

Stourpaine

PARISH PLAN



1st prize winner by Zoe Shinn, aged 9

This Plan includes action which can be taken either by individuals, by the Parish as a whole, or by external authorities.

We believe that all these are achievable, although inevitably some will take longer than others. However, everybody can take part in realising these aims.

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The statements in this report are correct at the time of going to press

The following abbreviations have been used in this plan:

SPP – Stourpaine Parish Plan
SPPSC – Stourpaine Parish Plan Steering Committee
SPC – Stourpaine Parish Council
NDDC – North Dorset District Council
DCC – Dorset County Council

Acknowledgements

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Local Authorities

Stourpaine Parish Council
Cllr Angus Campbell - (Dorset County Council and North Dorset District Council)
Cllr Frank Spencer – (North Dorset District Council)
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Environment Agency for use of the flood map
Graham Collins - (County Police Officer)
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Dorset Strategic Partnership.



The Steering Committee

Ted Atkinson (Chairman); David Meaden (Vice Chairman); Barry Gater (Treasurer); Fran Bromley (Minute Secretary); Keith Yarwood – Correspondence Secretary; Frank Stainer; Julie Wigg; Phil Wigg; Kim Nairn; Jose Clarke; Colette Fowler Marson (until July 2006); Co-opted Members; Bill Stripling; Jocelyn Russell; Barbara Thomson

Chapter One Introduction

I am delighted to introduce the Stourpaine Parish Plan. This is part of a government initiative directed by the Countryside Agency and administered locally by Dorset Community Action.

The plan has three main objectives:-

1. To be a way of discovering how residents would like the parish to develop, covering all aspects of life.
2. To be a local publication which could be used to influence the policies of other authorities which would affect the village.
3. To assist in obtaining funding for projects which would be of benefit to residents and which might otherwise be unavailable.

The Plan was launched at a public meeting in the Village Hall on the 27th July 2005, at which eleven people expressed their willingness to serve on the Steering Committee, assisted by the Chairman and the Clerk of the Parish Council.

Since then the Committee has drafted and delivered our questionnaire, "Your Input", analysed the results and drawn up the Plan you now have.

Our sincere thanks are due to those residents, more than 50%, who returned their forms, so having the opportunity to influence the plan.

The Plan includes action which can be taken, either by individuals, by the Parish as a whole, or by external authorities. We believe that all these are achievable, although inevitably some will take longer than others. However, everybody can take part in realising these aims.

Our thanks go to a great many people and organisations who have given both time and energy to assist us, both in the original organisation and subsequently.

It has been a great privilege to act as Chairman of the Stourpaine Parish Plan Steering Committee. We have been very fortunate to have had members with a wide range of expertise and talents, all of which have been put to good use!

It would be invidious for me to pick out any particular members of the Committee. All of these have worked incredibly hard.

I am confident that this plan will fulfil its aims and enable Stourpaine to move forward as a village of which we can all be very proud.

E. M. ATKINSON

Chairman, Stourpaine Parish Plan Steering Committee.

Chapter Two Stourpaine The Past and the Present

The Village – past

Stourpaine existed as a village in Saxon times and was known as Stures. The name is a composite one – the river that borders the village is the Stour which flows from Stourhead to meet the Avon finally at Christchurch. The name of the original lords of the manor was Payne and the manor was known as Stures Payn. This was later changed to Stures Payne until finally in 1629 it was changed to Stourpaine.



WILLIAM Bellet holds 1 hide and 2½ virgates of land in STOURPAINE of the king. Alnoth held them of Edward Lipe, and he could not be separated from his lord. THE COUNTESS OF BOULOGNE holds [Higher and Lower] BOCKHAMPTON of King William. TRE it paid geld for

Stourpaine's Entry in the Domesday Book

Hod Hill, the ancient Iron Age fortress, is situated in the parish, north west of the village where it stands modestly beside its supposedly more exalted neighbour, Hambledon. The latter, 200 feet higher and older by centuries than Hod, could also boast that General Wolfe's troops trained on its slopes before going to Canada to storm the Heights of Abraham to defeat the French. On the other hand, Hod has the distinction of extending to an area of 54 acres on its summit compared with Hambledon's 30 acres and is in fact the largest of Dorset's hill forts. It is also unique in having served as a strategic Roman fort following Vespasian's invasion in AD 43-44. In the period of 1951 – 58, each

summer, Professor Sir Ian Richmond carried out large scale excavations for the British Museum. Many artefacts were discovered as Richmond and his student helpers brought the secrets of ancient history to the surface. The top of Hod Hill is now owned by the National Trust.

Stourpaine in common with most Dorset villages suffered extreme poverty in the early to mid-nineteenth century. This was the time of the Tolpuddle Martyrs, when the agricultural labourer had to support a large family on a few shillings a week. One report published by the Poor Law Commissioners in 1867 dealt with the employment of children and women in agriculture and the Vicar of Stourpaine gave evidence.

In 1867 the population of the parish was 658. A great deal of knitting and gloving was done in the parish which proved a great hindrance to the school as girls were taken away early to work, even at ten or eleven years of age. Hours were long and there was little profit. Boys were taken away from school for weeks at a time to cultivate allotments, making it difficult to maintain normal progress and resulting in a great deal of ignorance in the parish. The allotment ground was however a great benefit as few cottages had gardens and it provided the only means by which most families could pay their rent and supply household needs. Wages were lower in Stourpaine than in some other parishes and, as a good deal of cottage property was either life-held or belonged to landlords who were not particular about their tenants, the village became a refuge for those turned away by other parishes.

The Village – Present

According to the 2001 census the population of Stourpaine was 608 residents. Changes that have recently taken place include the demolition of the garage in 2001 to make way for new housing. Stourpaine village school closed in 1977 and the pupils were moved to Durweston Church of England school. In the past Stourpaine was a thriving farming community made up of many small farms. There are now no farms based in Stourpaine, the nearest being Ash Farm.

The White Horse

The White Horse is on the West side of the A350 trunk road, adjacent to the shop. It is a Hall and Woodhouse tenanted public house run by the landlord as his own business. The White Horse provides the normal range of public house games and events currently including pool, darts, a quiz team and, from time to time, musical entertainment. In common with most pubs, food has become an increasingly important part of its business; therefore, as part of a recent major extension and refurbishment, the dining area and patio have been expanded.



The White Horse



Stourpaine Post Office and Stores

This work has secured the future of the pub as a village facility. Many years ago the pub was connected to the shop by an underground tunnel; rumour has it that this also extended to the church. Nowadays only the entrances are visible.

Stourpaine Post Office and Stores

In Stourpaine, there has always been a shop (shops), its function depending on the requirements of the community. In modern times the shop has been on the West side of the A350 trunk road. At its peak the site comprised a petrol station, garage (servicing and sales), post office and store with numerous other services

provided. Recently (2001) the garage site has been developed for private housing and the store is located in its previous position as part of the owner's residence.

Being on the main road the shop derives some of its trade from through traffic and the proximity of the local bus stop, which is a pick-up point for school buses.

Any change to the current circumstances would clearly have an impact on the shop's trade. Also, as with many village post offices there is a constant threat of closing the Post Office part of the service.

At present the shop is flourishing, but, to retain this as a village asset, the phrase "use it or lose it" is always applicable.

The Parish Church of the Holy Trinity

The foundation of Holy Trinity goes back before written records. There is no definite knowledge of when the first church was built and it is not certain whether or not there was a Saxon Church. The village must have been of some importance in Saxon times, however, for after the Norman Conquest it was taken from Alward its Saxon owner and given to Humphrey the Chamberlain, one of William's henchmen. We can assume therefore that it was important enough to have had a church. It was a large parish, including not only the Manor of Stourpaine itself but also the Manors of Ash and Lazerton.

The first documentary evidence is contained in Domesday and is a record of a gift of land to the church. The record reads that in 1085 Humphrey the Chamberlain gave half a hide (roughly seventy acres) to the church. A fragment of this gift of nearly nine centuries ago existed in our century and is known as "Clerke's Acre", i.e. Priest's Acre.

