



Minutes of the Meeting of Alderholt Parish Council Planning Committee held in Alderholt Village Hall, Station Road, Alderholt at 7.30pm on Tuesday 4th October 2016

68/16

Present; Cllr Adrian Hibberd
Cllr Kate Murton
Cllr David Tooke
Cllr John Simcock
Cllr Gina Logan (substitute member)
Clerk; Mrs. Maria Humby
Approx 100 members of the public

Apologies; Cllr Lynn Evans

69/16

Welcome from the Chairman and housekeeping

The Chairman welcomed everyone to the meeting and explained the fire procedures for exiting the building.

70/16

Declarations of Interest

Cllr Hibberd declared a *personal interest only* of which he would give a statement about when the application was discussed

71/16

Minutes of the Previous Planning Committee Meeting

Resolved; the minutes of the Planning meeting of 26th September 2016 were confirmed as a correct record and signed by the Chairman, Cllr Hibberd.

72/16

New Planning Applications for Consultation

Application No: 3/16/1446/OUT

Proposal: **Outline planning permission for the demolition of The Hawthorns former horticultural nursery and bungalow and erection of up to 60 dwellings (including up to 50% affordable housing), introduction of structural planting and landscaping, informal public open space, surface water flood mitigation and attenuation, primary vehicular access off Ringwood Road, pedestrian access off Broomfield Drive and associated ancillary works. All matters to be reserved, with the exception of the site access points.**

Case officer; Robert Brigden

Reporting Parish Councillor; Cllr Gina Logan

Cllr Hibberd gave the following statement;

As Chairman of Alderholt Parish Council Planning Committee and in the interests of transparency, I would like to declare that I know the landowner of this development. However, I have no pecuniary (financial) interest in this application, and as such under the Parish Council Code of Conduct, I will take part in the meeting and vote. I will not however, be leading the application report.

Chairman's Signature;

Date;



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Due to the importance of this large planning application, the Parish Council Planning Committee has therefore requested that the Chairman of the Parish Council, Cllr Gina Logan lead the report.

The format for dealing with this application, will be the same as for any other application dealt with at Parish Council Planning Committee meetings;

Cllr Logan will give a report

Cllrs will be asked to add comments

Members of the public will then be given the opportunity to add any ADDITIONAL comments over and above what has already been raised.

Cllrs will be asked to vote on the comment they wish to submit to the local planning authority.

I will now hand over to Cllr Logan

Following a question from the public, Cllr Logan explained that in her role as East Dorset District Councillor for Alderholt, if the application is taken to EDDC Planning Committee, she will be unable to partake in the vote but will be able instead to represent the Community by speaking on its behalf at the meeting.

Cllr Logan then proceeded to read out a detailed report highlighting issues with the application linking them to relevant planning policies.

Members of the public were invited to comment on any additional items either supporting or objecting to the application. Many issues were raised and discussed. A lot of the issues were reiterated by many people, some points were not relevant to the planning application at this stage and generally it was agreed that most points had already been covered within the report. However, there were also some new issues raised for Cllrs to consider.

The Chairman closed the discussion, thanking residents for their input. **He then proceeded to put a vote to Cllrs at which the following was unanimously agreed;**

Objection on the planning grounds raised in the Committee report with the addition of any new comments raised by members of the public that are deemed to be relevant in planning terms to be added to the report before submitting to EDDC.

Comments need only be reported to Committee if the Officer's recommendation is at variance to the above.

Final Comments to be submitted detailed below;

Objection as the application is contrary to the following planning policies;

- **Local Plan Policy A1**
- **Core Strategy Objective 6**
- **Core Strategy Policies ME1 and ME2 and NPPF7**

Chairman's Signature;
Date;



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For the following reasons;

East Dorset Local Plan Policies

- The site is outside the village envelope and Policy A1 is still the primary policy to be referred to regarding Alderholt, so any development on the site would be contrary to this. The siting of 60 dwellings on the very edge of the village would be out of keeping as the residential properties are generally well spaced as the street scene flows from the village to the rural environment.
- No excuse for Greenfield development as the LA is undergoing a Local Plan review, there's adequate housing land supply elsewhere in the district so don't require housing in the countryside outside defined village envelopes. There should be a proper planning process for growth in Alderholt using the forthcoming Local Plan Review rather than an adhoc planning application with inconsistent information. 5 year Housing Land Supply 2015-2020 Document has detailed enough housing stock without increasing development outside the village envelope in Alderholt.
- Understand that the property Hawthorns is an agricultural tied property.

