



[REDACTED]

14 September 2015

Dear Mr. James,

**Proposed extension to the area for housing growth,  
south east of Blandford St. Mary**

We refer to your letter dated 24 July 2015 inviting comments on the proposal to increase the area of land at Blandford St. Mary allocated for housing in the new Local Plan. Our comments, which are set out below, refer to the plan which formed part of your letter.

We accept that there will always be a need to make provision for new housing to meet population growth and local needs. When we came to Blandford in the 1990's the Planning Department advice was that the by-pass defined the western, southern and eastern boundary of the town and that no development would be permitted beyond this. There are still sites within the bypass (including the now unwanted Asda site) that are suitable for residential development and why cannot these be brought forward first?

The fact that both the green hatched land and the additional land westwards towards Wards Drove are outside the bypass creates a number of issues that we need to be satisfied about at some stage, before withdrawing any objection(s) that we have.

**Development Design/Layout**

A comprehensive design/ layout, (based on principles adopted for

Bryanstone Hills on the other side of the A354), should be drawn up on the basis that the green hatched area and the additional land bordered by Wards Drove are one residential development site and all our comments in this letter are based upon this. Rear gardens only should be adjacent to Wards Drove.

A proportion of the dwellings must be "Affordable"

### **Pedestrian access to town**

A subway or pedestrian footbridge must be provided under/over the A354.

### **Vehicular Access**

Access for vehicles to the development to be from a roundabout to be constructed on the A354, not from the A350.

There should be no vehicular access to the development from Wards Drove/A350. The Wards Drove/A350 junction is particularly hazardous being located on a bend and having no adequate sight lines. At this point it is difficult for 2 large lorries travelling in opposite directions along the A350 to pass side by side. Traffic on the A350 is increasing year on year and the existing 40mph speed limit southwards from the A354/A350 roundabout should be reduced to 30mph.

At peak times traffic heading north on the A350 backs up from the A354/A350 roundabout southwards beyond Wards Drove towards Church Lane. The pedestrian footpath on this part of the A350 is narrow and pedestrians have to be alert and ready to duck to avoid being struck by the overhanging side rear view mirrors of lorries.

### **Infrastructure**

Adequate infrastructure must be in place to meet additional demands for schools, doctors, NHS Services, dentists, additional traffic, car parking and pollution etc.

Every effort must be made to preserve and improve the Georgian Town Centre to make it feel more welcoming for locals and visitors alike. This includes resurfacing the roads around the centre which are currently in a mess.

Yours sincerely



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