Over the years various renovations have been carried out. Sometime in the fifteenth century the nave and tower were pulled down and new ones in the Perpendicular style of the time were erected. The tower still remains and the aisle-less nave was extended to about two thirds of the present nave.

In the eighteenth century a small window was put in between the porch and the tower. The chancel and nave were filled with large square pews all held by the farmers and there were benches for "the others".

Stourpaine must have passed through some distressing times in subsequent years as sadly the church became dilapidated. The severity of the dilapidation was such that during the 19th century it was decided to call in T.H.Wyatt. He pronounced that with the exception of the tower, complete rebuilding was necessary.

Many repairs have been undertaken in the 20th Century. Floorboards at the rear of the church were replaced due to beetle infestation. The War Memorial was moved into the churchyard when the main road was widened in the 1970s. Two choir stalls have been removed, altar frontals replaced and most recently the major renovation of the Grade II listed Lychgate. Today Holy Trinity is well maintained and plays a prominent role in the life of Stourpaine. There is an active band of bell ringers and the work amongst the children of the village is flourishing. There is at least one service every Sunday, utilising both the modern forms of Common Worship and the well-loved traditional services from the Book of Common Prayer. A small group of worshippers meets every Friday for evening prayer and the church is open every day during daylight hours for private prayer and reflection.



The Parish Church of the Holy Trinity

Chapter Three Future Needs Day

Early actions for the SPPSC were to publicise its formation and objectives and to collect information and opinions related to all Stourpaine Parish matters. Such information was needed as an input to the preparation of a questionnaire and further Committee work on the plan.

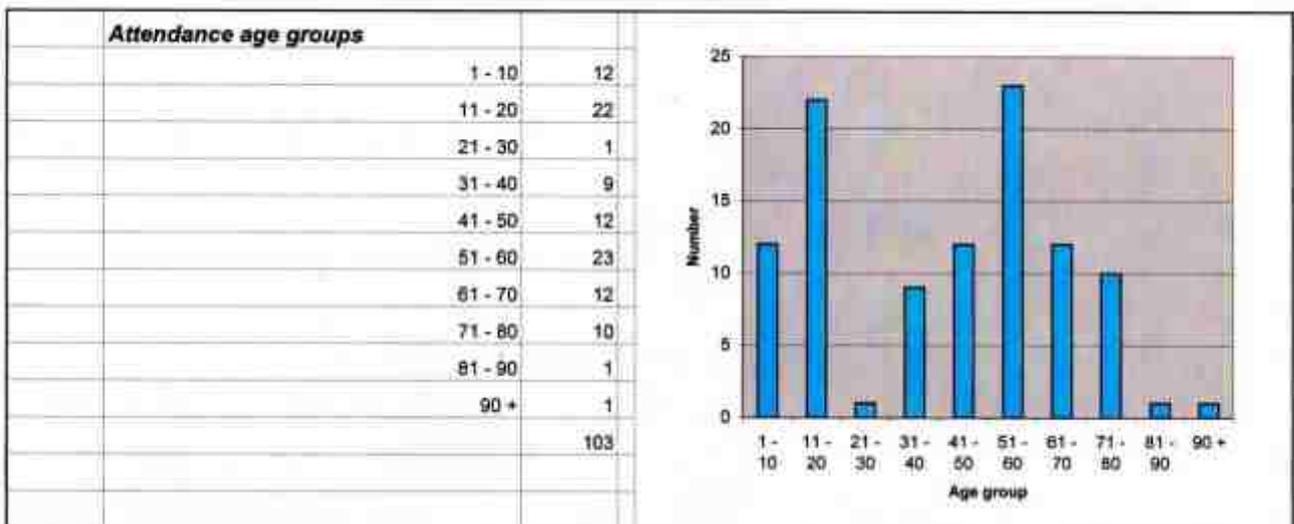
These objectives were met by arranging a "Future Needs Day" which was held in the village hall on the afternoon of Saturday 1st October 2005. Displays were made to inform and illustrate current Parish affairs and problems to visitors. The main subject areas chosen were:

- Environment and green spaces.
- Footpaths, walks and access.
- Transport, roads and infrastructure.
- Housing and village design.
- Youth matters.
- Employment, education and learning.
- Travellers' sites.
- Services, facilities and community design.

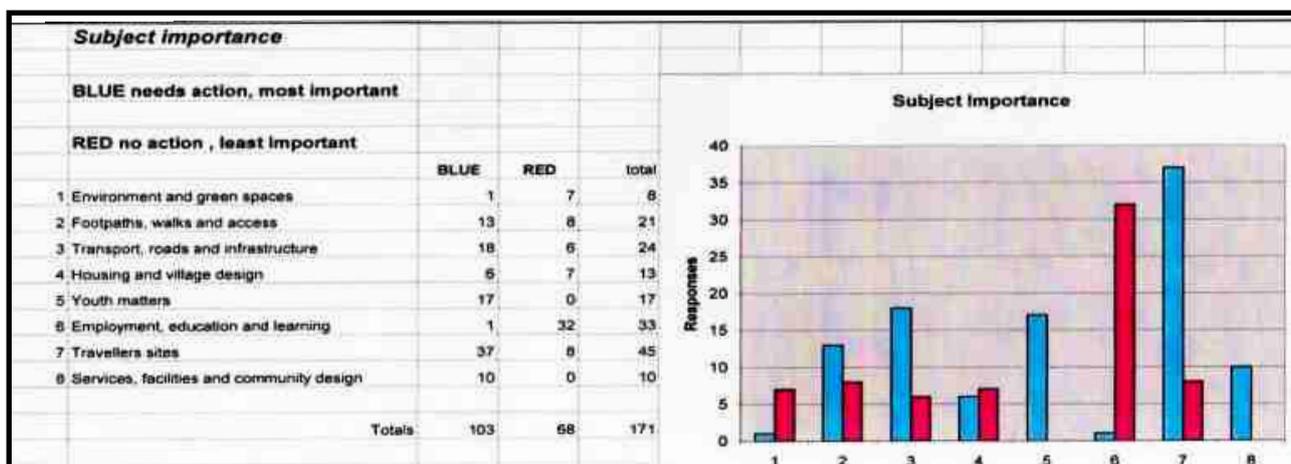


As much opportunity as possible was given for visitors to make written comments and discuss these subjects with Committee members.

It is estimated that more than 130 people attended. 103 of these recorded, anonymously, their age and the distribution is shown on the following bar chart.



A specific display asked visitors to record, by means of a sticker, the areas considered to be 'most important, needs action' and 'least important, no action'. The areas of interest results are also shown on a bar chart. Not surprisingly the area of greatest importance was Travellers' sites and the area of least importance was Employment, Education and Learning.



All comments received on post-it forms and written comments forms were typed, combined and summarised. These results were sent to the SPC for action where appropriate and were used in the formulation of the questionnaire and final version of the Parish Plan. The comments are available, on request, from Dorset Community Action at Community House, The Barracks, Bridport Road, Dorchester, Dorset, DT1 1YG. Tel: 01305 250921

During the afternoon a children's painting competition was arranged. There were 15 entries and the winner was Zoe Shinn, with 2nd prize going to Georgina Polin. The winning entry is used as the cover for the Plan with the runner up on the back cover.

The Questionnaire Background

The Committee decided at an early stage that a questionnaire was necessary to ensure that all residents of the Parish should have an opportunity to contribute to the plan. In considering the questionnaire, examples from 6 other villages were reviewed. In addition SPPSC was provided with information and examples of a software package called Village Appraisals prepared at the University of Bristol as an aid to the preparation of village plan questionnaires. As a result of the reviews it was decided that the Committee would undertake the preparation of the Stourpaine questionnaire. The reasons for this decision were:-

- a. Cost.
- b. The need to direct questions in the areas specific to our Parish.
- c. The willingness of the Committee to devote the necessary time and effort.
- d. The availability of appropriate software and expertise within the Committee.

