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Representation# _____	

## BLANDFORD + NEIGHBOURHOOD PLAN 2011 - 2033

### Regulation 16 Consultation 15 February to 29 March 2019

# Response Form

The proposed Blandford + Neighbourhood Plan 2011 - 2033 has been submitted to North Dorset District Council for examination. The neighbourhood plan and all supporting documentation can be viewed on the District Council's website via: <https://www.dorsetforyou.gov.uk/planning-buildings-land/planning-policy/north-dorset-planning-policy/local-planning-policy-north-dorset.aspx>

**Please return completed forms to:**

Email: [planningpolicy@north-dorset.gov.uk](mailto:planningpolicy@north-dorset.gov.uk)

Post: Planning Policy (North Dorset), South Walks House, South Walks Road, Dorchester, Dorset, DT1 1UZ

**Deadline: 4pm on Friday 29 March 2019. Representations received after this date will not be accepted.**

### Part A – Personal Details

This part of the form must be completed by all people making representations as **anonymous comments cannot be accepted**. By submitting this response form you consent to your information being disclosed to third parties for this purpose, personal details will not be visible on our website, although they will be shown on paper copies that will be sent to the independent examiner and available for inspection. Your information will be retained by the Council in line with its retention schedule and privacy policy (<https://www.dorsetforyou.gov.uk/privacypolicy>). Your data will be destroyed when the plan becomes redundant.

\*If an agent is appointed, please complete only the Title, Name and Organisation boxes to the personal details but complete the full contact details of the agent. All correspondence will be sent to the agent.

	Personal Details (if applicable)*	Agent's Details (if applicable)*
Title	MR	
First Name	SIMON	
Last Name	SHEAR BROOKE	
Job Title (where relevant)		
Organisation (where relevant)		
Address	[REDACTED]	
Postcode	[REDACTED]	
Tel. No.	[REDACTED]	
Email Address	[REDACTED]	

## Part B – Representation

1. To which document does the comment relate? Please tick one box only.

<input checked="" type="checkbox"/>	Submission Plan
<input type="checkbox"/>	Consultation Statement
<input type="checkbox"/>	Basic Conditions Statement
<input type="checkbox"/>	Other Please specify:

2. To which part of the document does the comment relate? Please identify the text that you are commenting on, where appropriate.

	Much of it	Location of Text
Whole document	<input checked="" type="checkbox"/>	Please see my response as to
Section	<input type="checkbox"/>	Paragraphs 3.18 5.8 5.88 5.12
Policy	<input type="checkbox"/>	Section 5 Paragraph 5.19
Page	<input type="checkbox"/>	Policy B9
Appendix	<input type="checkbox"/>	of the Councils' submission.

3. Do you wish to? Please tick one box only.

<input type="checkbox"/>	Support
<input checked="" type="checkbox"/>	Object
<input type="checkbox"/>	Make an observation

4. Please use the box below to give reasons for your support/objection or make your observation.

Please see attached

*Please use this box to continue your responses to Questions 4 & 5 if necessary*

Continue overleaf if necessary

5. Please give details of any suggested modifications in the box below.

Continue overleaf if necessary

6. Do you wish to be notified of the District Council's decision to make or refuse to make the neighbourhood plan? Please tick one box only.

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No

Signature:  \_\_\_\_\_  
If submitting the form electronically, no signature is required.

Date: 28/3/2019

Response to

*Blandford+ Neighbourhood Plan 2011-2033 Submission*

*Plan* (referred to as “Submission Plan”)

Nomenclature and Situation

*The Councils* } Blandford Forum Town Council

and/or } = Blandford St Mary Parish Council and

*Blandford +* } Bryanston Parish Council

*The A350* = the main road running approximately north from Poole past Blandford to via Shaftesbury and Chippenham to the M4

*The A354* = the main road between Salisbury and Dorchester/Weymouth (running, say, east/west)

*The Bypass* = the bypass on the east side of Blandford built by the mid 1980s and having from the south to north four roundabouts namely

*Badger Roundabout* = the roundabout at the SE corner of Blandford where the A350 and A 354 separate

*Two Gates Roundabout* = the roundabout at the junction with the road to Wimborne Minster

