

Appeal Reference APP/D1265/W/23/3336518

Action for Alderholt (A4A) is hoping to present a joint case with Alderholt Parish Council; it is currently awaiting clarification regarding these arrangements. Our proofs of evidence are therefore being submitted separately at this stage.

I am Stephen Godsall, Secretary for Action4Alderholt and have lived in Alderholt for over 31 years. My evidence concentrates on community impact and planning issues, excluding the traffic issues which are covered in a separate proof by A4A Chair Colin English.

A4A has gathered evidence on five substantial planning issues which have not been resolved by the appellant. This evidence shows that Alderholt is not the right place for housing on the scale proposed for the following reasons:

- **Self-containment of major new settlements**
 - the appellant claims that Alderholt will become more self-contained but our evidence shows that the opposite is likely to occur.
- **Cumulative impacts related to local employment**
 - Housing growth in Fordingbridge, Ringwood and Verwood is not being balanced with employment growth.
 - The proposed scheme for Alderholt fails to provide sufficient local employment and therefore relies on increased commuting, much of it through protected landscapes, with associated environmental impacts.
- **Transport provision**
 - The proposals do not provide a genuine choice of transport modes for most residents, particularly for those with special needs or on low incomes.
- **There is no realistic assessment of likely rates of delivery**
 - There are many uncertainties regarding the scheme's delivery, implementation and timescale for increasing housing supply.
 - If this project takes as long as the slower schemes identified in the Letwin report¹, it is likely that affordable housing and services promised will be further compromised.

¹ <https://www.gov.uk/government/publications/independent-review-of-build-out-final-report> The report states; "the median percentage of the site built out each year on average through the build out period on these 15 large sites was 6.5% ... I confirmed that the sites in my sample were not atypical and that, if anything, they were being built out at a faster rate than other large sites. The median percentage annual build out rate for London sites of over 1,000 homes in the Molior data-set was 3.2%." The report considered areas of high demand only.

- **Spatial planning of new housing around East Dorset and West Hampshire**

- The location of 1700 houses in Alderholt cannot be justified given the transport, environmental, employment and service problems identified.
- It will not provide sufficient affordable housing with access to suitable employment.
- Dorset social housing policy requires tenants to find employment within Dorset and this will be virtually impossible to achieve under the scheme's proposals.
- These issues have substantial negative impacts on the community, and conflict with legal requirements to meet net-zero by 2050 and protect National Landscapes.

1 Self-containment of major new settlements

1.1 *The appellant claims that their scheme will make Alderholt more self contained and that the quantity of 1700 houses is necessary to achieve this.* This assertion is not supported by clear quantifiable evidence. Even their most optimistic proposals for services and employment would not create a “15 minute neighbourhood”. The following factors indicate that Alderholt would become less self-contained.

1.2 The local trend is for less self-containment

- Fordingbridge has seen a significant decline in self containment over the past 5 years. It is no longer possible to get national health dental treatment here, to purchase a range of clothing, or to get shoes repaired.
- Empty shops and local pubs at risk of closure (for example the Cranborne Inn and the Rose and Thistle at Rockbourne)² illustrate the difficulty of bringing extra commercial services to Alderholt.
- The Fordingbridge GP practice has struggled to cope with demand and has formed a “Primary Care Network” with practices in Ringwood, Poulner and Bransgore; people often need to travel further to access primary healthcare.
- Hampshire County Council's plan to close Somerley waste recycling centre will mean local people needing to drive further to Wimborne for recycling, generating more traffic through the Cranborne Chase National Landscape.
- Council funded services such as Libraries and Youth Centres are at risk of closure yet the appellant claims these additional services could be brought to Alderholt.

² The Cranborne Inn was closed for over a year in 2023/4 and is now being run on a caretaker basis for drinks only. The Rose and Thistle at Rockbourne is being sold for housing.