There was a wide variety of options available for preparation/distribution/analysis of the questionnaire. Some basic decisions were made as follows:-

- a. The questionnaire should be anonymous.
- b. There should be as wide a distribution as possible, without being intrusive.
- c. Separate questions should be prepared for Household, Adults and Young Persons (8 to 18 years old).
- d. To include the lowest reasonable number of questions.
- e. The format and question types to be in accordance with those used in the software package.
- f. As an encouragement to complete the form it would be called "Your Input".

The Form

Questions for the forms were derived from existing knowledge of Parish affairs, the results of the Future Needs Day and the reviews of other questionnaires. Ample allowance was made for inclusion of written comments. The three forms were prepared in accordance with the above guidelines; they had the following number of questions:

Household	9
Personal Adult	47
Personal Young Person	11

For distribution purposes they were assembled into 'packs' comprising 1 Household form, 2 Personal Adult forms and 2 Personal Young Person forms. Each form was numbered to ensure that there was no duplication of returns. These numbers were removed from the forms before the analysis of replies.

Distribution and Collection

A comprehensive list of properties in the parish was made, divided into 9 areas and each area was allocated to a Committee member for distribution purposes. Each Committee member was supported by at least one other helper. Where possible forms were delivered directly to recipients; where this was not possible a standard pack was left at the property. Two weeks were allowed for completion and a reminder was distributed at the end of the period. Collection was primarily by delivery to the village shop or the Chairman's private address. Collected forms were returned to the area distributors for an initial check, after which identification numbers were removed and a summary of results for the area was compiled.

Results

All area results were entered in a computer data base and the final calculations were made, including number of replies and percentages, as appropriate. All written comments were typed up on a single file which could be sorted and summarised. (This proved to be a huge task).

In terms of envelopes and forms, distributed and returned, the response was better than 50% (envelopes 55%, Household forms 53% and Personal Adult forms 51%). This was considered very satisfactory. For Personal Young Person Forms the return was 31 forms received. The results have been presented as numbers entered on a form, against the questions answered. Where suitable, a chart has been prepared to illustrate the result. The results have been used in deriving the conclusions and actions in the plan. In addition, written comments have been given to the Parish Council so that, where appropriate, action can be taken.



Stourpaine, from the south looking towards Hod Hill

Chapter Four

The Results



Housing and Building Development



Environment and Countryside



Public Services



Sports and Social facilities



Roads and Transport



Youth



Education



Housing and Building Development

Background

The village is bisected by the main A350 Shaston Road, which leads to Shaftesbury approximately 9 miles to the north and is about 2.5 miles north west of Blandford Forum. The older part of the village generally lies to the west of the main road between here and the east bank of the River Stour. The Iwerne brook flows through the western part of the Parish to join the River Stour, a little to the south west of the village. Properties on the western edge of the village are susceptible to flooding from these rivers.

The whole of the lower part of the village is designated as a Conservation Area in the NDDC Local Plan. This area also extends to the east of the A350 in the central part of the village between Bottom Road to the north of the Vicarage and the area around Stourpaine Manor to the south. The older parts of the village are predominately 18th and early 19th century cottages of vernacular style and local materials, including rendered cob, brick and flint walls, with variants in roof lines with thatch and slate, or clay plain tile. Some larger properties are set in their own grounds together with Victorian farmhouses of brick and slate.



On the western edge of this part of the village there is a group of 1960s and 1970s detached bungalows and chalet style dwellings.

Widening of the A350 in the 1970s led to the demolition of cottages on its eastern side.



Much of the development to the north and south here is of mid- to-late 20th Century origin with private detached houses, together with smaller terraced and semi-detached houses and flats originally developed by the Local Authority or subsequent Housing Associations.

In the older parts of the village some buildings have been converted to housing from their original use, including a 19th century chapel, and redundant farm buildings, which now form a courtyard style development to the northern end of the village. Other buildings, which no longer serve their original purpose of School and Church House, have also been converted to dwellings and for the most part retain their historical link with the past, whilst recognising changing needs.



The Results

What you said.....

In answer to the question, "what is your dwelling type?"

- 57% said that they lived in a detached house or bungalow.
- 24% in a semi-detached/terraced house or bungalow.
- 19% in a flat.

"Is anyone in your household urgently in need of the following type of accommodation in the village?"

- 5% require affordable housing
- 1% requires rented accommodation
- 1% requires sheltered accommodation
- 93% are not in urgent need.

"What type of building development should be encouraged in the village?"

336 households responded.

- 11% private detached housing.
- 3% light industry.
- 12% affordable housing.
- 11% no opinion.
- 27% traditional cottages.
- 12% flats and maisonettes.
- 24% rentable property.

"Do you think that sheltered accommodation for the elderly should be provided in the village?"

220 households responded.

- 67% - Yes
- 33% - No

What else is important.....

The present Conservation Area encompasses a large proportion of the village and the parish as a whole contains a number of important open or wooded areas. Three questions were posed to the village-wide consultation relating to these two issues.

"Would you like more or less open or wooded areas?"

- 70% felt it was about right.
- 1% would like less.
- 29% said they would like more.

"Do you feel the conservation area should be extended?"

220 householders responded.

- 35% want it extended.
- 2% reduced.
- 63% felt it is about right.

Out of 232 replies 77% thought more should be done to protect/encourage hedges, trees and open spaces.

What we propose to do.....

1. Pursue the Housing Survey results with the appropriate authorities to seek a satisfactory outcome for those in need.
2. Investigate and pursue the provision of sheltered accommodation by the authorities where need is established.
3. Encourage the preparation of a Village Design Statement to help in achieving an acceptable design and density of building development within the parish.

What we can do as individuals.....

Residents can lobby their Parish, Local and County Council representatives for their support in achieving the requirements of those in need of housing in the Parish.

What we can do as a village.....

The Parish Council can use its influence with the Local and County Authorities to benefit the village as a whole.

Background

The River Stour

The River Stour is a 60.5 mile long river which flows through Wiltshire and Dorset and drains into the English Channel. It is sometimes called the Dorset Stour to distinguish it from other rivers of the same name. The source of the river is at Stourhead in Wiltshire where it forms a series of artificial lakes which are part of the Stourhead Estate, owned by the National Trust. It flows south into Dorset through the Blackmore Vale and the towns of Gillingham and Sturminster Newton where it is joined by the River Lydden and at Stourpaine where it is joined by the River Iwerne. At Blandford Forum the river breaks through the chalk ridge of the Dorset Downs, and from there flows south east into the heathlands of South East Dorset. At Wimborne Minster it is joined by the River Allen, and at its estuary at Christchurch it is joined by the Hampshire Avon before it flows into the sea.

A number of towns and villages in Dorset are named after the river, including East and West Stour, Stourpaine, Stour Row, Stour Provost, Sturminster Newton and Sturminster Marshall.

For many miles the river is followed by the now disused Somerset and Dorset Joint Railway, which bridges the river five times.

North Dorset Trailway

A trailway is a 3 metre wide path with access to walkers, cyclists, horse riders and the less able. It has hard wearing all-weather surface so that it can be used as a genuine alternative transport route throughout the year.

The line through Stourpaine is part of the former Somerset and Dorset Joint Railway. To look at it now, you would think that it had been some little branch from nowhere very much; but from 1927 to 1962 it was part of the route of one of the more famous named trains, the Pines Express, which ran daily from Manchester Piccadilly to Bournemouth, so called apparently because the approach to Bournemouth is through a pine forest. The line could provide an ideal route for a trailway as it links many of North Dorset's towns and villages. There are 5 sections of Trailway in North Dorset that are currently open to the public. These are Charlton Marshall, Blandford, Shillingstone, Sturminster Newton and Stalbridge.

For the Trailway to reach its full potential these sections have to be joined together. This can be difficult as many sections of the line are in private ownership. Also, the whole line needs resurfacing to bring it up to a standard where it can be used by bicycles, pushchairs, wheelchairs and horses.

