



ALDERHOLT MEADOWS, DORSET

DESIGN AND ACCESS STATEMENT



ALDERHOLT MEADOWS

ALDERHOLT MEADOWS

OUR VISION

"We believe that where we live, affects how we live. Our vision is to create a place which will inspire and be cherished. A place where community can live sustainably, grow and prosper."

Dudsbury Homes (Southern) Ltd.



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Extract from CABE 'Design & Access Statement' Guide:
(Similar colour coding is used for this document content for ease of reference/
comparison)

Design

The process

How the physical characteristics of the scheme have been informed by a rigorous process which should include the following steps:

- assessment
- involvement
- evaluation
- design.

Use

What buildings and spaces will be used for.

Amount

How much would be built on the site.

Layout

How the buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.

Scale

How big the buildings and spaces would be (their height, width and length).

Landscaping

How open spaces will be treated to enhance and protect the character of a place.

Appearance

What the building and spaces will look like, for example, building materials and architectural details.

Access

The statement needs to include two potential aspects of access. That is not to say they are separate, and the statement should show that all access issues have been considered together.

Vehicular and transport links

Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access

How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

SECTION 1 - INTRODUCTION

1.1. BACKGROUND TO THE DAS

This Design and Access Statement (DAS) has been prepared by the Alderholt Meadows design team on behalf of Dudsbury Homes (Southern) Ltd. to guide the development of the site for residential purposes, along with parklands, amenities, employment and facilities. The elements are combined to support a comprehensive proposal and place creation that can join the local setting.

This DAS has been structured to explain the logical parameters and sequence for evolving a proposal, that has design principles and place creation at its heart, bound within the special constraints and opportunities of the site and its place alongside the settlement of Alderholt, such that it might join in symbiosis and be of benefit to all.

The proposals have been tested and evolved exhaustively, tabled at exhibition and amended to now present for submission.

This DAS has been structured in accordance with CABE and National Guidance to offer a transparent demonstration of how it has evolved, culminating in a set of parameters, design principles and a vision, for Alderholt Meadows.

Appended to this DAS is a Design Code which explores beyond these parameters and how such a vision can be explored further, within the bounds of the overarching principles explained within this DAS.