Christchurch & East Dorset Local Plan – Part 1 Core Strategy adopted April 2014

- The application is contrary to Objective 6 which states that:
Development will be located in the most accessible locations, focused on prime transport corridors and town centres. New development will be located either close to existing facilities, or where good transport links exist to such facilities.
- Although Alderholt may be relatively close to Fordingbridge, Hampshire (2.5 miles) public transport is limited to one bus the 97 which has a very limited service. There's a lack of safe walking and cycle routes to Fordingbridge.

Sustainability

- The proposed development does not meet the roles of NPPF7 and is unsustainable as the infrastructure of the village is poor.
- Note that there may well be an issue regarding the existing sewerage system (Broomfield Drive experienced problems last winter) being able to cope with any additional capacity.
- Pg 20 of the Travel Plan (TP) mentions the 97 bus but this only runs Monday to Friday with the last bus from Fordingbridge leaving at 16.20. Thus no evening or weekend services. Transport by car is essential – so no reduction in the carbon footprint.
- No Dr's surgery – only a very unpredictable outreach facility dependent on Dr's work schedule and availability (refer also to Travel Plan).
- No secondary school
- It is unlikely that the development will lead to increased employment in Alderholt; Increased development does not necessarily lead to increased infrastructure; 25 years ago, Alderholt had a wide range of facilities including large surplus store,



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public house, post office, petrol station, 2 part time doctors surgeries, a vets, restaurant, 4 independent village shops plus hairdresser shop, butcher shop, estate agent shop, volunteer car service and much more. Housing has increased in Alderholt but these facilities have deteriorated to now only having the local pub, a Co op store, a small second hand baby shop and one outreach Doctors surgery operating irregularly for a maximum of only 2 hours a week.

- Very little chance of full time employment in the village therefore necessitating more daily traffic flow out of the village and then back again.

Transport Assessment:

- The site is on Ringwood road which beyond Earlswood is a rural country lane of inconsistent width - the maximum possibly being 4.5m wide with a 40mph The 60mph is 300m to east of site entrance.
- The riding school/stables are opposite the site, and they cater for children with special needs who are vulnerable already and it is already difficult dealing with the volume of traffic along Ringwood Road without any increase from the proposed development. Horses and vehicles on rural roads is not a safe mix.
- The lane has no footway and no street lighting and is the shortest way to walk to the co-op and centre of the village therefore all pedestrians and cyclists in danger when using this unlit narrow road.
- The Transport Assessment and Travel Plan suggest cycling in this rural location is acceptable and safe but we would disagree due to volume of traffic and its speed along twisting and turning rural lanes.
- The 4 access roads into and out of the village Daggons Road, Harbridge Drove, Fordingbridge Road and Sandleheath Road are all narrow twisting lanes unsuitable for increased traffic, and they don't provide safe walking or cycle routes. This is backed up by the statement in the East Dorset Local Plan Adopted January 2002 for Alderholt which states:
 - *The immediate area is poorly served by roads. There are no class A roads anywhere near the village. The village currently relies on the recently designated B3078 to connect with Cranborne to the west and Fordingbridge to the north east. C class roads which also serve a number of gravel workings, provide connections to the Ringwood to the south.*
- The Indicative plan showing access includes a separate pedestrian /cycle route via Broomfield Drive – but this will not be used except for accessing the school!
- It must be ensured that the Broomfield Drive access doesn't become a full vehicular access to the site as this is a narrow winding cul de sac serving 45 properties.
- The other proposed pedestrian access onto the recreation ground is onto privately owned land with public access.



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- It is unacceptable to use traffic data and information from all over the country (eg urban areas on the edges of cities such as Norwich) that is inappropriate and irrelevant to Alderholt as an indication of additional vehicle movements. For 60 dwellings one would expect to have 240 vehicle movements per day ie 2 cars per dwelling with 2 daily trips, as car ownership here is high, reflecting the lack of public transport, lack of employment opportunities, the high proportion of part-time workers and the wealth of the population. This is evidenced in the Alderholt profile on Dorset for you, where for 2011 only 5.7% of households have no car and 63% have two cars or more.