The story so far.....

This year more work than ever before will be undertaken to help create the North Dorset Trailway.

This work involves:-

- Chipping surfacing the remaining section of the old railway line at Shillingstone.
- A new 75 metre bridleway bridge has been built over the River Stour at Fiddleford linking the trailway between Sturminster Newton and Hammoon.
- A planning application has been submitted so that Dorset County Council can progress the Trailway from Charlton Marshall to Blandford. It is hoped that work to surface this section will take place next year.
- A 300 metre section of old railway line is to be resurfaced to extend the Blandford section.
- Dorset County Council produced a Trailway leaflet explaining the concept and the sections currently open to the public.
- New bridge and access points are to be built on the Old Railway line at Corfe Mullen.
- A 600 metre section of Old Railway Line at Stalbridge will be re-surfaced.
- A survey of the route will be carried out to assess the current status and begin liaison with private landowners along the route.

Dog fouling and waste bins

There are five bins located around Stourpaine:- either end of Manor Road, by the entrance to the sports field, Hod View and Orchard Close.

Communication Masts

There are two communication mast situated at Conygar Clump which is south east of the village. One is a mobile phone mast and the other more recently installed is a police tetra mast. In 2001 planning permission was granted for a mast to be erected by the Sewage Treatment works, but as yet nothing has been installed.

Travellers Sites

On the 21st March 2004 Stourpaine Parish Council wrote to the chairman of Dorset County Council expressing its dismay at learning through a report in the Western Gazette that Dorset County Council were considering the use of the former landfill and household recycling site in Bushes Road as an area for permanent access for travellers. It was pointed out that there would be strong opposition from the Parish Council and the residents of Stourpaine.

On the 21st April 2004 correspondence was received from Dorset County Council detailing 2 areas in Stourpaine under consideration – Bushes Road Depot and the former Waste Management Site.

The Parish Council understands that the Chipping Depot is now considered unsuitable, but there have been no further developments at the time of going to press. Dorset County Council have identified four sites that might be used to accommodate travellers attracted to the area by the Great Dorset Steam Fair. It is currently consulting as to which of these should be designated. The police have powers to direct travellers on to such Local Authority Managed sites and thus prevent the damage and upset caused by illegal camping. The parish council has objected strongly to the site identified within the parish (east of the C13 on the Tarrant Gunville road) as being completely unsuitable for such use.

The Results

What you said.....

Travellers Sites

This was recorded as the biggest "needs action, most important" topic at our Future Needs Day.

Open the railway line

87% would like to see the old railway line opened as a trailway.

Flood Prevention

77% felt that more should be done to inform the villagers of actions taken to reduce the risk of flooding.

Comments were made that a flood prevention scheme is needed

Dog fouling and waste bins

81% of replies stated their concerns over the amount of fouling on bridleways and footpaths.

76% of replies stated more dog waste bins should be provided.

Comments were also made about keeping dogs under control on leads.

Access and marking of footpaths

72% felt that access to footpaths and bridleways should be improved.

74% felt that marking of footpaths was inadequate.

Comments were also made about the possibility of opening trails, guided walks, and placing archaeological signs and notice boards.

Litter

65% felt that litter was an issue. Comments have been made pointing out the amount of litter and rubbish.

Other concerns included ground noise level, communication masts, light pollution, dog walking area – although they weren't particularly high scorers they still need investigation.

What we can do as individuals.....



Flood Prevention

The Environment Agency provides a flood map showing areas at risk (left). If you find you are at risk, register with the Environment Agency and get a flood warning. Fact sheets are also available to advise what do to in the event of flooding. Bear in mind that flooding cannot be prevented, just managed.

**The Environment Agency's Flood Line
number is 0845 9881188
Quick dial for the Blandford area
045121
www.environment-agency.gov.uk**

Footpaths and Rights of Way

If you find any problems whilst you are walking, riding or cycling in Dorset, for example overgrown vegetation blocking the path, a broken stile or missing signposts/waymarkers:

Check the problem is on a public right of way by looking at an up to date Ordnance Survey map and contact the Rights of Way team at Dorset County Council.

Rights of Way Team, Dorset County Council, Tel: 01305 224463 - Email: b.redley@dorsetcc.gov.uk

What we can do as a village.....

North Dorset Trailway

Continue use and support of the trailway. Volunteer for work parties – details available from North Dorset District Council.

Travellers' Sites

Continue to support Stourpaine Parish Council in its objections to having Travellers Sites within the Parish.

Litter

There was sufficient response to the relevant question to indicate that a local initiative to "clean up" the village would be supported.

Dog fouling and waste bins

The presence of red dog bins and the liberal distribution of notices have clearly not worked to the satisfaction of parish residents. Much stronger measures are required by the relevant authority to improve the situation.

Public Services

The Results

What you said.....

- Overall the questionnaire showed a high level of satisfaction with public services in the Parish.
- Results showed a low participation in the Community Watch Scheme. One person thought the scheme had been discontinued.
- There was sufficient use of the Dorset Police Community Support Unit to justify its continuation. The actual figures were low, but it has to be assumed that there was a genuine need by those who did use the unit.
- Refuse collection received a high score, but concern was expressed about general cleanliness.

What else is important.....

A number of replies referred to the use of village roads by farm vehicles. At times during the year the narrow village roads are used by large farm vehicles which often leave mud and farm products in the road. Occasionally damage has been caused. However, a certain amount of this has to be expected and can be tolerated in a village situated in a rural community. Good liaison between local, non-farming, residents and the local farming industry is important to both, so that efficient farm work can continue with minimum inconvenience to residents.

What we propose to do.....

- Make more residents aware of the Community Watch Scheme and encourage greater participation by an open active approach.
- Ensure the Dorset Police Community Support Unit continues to be available when needed.
- Investigate the education approach to village cleanliness so that improvements can be made without the need for punitive measures.

What we can do as individuals.....

Continue to make use of the travelling library service on a Friday as lack of use may result in the withdrawal of the service.



Track of the old S&DJ Railway passing SW of the village and now in private ownership

Sports and Social Facilities

Background

Village Hall

The village hall is located to the East of the A350 off Bottom Road. It comprises a plot of 625m², the hall size approximately 106m², a storage shed and parking area for about 20 cars.

The village hall site was acquired for the village in 1964. The first hall was built in 1967 and updated in 1981 with the aid of grants and donations. It is independently managed by a committee of volunteers, as set up in the original trust deed. The running costs are met entirely from donations and fees for the use of the premises.

The present Hall Committee is preparing plans for improvements to the Hall and is raising funds for this purpose.



Erected in 1967 on land generously given to the village by Lt. Col and Mrs M R Carrington-Sykes

The Playing Field

It is located at the Western end of the village at the end of Havelins and is in the Environmental Agency's Flood Zone 3. The field, which covers approximately 6.6 acres, was purchased in 1984 with donations from the residents of Stourpaine. The land is held in trust as a registered charity as a recreation ground for the benefit of the inhabitants of the village.

The administration of the playing field is undertaken by an elected committee from the village and organisations currently using the facilities and is known as the Stourpaine Playing Fields Association (SPFA). The committee is elected at the AGM.



*Draper Memorial Field
This field is for the recreational use of all the residents of Stourpaine*

Facilities of the site include:

- A children's playground.
- A pavilion with changing rooms and bar area.
- A parking area for 40 cars with overflow at the top end of the field when conditions allow.
- Tennis courts.
- A separate dog walking area.
- Football pitch.

Clubs currently utilising the facilities are:

- Stourpaine Football Club (2 teams).
- Stourpaine Tennis Club (over 60% of members are parish residents).
- Stourpaine Social Club (available to Football Club, Tennis Club and village residents).

Club membership is separately controlled by each organisation.

