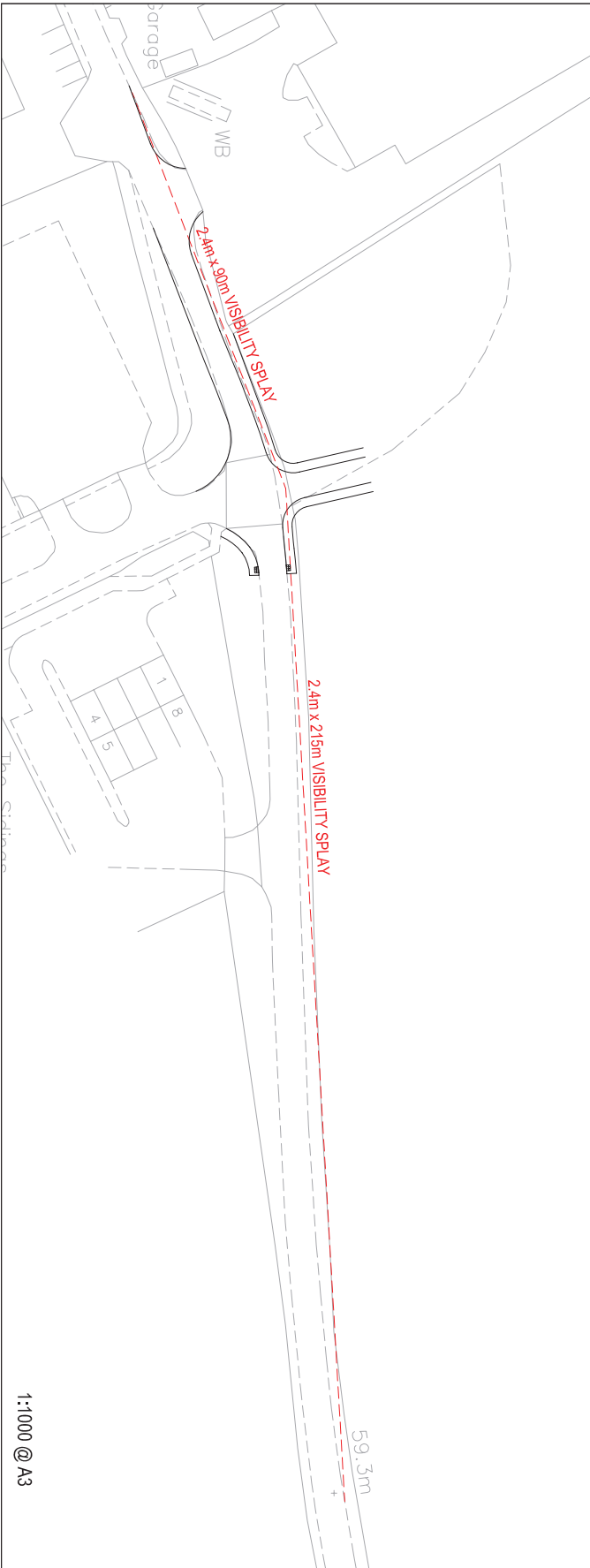
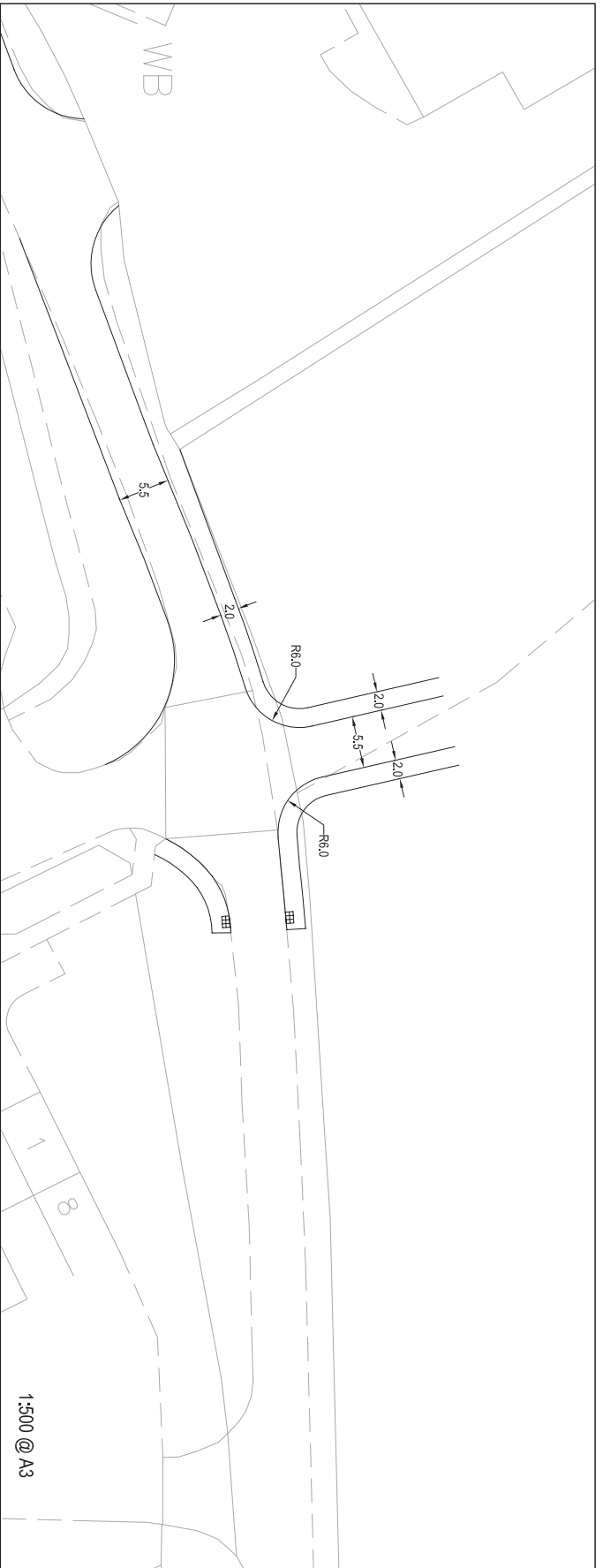


