

Fiona Ajram

From: Jeremy Squire [REDACTED]
Sent: 21 January 2018 07:11
To: PlanningPolicy NDDC
Subject: Re: North Dorset Local Plan

Dear Sir/ Madam, I am submitting the following in response to North Dorset request for consultation on the current North Dorset local plan, noting that the final submission date is the 22nd January.

Issue 1: North Dorset Road infrastructure. North Dorset roads in general terms follow the lines of roads that were created many centuries, and sometimes a millennium, ago. Consequently much of the system is too narrow for large transport vehicles with many pinch points on the main arterial routes such as the C13, A350 and A357. Indeed on these designated distributor roads there are points where they are only single lane carriageways.

It is therefore essential that road improvements are central to any plans to increase the population of this area. Failure to do so properly and effectively is to ignore the obvious. It is not clear from this plan that a coherent road development strategy is included in this plan.

Issue 2: Infrastructure/ amenities. With any new building developments and consequent population increases it is essential to prepare realistic plans for new infrastructure and amenities that are/will be required to serve the increase population.

This should be a responsible and coherent social strategy that is well defined and understood. Clearly it must include the fundamentals such as schools, drains, policing etc. but it must also include more intangible aspects such as local shops, pubs, restaurants etc. and whether the space even exists for these new requirements. It is not clear from this plan that a coherent infrastructure/ amenities strategy is included in this plan.

Issue 3: Jobs. With any new building developments and consequent population increases it is essential to prepare realistic plans for new local jobs to serve the increase population. **This cannot simply be the allocation of new industrial land, it has to include a properly defined and funded strategy to bring new industry and job creation schemes into the area.**

Further a new local plan cannot reuse the strategy from a previous plan, I give you the example of the Rolls Mill business park which was used as justification for the expansion of Sturminster Newton in the early years of this century and is again being cited as the job expansion potential for this current plan. This is blatant double accounting and quite unacceptable.

Issue 4: Sturminster Newton. There are 2 specific issues associate with roads infrastructure in Sturminster Newton that have not been properly addressed. Access to the centre of Sturminster Newton is along 3 (and only 3) routes – Route 1 the B3091 from the A357, Route 2 the B3091 from the direction of Marnhull and Route 3 the B3092 from the direction of Manston.

Route 1 is single lane for a significant part of its length from the traffic lights to the town square. Route 2 is possibly the road into the town but is still highly inadequate where it enters Marnhull near the junction with Chippel lane. Route 3 is again a road of inadequate standard and has a single lane pinch point on the narrow bridge just before reaching town boundary.

All planned increases of population within Sturminster Newton or the immediate catchment area MUST be accompanied by a funded road development plan, it is irresponsible and unacceptable to continue to ignore this issue.

Issue 5: Newton, Sturminster Newton. Newton is one of the prettiest and oldest villages in North Dorset, it contains some of the finest traditional properties in the region. The road serving this ancient village is known to have existed in the 12th Century yet this self-same road is today called a county distributor road.

The time has come for this road, and the local population, to be given the attention it deserves, in the same manner as those on the A350 have been afforded. Increased population in the area means more traffic on such roads and it is imperative this dangerous stretch of road is given proper consideration. Speed management is of the utmost importance. Proper pedestrian facilities such as substantial and proper pavements that are properly cleaned and maintained and traffic controlled road crossings must be included in any sensible local plan.

Continued failure to recognise that this stretch of road is totally inadequate for the size and speed of the traffic on North Dorset roads simply demonstrates a total inadequacy in this whole plan and one wonders what other glaring issues may have been missed.

Sir, in short I do not see this 'local plan' as anything form than a plan centred on the desire to build more houses and one which does not fully address the needs of the existing or expanded population.

Yours Sincerely

Jeremy Squire