1.3 Commuting is increasing in Alderholt, Fordingbridge, Ringwood and Verwood – not reducing as required for a transition to net zero; *see section 2*

1.4 Timescale for delivery

- The timescales for delivering schemes of this scale introduce more uncertainty about when services and transport options may be delivered and become viable. Eg: A bus service guaranteed for 7 years is unlikely to succeed if building takes several decades.
- The Letwin report shows that median build out rates in areas of high demand are 6.5% but can often be as low as 3.2%. This means that the scheme could take up to 31 years to build. Infrastructure and services would be impossible to coordinate and synchronise.

1.5 Education

- The proposals for education are being discussed by the appellant with the planning authority.
- Whatever the outcome, population growth in Ringwood and Fordingbridge will displace a number of Alderholt children from schools in those towns.
- Longer journeys to school will result, at least in the short and medium term.
- The schools' appeals process will become very fraught and unworkable.
- Attending different schools remote from the village will disperse and erode children's social networks. This will also lead to more car journeys when children are being transported to meet friends, or for out of school activities.

1.6 Capacity of existing services

- Alderholt has a number of services which are close to full capacity.
- For example, Alderholt Motors may be able to cope with a small increase in population but would rapidly become overwhelmed (*See Appendix 3*).
- A significant growth in population would mean more journeys outside the village unless and until more services and shops arrive.

1.7 Too many uncertainties

- There can be no confidence that mitigations in the scheme will actually be delivered.

- Extra services rely on third-party and commercial providers.
- Recent examples of large housing schemes where extra services have not materialised include Abbotswood in Romsey, where a doctors surgery and pub site were never occupied and have now been put to housing uses.
- Therefore transport and environmental impacts of the scheme should be modelled including a 'worst case scenario.'

1.8 Local people can see no evidence that the scheme would bring benefits to our community and describe feeling “under siege” by the potential disruption of this scheme combined with further decades of gravel extraction within sight of the village. The highly valued rural character of Alderholt would be changed forever and the disturbance would last for the rest of many people's lives.

1.9 The uncertainty of delivery adds to this anxiety and virtually nothing is guaranteed:

- When would the scheme start and how long would it take?
- Will the development sites become derelict over the years as happened with 2 recent schemes in the village?
- How many developers and phases would be involved?
- Will the promised affordable housing remain viable if delays cause increased costs?
- Will any of the suggested commercial facilities arrive or prove viable?
- If the optimistic land value of £10 million for the local centre, employment land and pub is not achieved, will affordable housing be further reduced?
- Will any publicly funded facilities arrive? (library, youth centre, etc)
- Will the bus service remain viable after the first 7 years?
- Will the employment site be developed and occupied?
- How many local jobs will be created?
- What impact will increased traffic have?
- Will the travel plan meet any of its targets?
- Where will children travel to school and when might this change?

The problems of such uncertainty were summed up in an email to Action4Alderholt from Fordingbridge surgery; *“It isn't possible to say at this time how many homes would need to be built before it would make sense to operate a second surgery in Alderholt.....The reality is that the*

gradual growth of a few hundred houses here and a few hundred there as we have seen over the last few years makes it very difficult to plan the development of primary care as we are chronically short of clinicians, space, and staff.”

2 Cumulative impacts related to local employment

2.1 The appellant claims that their proposals to provide employment within the village will reduce commuting.

They provide no evidence of how or when this could be achieved; the following analysis shows their claim is not substantiated.

2.2 New Forest DC Local Plan, adopted in 2019, is enabling the delivery of over 1000 new homes in Fordingbridge and over 1070 in Ringwood. Neither settlement is seeing a matched increase in employment; none is currently being developed in Fordingbridge and the Ringwood proposals are likely to deliver employment for less than 20% of the population growth. *(see Appendix 1)*

2.3 In Verwood, Pennyfarthing Homes are building 230 homes at Edmondsham Road without any additional provision for employment.

2.4 19.6% of Alderholt workers commute to Fordingbridge, Ringwood and Verwood.³ Because of increased competition for jobs in these areas it is likely that new Alderholt commuters would have to travel further to work than the existing workforce.

