

Pre-Submission Plan Consultation Comment Slip
Consultation Period 12th February – 31st March 2016

You can submit your comments either in person, online or through the post. Please note as per the regulations your comments will be published online and therefore be available to download freely.

In Person:

Saturday 27th February 10am - 2pm in the Corn Exchange

Sunday 13th March 12pm - 2pm at Bryanston Estate Club

Online: By emailing admin@blandfordforum-tc.gov.uk

Through the post: Town Clerk's Office, Church Lane, Blandford Forum, Dorset, DT11 7AD.

My objections and comments are:

The Blandford + Neighbourhood Plan includes 2 documents in the evidence base that are misleading and should either be withdrawn or rewritten to remove **all** elements that cover land that is outside the Blandford + boundary. The documents are the 'Framework Matters Plan for Land North East of Blandford Forum' and 'Access Appraisal for Land North East of Blandford Forum'. Neighbourhood plans are not allowed to overlap by law and the land within the boundary of Pimperne is not earmarked for development in the Pimperne Neighbourhood plan.

Letton is the 'gateway' to Pimperne and should remain separated from Blandford by any further development, such as a proposed 'community' hub, which will add to congestion on the A354 at Letton.

The Blandford + Neighbourhood Plan has no assessment of the impact of increased traffic from any of the proposed developments on the Blandford Bypass. This road often backs up during peak times, including Saturdays and Bank Holiday weekends, due to congestion at the Wimborne Road roundabout. Adding some 900 houses and therefore up to or even more than 1800 vehicles and their movements on to the current infrastructure needs its own traffic assessment. Adding an additional roundabout and potentially removing one roundabout and replacing it with traffic lights will cause more holdups, increase pollution and potential increase the number of accidents, especially on the A354 at Letton, where there are often rear-end shunts at busy times. Reducing the speed limit on the approach is not likely to make any difference as the line of sight coming over the brow of the hill can be very short, if traffic is queued back from the bypass, as it often is at peak times. Access on to the A354 at Letton is also very difficult and will be made worse by the installation of traffic lights. Adding additional access points onto the A354 will only exacerbate the current situation, increase pollution and potentially add to the number of accidents on this stretch of road.

The plan also calls for 'Toucan' crossing points. It is suggested that the money would be better spent on providing pedestrian bridges or tunnels, which do not stop traffic or pedestrians from going about their business and therefore reduces pollution. If there is a need to save money the use of the older fashion Zebra Crossings should also be considered as viable alternatives, they are much cheaper to run and cause less pollution.

DDC are reducing the number of buses, those still running do not meet the needs of most commuters and most people work away from Blandford.

Therefore to assume the use of buses as an alternative form of transport to the use of cars could be considered naïve at best. In a recent traffic report for

access to the Blandford St Mary proposed development it failed to address the needs of train passengers who would either travel to Salisbury or Poole to catch trains, both of which will require the use of cars unless one is only going to be away a few hours rather than a whole day.

While the neighbourhood plan is keen to maintain the historic nature of Blandford Forum, it doesn't address the lack of facilities in the town for shopping and entertainment. I rarely go into Blandford to shop, preferring Wimborne, with its much greater diversity of shops. The neighbourhood plan must make positive recommendations on how to attract a wider range of shops and make the centre of the town more attractive to pedestrians, by widening pavements, encouraging sitting out areas, reducing slow and stationary traffic etc.

The plan mentions a 'Convenience' Store off Shaftesbury Lane. Is this description correct, or should it be called a supermarket? This site would also be ideal for the Waste transfer station, rather than at Sunrise Business Park. Finally the Neighbourhood plan fails to indicate how many of the total houses required by 2031 have already been built, such as some of those on the Badbury Heights Estate and those off Wimborne Road, which can be counted towards the grand total.