



Overall, we received comments from **140 respondents.**



58% of respondents are broadly **supportive** of the proposal.

28% of respondents were not supportive of the proposals. 14% were unsure.



Main Priorities

Out of 140 responses, the main priority for the new development at North East Blandford would be the provision of a school



School (44%)



Health Facility (21%)



Affordable Housing (13%)

Other suggestions included:

Supporting new and local businesses

Low carbon / carbon neutral homes

Provide sufficient car parking

Safe pedestrian access to the new school across the A345.

The provision of infrastructure and employment opportunities.

Physical Appearance of the Development

57% of respondents agreed that the physical appearance of the development is appropriate for Blandford.

Additional comments included:



Looks beautiful and definitely in keeping with the Georgian heritage.



All ok except the grand entrance, would prefer it to be more discrete. The local centre should be screened when viewed from Salisbury Road



Keeping the heritage and cultural look of Blandford is so important



Buildings need to be more traditional. Too modern looking

Improvements to the scheme

52% of respondents agreed that there are parts of the scheme which could be improved. These included:



To ensure homes are sustainable



Would prefer the entrance to be discrete



New cycle track and separate footpath along the length of the bypass



Integration of facilities with new homes, the allotments, centre and facilities should be incorporated with the houses to improve the identity to the development.

Further comments and responses are shown in the table below. A more detailed version of the table, including further topics and information, is included with the Statement of Community Involvement (SCI).

Comment	Response
Location of Development	
Do the proposals integrate with the existing town? Should it be integrated, or is it better considered separate?	The land North and East of Blandford Forum presents itself as a sustainable urban extension to Blandford Forum along Salisbury Road, and the Blandford Bypass.
I want the fields left as green belt.	The site is not Green Belt. It is countryside and part of the site, where the School, allotments and allotment building is proposed is part of the AONB.
Leave the countryside alone.	There is an overriding need for the development to be in the countryside to contribute to the council's housing supply. Of all the sites identified in the NDDC Local Plan Review Issues and Options consultation (Areas of Search), the application site has the greatest ability to provide sustainable development and a mix of housing, which can meet the wider needs of the market. This is much more difficult to achieve with proportional or piecemeal development. This approach is at the heart of national planning policy, as set out at Paragraph 103 of the NPPF (2019).
Landscape and visual impact	
Consideration needs to be given to the relationship of the proposals to the AONB. Large buildings inappropriate to the setting within an AONB.	A Landscape and Visual Impact Assessment (LVIA) had been undertaken as part of the hybrid planning application to assess the impact of the proposed development on the AONB. The LVIA acknowledges that the effects on the wider AONB could be mitigated through internal site planting and additional boundary planting.
How can the gap between Blandford and Pimperne be retained?	To ensure the proposed development integrates well and retains a strong gap between Pimperne and Blandford, the boundaries of the new development will be reinforced with extensive new planting. Such planting is detailed in the submitted Landscape Design Strategy.
Support vegetation to soften the urban edges and absorb noise. Huge appeal to myself and my family. We adore open spaces for recreation and for play for the family. Loss of mature greenery along A354 currently screening allotments which would, if removed will open up to a mini Poundbury- completely out of character.	The framework proposals comprise of: <ul style="list-style-type: none"> • Informal Community Parkland comprising public open space, SuDS ponds and woodland tree planting on the eastern-most fringes of the site; • Retention and enhancement of existing mature trees and hedgerow on the outer edges of the site; • Green Lanes through the new neighbourhood areas comprising existing mature hedgerow and trees, new avenue tree planting and tree and shrub planting to footpath routes; • Areas of open space within the new neighbourhood, which will include a Linear Park, Entrance Green and pocket parks; and • Allotments, open space and playing fields within the north-western-most site area.
Allotments	
What is going to happen to the allotments? Why are they moving?	The current allotments will be relocated, and additional allotment provision will be delivered through the proposed development. In addition to the relocation and additional provision, a new allotment building will be provided. They are being moved to facilitate more provision and the allotment building, and to accommodate the need for a school.
Local Centre	
What will be provided in the local centre?	As the local centre falls within the outline element of the scheme, the exact uses within the centre will be determined at Reserved Matters stage and will be influenced by market demand. However, the hybrid application facilitates the following land uses, which are sought for approval in principle: <ul style="list-style-type: none"> • Retail/commercial floorspace which could include a shop and/or cafe. • Health and well-being/community facility. • Family housing and apartments, which could include up to 50 retirement homes. • New public square, visible from Salisbury Road.
School	
School location – why not old NDDC offices or land south of Sunrise Business Park?	Wyatt Homes welcome support for the proposed primary school, which will provide significant public benefit to existing and local residents.
Unsure over the positioning of the school across A354 from bulk of the new homes.	The location of the school has been informed by detailed discussions with Dorset Council, in their role as Local Education Authority.
Access and traffic	
How will the site be accessed?	Two primary vehicular accesses can serve the site. One of these serves the northern parcel while the other serves the southern parcel. Full details of the proposed access points are provided on the submitted Northern Site Access to A354 Salisbury Road and Southern Site Access to A354 drawings as part of this hybrid planning application.
Provide sufficient car parking.	Car parking will be provided in accordance with Dorset Council's parking standards, which are based on local car ownership. The County Council's parking standards require two allocated spaces for each dwelling with two or more bedrooms.
Blandford Bypass is a strategic route and there shouldn't be another roundabout.	A354/A350 Blandford By-pass does not form part of the national Strategic Highway Network, but it does form an important north-south route between the M4 and Poole.