Historically the primary source of income to maintain the facilities is received from the Annual Village Fete. The Village Fete committee currently allocates 80% of net proceeds to the SPFA with the remaining 20% being used for other village activities at their discretion. The distribution is under review. Some funds are also received from the social club, when profits allow, as well as direct contributions from the Tennis Club. The football club supports the maintenance of the pitch, together with some voluntary maintenance of the facilities. The SPFA is currently reviewing some legal and financial matters.

The Children's Playgrounds



Playing field



Bottom Road

There are two children's playgrounds in the village, one (for under 12s) located in Bottom Road and the other located in the south east corner of the playing field. Safety certificates are obtained annually for both playgrounds, although equipment does need upgrading/replacement.

The Results

What you said.....

At the Future Needs Day the requirement for a new/refurbished village hall was mentioned 20 times.

In answer to the question "is a refurbished/new village hall necessary?"

- Out of 225 replies 87% were yes.

We asked what village hall activities would you like introduced and how often do you use the facilities available in the playing field?

We were able to establish that the village hall is used by more residents than the playing field and for a wider variety of activities. The role of the Football Club as part of village life was questioned at the open day. A large number of suggestions were made regarding specific activities which might be introduced.

- Cinema
- Dancing
- Drama
- Bingo, W.I, quiz & Bridge
- Crib, wine tasting, karate, art, poker, skittles, whist, yoga
- Keep fit
- Educational
- Badminton & indoor bowls
- Music & table tennis

Many felt that more should be provided for young people.

12 children aged 8 to 12 years replied to the questionnaire. Overall, comments regarding children's playgrounds consisted of suggestions for 'improvements' including additional equipment (slide, see-saw and sandpit) and many requests for facilities for older children.

What else is important?

Management, legal and financial matters relating to the facilities were not addressed in the surveys but are important issues in the provision and management of the facilities.

What we propose to do.....

Set up a liaison group to pursue key proposals.

What we can do as individuals.....

- It is important that as many residents as possible support existing clubs and activities.
- Initiate, or support, fund raising activities for new/refurbished facilities.

We asked, "Are you prepared to assist in preparations for an improved village hall?"

- Over 100 adults said yes.

What we can do as a village?

Combine our resources with the common aim of benefiting the Parish as a whole.

What we can do with help from outside the village?

Many Dorset villages, including Durweston and Pimperne, have experience of planning, funding and developing new facilities. We can learn from their experience. There are a number of National and County agencies involved in country and village affairs; their support can also be requested. Dorset Community Action has already provided good support to the Steering Committee.

It is clear that financial support would be required to implement the proposals. Private, Parish Council, County Council, the National Lottery and other sources would need to be tapped.

Conclusion

Stourpaine has the potential for excellent sports and social facilities, but it is clear that they are becoming outdated and particularly in the case of the Village Hall, falling into disrepair. A programme of renewal/refurbishment is necessary and best organised by a revised management structure.

Comments obtained from residents make it clear that improved facilities would contribute greatly to the community spirit and wellbeing of the Parish.



Roads and Transport

Background

The A350 main road divides the parish. This is a major hindrance to the development of the village as a cohesive unit and is the principal stumbling block.

What you said.....

The replies to the questionnaire showed that measures to improve the safety of this road were the main concern of the respondents. The clear priority, 73% of 228 replies, is an alternative route avoiding the village. This is in fact the view of just about everybody living in the seven villages on the A350 between Blandford and Shaftesbury.

PART 1 - THE A350

Background

This is a major ongoing county matter. The A350 is not a trunk road so it is the County which has to find funds for any schemes to alleviate the worsening situation. The ever increasing number and size of vehicles using the A350, the north-south route to and from Poole, has brought many problems to the villages along the route. The C13 between Blandford and Shaftesbury has also experienced a vast increase in the volume of traffic and Melbury Abbas has suffered as a consequence. Pressure for the A350 to be improved has been going on since the 1930s! Much time, effort and money has been spent over the years trying to produce a scheme to protect the villages from the noise, pollution and danger posed by the HGV's using both roads and in 1992 comprehensive proposals were drawn up to upgrade the C13 and build a bypass for Melbury Abbas.

There was great opposition to the bypass (a sort of viaduct/bridge across the steep sided valley) on environmental grounds and the plans were not helped by the National Trust refusing to give up land so that the C13 could be widened. Now the whole subject is being discussed again and the DCC's consultants have come up with a list of options for improving the A350 from Sturminster Marshall to the county boundary just beyond Shaftesbury.

Local organisations, including the Parish Councils, are pressing for the C13 to be upgraded to become the A350. Consultations are being held and, at a recent meeting of the North Dorset Committee of the Dorset Association of Parish and Town Councils, a resolution was passed unanimously (16 Councils were represented) that it supported Option 9 – Sturminster Marshall, Spetisbury and Charlton Marshall bypass. Option 10 – Shaftesbury outer bypass and particularly relevant to Stourpaine, Option 7. This option, which was acceptable to the Parish, is to upgrade the C13 so that it becomes the A350 with a bypass for Melbury Abbas. The present A350 would then be downgraded.

As efforts to improve the road have been going on since the 1930s it is not likely that there will be any major changes in the near future. Major projects such as this require Government finance and regional funds have already been allocated provisionally to other schemes. It is unlikely, according to the Director of Environmental Services at Dorset County Council, that funds could be found for a major A350 scheme until after 2016 (report in Western Gazette of 1st June 2006). In the meantime, the County Council is putting some interim measures in place to ease the flow of traffic on a road which is certainly not suitable for the type and volume of traffic now using it.



The immediate concerns to be aired in the Parish Plan are about safety along the village section of the A350. This road divides the village. The post office/shop, public house and playing field are to the west, with the under 12s play area in Bottom Road and most of the newer development, including the 2 major estates of Hod View and Orchard Close, lying to the East.

To some residents the road divides the village socially as well as physically, and the view has been expressed that if the A350 becomes a C road the whole village community would be brought closer together. As it is, residents from both sides have to cross the road to get to the various village facilities.

What you said.....

The safety measures in order of priority from the questionnaire are:-

- Pedestrian crossing 66%
- Street lighting 63%
- Permanent speed cameras 51%
- Traffic calming measures 49%
- Double white lines 43%
- A reduced speed limit 41%
- Barriers on roadside 28%



These figures show that a pedestrian crossing, street lighting and permanent speed cameras have the support of over half the respondents.

Comments....

Speed limits and signs: enforcing speed limits; limits to be extended to run from Durweston Bridge to Steepleton Bends; flashing 15 mph signs at Steepleton Bends; 20 mph through the village; flashing signs to be placed before the speed limit signs; "Pedestrians in road – no footpath" at the Blandford end of the village (there is no pavement between the flats at Stourpaine Lodge and the entrance to Rowlands Road, so it is dangerous for anyone living in the Flats to walk to and from the shop, pub or bus stop).

The highway itself: narrowing the road to make it clear that you are entering a village community; double white lines from top of the hill until after Stourpaine Lodge to stop overtaking – there is fear of a collision when traffic is waiting to turn right on to the "Shelf" (NB Parish Council requested and obtained a Right Turn sign which is fixed to the wall of The Coach House next to Stourpaine Lodge. This does warn that there is a turning there, but it can be obscured by traffic on the road.); more pavements.

Interesting suggestions: tollbooth into the village; tunnel under the road; traffic lights at the entrances to South Holme and Hod View.

Proposals

Some of our proposals are short-term, to alleviate the present situation. Our primary objective is to support the switch of the A350 to the C13 (Higher Shaftesbury Road). If/when our primary objective is achieved, many of the requested safety measures would be unnecessary.

Long Term

1. The switch of the A350/C13

All agreed that the upgrading of the C13 so that it becomes the A350, with the subsequent downgrading of the road through Stourpaine, would remove many of the problems associated with this road. This is in the hands of the County Council and would depend on the support of Regional and Central Government. This is a very long term project and we are aware that our County Councillor is pressing vigorously the case for the change with these bodies. This would also depend upon significant regional funding.

2. Traffic Calming and reduced speed

If/when this change is achieved, further changes could be pursued by means of traffic-calming and other measures to allow for reduced speed.