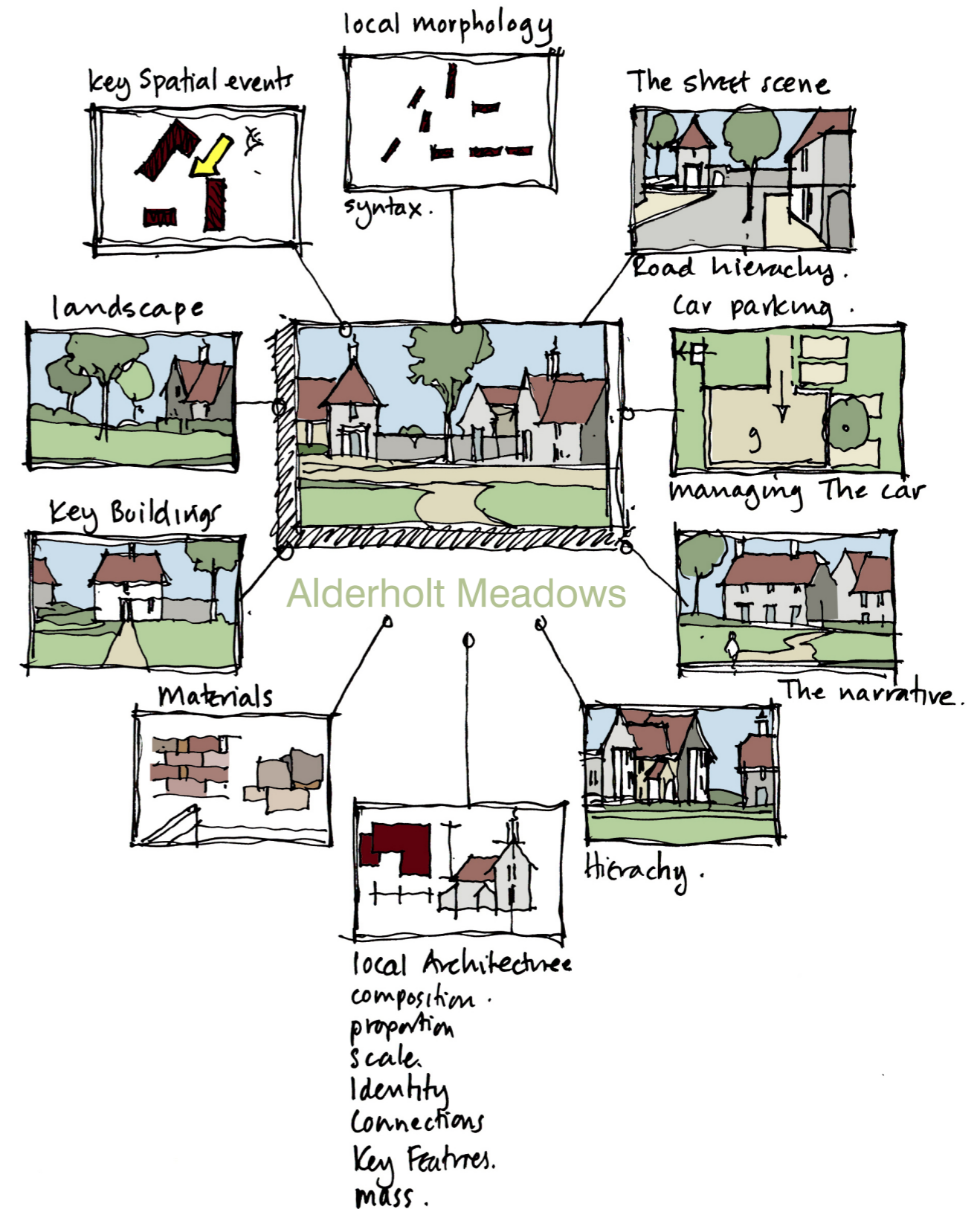
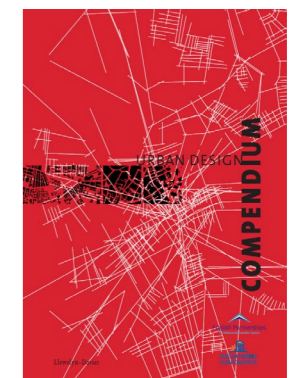
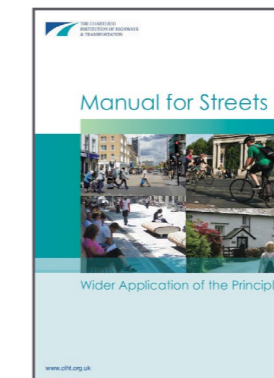
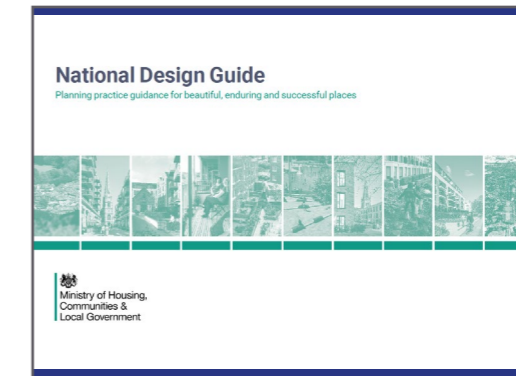


Figure 1

1.2. DESIGN PRINCIPLES

- Preserve the strong connection with the local vernacular architecture of Alderholt.
- Build in the principles of sustainable development from the outset to create a long-lasting and valued neighbourhood capable of change over time.
- Create parcels of development in a strong landscape framework that provides a network of green infrastructure.
- Create a strong sense of place, character and identity by ensuring development is of the highest quality.
- Vary the grain across the development, with all elements set as a series of character areas, creating intimate groups that are travelled and experienced within a narrative. All will form a direct connect and design led housing promotion that should join the character of Alderholt. All should unite visually and join the craft and detail evident within the wider setting.
- Enhance accessibility by all modes for all residents and visitors by establishing a clear and safe network of interlinked roads, lanes, shared surfaces, courtyards, landscaped spaces, and pedestrian routes; all with clear and legible access to public and private amenity, accessible to all.
- Preserve existing site characteristics, such as important trees, hedgerows, habitats and key views/ vistas, to form a place that has context, character and narrative.
- Create a variety of open spaces and walking routes to cater for play, accessibility and exploration, as a setting for the development.
- Provide sustainable urban drainage measures.
- To create a varied scale, ranging from 2, 2 ½ and 3 storey forms filtering down to 1, 1 ½ storey more subservient buildings, all with traditionally pitched roofs. A varied scale that has a synergy with the heights and extent seen in the existing village. A variety in scale and architectural treatment will create a character that possesses hierarchy.
- The urban design will avoid a mundane and repetitious treatment of garage/house designs which are each serviced (estate like and with monotony) from the principal access.
- The use of mews courts and rear serviced courts, that contain parking and residential feature, shall be utilized to avoid an over dominance of the car and garage within the character of place and street scene settings. The guidance within CABE/DETR – "DB32 - Places Streets and Movement" and "Better Places to Live" are still worthy of reference and should be used. The principles and objectives of The National Design Guide – Planning Guidance for Beautiful, Enduring & Successful Places – 2021, form an integral part of the design led and varied community that is planned. Principles, also explained in the "Manual for Streets 1 & 2" should also be applied. Other LPA guidance will join the collection of material for reference.