2.5 The appellant's commercial advisors Vail Williams have suggested that employment space in their scheme be allocated 1000sq m for office use and 9000 sq m for industrial uses including warehousing. Using government guidance of 12 square metres per job for office use and 47 square metres for light industrial the total jobs accommodated would be around 274 FTE.⁴

2.6 There is a risk that no developers or tenants will be found, as happened recently for units at Ashford Road, Fordingbridge and offices in Green Lane, Fordingbridge – now converted to residential use.

2.7 Even if the retail, hospitality, office and healthcare facilities in the village centre are delivered and occupied, this would appear to provide less than 280 FTE jobs, meaning the scheme offers up to 554 jobs for a growth of around 2,550 in the working population.

³ Source: Alderholt Parish Council village survey 2019

⁴ Source: Homes and Communities Agency, Employment Densities Guide

<https://assets.publishing.service.gov.uk/media/5a7dedd8e5274a2e8ab44baf/employ-den.pdf>

2.8 There is never a perfect match between skills of the local population and job requirements, so a proportion of new jobs will be filled by people commuting into Alderholt. The growing populations of Ringwood, Verwood and Fordingbridge will also compete for jobs created here. *The appellant's assumptions on inward commuting are not yet clear – the transport topic paper should address this.*

2.9 So even in the most optimistic case, the proportion of working people needing to commute out of the village would increase, as would average commuting distances.

2.10 Other large schemes such as North Dorchester and South East Faversham in Kent are providing 1 job per home, delivered as homes are occupied. Both schemes have much better transport links and are close to major centres of employment.

3 Transport provision

3.1 *The appellant claims that they are providing sufficient transport options to make the scheme sustainable.* However, the scheme:

- Does not give priority to pedestrian and cycle movements.
- Does not allow sufficient access to public transport, nor does it provide a genuine choice of transport modes.
- Does not address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Does not mitigate the impacts of less self-containment and more commuting.
- Overall the appellant's proposals provide only 15% of people a genuine choice of transport modes unless they are accessing services and employment purely within the village.

3.2 Travel patterns and bus service

- *The appellant proposes just one new bus service from Cranborne to Ringwood, to improve access to employment and services.*
- Alderholt is unusual in that travel for commuting and services is in four directions, which makes it extremely difficult to achieve sustainable transport.
- This contrasts with Verwood which also has high levels of commuting but most workers travel South and are served by a direct bus service to Bournemouth.

3.3 Using travel to work data³ we know that:

- 24.5% of Alderholt working population travel East (9.7% to Fordingbidge and 14.8% through the New Forest)

- 23.4% travel South (including 7.5% to Ringwood)
- 16.7% travel North (including 7.3% to Salisbury)
- 8.6% travel West (including 2.4% to Verwood).
- The remainder have no fixed destination or work within the village.
- A majority of those travelling West and North travel through Cranborne Chase National Landscape (CCNL)

Because of these journey patterns, our calculations show that only up to 15% of daytime car journeys could be replaced by the proposed new bus service. This takes account of timetables and work patterns (see Appendix 4).

3.4 Cycling and walking

- I have personal experience of cycling to work in Birmingham, Greater Manchester and Worcestershire. My journeys were between 8 and 16 miles per day, year round and in all weather conditions.
- To get people travelling by bike it is essential to have safe surfaces in Winter weather and reasonably safe traffic conditions.
- The only time I've had an accident causing injury during 60 years of cycling was on the B3078 between Alderholt and Fordingbridge, caused by a delivery vehicle.
- The most frightening experience I've had on a cycle was on the Somerley road on the way to Ringwood, with drivers regularly exceeding 70mph on a winding narrow lane.

3.41 It would be possible to create attractive cycle routes to Fordingbridge, Ringwood and Verwood with modest investment, providing an alternative transport option for 19.6% of car journeys from and to Alderholt. Why does the scheme not do this?

3.42 Whilst the appellant has put forward an improved cycle route towards Fordingbridge along the B3078, this only goes as far as Ashford Road, where they suggest cyclists turn left. This road is very narrow with steep hills, subject to flooding and covered with debris after rain. It is not safe for cyclists in bad weather or darkness.