*Hill Top Roundabout* = the roundabout at the junction with the road to Salisbury, the A354 (*Salisbury Road*)

*Sunrise Roundabout* = the roundabout at the northern end of Blandford where the A350 continues and the C13 (the top road to Shaftesbury) starts

*Bolney* = the property (DT11 7SP) on the south side of the A354, 100 metres or so east of Hill Top Roundabout and near the western extent of the parish of Pimperne

*Pimperne* = the village and parish immediately east of Blandford, the western extent of which parish is a little to the east of the Blandford bypass

Area N = the area of land beyond/east of the Bypass between Hill Top Roundabout and Sunrise Roundabout shown coloured orange on Blandford Plus Neighbourhood Plan Submission Plan Inset B - January 2019, which is page 59 of the Councils' Submission Plan, and which is north of the A354/Salisbury Road

Area NE = the area of land beyond/east of the Bypass, south of the A354/Salisbury Road and north of Pimperne Brook and Black Lane (being the road from Blandford to Blandford Signals Camp) shown coloured orange on Blandford Plus Neighbourhood Plan Submission Plan Inset B - January 2019, which is page 59 of the Councils' Submission Plan

(I wanted to use the letters A and B but apart from anything else such designations within the Councils' Submission Plan, pages 16 and 59, differ from each other.)

### Background

I have lived in Bolney for practically 34 years and so I am very well acquainted with the Bypass and particularly Hill Top Roundabout. During those decades, I have seen much housing development in Blandford – Badbury Heights and more around Larksmead plus the usual in-filling. I believe the town should have the chance to settle down before further housing (especially considering the amount of proposed development for which there is already planning permission).

### Representations

The Bypass has been an enormous benefit to Blandford – and should be preserved as such – a bypass. Apart from the removal of through traffic, with the Bypass, the centre of the town can be (and is) closed off for the May Fair, the carnival (in September), the Christmas Fair and also ceremonies in the

Market Place, particularly associated with Blandford Signals Camp such as Armistice Day. If it were not for the Bypass, that would be impossible.

The Bypass is frequently “full” with traffic queuing at many of the (four) roundabouts. Approach to Hill Top Roundabout (from Pimperne and so past Bolney) is fraught. Travelling westwards from Pimperne towards Blandford, after an initial length of flat road, the ground slopes upwards in a straight line before the last few hundred level metres before Hill Top Roundabout. By the time the traffic has got to the brow it is speeding (notwithstanding a 40mph restriction/sign) and so there are frequent concertina traffic collisions on the stretch to the roundabout. Making the brow yet more fraught there is, in effect a settlement on both sides of the A354 – Letton Close and Letton Park – with each having (its sole) access at about the brow.

The Bypass provides a visual and actual limit to the (eastern) extent of the town, indeed a gateway. It should be retained as such. But the Councils propose to degrade the Bypass. First, it is proposed, by a roundabout between Two Gates and Hill Top roundabouts to access Area NE and secondly at least one slip road to and/or from the envisaged Waste Station.

In (the latter part of) 2018 there was a request to North Dorset District Council for a scoping opinion as to 700 dwellings, Primary School etc on Areas N and NE. The response by Cranborne Chase AONB included

*The site [ie Areas N and NE] is effectively divided into two and both of these parts are outside of the bypass to Blandford which appears to negate the purpose and function of the bypass.*

Whilst not merely a matter for the Councils, the A350 is “the road” between Poole (with its port) and the M4, the motorway between Bristol and London, and as such is a national strategic road. It would be stupidity to degrade that highway.

### Paragraph 3.18 of the Councils' Submission Plan

The Councils submit they (the Councils) have long sought to address the social and infrastructure weaknesses “particularly in the northern part of the town where housing expansion over recent decades has not been accompanied by supporting social or commercial infrastructure” and Dorset County Council as the Local Education Authority has updated its Pupil Place Planning Statement - “that the provision of new primary school places in Blandford is now critical and having discounted all other options their preferred option is to locate a new primary school and enabling development within and in the setting of the [Cranborne Chase and West Wiltshire] AONB in the north of the town beyond the bypass. They have concluded there is no other land available in Blandford to accommodate the new school”.