1.3. DESIGN EVOLUTION PROCESS

The united desire is to create a characterful place that has a locally inspired architecture, a sense of arrival and narrative that reflects the local vernacular. This identity shall be created with architecture, spatial settings, materials, and urban design which is not estate like. Through the creation of a varied place, a community can grow that is born from its place, not in spite of it and, which can mature and endure. The design evolution includes:

- receive the client's brief for the variety and development aspirations;
- appraise the site, appraise local context, visit the wider landscape setting, and assess the context;
- consider the Local Heritage and extent of experience which can be used as a local reference to identify a vernacular, character of place, anatomy and spatial setting that might be interpreted and imported;
- total design should offer a clear design intent that is locally inspired;
- analyse the site and its constraints and opportunities;
- prepare the Design and Access Statement (DAS) accompanied by a Parameters Plan to inform how such an intent can be set, as a precursor to any future detailed RMA submission.

This document is founded on the input of the wider design team and references their own detailed work which has been submitted separately but should be read alongside this report.

In supporting an outline application with all matters reserved except Access, the purpose of the DAS is to set the vision for the site and demonstrate the concepts and principles that have culminated in the proposed Parameters Plan. The associated studies confirm the capacity of the site, and that it can successfully deliver up to 1700 homes, as a high-quality new place within the village. In order to guide any future reserved matters submission, a Design Code has been prepared as an appendix. The code sets out guidance to inform design and architectural principles.

1.4. STRUCTURE OF THE DAS AND ILLUSTRATIVE DESIGN CODE

The DAS is set out in the following principle elements, namely:



1.5. ABOUT THE CLIENT

1.5.1. DUDSBURY HOMES - OUR COMMITMENT

Dudsbury Homes is delighted to be working with Scott Worsfold Architects in developing a vision for the sustainable growth of Alderholt, Dorset.

Our passion is to create enduring places for people to live, work and play.

We recognise that for a place to be successful it must be embedded in its location, drawing on the natural and physical qualities of the place and people who live there.

It requires context, which is why we invest in understanding the features of a location and its surrounding area to inform our plans.

Understanding the context also means identifying the infrastructure that is needed to enable people to go about their daily lives.

Sustainable development requires people to be able to access their daily needs where they live, reducing the need to travel, and to provide opportunities that currently do not exist.

We believe that Alderholt presents an outstanding opportunity to provide homes, jobs and facilities for existing and new residents.

Scott Worsfold Architects have taken our ideas and produced a vision for life at Alderholt Meadows.

This vision is centred on the creation of a village square that will create a 'heart' to Alderholt Meadows where people can meet, pass time, and access services, all within a 15-minute walk of their homes.

Significant new areas of open space for formal and informal recreation will be created and the focus will be on people being able to move around on foot and by bicycle.

Having created the vision we look forward to progressing plans and being able to implement ideas to the benefit of all.

We are committed to delivering a fantastic place providing high quality, sustainable, affordable and open market housing for all ages, significant investment into education and transport and new 21st century medical facilities.

Furthermore, our commitment is to invest in the long-term, ensuring that the elements of a successful place are provided and maintained over time, for current and future generations.



Watercolour view of Local Centre, Hub and Market Square.



