

Sent: 14 March 2016 19:27
To: AdminBlandfordForum-TC
Subject: Neighbourhood Plan Consultation

Dear Sir/Madam

Please find below my comments on the pre submission neighbourhood plan.

Policy 1 – Land North & East of Blandford Forum

Its unclear why 400 dwellings are anticipated to be delivered. The land budget in the strategic masterplan identifies land parcels of 17.48ha for housing, which for 400 dwellings would be a density of circa 22 dwellings per hectare. This is not an efficient use of land, especially given this excludes the significant green areas also identified (including these give a density of just under 13.5 dwellings per hectare). The evidence has not shown how the development could be successfully integrated into the town, with no straightforward route to the town centre. There is additionally no evidence how bus services could serve the new development effectively and without subsidy, especially with a smaller number of homes.

This proposed low density sprawl is unlikely to be able to support the facilities that are desired, and as set out above will not link well with the town, and not likely benefit the town. The proposal in the framework masterplan, for a local centre practically on the bypass with a traffic light controlled junction is bizarre – the bypass is that it should simply serve its purpose. You only need to look to Shaftesbury where they are now having to bypass the bypass!

If the neighborhood plan is only proposing to add a further 400 homes, these would be better cited adjacent to the South East of Blandford St. Mary where there are already plans for circa 300 homes in the local plan – this could create a more self sufficient and holistic development, on the main bus route to Poole, and closer to the town centre, and potentially help fund a bridge across the bypass (which the cost is surely why the current planning application for 350 homes is not showing a bridge). Perhaps the frequency of busses to Poole could be increased? A small industrial estate could also be included, to balance the town, with all industrial estates currently in the north, which could provide greater employment opportunities in Blandford St. Mary.

Land north of the bypass could still be included (extension of sunrise estate, primary school potentially, and a small number of homes), but land to the north east should be removed from the plan. A new policy promoting the extension of the land South East of Blandford St Mary should be included, and a requirement that any proposal in this location demonstrates how it would integrate with a larger development effectively.

Policy 2 – Land at Shaftesbury Lane

The proposal in Policy 1 for a small number of convenience food is surprising when policy 2 allocates A1 uses for land at Shaftesbury lane to serve the north of the town.

If the land east of Blandford is removed, this site could be allocated for a small amount of retail and potentially a doctors surgery/chemist, (and the X8 bus route could easily be extended to run to serve it) (although land at the Brewery or an extended South East of Blandford St. Mary could be more appropriate).

Policy 3 – Land at Salisbury Road

The requirement for each dwelling to have two parking spaces is overly restrictive – should a one bed flat require two parking spaces?

It would be good to see an aspiration to link the site through to Holland Way (potentially via Stanton Close) as part of any redevelopment for pedestrians/cyclists (albeit land ownership may make this difficult).

Policy 5 - East street/Langton Road

The requirement for A1 use to be ancillary to the visitor centre seems overly restrictive. Were M&S wanting to expand (non food in particular) this policy would prevent them from doing so, which surely residents would want to encourage them to? There should be a presumption in favour of further retail use.

The above are my personal views, as a former resident of Blandford.

Kind Regards