

IN THE MATTER OF AN UNDER s. 78 TCPA 1990

BY DUDSBURY HOMES (SOUTHERN) LTD

FOR A MIXED USE DEVELOPMENT OF UP TO 1,700 DWELLINGS INCLUDING AFFORDABLE HOUSING AND CARE PROVISION; 10,000SQM OF EMPLOYMENT SPACE IN THE FORM OF A BUSINESS PARK; VILLAGE CENTRE WITH ASSOCIATED RETAIL, COMMERCIAL, COMMUNITY AND HEALTH FACILITIES; OPEN SPACE INCLUDING THE PROVISION OF SUITABLE ALTERNATIVE NATURAL GREEN SPACE (SANG); BIODIVERSITY ENHANCEMENTS; SOLAR ARRAY, AND NEW ROADS, ACCESS ARRANGEMENTS AND ASSOCIATED INFRASTRUCTURE (OUTLINE APPLICATION WITH ALL MATTERS RESERVED APART FROM ACCESS OFF HILLBURY ROAD)

AT: LAND TO THE SOUTH OF RINGWOOD ROAD, ALDERHOLT

APPEAL REF: APP/D1265/W/23/3336518

LPA REF: P/OUT/2023/01166

SUMMARY PROOF OF EVIDENCE OF

CLLR GINA LOGAN

ON BEHALF OF ALDERHOLT PARISH COUNCIL

A RULE 6 PARTY

1. My name is Gina Logan and moved to the village in 2013. I've been a member of Alderholt Parish Council since 2014, and I hold the Chairmanship of both the Planning Committee and the Neighbourhood Plan Committee. I was the Ward member on East Dorset District Council from 2015 to March 2019 when Dorset became a Unitary Authority, where I sat on the Planning Committee.

2. The following provides a summary of the main points from my proof of evidence on behalf of Alderholt Parish Council.
3. My proof of evidence deals primarily with Issue 2 as identified by the Inspector, but also supports fully our Parish Council's Planning Witnesses' evidence with regards to Issues 1 and 2. My proof also sits alongside the evidence prepared by Mark Baker the Parish Council's Highways/Transport Witness and Jo Witherden, our Planning Witness.
4. I set out the Parish Council's concerns below.

ISSUE 1: The significance of the proposal in meeting housing need

5. With reference to paragraphs 14 to 17 in my proof; -
6. The population of Alderholt has changed little in the last decade (2848 to 2900) as borne out by the Census data of 2011 and 2021, with building rates being typically 3 to 4 dwellings per annum. This gradual increase can be readily absorbed by the village and is reflected in the Alderholt Neighbourhood Plan which by way of agreed methodology suggests an appropriate housing target for Alderholt of between 4 and 16 units per annum over the plan period 2022 to 2034. This is a far more sustainable growth rate than that presented by the appeal proposal of 1700 dwellings.
7. Currently two major sites are being developed which in the next couple of years will provide 133 new units. This is more than enough development to meet the housing needs of Alderholt.

ISSUE 2: Whether the development would be appropriate in this location

8. The Parish Council's concerns are described under the following headings and reference the relevant paragraphs in my proof of evidence: -

Alderholt Neighbourhood Plan – paragraphs 22 to 28

9. This is now completing its Regulation 16 consultation and throughout its whole process the village has been fully supportive of the plan. The ANP reflects and answers questions, thoughts, concerns and aspirations of the whole parish, in that it can influence the future development of Alderholt in a measured and structured way allowing it to retain its valued village and rural ambience.
10. APC engagement with the developer and the Appeal process – paragraphs 29 to 34
Following the developer's exhibition on 1st July 2023 Cllrs met with representatives of Dudsbury Homes in September 2023 as a listening brief. APC held a public meeting to garner resident's views in April 2023 and I produced the council's strong objection to the proposed development which was lodged on the Dorset Council planning portal. I attended and spoke against the application at the Eastern Area Planning Committee where the application was determined. I note that the whole planning application process has been a continually evolving situation!

Wildlife/Ecological Impacts – paragraphs 35 to 39

11. Alderholt is in a rural location surrounded by a variety of protected sites – both national and international, which will be adversely impacted by the proposed large scale development abutting the village, to the detriment of the wildlife, (fauna and flora) and the biodiversity. The increased population will result in greater pressure on the countryside including the New Forest National Park, Cranborne Chase and West Wiltshire Downs AONB's (now National Landscapes) and there will be increased pollution from the additional traffic resulting from the development.