Watercolour view of Gateway Leading to Parkland

1.6. THE VISION

New place creation is not unusual in our history. Whilst many of our towns and villages grew over time, many were conceived and built to a plan. These places are now an integral part of our heritage and add to our culture, living experience, education, employment, commerce, and leisure. Diversity and distinctiveness are an inherent part of our culture and history. This is reflected in the rich and varied heritage of all places which, we rightly value. The local vernacular, architectural styles and the materials used, add to this richness and the matrix of factors which convey local identity. Our proposal for Alderholt Meadows looks to this context and takes direct inspiration from the very DNA of the towns and villages of East Dorset, to create a community that is rooted in the fabric of context and place, that is founded upon local character and which can seamlessly join Alderholt village. It is these key factors of local identity, character and architecture that are our literal building blocks for this proposal and our vision of a fulfilling an enduring place, that will add to community and enrich lives. Facility, function, high quality design, character, amenity, sustainability, and landscape all co-join. One is not divisible from the other and it is in facility and function that Alderholt Meadows must also possess a vision. A local centre, shops, a doctors' surgery, dentist, restaurants, a farmers' market, an employment site and a whole range of community facilities join the masterplan and provision of much needed new homes, to create an holistic place creation that truly will possess facility and amenity at its core. Whilst new homes, meeting affordable home provision and local needs are all vital, it is our vision that Alderholt Meadows fulfils and unites all conditions for a flourishing community and that it will add to the existing village and benefit all. Investment in infrastructure, local schooling, public transport, parkland, sports, amenities, and ecological habitats all join the vision for a place that will be valued and enjoyed for generations to come. This document tables the parameters of our vision and, with an appendix code, presents the opportunity for an holistic community that places home, family and amenity at its very heart.

Gary Worsfold

Gary Worsfold P.G.Dip.(dist.),Arch.Hist., IHBC, FRSA, MCSD, AoU.
 Director



Illustrative 3D watercolour Overlooking Market Square - Image subject to detail design



Illustrative 3D watercolour Primary Route Leading to Park - Image subject to detail design

1.7. DESIGN TEAM

The team responsible for the preparation of the DAS has been led by the chief Project Architects/Urban Designers:

● Scott Worsfold Associates Ltd. and comprises the following core members:

● Client / Project Director (Mark Hewett) - Dudsbury Homes (Southern) Ltd
 T: 01202 570471

● Investor Contract - WH White Ltd - Nathan Ross
 T: 01202 612504

● Planning Consultant - Intelligent Land - Nigel Jacobs
 T: 01202 570471

● Landscape Architect - Urban Initiatives Studio - Hugo Nowell
 T: 0203 5670716

● Transport - Paul Basham Associates - Tom Peters
 T: 01235 352150

● Drainage - Campbell Reith - David Smith & Garry Taylor
 T: 07977 922 150

● Arboriculture - Haydens – Nick Hayden
 T: 01722 657423

● Ecology - ABR Ecology - Becki Smith
 T: 07918 901212

● Ecology - EPR - Rebecca Brookbank
 T: 01962 794731

● Archaeology - Wessex Archaeology - Andy Reid
 T: 0172 232 6867

● Sustainability/Energy/Net Zero – Hydrock - Josh Bullard/Pamitta Mall
 T: 01179 459225

● Viability - Intelligent Land - Mark Sturman
 T: 01202 570471

● Acoustic - Waterman - Mark McLagan

● Air Quality assessor - Waterman - Andrew Fowler

● Ground Conditions - Waterman - Freddie Alcock
 T: 02079287888

● Utilities
EWA - Eric Woodgate T: 07775 778193
Hydrock T: 01179 459225

● Lighting - DFL - Daniel Spreadborough
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● Technical Delivery - Rapleys - Jason Mound
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● Education Consultant - Alfredson York - John Powell
 T: 01491 525200

