



**Minutes of the Meeting of Alderholt Parish Council Planning Committee held in the Committee Room, Alderholt Village Hall Station Road, Alderholt at 6.00pm on Monday 15<sup>th</sup> April 2019**

**15/19**

**Present;** Cllr Adrian Hibberd (Chairman)  
Cllr Stuart Greenland  
Cllr Gina Logan (substitute member for Cllr Kate Murton)  
Cllr David Tooke  
Mrs Maria Humby (Clerk)  
Cllrs Martin Smethers and Janet Walker and 3 members of the public

**16/19**

**Welcome from the Chairman and housekeeping**

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

**17/19**

**Apologies;**

Apologies were received and accepted from Cllr Hywel Morris and Cllr Kate Murton

**18/19**

**Declarations of Interest**

None Received

**19/19**

**Minutes of the Previous Planning Committee Meeting and any matters arising.**

**Resolved;** the minutes of the Planning meeting of 18<sup>th</sup> March 2019 were confirmed as a correct record and signed by the Chairman, Cllr Hibberd.

**20/19**

**New Planning Applications for Consultation**

Members agreed to the following responses in respect of planning applications received for Alderholt; (Parish Council comments in bold)

**Application No: 3/19/0532/FUL**

Location: 1 Down Lodge Close, Alderholt, Fordingbridge, Dorset, SP6 3JA

Proposal: Conversion and extension of the existing single garage into a 1-bedroom detached dwelling with associated driveway and hard and soft landscaping. Erect a new detached garage and access driveway for the existing dwellinghouse.

Proposed design revised in response to DCC Highways objection.

Case Officer; Naomi Shinkins

Reporting Parish Councillor; Cllr Stuart Greenland

**No Objection**

**However, Cllrs wish to make the following recommendations to the case officer;**

- **That this application meets the minimum standard internal size of 45m<sup>2</sup> as detailed in the Christchurch and East Dorset Housing and Affordable Housing Supplementary Planning Document (SPD) adopted Dec 2018.**

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- That a Construction Management Plan is provided
- Remove permitted developments rights

**21/19**

**To confirm the draft response from APC objecting to planning application 3/19/0674/OUT which was discussed at Full Council meeting held on 8<sup>th</sup> April 2018**  
Location: Alderholt Nurseries, Ringwood Road, Alderholt, Dorset, SP6 3DF  
Proposal: Demolish existing dwelling and Nursery building and erect 21 houses.  
**Councillors unanimously agreed the draft response be submitted to Dorset Council regarding the above application (detailed as Appx A below)**

**Cllr Hibberd proposed that if this application is granted by the Local Planning Authority, the Chairman of Planning Committee and the clerk will liaise with the developer over access, affordable housing and any financial contribution to the community and report back to Council. Unanimously agreed.**

**22/19**

**Planning Decisions and Notices from EDDC**

The following decisions and notices were **noted** by members;

**Decisions**

None

**TPO's**

**3/19/0602/TTPO - 62 Station Road, Alderholt, Fordingbridge, Dorset, SP6 3RD**

Description of Works: T1, T2, T3 and T4 Conifer - Fell to ground

*Tree Works granted as specified on the submitted order.*

**3/19/0437/TTPO - 51 Station Road, Alderholt, Fordingbridge, Dorset, SP6 3RB**

Description of Works: 2 x Oak (G1) - Lift up to approximately 6- 7m by removing epicormic and secondary growth to clear gutter line; prune back any remaining secondary branch tips by approximately 2-2.5m to give 3m clearance from the building.

*Tree Works granted as specified on the submitted order.*

Meeting closed at 6.18pm

Minutes Approved

Chairman's Signature and Date;

Chairman's Initials;



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**APPX A**

**Application No: 3/19/0674/OUT**

**Address; Alderholt Nurseries, Ringwood Road, Alderholt, Dorset, SP6 3DF**

**Proposal; Demolish existing dwelling and Nursery building and erect 21 houses.**

**Case officer; Naomi Shinkins**

**Alderholt Parish Council Comments (minute ref Plan/21/19);**

**Alderholt Parish Council objects to this application:-**

**East Dorset Core Strategy and 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 21 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, and would result in harm to the open character of the countryside and is therefore contrary to Policy HE2 of the Core Strategy and policy DES11 of the Local Plan.

**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) good transport links don't exist. 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 - NPPF8**

- The proposed development does not meet the roles of NPPF8 and is unsustainable as the infrastructure of the village is poor.

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

- **Local Plan Policy A1, DES11**
- **Core Strategy Objective 6**
- **Core Strategy Policies HE2, ME1 and ME2 and NPPF8**
- **Appeal Decision APP/U1240/W/17/3169111 6<sup>th</sup> November 2017**

**For the following reasons;**

**Land Supply**

With reference to the Planning, Design & Access Statement, section 7 Planning Context: Housing Need & Supply pages 13 & 14, we are very concerned to note in 7.8 that the Council Christchurch and East Dorset combined are not deemed to have met the Housing Delivery Test set by HM Govt., thereby missing the five year land supply and bringing into effect NPPF para 11.