---

**DRAWINGS**



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



REV	DESCRIPTION	DATE	BY	AUTH



PTB Transport Planning Ltd  
 2nd Floor  
 6668 Hockley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 9PF  
 T/F : 0121 454 5530

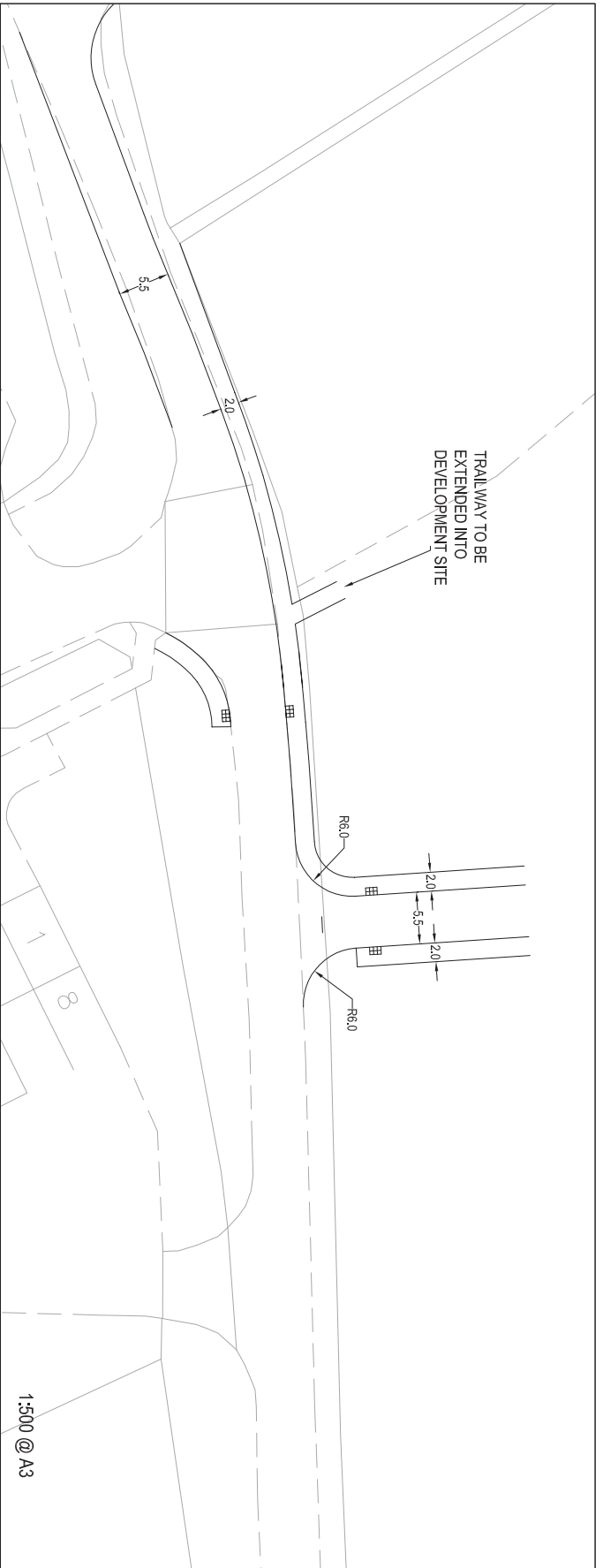
CLIENT  
**RICHBOROUGH ESTATES**

PROJECT  
**LAND OFF STATION ROAD  
 STALBRIDGE**

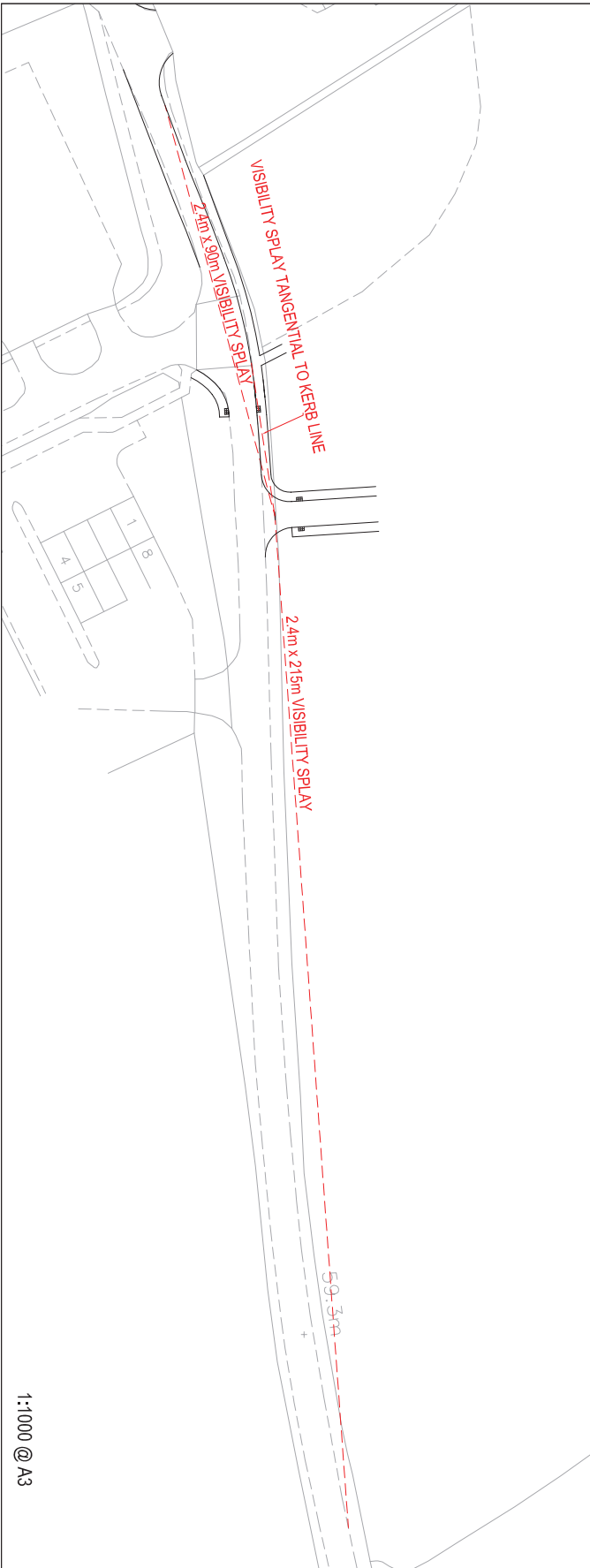
TITLE  
**INDICATIVE SITE ACCESS LAYOUT  
 OPTION 1**

DRAWN	AUTHORISED	SCALE	DATE
JC	GM	AS SHOWN	13.02.17
PROJECT NO. T17510	DRAWING NO. 001	REV -	

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



1:500 @ A3



1:1000 @ A3

REV	DESCRIPTION	DATE	BY	AUTH



PTB Transport Planning Ltd  
 2nd Floor  
 6668 Hockley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 9PP  
 T/F : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES**

PROJECT  
**LAND OFF STATION ROAD  
 STALBRIDGE**

TITLE  
**INDICATIVE SITE ACCESS LAYOUT  
 OPTION 2**

DRAWN	AUTHORISED	SCALE	DATE
JC	GM	AS SHOWN	13.02.17
PROJECT NO.	DRAWING NO.	REV	
T17510	002	-	





---

**APPENDIX A - SITE DESIGN STRATEGY**



# STALBRIDGE - DESIGN STRATEGY

1. Local park is buffer against sawmill
2. Maintain the surface water corridor
3. Re-instate the Trailway with tree planting
4. Eastern screening planting
5. New playing fields/leisure facility
6. Pedestrian/cycle access to town centre
7. New tree planting along Station Road
8. Woodland planting
9. Conservation area buffer

Area : 3.334 ha (8.239 acres)

### Parcel Yields

- A - 75 units (3.1ha @ 25dph)
- B - 28 units (1.43ha @ 20dph)
- C - 34 units (1.7ha @ 20dph)

+ Easy access for pedestrians/cyclists to the town centre  
 Offers significant community benefits for the town  
 Buffers around the sawmills  
 Noise impacts no worse than existing

Long access road  
 Housing not contiguous with the existing settlement boundary  
 Proximity to conservation area boundary

outer edge of employment plot

formal trailway alignment