● Engagement consultant - Devcomms - James Mallinson
 T: 01296 678 320



1.8. THE PLANNING PROCESS AND CONSULTATIONS LEADING UP TO THE SUBMISSION

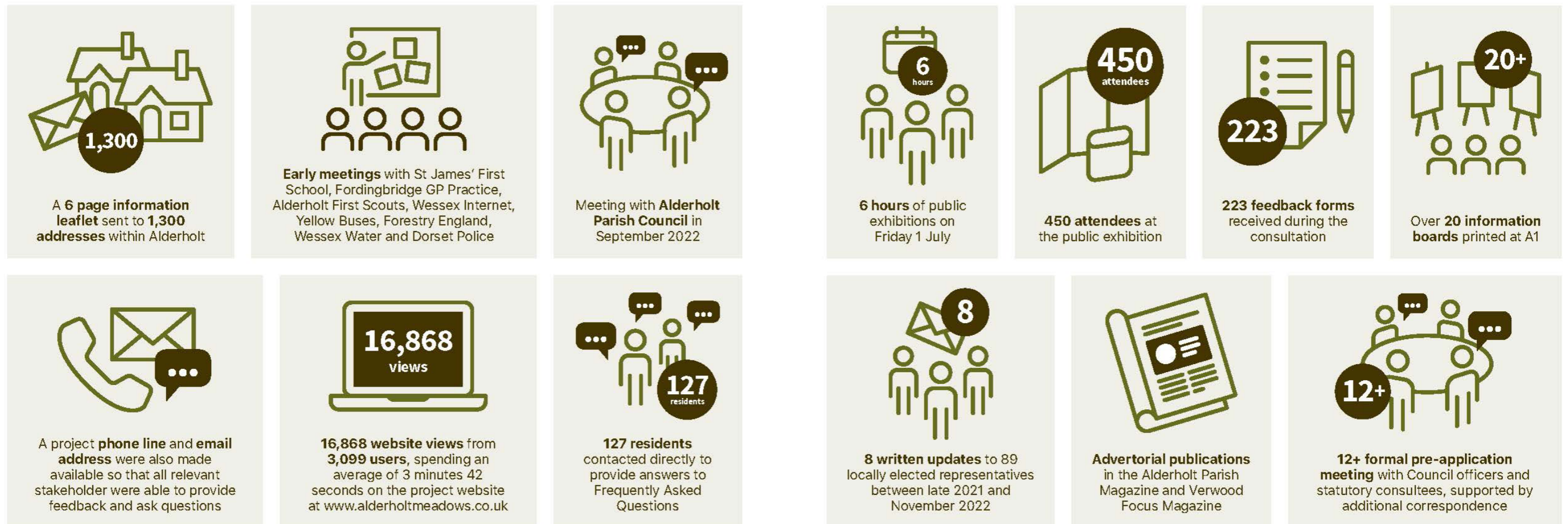
1.8.1. PUBLIC CONSULTATION

As a local company, Dudsbury Homes has been committed to engaging with the local community from the outset to ensure that all key stakeholders had the opportunity to view and comment on the emerging development proposals and so that the illustrative masterplan evolved in a meaningful way.

Dudsbury Homes therefore undertook a widescale and comprehensive public consultation alongside a detailed programme of pre-application engagement with a wide range of technical consultees and experts.

As part of the widescale engagement exercise on the emerging proposals, Dudsbury Homes held an online and physical public consultation during July 2022.

The public consultation comprised:



In total, it is estimated that circa 450 residents attended the public exhibition. Since its launch on 24 June 2022, the project website has received 14,654 views from 2,719 users spending an average of 3 minutes 44 seconds on the website and its contents. During this period, we also received 223 completed feedback forms.

Over half of the respondents recognised the importance of providing essential everyday facilities, such as improvements to St James School, a new doctors surgery and community spaces, fit for working and socialising, as part of any future development in Alderholt.

The essential services proposed in the masterplan that respondents deemed most beneficial to the existing community in Alderholt, were a doctors surgery, pharmacy and dentist; all of which are proposed as part of the Alderholt Meadows masterplan.

Anecdotal feedback during the exhibition also highlighted the current lack of public transport provision in the village and therefore the provision of a bus service would be a considerable improvement to all residents of the village and enable residents to make sustainable transport choices. Destinations on the bus route should be planned to suit requirements.

Many respondents also commented on the perceived increase in traffic and whether the existing road capacity will cope with additional vehicles. It is therefore important to note that Alderholt Meadows would enable the delivery of highways improvements on the A31 and address pinch points in the network. More information is available in the Transport Assessment, submitted with the planning application.

Following the public consultation, Dudsbury Homes drafted a Frequently Asked Questions document which has been sent to all local people who engaged with our public consultation in July 2022. A copy of this document has also been uploaded onto our website:

www.alderholtmeadows.co.uk.



Responses to the most frequently asked questions were also published in the local parish magazine to ensure the entire community had the opportunity to see Dudsbury Homes latest update.