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It is therefore imperative that the LPA look at this calculation/situation as the appeal referenced above was won on this issue regarding the application on the adjoining site.

**Affordable Housing**

The Affordable Housing Statement and The Planning, Design & Access Statement mention (including up to 50% affordable housing ie 10 dwellings) but appear to retain ability to change this at reserved matters. Note that the number of affordable units must be agreed at the Outline Permission stage.

**East Dorset Core Strategy and 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 21 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, and would result in harm to the open character of the countryside and is therefore contrary to Policy HE2 of the Core Strategy and policy DES11 of the Local Plan.
- No excuse for greenfield development as LA is undergoing a Local Plan review, and following LGR and the formation of the new Dorset Council a unitary wide plan must be approved by April 2024.

**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) good transport links don't exist. 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.

The illustrative masterplan showing the housing layout and access is on page 4 of the Planning, Design & Access Statement.

**Access**

The access to the site is shown as being directly opposite the entrance to Jasper Cottage which will have an immediate and adverse impact regarding access to and from this property not only in respect of vehicular movements but also to equine movements as stabling is located on the property. This potentially dangerous situation is compounded by the location of the Alderholt Livery & Riding Stables located next door on Ringwood Road.

**Sustainability**

The proposed development does not meet the roles of NPPF8 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 6 of the Transport Statement (TS) mentions the 97 bus but this only runs on Tuesdays, Wednesdays & Fridays with the last bus from Fordingbridge leaving at 14.20. Thus not even a full weekday service is provided, with no evening or weekend services either. Transport by car is essential – so no reduction in the carbon footprint.



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No Dr's surgery – only a very unpredictable outreach facility dependent on Dr's work schedule and availability.

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, 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 Statement**

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 less than 200m 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.

In contrast to point 3.3 of the Transport Statement (TS), 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 are in danger when using this unlit narrow road.

The TS at 3.7 refers to the cycle isochrones up to 2km and 5km at Appendix 3 suggesting that 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 narrow 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 shows pavements along Ringwood Road from the site, but there are no pavements along this road until after the 30mph sign is reached. This route is the shortest one to the facilities in Alderholt ie Co-op shop Village Hall, Pub and Church and will be used by all cyclists and pedestrians – but without pavements is unsafe, so resulting in increased short car journeys. This contradicts point 3.2 of the TS and will impact adversely on the carbon footprint and is unsustainable.

The TS at Appendix 4 shows the location of the main facilities in relation to the site and Ringwood Road providing the only available access route to them.

The main proposed pedestrian access

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In contrast to this the Indicative plan shows the main proposed pedestrian access running between plots 9 and 10 onto the adjoining recreation ground (Amanda Harris Recreation Ground) which is privately owned land with public access. The TS at 4.6 reiterates this proposal.

It is important to note that permission to use this access would need to be gained from Alderholt Parish Council.

The traffic data in Appendix 1 of the TS shows over the period 14<sup>th</sup> April 2018 to 23 April 2018 a high level of traffic flow on Ringwood Road for a small village with rural roads, between 600 and 700 vehicle movements on a working day from 6.00am to midnight, in each direction. It should be noted that there are no comparative counts for the other main access routes through the village (Daggons Road, Fordingbridge Road and Sandleheath Road) to indicate the full extent of traffic flows.

With regard to Traffic Generation in the TS (4.10 to 4.14) reference is made to the transport data provided for the adjacent Applications 3/16/1446 and 3/17/0596 but it should be noted that this information is flawed as traffic data and information from all over the country (eg urban areas on the edges of cities such as Norwich) was used, which is inappropriate and irrelevant to Alderholt as an indication of additional traffic movements.

The data in Table 3 of the TS for 25 dwellings suggests 116 vehicle movements per day. Is this adequate to reflect the high level of car ownership here due to the lack of public transport, employment opportunities, and the high proportion of part-time workers and the wealth of the population? This is evidenced in the Alderholt profile on Dorset Council, where for 2011 only 5.7% of households have no car and 63% have two cars or more.

The TS on page 4 doesn't reflect that in 2017 there have been serious traffic accidents at the intersection of Ringwood Road and Harbridge Drove involving cars and a motor cycle, and also further south along Harbridge Drove at Harbridge Court where a large lorry overturned (Police called to both incidents).

It should also be noted that there is an ever increasing volume of traffic throughout the village by way of delivery vehicles of all shapes and sizes as a result of increased online shopping.

When considering the TS in full we disagree that the site is accessible by sustainable means of travel.

**Ecology of the area**

Fully support the submission by East Dorset Environment Partnership (EDEP)

**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 the developer's statement is unclear / inconsistent regarding its position on provision of affordable housing at reserved matters stage.

**Statement of Community Involvement**

Although there is a statement, the applicant has not undertaken any community consultation so it is doubtful that they have met the criteria of the NPPF and EDDC's / Dorset Council's statement of community involvement. Such a sizeable development will impact on the whole village.