While I appreciate that the education authority has been Dorset County Council, this is an extraordinary statement/claim.

During those “recent decades” much of the north east quadrant of the Town - the land north of Salisbury Road, east the Town’s cemetery which is on the east side of Shaftesbury Lane and west of the Bypass has been filled by housing, an industrial estate and a supermarket but which would have been available for such a further primary school. And in part still is:-

a. The Councils' Submission Plan 2011-2033 contains Policy 16: Blandford of North Dorset District Council (NDCC). I cannot see the date thereof but it almost concludes with

*In the period up to 2031, social infrastructure to support growth will include*



*v the extension of the Archbishop Wake school and either extension of the Milldown school or provision a new 2 forms of entry primary school.*

b. In the mid 2000s Blandford schools moved from three to two tiers and at the same time Archbishop Wake Primary School was closed. At the preceding public enquiry I made the point that with increasing population, closing a school was shortsighted. I was told there was no need for the school.

c. (With forethought) the northern part of that northeast quadrant of Blandford could easily have accommodated a primary school - Glenmore Industrial Estate has only recently been developed and the Lidl supermarket even more recently. Even today, between that supermarket and the present extent of the Glenmore Industrial Estate is an area of land which appears to me to be large enough to accommodate a primary school.

Even if that last area of land is unavailable or inappropriate for a new primary school there is a further alternative.

At the end of this month, March 2019, is the conclusion and coming into full effect of the merger of North Dorset District Council and five other district councils plus the disappearance of Dorset County Council and the absorption of its functions, including education, into that new unitary council. As part and parcel of those changes, NDDC's offices in Blandford, *Nordon*, (on Salisbury Road) become redundant and the relevant council has been thrashing around, for some time, as to what to do with Nordon. But Nordon could be a further alternative for the apparently critically needed primary school. It is in Blandford (rather than the proposed site of beyond the Bypass) and in the northern part of the town. The existing buildings would no doubt need to be altered but the basic infrastructure is already there. And

from the beginning of April 2019 Nordon will be owned by the body responsible for education.

In any event, I would not want as a parent of primary school pupil (and often with one or more younger children in tow) to walk back and forth across the elevated pedestrian bridge, with traffic roaring past underneath and often a gale blowing, from the housing within the Bypass, Badbury Heights, to a school within Area N. Additionally, any school beyond the Bypass would not be part of the community but “off away over the bypass”.

And I submit –

any school but most of all a primary school should be within the Town envelope and so within the Bypass

the Bypass should be the limit of the town and especially of social infrastructure.

The Councils’ Submission Plan is silent as to how any school in Area N would be accessed vehicularly. (Other than by a slip road off the Bypass) this would necessarily be from Sunrise Roundabout or Hill Top Roundabout, or both. In either event such would require a fifth spur to the roundabout, with, in the latter case, implications for the possible safe crossing of the roads to/from the roundabout – see below for “Access to land outside the Bypass”.

Indeed in the case of Hill Top Roundabout, development of either or both Area N and Area NE would require either Hill Top Roundabout to have six spurs – the existing four plus one for each of Area N and Area NE or alternatively other substantial work to the roundabout or at least a slip road into/out of the Area.

Section 5 of the Councils’ Submission Plan -“Vision, Objectives & Land Use Policies”

The second section of this – page 27 – is “Maintaining our Special heritage and landscaping Character and Addressing the Challenges of Climate”. I don’t see how development outside the Bypass would

either “maintain Blandford’s special heritage or its landscape heritage” as development beyond the Bypass would detract from both

or “address the challenges of climate change” as development beyond the Bypass would not discourage car use.

#### Paragraph 5.8 of the Councils’ Submission Plan

This claims that “the spatial plan focuses growth on building Blandford Forum into a more successful town”. I say that would be achieved by more employment rather than more housing. Many of the town’s people work in neighbouring towns - Poole, Dorchester, Gillingham, Salisbury.

However the roads to Poole and Gillingham are entirely inadequate for the existing traffic. Poole is by way of Charlton Marshall and Spetisbury and the road to Gillingham albeit being the A350, between Blandford and Shaftesbury (despite, as set out above it being of national strategic importance) is hardly more than a country lane.