As well as public consultation, Dudsbury Homes sought to meet local stakeholders and has undertaken a number of immensely helpful discussions, including with:

- Dorset Council officers
- Alderholt Parish Council
- St James' First School, Alderholt
- The Fordingbridge GP Practice
- Alderholt Scouts Group
- Forestry England
- Natural England
- Dorset Police
- Dorset LEP
- Wessex Water
- Yellow Buses (replaced by Morebus in August 2022)



Public exhibition was held at Alderholt Village Hall, Station Road.

1.8.2. EXHIBITION BOARDS

The following panels are the exhibition boards, presented during the public consultation on 1st July 2022. Further details with updates are available at:

www.alderholtmeadows.co.uk



Welcome to our exhibition

Dudsbury Homes, a development company with its roots in Dorset, is bringing forward its vision for a healthy, sustainable and inclusive 21st Century community in Alderholt where everyone can share the best of rural life, with fantastic connections to the countryside, coast and surrounding towns and villages.

Dudsbury Homes is therefore presenting its vision to support village life in Alderholt by building an intimate community based on traditional values, with the natural environment and community at its core. Our vision is to work with local people so that we can carefully invest in the level of everyday facilities in the village so resident's needs are met on their doorstep.

We would like to invest in Alderholt so that: children can receive a top-quality education in Alderholt from pre-school through to year-6, taking a bus to bigger towns to carry and reliably professionals can work locally in a way that suits busy lifestyles and everyone can see a doctor in Alderholt.

We have undertaken technical studies and proposed the idea of sustainable development at Alderholt through the emerging Dorset Local Plan, and are now working local input to ensure the proposals work for the community in the village and can carefully and collaboratively evolve before they are submitted to Dorset Council.

These review the information and visual material provided, ask questions of our development team who are here to help and please do provide your feedback by completing a feedback form.

The Site

Alderholt – A suitable location for growth

Alderholt is a wonderful location for village life, set between the unique landscape of the New Forest and the rolling countryside of Cranborne Chase. The village maintains a Dorset character but with strong links to both Hampshire and Wiltshire.

The appropriateness of Alderholt being a suitable location for growth was recognised in Dorset Council's Local Plan Options Consultation (January 2021) which presented options for growth in Alderholt, these included either (i) a level of development without new infrastructure or (ii) transformational growth capable of providing a step-change in the provision of infrastructure in Alderholt.

We are aware that Alderholt is a village that wishes to maintain its facilities and sense of community, which is why we are asking for local views to help shape a positive planning application, ensuring our proposals benefit the whole community.

An alternative to Green Belt sites

Alderholt is one of the few locations capable of delivering new sustainable development in Dorset. It is not within the Green Belt or an Area of Outstanding Natural Beauty (AONB) and can provide residents with services on their doorstep.

Development at Alderholt also provides certainty of delivery in the Local Plan period and a sustainable alternative to sites within the Green Belt under the AONB that have been suggested for development elsewhere in Dorset.

There are numerous other significant material considerations that would make Alderholt a sustainable and acceptable location for growth in planning terms. This includes the unique ability to positively transform the lives of future and existing residents of Alderholt by providing a transformational level of new infrastructure and facilities in Alderholt and, the ability to provide a fantastic quality and volume of new homes, including 60% affordable homes, that will be net zero carbon and providing residents with access to over 125 acres of accessible green space, ensuring significant biodiversity net-gain.

However, it is a key consideration that the site is not within the Green Belt and therefore, in accordance with the National Planning Policy Framework, it should be considered ahead of other sites that are located within the Green Belt.



Providing for the Existing Community

Our vision for Alderholt Meadows is to make day-to-day life in Alderholt as effortless as possible for everyone.

We want to carefully invest to provide facilities that residents need on their doorstep, so families have the time to do more together.