3.43 The proposed Verwood route has been removed from the scheme because of impact on protected sites – why have no other potential routes been offered? The road route is subject to flooding.

3.44 It is also possible to commute to Fordingbridge by walking but the proposals offer

no safe, all-weather route.

3.51 Travel challenges for social rented housing The “Dorset Council Housing Allocations Policy 2021 - 2026” requires most potential tenants to have employment (or an offer of employment) within the Dorset Council area. This means that a substantial number of tenants within Alderholt Meadows would have no option other than car journeys to access employment.

3.52 I worked as an adviser at Citizens Advice Bureau from 2017-2020. Tenants of social rented housing often do not have a car and struggle to find employment they could reach. Cases included a tenant suffering anti-social behaviour who was unable to move to a better location because he could not get transport to work and a victim of domestic violence who was unable to get employment within Dorset accessible by public transport.

3.53 The appellant's travel plan does not address the complexities of these issues and bus service is of no help to most social housing tenants.

3.6 Road safety

3.61 Alderholt people are concerned about the declining road safety around the village, partly caused by increased lorry traffic from building works and gravel extraction. Descriptions of recent incidents are included in *Appendix 2*.

3.62 The appellant's transport study suggests that road safety incidents are due to driver error rather than road design. This fails to recognise the interaction between road conditions, traffic growth and driver behaviour and suggests an irresponsible approach to road safety issues.

3.63 The likely timescales for Alderholt Meadows and mineral extraction at Midgham Farm (Hampshire Minerals and Waste Plan) extend for several decades, during which heavy vehicles will compete with other traffic for road space - inevitably traffic will be displaced to less sustainable routes such as the B3078 through the New Forest.

3.64 The appellant claims that nearly all journeys within the village can be made without use of a car and their transport study assumes this.

3.65 This is not credible given the 1.6 mile distance between the Parish Church and the Eastern edge of the scheme. People already use cars for much shorter journeys to the Co-op, and for journeys involving children or anyone with limited mobility.

4 There is no realistic assessment of likely rates of delivery

4.1 Several factors make it unlikely the scheme will achieve early delivery and help with the 5 year housing supply:

- The Letwin report found that schemes of this size are slow to start and build rates are likely to be between 6.5% and 3.2% per annum, even in areas of high demand.¹
- There is no evidence of high demand in Alderholt. No houses have yet been sold from the two schemes now under construction, which waited between 6 and 12 years from planning approval before building started.
- Developers are likely to wait for homes currently being built here and in Fordingbridge to be sold before considering a commitment to further building.
- The appellant does not appear to have experience of delivering schemes of this scale.
- The appellant's commitment to use aggregates from development area for building will require a further planning application for mineral extraction. This will probably be required before the detailed planning application for the scheme can be considered.
- These factors indicate a likely wait of over 6 years before building begins and a construction period of between 15 and 31 years for Alderholt Meadows.

4.2 The 14 uncertainties listed at 1.9 illustrate how little confidence there can be about synchronising housing, services, infrastructure and employment – and the resulting doubts about viability. The appellant has so far provided no quantifiable evidence of likely rates of delivery for all these elements of the scheme, nor a risk assessment for impacts of delays. Given the economic and health crises of recent years, such delays cannot be regarded as unlikely.

5 Spatial planning of new housing around East Dorset and West Hampshire

5.1 Planning history - *The appellant claims that the principle of large scale development in Alderholt was put forward by East Dorset District Council in their Local Plan review process.*

5.2 The current proposals are fundamentally different from the anything considered during the East Dorset Local Plan review; the location and scale of development in Alderholt was never agreed by EDDC.

5.3 A4A representatives met planning officers from EDDC on 14/11/18. Our notes of that meeting (*see appendix 5*) were confirmed as a correct record by planning officer Simon Trueick by email on 28/11/18 and include the following:

- “Simon Trueick commented that it would not be acceptable for new development in Alderholt to be just a very large dormitory settlement.”