#### Housing need

The Councils claim there is a need for the housing envisaged for Area N and Area NE. However at least according to Dorset CPRE, the Councils’ “allocation” has already been met. I refer to the attached copy of its letter of 25 October 2018 to North Dorset District Council.

### Paragraph 5.88-8 of the Councils' Submission Plan

#### Policy B15 - Tourism

The Policy states it “is intended to support the growth of the tourist economy”. It is difficult to see how this will be achieved by extending the town into the country beyond the Bypass.

Blandford declares itself to be “A Unique Georgian Town”. It is but that status will be diminished by development outside the Bypass- there will be the historic centre but that will be buried by the surrounding acres of modern building.

### Paragraph 5.12 of the Councils' Submission Plan

Just because Blandford’s “historic growth pattern” has been to the north east is no reason for such to continue and anyway such historic growth was before the Bypass. Any town can have natural constraints. Blandford has always had one to the south...the River Stour. For the last thirty years it has had another to the east and north...the Bypass.

Development beyond the Bypass would not create “a new town gateway”: rather it would destroy the existing gateway of entry into the town namely the beginning of the town after one has come over/off the Bypass.

The paragraph concludes by stating that development outside the Bypass would reinforce “the strategic importance of Salisbury Road for both new and existing communities”. I don’t know what this is meant to mean and what the “new and existing communities” are. It would be stretching reality to think of any housing outside the Bypass to be part of the community of Blandford.

## Access to land outside the Bypass

Paragraph 5.19 of the Councils' Submission Plan concludes with

*It [ie the land beyond the Bypass being Area NE] can be safely accessed from both the bypass A350/A354 roundabout [Hill Top] and by the A354 Salisbury Road and there are opportunities to establish a safe pedestrian and cycling crossing of the bypass to connect the development with Preetz Way.*

This is at best nonsense and at worst simply disingenuous.

First of all Hill Top Roundabout. Housing east of the Bypass could not be safely accessed (by pedestrians and cyclists) without pedestrian crossings safeguarded by traffic lights.

When I walk into Blandford (or walk to the neighbourhood shops on Salisbury Road) I cross the A354 to the pavement on the north side of the road and so approach Hill Top Roundabout from the north east. Crossing the first part of the Bypass ie the carriageway carrying the traffic from Sunrise Roundabout is safe enough – I can see such traffic and it can see me but the second half is hazardous as much of traffic from Two Gates Roundabout zooms up to Hill Top Roundabout with the intention of speeding straight on.

Safe (pedestrian) access to/from housing (let alone a school) in Area N or Area NE into Blandford would require a pedestrian crossing supported by traffic lights on the Bypass. Hill Top Roundabout would be a danger spot and a bottle neck.

Secondly, “a safe pedestrian and cycling crossing of the Bypass to connect development with Preetz Way”. This would require either an elevated way which would be highly unsightly/out of character or a pedestrian crossing accompanied by lights. But such a crossing would be several hundred metres from Hill Top Roundabout and about twice as far from Hill Top Roundabout

so that by the time the traffic got to the crossing/lights it would be travelling at a minimum of 40/50mph. (The distance between the two roundabouts is about eight tenths of a mile.) It would be an accident blackspot. And seriously degrade the traffic effectiveness of the Bypass (which was why it was built).

### Blandford's open spaces

The Councils Submission Plan lists "Local Green Spaces" Policy B10 (page 46) and Policy B14 is *The River Stour Meadows* (pages 52/3).

The free availability of the eastern part of Stour Meadows - adjacent to the southern origin of the town, and The Milldown – against the north western edge of the town are hardly mentioned. They are Blandford's "commons" or parks. Indeed, they are gems. Areas N and NE are as far from these two wide open spaces as is possible.

### The Councils' Policy B9 – Green Infrastructure network

Paragraph 5.54 requires that all development proposals that lie within the Green Infrastructure Network or adjoin it should consider how to improve or at very least not undermine green spaces and habitats.

I am sure that development of Area NE will damage the habitats and living/feeding space of the buzzards (*buteo buteo*) which nest in the copse approximately half way between one end and the other of this area.