Sustainability paragraphs 40 to 56

12. The large sale development more than doubles the existing population of Alderholt and increases its physical size by about 60%, and is unsustainable as it doubtful that it can attract and support the range of facilities suggested by the Appellant. Nor does the proposed “new centre” add substantially to the services already provided in Alderholt, it merely replicates them in the new development, leading to an “us and them” situation

due to the distance needed to be travelled, resulting in more internal vehicle journeys, greater congestion and pollution in both built up areas and unwarranted competition for all the services/facilities.

13. Alderholt is not a “through route” so it is unlikely to produce the range of facilities found in Fordingbridge or Ringwood, as there are a number of vacant premises in both of these settlements where there is greater footfall, so why relocate to Alderholt?
14. The village has no public transport, is over 4km from Fordingbridge its nearest service centre, with no safe walking or cycle route. Direct access to a railway is either Salisbury or Bournemouth and both are at least a 30 minute drive away.
15. There is no guarantee that the bus service proposed by the Appellant will become commercially viable after the subsidies are discontinued.
16. Bearing in mind the diverse travel patterns to meet people’s needs, travel by personal vehicle is the obvious choice, and for those without such access the alternative of a taxi is prohibitively expensive on anything but an odd occasion. Again, rendering such a development unsustainable in this rural and isolated location.

Employment – paragraphs 57 & 58

17. There is no certainty that businesses will be attracted to this rural location which has a very poor local road network of lanes, no easy access to the A31 or A338 and no railway links. Any business will undoubtedly generate more daily traffic inflow and outflow adversely impacting not only the existing village but the extended area.

Access to Education and Facilities for Children and Younger Residents – paragraphs 59 to 72

18. The Appellant focuses on the provision of education at St James First School, assuming there will be adequate provision at Burgate School (Fordingbridge, Hampshire) – the nearest, for secondary and sixth form education. Alderholt residents are concerned about the provisions for the 2nd and 3rd tiers of education ie the “bussing” of pupils to Burgate school & Sixth Form in Fordingbridge, or to Cranborne (middle school) and

then onto Queen Elizabeth's school in Wimborne to complete their education. With the expansion of Wimborne 1865 new properties and significant building in Fordingbridge in excess of 1,100 dwellings, there is likely to be a significant impact on the catchment areas of both Burgate and QE schools. Where are the children to go to school? The appeal proposal does nothing to address this situation.

19. With no effective public transport pupils must rely on the taxi of Mum & Dad not only to enable taking part in after school clubs, but also for accessing other entertainment ie cinema, bowling, football matches etc.
20. With many new residents not having a local connection to the village through family or employment and without access to such entertainment and other choices through a limited bus service, they are more likely to suffer the adverse impacts of isolation on well-being and general health. Possible boredom may well lead to an increase in antisocial behaviour.

Traffic and Transport – paragraphs 79 to 82

21. It is this section that Alderholt residents believe to be the most significant. In essence, the Appellant has not gone beyond the immediate environs of the village when considering the traffic and transport implications.
22. The Parish Council outlined in great detail their traffic concerns when objecting to the application. The local network of rural lanes, not wide enough in many places to accommodate two passing vehicles, pinch points on all access and egress routes eg Aldeholt Mill bridge on Sandleheath Road.
23. The unsuitability of Fordingbridge (a proposed new one-way system) and Cranborne to accommodate the undoubted increase in traffic brought about by this large scale development.
24. The resulting and unacceptable delays, increased journey times, more pollution, increased carbon footprint, potential for accidents and adverse impact on other road users ie horse riders and cyclists, as well as pedestrians as there are no pavements outside of the built up area of the village, are all unacceptable

25. No cogent deliverable solution has been proposed to overcome the obvious and varied shortcomings of the very poor road infrastructure within Alderholt, its immediate and further afield vicinity.

In Conclusion:

26. The Inspector's Decision is this Appeal will have a significant impact on the community in respect of the character and rural ambiance of the existing village of Alderholt, by creating a settlement abutting the existing village of 130% greater in size, disconnected to the current centre of Alderholt, resulting in an "us and them situation" which is detrimental to the wellbeing of all. This development is at total odds to the emerging Alderholt Neighbourhood Plan which after a great deal of work, effort and consultation explicitly shows that Alderholt's housing needs are well met by the 50 or so dwellings over the 12 year period 2022 to 2034. We consider this development if allowed in such an unsuitable location, to be wholly detrimental to the Planning Rules/Laws of this country.

I believe that the facts stated in this summary proof of evidence are true.

Signed: 
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Print name: 
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Date: 