- “ST responded that it was premature to talk about likely numbers before transport assessment had been done; this may well show that there was a limit on the amount of expansion that could be considered for the village. However officers feel that more than 1000 homes could be beneficial to get road improvements and facilities.”
- “ST responded that it may be possible to include employment on some sites although he doubts any large scale employment in the village would be viable.”
- “ST added that significant "Section 106" contributions were likely to be required for transport in Alderholt. Due to the nature of the village he felt that the proportion of shared ownership, "starter homes" and "low entry market housing" would be significantly higher.”
- “ST thought that the scale of development proposed would require pinch points such as Pressey's Corner to be improved.”
- At the same meeting EDDC Director Dave Barnes “emphasised that the process so far had been an initial consultation and none of the "options" should be considered as proposals yet.”
- EDDC subsequently did not proceed any further with the Local Plan review.

5.4 Impact on protected sites

- Recent research on the effectiveness of SANGs has shown that they provide only partial mitigation of recreational pressures on protected sites. They are also less effective at diverting dog walkers, which is a particular issue for ground-nesting birds in the NFNP.⁶
- Houses being developed in Fordingbridge and Ringwood are marketed in ways which promote recreational visits. For example, Pennyfarthing marketing information for Whitsbury Green states: “Known as the gateway to the New Forest, Fordingbridge is a historic market town on the banks of the River Avon. With 140 miles of cycle tracks and footpaths close by you can soak in what the New Forest has to offer.”
- Clearly a proportion of new residents to Alderholt and Fordingbridge are specifically attracted by the proximity to NFNP and AONB so it cannot be assumed that the recreational impacts could be mitigated sufficiently to meet the requirements of the Levelling Up & Regeneration Act 2023, Section 245; this point is made in the New Forest National Park response to the appeal.
- The appellant has not provided evidence of adequate mitigation, let alone “furthering the specific purposes” of the protected landscapes.
- 2018 research by Elizabeth Allinson at the University of Southampton builds on previous

research about SANGs and found that “Special Protected Area visitors were aware of the issues but showed no interest in visiting any SANGs even if they were aware of their location. They were considered sub-standard and not authentic, even fake.”

6 Source: https://eprints.soton.ac.uk/427307/1/PhD_FINAL_thesis_2018_E_Allinson.pdf

Statement of truth

I confirm that the evidence which I have prepared and provide for the appeal is a true statement of the facts available to me and that the opinions expressed are my true opinions.

Appendix 1 Development in Fordingbridge and Ringwood

The NFDC local plan adopted in 2020 includes sites for at least 1015 homes in Fordingbridge and 850 in Ringwood, in addition to 230 recently completed. There are no proposals to create more employment in Fordingbridge and the plan states: “The Core Strategy makes no provision for new greenfield employment land allocations at Fordingbridge, Ashford and Sandleheath. The strategy is to retain and make better use of existing employment sites and encourage business development, particularly within the town centre. Approximately one hectare of employment land at Sandleheath Industrial Estate already has planning permission and is available for development.”

Some employment sites are under development in Ringwood but will cater for less than 20% of new residents; Ringwood Town Council is concerned that the sites brought into use so far have generated less employment than promised – for example the Lidl store on a site suitable for office use.

In Verwood, Pennyfarthing Homes are building 230 homes at Edmondsham Road without any additional provision for employment.

Therefore it is likely there will be around 3,000 workers moving to these three towns competing for the most local jobs, which have previously provided employment for 19.6% of Alderholt workers.

Appendix 2 – Examples of recent road incidents described by Alderholt people

Source: Alderholt Facebook page – all posts by different people.

30/04/24 “NEAR MISS ! I was riding my Bike downhill towards Fordingbridge this morning when a person decided to overtake me at speed on the narrowest part of the road missing me by a fraction. In fact I am actually lucky to be here right now. This person was driving a black Audi with a 14 plate. As luck would have it I have the whole incident on video and including the full number plate and that's going to be uploaded to the National Cam database for the Police to have a look at and hopefully get this person off the road !