3. Reduction in the Speed Limit

Requested by 41% of respondents.

As the A350, the County Council advise that the speed limit cannot be reduced. If the road ceases to be an A road, this may be considered in the future.

Medium Term

4. Pedestrian Crossing

Requested by 66% of respondents.

The County Council would consider a request for a formal controlled (Puffin) crossing. The only practical site is opposite the White Horse.

5. Street Lighting

Requested by 63% of respondents.

This has already been investigated by the Parish Council. It would have to be supported fully by residents and the initial cost met by the Parish Council and ongoing upkeep by Dorset County Council.

Short Term

6. Permanent Speed Cameras

Requested by 51% of respondents.

These are managed by the Dorset Safety Camera Partnership. Government policy is that these are installed when an area meets various criteria, including a police report of an accident due to speed, involving personal injury requiring a hospital visit. On occasions, cameras are installed in other areas, subject to assessment. The County Council advises that as we have had visits from mobile units, the village has already been assessed and a decision taken to use only those in combination with the existing flashing signs. The Committee will continue to press for either regular visits from the mobile teams or for regular use of Speed Indicator Devices, which flash up the actual speed. These have been requested already.

7. Traffic-Calming Measures

Physical traffic-calming measures are not appropriate on the A350 and would not be allowed. However, after consultation between the Parish Plan Steering Committee and the County Council:-

- A. Additional signs will be investigated by the County Council.
- B. Village Gateway
The County Council say that it is possible to combine existing signing more effectively to enhance further the entrance to the village and to emphasise the 30 mph limits. These would include the installation of 30 mph roundels (but only by the entrance to the village).
- C. Worn Road Markings
These should be refreshed regularly.
(Those at the bus-stop on the A350 and at the junction of Manor Road, South Holme and Havelins have already been repainted).

8. Double White Lines

Requested by 43% of respondents.

On the advice of the County Council, double white lines will not normally be used in built up areas and can only be installed where forward visibility is less than the desirable minimum.

9. Roadside Barriers

Requested by 28% of respondents

The County Council advise that these are of most use when it is desirable to guide pedestrians to a more suitable location at which to cross the road. They are prohibitively expensive and provide no protection to pedestrians from vehicles leaving the road. In addition, in the heart of the village they would be unsightly.

10. Interesting Suggestions

Traffic lights at the junction of South Holme and Hod View - These would not meet any criteria and would go against the spirit of retaining the rural feel of the village.

A tunnel under the road would be prohibitively expensive.

A toll booth into the village would not be permissible on the public highway.

PART 2 - Roads within the Village

Background

The roads within the village (excluding the A350) fall into two categories. Those on the east side of the main road are mainly post-war and are to the usual estate standard, with parking areas, adequate lighting and pavements. Those on the western side are typical old village roads which suffer many shortcomings. These include narrow widths.

What you said....

The input forms highlighted the following concerns (listed in order of priority):-

1. Adequate parking	67%
2. Lighting	57%
3. Maintenance and cleaning	57%
4. Pavements	56%
5. Speeding	49%
6. Traffic calming	39%
7. Parking restrictions	33%
8. Improved traffic signs	30%
9. One way system	24%



Proposals

1. Adequate Parking

Unfortunately, the constraints of the layout of the old part of the village do not allow for widespread changes. We can only ask that motorists park with consideration for the residents, pedestrians and other road users. It should also be pointed out that vehicles should be parked in such a way that emerging traffic has clear access through the narrow side roads.

2. Lighting

It is considered that the existing lighting is adequate for a village environment.

3. Maintenance & Cleaning

Complaints are reported routinely to the Highways Authority by the Parish Council. These include overgrown hedges and damaged or missing road signs. The County Council road maintenance units are supposed to visit every six months to carry out minor repairs to the village roads.

Residents can inform the Parish Council of highway problems or report direct to the County Council on 0800-232323

4. Pavements

Most of the roads to the east of the A350 were built to a standard including adequate provision of pavements. The old part to the west does not have road-space to be equipped with pavements, without narrowing the roads to an unacceptable and unsafe width.

5. Speeding

A call for a 20 mph speed limit in the village was discussed with the Highway Authority. As already stated, such a limit is not allowed on the A350.

Checks have shown to the County Council that vehicle speeds in the village are already around 20 mph. The installation of a formal 20 mph limit would require a number of signs, both at the start and finish, and also repeater signs at regular intervals.

6. Traffic Calming

There is a delicate balance between improvements and "urbanization". The Committee has been advised that overt traffic calming measures in the village roads would tend to destroy the rural feel of the village.

7. Parking Restrictions

The County Council advise that the introduction of double yellow lines is not desirable in a conservation area and would be impracticable in that it would be difficult to enforce properly.

8. Traffic Signs

The existing signs have been reviewed and if necessary maintenance carried out. The County Council recommend no changes, especially within the conservation area.

9. One Way System

A proposal was given for a one-way system for South Holme, Manor Road and Coach Road. This was considered and discussed with the Highway Authority, which pointed out limited benefits and consequential drawbacks.

The drawbacks are:-

- a. If one of the narrow roads is blocked, either by building works or a large vehicle, the system is grid locked.
- b. An immediate effect would be an increase in vehicle speeds, as drivers know that they will not be confronted by another vehicle travelling in the opposite direction.

Public Transport

Bus

Unfortunately the bus service that currently passes through the village, running from Shaftesbury through Blandford to Wimborne, Bournemouth and Poole, is being drastically reduced at the beginning of June. There will be connections, but all travel by bus will be much less convenient and many journeys impossible. There have been no buses on Sundays for some years, but the loss of all the existing Saturday services is particularly to be deplored. That a very high percentage (76%) of respondents said they did not use public transport at all shows how difficult/inconvenient it is for those in rural areas to get where they wish or need to be without a car. These cuts will make it even more so. It is to be hoped that during the summer Dorset County Council will be able to put in place their "Door to Dorset" buses in our area. This is, they say, a more flexible service designed to meet the transport needs of rural communities and has already been successfully introduced in other parts of the county. Whether or not such a service will be adequate replacement remains to be seen.

Rail

Main line stations are in Gillingham, Salisbury, Poole and Bournemouth, but it is impossible to get to them on public transport at any sensible time. Therefore, those wishing to travel by train have to get to a station by car, or expensively, by taxi.

Coach

National Express coaches are a relatively cheap form of transport, but like trains, a car or taxi is usually needed to get to their stops. The nearest ones are Ringwood, Dorchester, Poole and Bournemouth to the south and Shaftesbury to the north. There is a network of routes all over the country, many of course going through London. The coach that went north stopping in Blandford was discontinued a few years ago and the recent loss of the Hardy Flyer, a daily coach that stopped in Blandford and provided a cheap and easy day trip to London, is much to be regretted. It was well patronised by those living in the Blandford area, but the owners decided that the vehicles could be used more lucratively elsewhere.

Nordcat

The community bus is being developed continually. There are several minibuses, most are wheelchair accessible and they are available for hire for groups as well as having regular weekly/fortnightly runs to the market towns. They provide a door-to-door service for those who have no other form of transport or who find using public transport difficult.

Anyone with a bus pass can register for this for a nominal fee of £2 a year. For a small extra charge shopping or general sightseeing trips are run to places further afield, such as Bath or Street and a Christmas Mystery Tour. Information about this service is published in a newsletter. They also ferry students to Kingston Maurward College.

Did you know.....
NORDCAT's contact number is
01258 472164

In 2006 the DT11 community group tried to establish a regular evening bus service to Poole for the young people but unfortunately it was not supported. They also tried offering trips to special events, such as the Steam Fair, but these too failed. In view of the lack of interest by the young people it does not seem that this Youth Bus will be resurrected.

What we propose to do.....

- Publicise the services offered by NORDCAT.
- Publicise the fact that all those 60 and over can obtain a free bus pass.
- Campaign to obtain convenient replacements for the services cut, especially for a service on Saturdays.