### Area N

North Dorset District Council's plan for this land (apart from allotments, which were moved about a dozen years ago from land, in the town, on the

west side of Shaftesbury Lane, which has been unused ever since) was as playing fields which is presumably the reason for the (shut) pedestrian bridge from Badbury Heights (across the Bypass).

Playing fields would be a suitable use for land outside the Bypass and in the vicinity of AONB land.

The Councils state such proposed use has been abandoned but provide no explanation for this. If the Councils really do have “Vision” and want Blandford to be successful and want to “promote healthy safe communities” the plan to have Area N as playing fields should be reinstated.

#### The limit of Blandford + and the boundary with Pimperne

The plan on page 16 of the Councils’ Submission Plan, comes, I think, from an earlier proposal of the Councils: Areas A and B are not defined but appear to include land outside the parishes of the Councils, specifically Pimperne.

Pimperne’s own representations to the Councils’ earlier proposal included

*Despite raising concerns previously, it is disappointing to see that the Blandford Plus Neighbourhood Plan continues to make reference to development potential in Pimperne parish, which is clearly at odds with the Pimperne Neighbourhood Plan.*

*Areas A and B on the B+ NP Constraints plan on pg 2 include areas of search within Pimperne Parish whereas it is not within the ability of the Neighbourhood Plan to allocate such land for development.*

*Although it is understood that this may have been based on the Local Plans Review Options paper, it is clear that these are not options for the Neighbourhood Plan and the map should be amended to only show the areas of the search that are wholly within the Neighbourhood Plan area.*

(Although that point/representation was in December 2018, no such amendment has been made – viz the plan on page 16 of the Councils’ Submission Plan.)

And so the statement in paragraph 3.24 of the Councils’ Submission Plan, that Pimperne’s plan “does not contain policies that are of direct relevance to the policies” of Blandford Councils is simply wrong.

While Pimperne does not extend as far west as the Bypass, there is a section of Blandford (parish) east of the Bypass. (The developable part of the section would be smaller than suggested by Barton Willmore, the planning consultants on behalf of the would be developers, because of the need for a bund against the Bypass to protect housing from the noise.)

The latter part of paragraph 5.10 of the Councils’ Submission Plan acknowledges this. But once the limit of Blandford, the Bypass, is broken there will be little to stop further growth to the east, towards Pimperne (village). Indeed paragraph 5.25 of the Councils’ Submission Plan envisages this – it refers to Phase 1 of development, in the parish of Blandford AND to Phase 2 which is beyond the parish boundary namely in the parish of Pimperne.

But Pimperne village/parish, which has already held its referendum on its local plan, wants to maintain the existing gap between itself and Blandford: it resolved to confine development to adjacent to existing building in the village. (Please see *Important Gap Policy Map 2* of Pimperne Neighbourhood Plan which I understand Pimperne Parish is providing with its response to the Councils’ Submission Plan).

The Councils’ Basic Conditions Statement

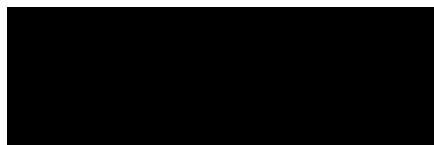


Table A Neighbourhood Plan & NPPF Conformity Summary – paragraph 172 c –page 8, seeks to show that development within the AONB - Badbury Heights Glenmore Industrial Estate, the retail development of Lidl, Sunrise Business Park and the proposed Waste Management Centre – “all demonstrate, allegedly, that the impact of development in or by the AONB ...can be moderated”. This is misleading. The first three of those five cases are within the Bypass; the fourth predates even AONBs, let alone the Bypass – it started life as a chicken farm at least as long ago as the 1950s - and the fifth, the proposed Waste Management Centre, is still a proposal.

### Conclusion

For these reasons I submit

- the Bypass must not be degraded by another roundabout and/or a pedestrian crossing (necessitated by development outside the Bypass);
- building on/development of Areas N and NE (or either of them) would be wrong;
- development should be within the Bypass
- the critically needed primary school in the north of the town should be within the Bypass (and can be).