16/05/24 “I am appalled at the behaviour of your haulage contractors! I cycle up Ringwood Road

SP6 3DF. This morning a lorry was coming down the road and did not stop to let me pass on the narrow part just east of the development it meant I had to go into the uneven verge and risk an accident this was just after nine am. It was raining so I cut my ride short and returned up this road. Just passed the shop there were parked cars on the right and another lorry with the name 'Perky' in the cab came onto my side of the road and to prevent an accident I had to go up on the pavement this was around 9.30.

Please inform all your contractors that they should obey the highway code, the contractors should know who the drivers were and tell them that their driving is not acceptable.

Thank you!

I sent this to Penny Farthing homes, not that I expect to get a response but I can live in hope of an improvement! “

17/05/24 “To the tractor driver with a large green trailer carrying bricks and concrete boulders out of Fordingbridge and into Alderholt earlier this week you are probably aware when swinging round the bend past the church you lost one of your boulders luckily falling short of the bonnet, of my fathers car if he had not slammed on the breaks hard enough it would of gone through the windscreen. The car was damaged underneath, and you continued on your journey leaving an 84 yr old on sticks to clear the rubble that had smashed on impact, off the road to avoid any other accidents. Thank you to all the other drivers who then proceeded to stop and help clear the road! “

17/05/24 “If the coward in the white car who did a close pass on 2 cyclists by Drove End this morning and then went off sounding the horn like they had sucked in too many balloons reads this, it was filmed and has been passed to Operation Snap so listen out for the envelope dropping on your doormat. “

25/05/24 “Can anyone tell me if the first part of the footpath from Hillbury Road out over Midgham Farm is still underwater or too muddy to pass please?

Appendix 3 – Bus services proposals and potential users

The appellant has provided timetable and route proposals from Cranborne to Ringwood and return. Within the indicative timetable the first bus from Alderholt leaves at 7.09, arriving at Fordingbridge 7.27 and Ringwood 7.47.

The second bus from Alderholt leaves at 7.48, arriving at Fordingbridge 8.08 and Ringwood 8.47, the longer journey time of 59 minutes being due to inclusion of Burgate School in the route.

Overall the times would be suitable for most people commuting to Fordingbridge and Ringwood except for shift workers.

For commuters to Bournemouth and Salisbury, connections are possible to the X3 service but return journey times would be around 2 hours 48 minutes for Bournemouth, 2 hours 18 minutes

for Salisbury. The earliest possible arrival times would be 8.30am in Bournemouth and 8.25am in Salisbury. These times make the journey impractical for all but a few commuters; most will also have 10-20 minutes to travel on foot and/or by bus to reach their place of work. The round trip times are not attractive to anyone with access to a car, so any modal shift is unlikely.

Shift workers make up 14% of the UK workforce and would not be able to use the bus service. 9.7% of Alderholt's commuters go to Fordingbridge and 7.5% to Ringwood. Adjusted for shift workers, the maximum percentage of commuters who could consider travelling by bus is around 15%.

The actual number of bus users will be lower because;

- a number of commuters need to use a car during their working day.
- The percentage of Alderholt people employed in Fordingbridge and Ringwood is likely to decline because of increased competition for jobs following additional housing in these towns (see appendix 1)
- Some journeys will include more than one destination
- The service is reduced at weekends and not available on Sundays.

We do not have the same detail for journeys to access services, social or leisure activities but they are likely to follow a similar pattern in terms of destinations. Times of travel may not be so constrained but a higher proportion of travellers will combine journeys to more than one location, need a car to carry things or need to travel in the evening/at weekends. This implies that fewer than 15% of car journeys from and to Alderholt could be served by the new bus service even if all car users are persuaded to transfer. The service would not start immediately and may only last 7 years.

Appendix 4 - Statement by Stuart Canning of Alderholt Motors

I am the manager of Alderholt Motors, which has operated in the village for 38 years. The business is owned by my parents and I personally have worked here since 1986.