As a starting point, our proposals seek to deliver many facilities for existing and new residents of Alderholt:

- Investing in St James' School so that children in Alderholt can continue their education in Alderholt.
- A new medical centre, built in partnership with local practitioners, at an early stage so that residents can see a doctor or dentist in Alderholt and pick-up medicine at a new pharmacy.
- Introducing over 7 miles of walking and cycle routes connecting over 125 acres of publicly accessible green space.
- Increasing the size of Alderholt recreation ground with enhanced sports facilities including all-weather pitches, a new club house and changing pavilion.
- A new village square encouraging, makers and providing new local shops, cafes and a second pub, uniting the entire village.
- Delivering a new community centre for things like yoga, youth clubs and community groups, providing a focal point for social and cultural life in Alderholt.
- Establishing high-speed internet across the village enabling better home working and providing space to work in a professional environment.
- Enabling families to stay in Alderholt rather than having to move elsewhere to find suitable and affordable homes.
- The introduction and initial funding of a Monday to Saturday hourly bus service enabling Alderholt residents to make reliable and maintainable journeys via a new route from Alderholt to Ringwood, via Fordingbridge.
- A re-routed Ringwood Road, providing a quieter environment for residents and providing safe access to the new village centre.




A Cohesive Community | 1

A village for young people

At the heart of our vision, we want Alderholt to be a strong community. We want to create a community where Children can be children. Rain or shine, our Masterplan for Alderholt Meadows will provide children with the chance to play in new parks, struggle through summer trails and learn to ride a bike. Older children and teenagers will be encouraged with sports pitches, a skate park and community spaces throughout the village for youth clubs, extra-curricular classes, and socialising.

A step-change in local education

We know good schools are a top priority for families. So, we have been talking with St James' First School to understand how we can help. Currently, children in the village who go to St James' School mostly then go to Wimborne from year 5 onwards given that Dorset has a short street education system. This means that many students take a long bus journey to and from school everyday which impacts their learning and often means their friends are located far away.

We are therefore investigating the opportunity of investing in St James' School so that the school can remain in Alderholt and focus on the children who live in Alderholt.

Children will then have the option of going to The Thurgate School, which would be a much shorter journey and allow friendship groups to be formed much closer to home.

Through the provision of new carbon-zero facilities at the existing school, we are committed to ensuring St James' can continue to provide a top-quality education, enriched with outdoor learning that makes full use of Alderholt's unique setting.




A Cohesive Community | 2

A healthy village

Set in over 100 acres of beautiful countryside, our vision for Alderholt Meadows is to create a place where access to green space and recreation is at the heart of village life. We will do this by providing over 125 acres of new green space, built in a community centred, linked by over 7 miles of new walking and cycling routes providing improved access to the wider countryside.

The proposals also include for a significantly larger recreation ground with enhanced sports facilities including all-weather pitches, a new club house and changing pavilion.

A new medical centre, built in partnership with local practitioners, will be provided at an early stage so that residents can see a doctor or dentist in Alderholt and pick-up medicine at a new pharmacy.

We have engaged with local practitioners and they have suggested that the new surgery is likely to include:

- GP Consulting rooms
- Rooms for health and wellbeing staff
- Nurse Treatment rooms
- Waiting rooms - convertible to community facility for health promotion, talks etc.
- Phase/online consulting room.

A village fit for the future

The UK government is committed to making the UK carbon net zero by 2050 and Dudsbury Homes understand that people want to live in a greener, healthier future. We are therefore focused on creating a Net Zero Carbon community that enables residents to make choices that help them to minimise their impact on the environment.

In meeting this challenge head-on, all of our new homes and facilities at Alderholt Meadows will be right for today and also ready for tomorrow - designed to be Net Zero Carbon and harmoniously incorporated within the natural environment. The overall vision will deliver Biodiversity net-gain well above the Government's policy requirements.

Furthermore, we also plan to install community facilities and infrastructure through self-generating annual income derived from management charges on new dwellings, which will enable community facilities to be funded into the future.




Quality Homes

Our vision is for a range of beautiful homes to cater for all members of the community, which reflects the rural characteristics and streetscapes of Alderholt and the surrounding villages.

Homes in Alderholt Meadows will positively respond to a post-pandemic world and provide the facilities to meet the changing functions of our properties to enable a healthy work-life balance at home.

We also recognise that home ownership has moved out of financial reach for many and so we are committed to the delivery of 35% affordable homes provided as a range of tenures including the 'rent homes' concept, socially rented and shared ownership properties.

Dudsbury Homes has therefore appointed Scott Worsfold Architects to take a holistic approach to designing a range of new homes and buildings for essential everyday facilities especially for Alderholt Meadows.

The Masterplan for the site proposes up to 1,200 new homes, with up to 35% affordable homes (in the region of 515) provided as a range of tenures including the 'rent homes' concept, socially rented and shared ownership properties.