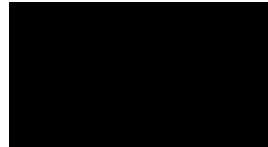
Simon Sherbrooke **27** March 2019

*Please reply to:*

Mr Oliver Rendle  
Planning Department  
North Dorset District Council

25<sup>th</sup> October 2018

By email: [devcontrol@north-dorset.gov.uk](mailto:devcontrol@north-dorset.gov.uk)



Tel:

Dear Mr Rendle,

**2/2018/1386/SCOEIA - Request for scoping opinion relating to a proposed development of 700 dwellings, Primary School, Convenience Store, Cafe, Care Home, Doctors Surgery, Village/Community Hall and allotments in accordance with Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 (the EIA Regulations). Land North East of Blandford Forum**

The North Dorset Group of CPRE wishes to make the following comments and observations about the Environmental Impact Assessment Scoping Report submitted by Barton Willmore on behalf of Lewis Wyatt (Construction) Ltd – Wyatt Homes, The West Pimperne Pool Trust, Mr C Coats and Mr T Coats.

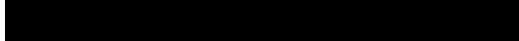
We have a number of concerns about the development described in the Scoping Report, some of which have already been described in detail by Cranborne Chase AONB.

**1. Housing requirement in North Dorset:**

Research conducted by North Dorset CPRE earlier this year noted that as at the 31<sup>st</sup> May 2018, North Dorset District Council (NDDC) no longer had the essential five-year Housing Land Supply (HLS) for controlling planning applications in line with its Local Plan and had a supply of only 3.42 years. The Council's published HLS of 3.42 years translated into a shortfall of -708 houses, being the difference between the obligation to build 2,219 dwellings over five years, and the deliverable supply of only 1,551 dwellings.

However, the pipeline of outstanding housing applications awaiting decision amounted to 2,941 as at 31 May 2018. This is 33% more than the 5-year target of 2,219 and produces a potential surplus of +722 dwellings, even before taking into account applications that will be submitted in the remainder of the 5-year period and before the 317 applications that were approved in 2017-8 that are probably not yet included in the HLS calculation.

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Furthermore, since these applications will have to be assessed under the 'sustainable development' criteria, free of Local Plan constraints, many are likely to be in places that do not fit with the NDDC Local Plan.

The massive increase in dwelling applications is heavily influenced by the three applications for 1,795 homes in Gillingham. However, even after excluding these and excluding the Henstridge application for 130 homes, we still see extant applications for 1,133 (viz: 3,058 – 1,795 -130) dwellings in 2017-8, as compared with the total 450 in the previous 12 months, an increase of 252%!

For sake of argument, if we ignore all time lapses between application, approval and completion and assume that 50% of all applications awaiting decision are finally approved (i.e. 1,366 = 50% x 2,731), the following table poses the hypothetical result and compares it with the calculation provided in the NDDC's Annual Monitoring Review 2017:

<b>Deliverable housing local supply</b>	<b>NDDC AMR 2017</b>	<b>Hypothetical, successful pipeline applications 2017-8</b>
IP Housing target over 5 years (285x5)	1,425	1,425
Plus deficit to date (+424)	424	424
	<u>1,849</u>	<u>1,849</u>
+ 20% buffer	370	370
Housing requirement for 5 years	<u>2,219</u>	<u>2,219</u>
Annualised over 5 years      A	444	444
 Current supply of deliverable housing land	1,511	1,511
Outstanding applications (50% x 2,731)		1,366
Adjusted supply      B	1,511	<u>2,877</u>
Number of years supply      B / A	<u>3.40</u> yrs	<u>6.48</u> yrs

This table shows that the 5-year housing target of 2,219 dwellings will be over-achieved by 658 dwellings (2,219-2,877), even if only 50% of applications awaiting decision are brought into account. And this is without any further building for the rest of the 5-year period!

So the question is, should an application for the development detailed in the scoping report be applied for formally, should NDDC approve this application and further swell the number of houses being built in North Dorset well beyond that actually required? We don't think so.