We carry out a full range of car and van repairs including tyre and exhaust replacement but not bodywork – another small business in the village deals with that. The majority of our customers are local and are able to walk to or from the garage while their vehicle is being repaired.

Demand for our services has grown over the years and we are now at capacity; at times there is 3 weeks' wait to get an appointment for us to repair vehicles. I would like to expand the site so we could serve more customers and employ more staff but this has not proved possible. Adjoining landowners feel it is possible to get housing value for their land. It is also unlikely that it would be viable for us to become a tenant at an alternative site.

I have heard the claims that the Alderholt Meadows scheme would be good for local businesses and make the village “more self-contained”. In my experience the opposite would be true. If 1700

houses were added to the village our garage would be unable to cope with demand. This would lead to dissatisfied customers and to more people needing to travel outside the village for repairs.

It would also increase costs of repair because more people would need a hire or “courtesy” car. Whilst I am in favour of some building to keep the village vibrant, I believe such a large scheme would upset the balance of the village, reduce the quality of life for people living here and make Alderholt less self-contained.

Stuart Canning

Appendix 5 – Record of meeting and correspondence with Simon Trueick in 2018

Pdf images are attached below for;

The email dated 21/11/18 from Stephen Godsall to Simon Trueick – **Document A4A-01a**

mail/u/1/#search/STrueick%40christchurchandeastdorset.gov.uk/KtbxLvHgQfczGKDzpwqfPXXXXTfXCbJtmBB

STrueick@christchurchandeastdorset.gov.uk

Notes of meeting on 14th November Inbox x

action4 alderholt <action4alderholt@gmail.com> 21 Nov 2018, 11:38

to JLynch, DBarnes, STrueick

Dear all,

Thanks for sending a link to the constraints mapping. I attach draft notes of last week's meeting; please let me know if I have misunderstood anything or got anything wrong.

Best wishes

Stephen Godsall

One attachment • Scanned by Gmail

NOTES OF MEETING BETWEEN LEAGUE AND ACTION FOR ALDERHOLT REPRESENTATIVES
14th NOVEMBER 2018
Present: - 1000 (Joan Barnes, Ian Glyn, Brian Poulton, Chris Hedges, Janet Walker, Janet Morris, Colin English, Stephen Goddard)

Notes and objectives of A4A: (2) and (3) mentioned that Alderholt Street Council has been asked to make representations to the Local Plan update for the village. Action for Alderholt has been invited to support the Local Plan update process. Brian Poulton made a presentation for the people of Alderholt and has collected a petition of over 1000 signatures.

15°C Light rain 20:25/05



Simon Trueick <STrueick@christchurchandeastdorset.gov.uk>
to me, Jane, David

Mon, 26 Nov 2018, 13:11

Hi Stephen

Thanks for sending through the note of the meeting, which on the whole is a very good record. I just have a couple of suggested amendments please:

Page 1 – The paragraph referring to JL and ST transferring to the BCP Council – this is personal information and I wouldn't want this to appear in a final note published on your website or Facebook page etc, so this should be deleted.

Page 2 – first sentence "likely expansion of Alderholt.....upper school being ~~provided~~ **required**. It is still ~~doubtful uncertain whether~~ **when** a new upper school could be achieved for Verwood."

Second paragraph – " ST said discussions with bus operators had confirmed that there is no prospect of new regular **commercial** services for an expanded Alderholt within the current funding context, **but that community or demand responsive services would be possible.**"

Fourth paragraph – Delete last sentence "~~Sites identified would be large enough to fit up to 2500 houses.~~"

Page 3 – First para – "ST acknowledged that the SA so far was ~~a very rough sift involving a "box-ticking" approach~~ **quite broad and high level** and much more detailed work required before any options were included in a "preferred options" consultation.

Page 4 – ~~Sixth para~~ – ".....it is almost unknown for any community to support large scale **greenfield** development.

Regards

Simon Trueick

Partnership Planning Policy Manager

The meeting notes referred to in the emails -

Document A4A-01c

Separate file attached