Travel Plan

- Table 5.2 on pg 18 of the Travel Plan shows the walking distances using pedestrian route via Broomfield Drive as acceptable except for accessing the Vets, Wolvercroft, Pub, St James and auto garage. But local knowledge and human nature suggests the shortest route down Ringwood Road will be the one favoured by pedestrians and cyclists.
- In the Travel Plan they are trying to promote Community Transport i.e. Verwood car service – but the Parish Council found that this doesn't extend this far in practice when researching the Fordingbridge 2 Bridges Care Group voluntary car service.
Regarding Cranborne, we believe few patients are registered with this practice for voluntary car support.
We understand many residents are registered with Fordingbridge surgery and the 2 Bridges Care Group are strapped for volunteer drivers!
Developer wishes to make a contribution to towards community transport – but how much and for how long – the PC were unable to continue with its volunteer car service due to insufficient volunteers-money is only of so much use when its volunteers that are lacking!
- On pg 24 of the Travel Plan Developer suggests that car trips can be reduced by 5 to 10% by promoting other forms of transport in this location – bus, walking, community transport, lift sharing. Believe in this area without a car residents become isolated, and retirees move out, so very unlikely to achieve any reduction in person/vehicle trips.
- Hampshire - What about the overall impact on our neighbour Hampshire not only at Fordingbridge but also Ringwood with increased traffic due to the sites they are expecting to develop. The Fordingbridge sites suggest 380 dwellings which is likely to create at least 760 additional daily vehicle movements through Fordingbridge!

Heathland Mitigation

- There has been no provision for a SANG in the application.

The Planning and Affordable Housing Statement dated July 2016 states at 3.1.22:



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“Due to the size of the application site and the combination of mitigation measures and developer contributions proposed, on-site SANG provision is not considered to be feasible or necessary as an essential part of the avoidance and mitigation strategy in this instance.

The Christchurch and East Dorset Local Plan on page 150 under Suitable Alternative Natural Greenspace SANGs states:

The provision of SANGs is one of the key tools in mitigating the adverse impacts of development on the Dorset Heath. Once SANGs are secured they need to be retained in perpetuity unless alternative sites offering the same degree of protection and benefit can be delivered. For large sites of approximately 50 dwellings and above it will be expected that the provision of SANGs will form part of the infrastructure of that site particularly where new neighbourhoods or Greenfield sites are proposed.

- Also, Policy ME2 states that the Council's Core Strategy and Site Specific Allocations Development Plan Document will sit alongside the Dorset Heathlands Planning Framework Supplementary Planning Document in identifying SANGs provision.
- The adopted Dorset Heathlands Planning Framework 2015-2020 reiterates the 50 or more dwellings statement contained in the Local Plan.
- The Application site is in close proximity to Cranborne Common, which is part of the Protected Dorset Heathland.

Ecology of the area

- The Bat survey shows 9 species of bat including the Greater Horseshoe and the Barbastelle which are Annex 11 species that use the area for foraging and the resulting development would therefore have an adverse impact and result in a loss of approximately 3.0 hectares of grassland/foraging habitat.
- Local knowledge informs us of owls being present on the site, and a neighbouring garden has smooth snakes, grass snakes and lizards.

Flood risk – Surface Water Management

- Local knowledge informs us that the site is liable to surface water flooding during the winter – leading to standing water. The gardens in Broomfield Drive regularly flood.

Affordable housing

- In this unsustainable situation and without having made provision for a SANG the developer is very unlikely to meet the statement of 50% affordable housing and the nearest up to figure will be 35% as stated on page 28 of the Planning and Affordable Housing Statement. The developer's statement is unclear / inconsistent regarding its position on provision of affordable housing and with the new viability testing there is no guarantee of this provision being provided for in his development.



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Gladman Statement of Community Involvement

- This advises that they have met the criteria of the NPPF and EDDC's statement of community involvement.
However:
 - In 2.1.2, a letter was sent to the Parish Council to discuss this application confidentially and when this was declined by parish councillors but with an invitation made to extend this to a public meeting, the offer was declined by Gladman.
- The community consultation did not include the whole village despite the impact this development will have on all residents
- Don't consider the consultation undertaken by the developer was adequate, as it was inconsistent in its spread and didn't involve enough residents in Alderholt, as such a large development will impact on the whole village.

Meeting closed at 8.30pm