What we can do as individuals.....

- Campaign to obtain convenient replacements for the services cut, especially for a service on Saturdays.
- Use the services that do exist.
- Protest if services are cut.

Youth

We received 31 completed forms. The 2001 census shows 135 younger people under 15 years old – the numbers probably have not changed much so the return represents about 23%. However, assuming that about half the under 15's are below form filling age the realistic response is close to that received for adults (51%).

The spread across age groups was fairly even; the great majority of respondents are in full-time education. Many aspire to acquire professional skills; about one third aspire to the retail trade.

What you said.....

Responses from younger people

Our findings confirmed that the majority of respondents do not take part in any local clubs or activities. However, a substantial number does participate in activities outside the village.

Of the list of activities desired, in order of popularity were:-

- Film/cinema
- Cycling/Skate park
- Bike park
- Music/drama
- Senior youth club
- Computer club
- Youth shelter
- Fishing club/training
- Art/drawing
- Yoga/keep fit
- Environmental activities

Additional "written" requests for further activities included:-

- Horse riding
- Gym
- Basketball and sports
- Walking for pleasure activities

The majority use public transport – more said they would if the service was improved. Comments were also made that the bus to Blandford "for those that pay" was too expensive.

Further comments were made about the play park being inadequately equipped. They have asked for:-

- Climbing frame
- Gym equipment
- Skate park ("one that is better than the one in Durweston!")
- A youth club for older children
- Floodlights on the tennis courts.

What you said.....

Responses from adults

The list of activities respondents suggested for the young are:-

Archery, art, drawing, painting, badminton, basketball, bike jumps, bowls, cinema, computers, cricket, cycle way to Blandford, dancing, drama club, pantomime, drama, family friendly events, film club, five-a-side all weather pitch, football for younger children, fun days/activities for children/teenagers, golf practice, gym, indoor bowls, karaoke, social, kids drama, maypole dancing, rounders, skate park, social functions/events, somewhere for kids 13/18 to go, swimming pool, table tennis, things for the younger families, toddlers music group, under 18's disco, youth club for under 5's.

Adults confirmed the desire for a cinema or film club and there was a lot of concern for youth club provision for younger children. Interestingly the young people themselves thought better provision for older children was needed. Football for younger children was thought to be lacking. There was very little mention of on road cycling, although an off-road bike park is third priority on the young people's list. This is perhaps not surprising as there are no safe surfaced cycling routes out of the village.

What we can do as individuals.....

- Help organise clubs/activities.

What we can do as a village.....

- Ensure full support is given to any new clubs/activities.

Education

Although Stourpaine does not have its own school, residents have access to good education, both state and independent in the surrounding area.

Almost all of the children in the village begin their school days at Durweston Primary School, which has become an important part of the two-tier system now operating within the Blandford Pyramid. In the last year it has opened a successful pre-school section to its operation and this feeds into the main Primary School. Future building development plans have been put in place at the school to accommodate the demand for these excellent opportunities.

From Durweston Primary, pupils move on to the Blandford School in the main town.

Pupils with a Stourpaine postcode from the School Census January 2006

	4+	5+	6+	7+	8+	9+	10+	11+	12+	13+	14+	15+	16+	17+	Totals
Secondary Schools															
Blandford town								7	12	5	11	6	5	3	49
Other									3	0	0	1	0	0	4
Primary Schools															
Blandford town	2	0	3	2	0	1	8								16
Durweston	5	5	3	8	7	4									32
Other	1	0	0	1	1	1									4

From the questionnaire, requests for learning were more for physical activities than academic and we were informed of this throughout the answers to what could be done to bring the community closer.

Some examples include drama, keep fit and yoga, karate, quiz nights and cinema and how they would like to see the playing field developed. These have been discussed in more detail under relevant sections such as Youth, Sports and Social Facilities and Public Services.

Adults who responded to questions in the Education Section also indicated that they would attend classes/courses in the village if these were available.

Chapter Five Summary of Key Proposals

Housing and Building Development

1. Pursue the Housing Survey results with the appropriate authorities to seek a satisfactory outcome for those in need.
2. Investigate and pursue the provision of sheltered accommodation by the authorities where need is established.
3. Encourage the preparation of a Village Design Statement to help in achieving an acceptable design and density of building development within the parish.

Environment and Countryside

1. North Dorset Trailway – Continue use and support of the trailway.
2. Travellers Sites - Continue to support Stourpaine Parish Council in their objections to having traveller sites within the Parish.
3. Dog Bins – Encourage use of existing bins and petition North Dorset District Council for extra signage.
4. Litter - Initiate a village clean up activity.

Public Services

1. Make more residents aware of the Community Watch Scheme and encourage greater participation by an open active approach.
2. Ensure the Dorset Police Community Support continues to be available when needed.
3. Investigate the education approach to village cleanliness so that improvements can be made without the need for punitive measures.

Sports and Social Facilities

1. **URGENT**... Support the Village Hall Committee in carrying out village hall essential maintenance. To make it secure and safe for immediate use.
2. Establish a liaison committee (comprising the Parish Plan Steering Committee, the Village Hall Committee and the SPFA) to investigate and report on the subject of a new or refurbished village hall. The prime requirement is to compare feasibility and costing of the options of a new or refurbished hall.
 - § Investigate the legal positions of the two charitable trusts.
 - § Investigate the nature and use of the facilities and the most appropriate location.
 - § To specify the hall requirements, building, contents and peripherals.
 - § To decide on development and running costs and the means of financing these costs.
 - § To set up a management structure and work timetable.
3. Review the structure of the SPFA to ensure that the parish gets the maximum benefit from the playing field which is an important asset.
4. Investigate improvements to the two children's play areas in the playing field.
5. Review ALL suggestions for new activities using the facilities and make an effort to stimulate those which are of most interest/benefit to the Parish residents.

Roads & Transport

1. We reiterate that our main priority for Roads & Transport is the switch of the A350/C13
2. In the short and medium terms our priorities are to pursue suitable safety measures which are feasible within the parameters of Highway Legislation on A roads. This should be done as a matter of urgency to avoid the risk of a serious accident.
3. When the switch is made, to ensure that an appropriate traffic-calming plan is put into effect as quickly as possible.
4. Our intention is to preserve the nature of the village, remembering that the old west side is a conservation area. Any changes must be within the character and therefore inevitably on a small scale.

Youth

The responses from young people indicate a strong desire for more organised activities within the village. A good number of adults have indicated a willingness to help organise and run some of these.

A wide range of activities were suggested.
These include:-

1. Youth club for older children.
2. Drama (or theatre and video making).
3. Film club/cinema – this could be linked with proposed improvements to the village hall.
4. Cycling/skate park – strong support from the village, and offers of help in the form of labour, would help to open further stretches of the trailway. There is a plan to open this from Templecombe to Christchurch which would mean youngsters from Stourpaine could cycle to Blandford, Sturminster Newton and beyond safely. A skate park would require a substantial fund raising effort but might qualify for some funding from NDDC.
5. Youth shelter.
6. Football for younger children.
7. Upgrading playground facilities.

Some of these activities could be available with presently available sources. Many would benefit from additional funding and co-ordination. A valuable ongoing function of the Parish Plan Steering Committee might be to co-ordinate and provide developmental assistance to groups. Some activities, for example the over 12s youth club and drama (theatre, video making), would need trained professional leaders.



Chapter Six **Action Plan**

Key to Time Scale

Short Term – within 6 months of SPP issue.

Medium Term – 6 months after SPP issue.

Long Term – Time scale difficult to determine – most projects will be ongoing.

