

10/ Planning Policy

19 January 2014

NDDC

Wardon

Blansford Forum

The North Dorset Local Plan Part 1

Having read the Plan, but not having been privy to other documents referred to in it, I cannot comment on its legal compliance.

There are, however, a number of points in it which I do not consider "sound". These include:

1. A general lack of evidence that the views of local communities have been ^{and will be} considered and taken into account. There are numerous references to other authorities/bodies - e.g. at Grey Infrastructure 7.20; and page 282 legibility: "gateway" buildings must be sensitively integrated - unlike those in the former Case's site in that context. And Policy 24 para 3: "exceptionally well-designed" is always bound to be subjective - community views should be decisive.
2. "opting in": without the publication of practical proposals now (due in Part 2 of the Plan) it is not realistic to expect communities to decide whether to spend valuable resources on preparing a neighbourhood/parish plan now - or to ~~just~~ "wait and see" what possible advantages/disadvantages Part 2 will offer. (para 8.192)
3. To make the Plan more comprehensible, more of the abbreviations used should be included in the glossary.

4. Para 10.27: Should include "the effect on wildlife/diversity".
5. Policy 17 - Infrastructure: Should include specifically "maintenance of river flows".
6. Policy 13 - Drainage: This should apply to all constructions proposed. Not dwellings only, and even to a single dwelling.
7. Para 7.58: Improvement of highway drainage should be specifically referred to
8. Page 176 Figure 2 - Ecology / mitigation: Must include urban and rural areas.
9. And this is the main actively unsound point I make as a fault in the Plan:
Para 8.122: A proposed link road between B 3081 and A30.

I have not seen "The Gillingham Study". But while it is true that the right bend at Motcombe Road slows traffic speeds, extensive experience shows that that very fact has the benefit of reducing the severity of accidents on the "Motcombe Park Bends." As an alternative to the proposed link road, I suggest improving the use of Lox Lane for the benefit of Gillingham to Shaftesbury traffic. Lox Lane is already available and used as an access to the A30. Provision of a turning lane on B 3081 would require the acquisition of some agricultural land, but much less than ^{for} the suggested link road, with very much lower construction costs. Safe egress to/access from A30 already exists, while in view of the frequency of accidents on A30 the creation of yet another access is to be deplored.

Yours faithfully