## 2. Traffic:

Access to and from the proposed development is detailed in section 1.13 Highways Works of the Scoping Report. This includes a new roundabout on the A354 Blandford by-pass and work to increase capacity at the existing A354 / A350 roundabout (Hill Top roundabout) both of which are outside the development site boundary.

The by-pass, particularly between Hill Top roundabout and Two Gates roundabout (to Wimborne and Blandford) is regularly filled with slow moving traffic as it approaches Two Gates roundabout from Hill Top roundabout. Clearly traffic movements to and from the proposed development will be substantial and will greatly add to the potential for severe traffic congestion on the by-pass. The impact on traffic congestion in the whole area will need to be investigated thoroughly. As pointed out the Cranborne Chase AONB,

*"The site is effectively divided into two parts and both of these parts are outside of the bypass to Blandford, which appears to negate the purpose and function of the bypass. The EIA should, therefore, consider all of the physical and communication issues associated with that fundamental separation of the proposed development from the rest of the town".*



### **3. Location of the proposed development**

A significant portion of the proposed development site (land to the south east of the A354 and to the south west of Letton Park) is within the parish of Pimperne. The submission draft of the Pimperne Neighbourhood Plan, published in April 2018, is clearly against development in this area within the parish of Pimperne.

#### ***"Policy LC: Landscape Character***

*g) Development should not harm the views of Pimperne village as appreciated on the approach from the south along the Higher Shaftesbury Road, or reduce the open nature of the gap between Blandford Forum and the village of Pimperne, as indicated on Map 2, and should respect the treed and distinctive character of Letton Park within this gap".*

The Neighbourhood Plan also makes it clear that provision for houses within the parish will be for 40 to 50 homes and that the preferred location will be to the west of the A354.

### **4. AONB**

Cranbourne Chase AONB has submitted very detailed comments about the contents of the EIA Scoping Report (Letter dated 15<sup>th</sup> October 2018 from Mr. Burden to Mr. Rendle). These make it very clear that there will be a substantial number of issues that the applicants would need to address in order to secure permission for any forthcoming planning application to develop the proposed site identified in the Scoping Report. For example:

*"12. Clearly this is a major development and the EIA should address the criteria in the NPPF paragraph 172 for a major development in an AONB. Clearly there is a presumption against approval of major development. In particular the scope for developing outside the AONB or meeting the need for development in some other way, as well as assessing the detrimental effect on the environment, the landscape and recreational opportunities needs to be examined".*

Also, in the consultation for the New Blandford + Neighbourhood Plan (B + NP2), Mr. Burden commented as follows about the sites (identified as A and B in the consultation document).

*"Development options A and J are within this AONB and therefore are highly likely to fall foul of the basic reasons for AONB designation which are to conserve and enhance natural beauty. Major developments will, of course, need to address all of the criteria set out in paragraph 116 of the NPPF. In addition the Neighbourhood Plan should provide the highest level of protection identified in paragraph 115.*

*Furthermore, Area B is within the setting of this AONB and the land is topographically tilted towards the AONB. That means that the development will be clearly visible and therefore detracting from the character of the AONB.*

#### **B + NP Spatial Options Plan - July 2018**



Also Dorset AONB in its response to the consultation for the preparation of the Blandford + Neighbourhood Plan is concerned about developments in and close to AONB areas. The north west part of the proposed development site is within the AONB and the remaining part of the site to the south east of the A354 abuts AONB land.

It is likely that if the applicants submit a full planning application for the site that North Dorset CPRE would strongly contest granting of the application.

In light of the high level of planning applications in the last year, serious consideration must surely be given to the reliability of the NDDC calculation of deliverable housing land supply shortfall. In the eyes of the Planning Inspectorate, the absence of sufficient supply negates the influence of the Local Plan, and this in turn opens the door to undesirable developments such as this, which are contrary to the purpose of the Local Plan, the Pimperne Neighbourhood Plan, and the highest level of protections afforded to AONBs.

I hope that you find our comments helpful and would of course be happy to discuss these when you review the EIA Scoping Report.

Yours sincerely,

Derek Gardiner (North Dorset CPRE)

Finally, please note that our submissions in respect of the proposed development. While we have taken every effort to present accurate information for your consideration, as we are not a decision maker or statutory consultee, we cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching your decision.