HOUSING AND BUILDING DEVELOPMENT

Action	Responsibility	Time Scale
Pursue the Housing survey results	Parish Plan Steering Committee and Parish Council	Long Term
Investigate and pursue the provision of sheltered housing	North Dorset District Council	Medium/Long Term
Preparation of Village Design Statement	Parish Plan Steering Committee and interested individuals	Long Term

ENVIRONMENT AND COUNTRYSIDE

Action	Responsibility	Time Scale
Travellers' sites	Dorset County Council	Long term/on-going
Dog Bins – encourage use of by lobbying NDDC for improved signage and education of dog walkers	Dog walkers and North Dorset District Council	Long term/on-going
North Dorset Trailway – support re-opening by keeping in contact with Dorset County Council and join relevant work groups	Dorset County Council, Individuals and Groups.	Long term/on-going
Litter – initiate village clean up	Parish Plan Steering Committee to co-ordinate the formation of a group of volunteers	Short term then yearly

PUBLIC SERVICES

Action	Responsibility	Time Scale
Community Watch Scheme	Parish Neighbourhood Watch Co-ordinator	Long term/on-going
Dorset Community Support	Dorset Police	Long term/on-going

SPORTS AND SOCIAL

Action	Responsibility	Time Scale
Hall maintenance	Hall Committee	Immediate
Set up liaison committee	SPP Committee	Short Term
Future hall requirements	Liaison Committee	Medium Term
SPFA finances	SPFA	Before 2008 AGM
*Children's Playground improvements – Playing field	SPFA	Long Term/ongoing
**Children's Playground improvements – Bottom Road	Parish Council	Long Term/ongoing
Hall/field activities	Hall Committee and SPFA	Long Term/ongoing

* **Play area by the playing field** – Funding through DCA is being applied for to purchase more play equipment for this area. Plans are being prepared, after consultation with the children.

****Under 12s play area, Bottom Road** – improvements include a) the removal of underused and deteriorating equipment and provision of new and more challenging items from a “wish list” from the children, providing more equipment in total, and b) the replacement of the two existing wooden gates with metal self-closing gates and replacement of the picnic table.

a) The Parish Council's bid has been included in NDDC's application of the Big Lottery Fund Children's Play Programme (Local Government Strand). It has been successful and work on the refurbishment should begin in Autumn 2007.

b) The Parish Council has submitted a bid to the Community Action Fund for Dorset for Funds to purchase the gates and picnic table. Current funds are exhausted but if more are provided for 2007/8 and the Parish Council's bid is successful work should be able to start in the early summer 2007. If the bid is not successful, the Parish Council will seek funds from other sources. The Parish Council will make a contribution to the cost.

PUBLIC TRANSPORT

Action	Responsibility	Time Scale
Bus - Use the services that do exist. Lobby for existing services to be retained.	Parish Council, Groups and Individuals	Immediate and on-going
Nordcat – Use the services provided for regular trips and group outings. Take advantage of wheelchair accessible services.	Parish Council to support financially (the PC started to contribute by way of a Section 137 payment in 2006). Groups and Individuals to make use of the services offered.	Immediate and on-going

ROADS

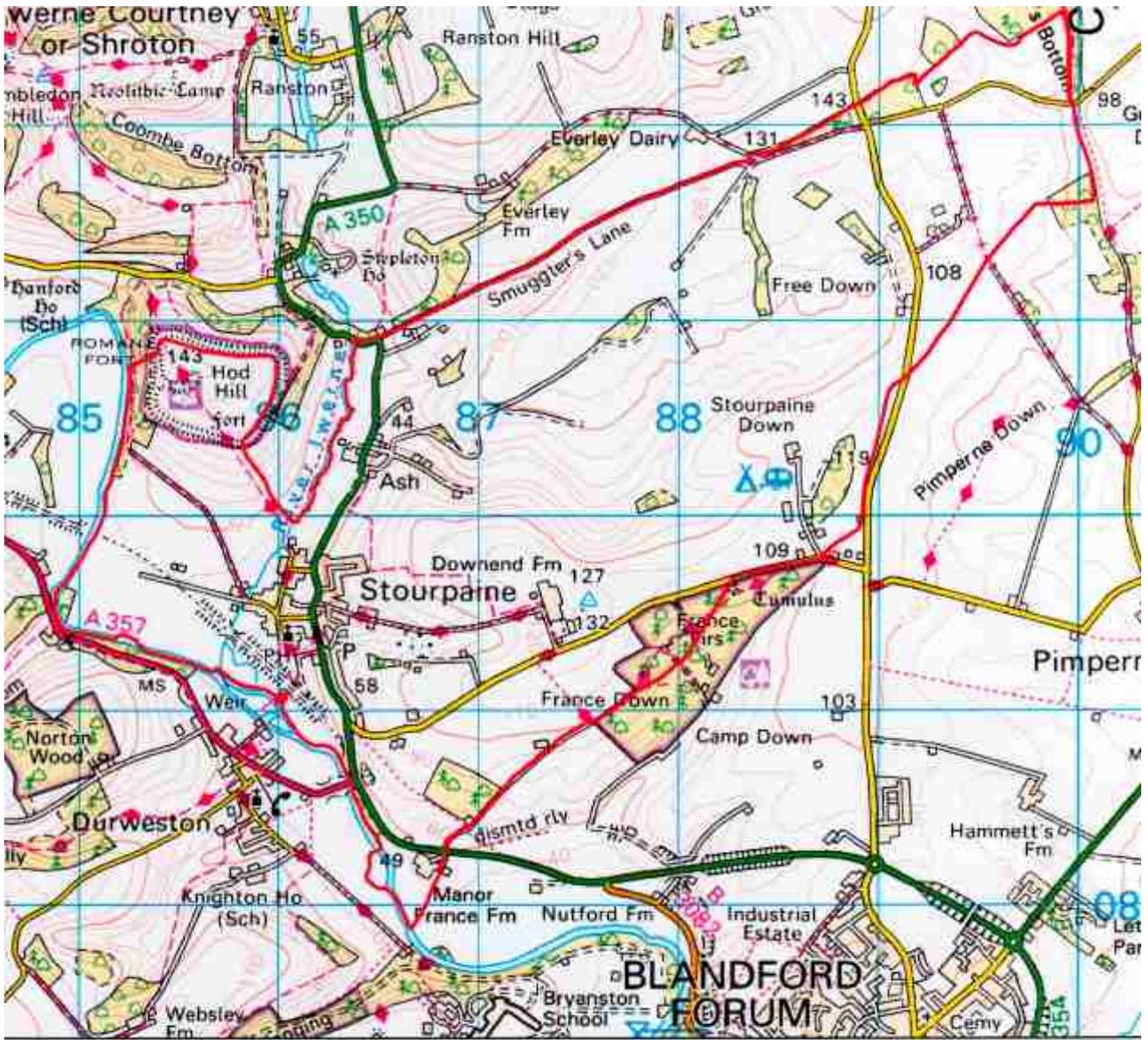
Action	Responsibility	Time Scale
To continue to lobby for the switch of the A350 to the C13	Parish Council, local groups and individuals	Long Term/ongoing
Press for road markings and other measures to control the speed of vehicles.	Parish Council Some measures have already taken place such as repainting white lines	Short Term
Pedestrian Crossing- tied with street lighting	Parish Council This would be expensive. Street lighting would have to be of a high standard.	Medium Term
Street Lighting	Parish Council Explore the feasibility of and cost to the parish of installing lighting on the A350.	Medium Term
A350/C13 switch. Once the switch has been made, press for appropriate traffic calming measures	Parish Council	Long Term
Village Roads – Encourage responsible parking. Encourage drivers to travel at sensible speeds.	Parish Council and individuals.	Immediate and ongoing.

Other measures requested:-

- Permanent speed cameras – both these and a SID (Speed Indicator Device) have been requested but refused as Stourpaine does not meet the criteria. However, mobile units from the Dorset Safety Camera Partnership do visit the village.
- Double white lines, reduced speed limits and barriers on the roadside have all been requested but turned down by the County Council on technical and practical grounds.

YOUTH

Action	Responsibility	Time Scale
Organise various groups and activities	Parish Plan Steering Committee to co-ordinate and provide developmental assistance to individuals and groups.	Short term - Long term



Stourpaine Parish



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————— Parish Boundary



2nd Prize winner by Georgina Polin, aged 9