A wide range of family homes will be provided. These include two and three-bed family homes. The details would be subject to future planning applications once the principle of development has been established. A new care home providing appropriate and neighbourly homes for older people and ensuring an intergenerational development.

A sustainable development

Dudsbury Homes is considering a range of sustainable development initiatives such as:

- All homes constructed to future homes standard energy efficiency requirements, including consideration of passive home design options.
- No gas boilers in the new homes, with alternative electric and low carbon renewable energy options used to provide space heating and hot water.
- Increasing local renewable energy provision.
- Measures to counter resilience to climate change, including reduced water consumption; minimising flood risk, overheating risk and risk to habitats through enhanced biodiversity.
- Electric vehicle charging to reflect Local Plan requirements.



Emerging Masterplan

We have prepared an illustrative Masterplan for the site, including a key showing the main features.

The Masterplan for the site proposes up to 1,200 new homes, with up to 35% affordable homes (in the region of 515). These will be a focus on providing a range of tenures including the 'rent homes' concept, socially rented and shared ownership properties.



Community Allotments
Providing healthy produce, using local skills and resources to grow.

Children's Play Areas
New parks and play areas, street games, and well as sports pitches and other green and public spaces throughout the village.

Local Centre and Hub
Providing an accessible and vibrant market area with shops, cafes, health facilities & restaurants.

Alderholt Meadows Employment Land
Involving local businesses in providing a workplace in partnership with the community.

Respecting the Environment

Enhancing biodiversity

Comprehensive ecology surveys have been carried out across the site to identify features of nature conservation importance.

Surveys have shown that most of the site is currently in agricultural use and has little current ecological value, except for the existing hedgerows, trees and existing ponds for bats.

In line with the Chartered Institute of Ecology and Environmental Management's CIEEM Ecological Impact Assessment and Mitigation Hierarchy Framework, the Masterplan seeks to create and protect the limited existing onsite habitats, including woodland, hedgerows and existing water features.

Reinstated, enhanced and newly created habitats will provide a home for a multitude of faunal species including birds, bats, amphibians, reptiles, small mammals such as hedgehogs, and invertebrates, and a wildlife lighting strategy will ensure the maintenance of dark corridors for nocturnal wildlife.

Large areas of Suitable Alternative Natural GreenSpace (SANG) will be created to provide an alternative recreational destination to the nearby Dorset Heathlands, and these areas will incorporate diverse wildlife habitats including wildflower meadow, wetland and woodland.

Existing waterbodies will be retained and enhanced within areas of public open space, including SANG, and new ponds will be created to provide surface water drainage and wildlife habitats.

Ecological enhancements will also be incorporated within the built scheme, to include new gardens and hedgerows, integrated wildlife boxes, greenhouses and on-site permeable paving.

All new and existing habitats and wildlife features will be subject to long-term nature conservation management to ensure significant net gains in biodiversity.

Providing significant public greenspace

The proposals will provide over 125 acres of new green space, held in a community trust, linked by over 7 miles of new walking and cycling routes providing improved access to the wider countryside.

The proposals include for:

- Alderholt Park - doubling the size of the recreation ground and with enhanced sports facilities including all weather pitches, a new club house and changing pavilion.

- Discussions have also been taking place with The Lawn Tennis Association about providing a new tennis centre.

- Local pocket parks defined as part of the residential neighbourhood.
- A public square around which shops and community uses will be clustered off Ringwood Road.

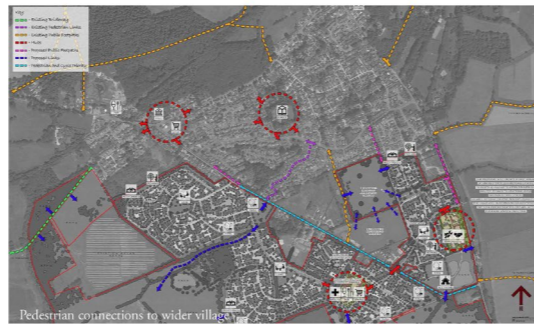
- Two new green spaces designed as SANG and providing an environment for walking and passive recreation one to the south west of the site and the other to the south east that will also provide biodiversity enhancement opportunities and
- A network of green corridors / walking routes that link these spaces together and that extend to Ringwood Forest to the south and connect with the public rights of way that extend to the east of the site.

A further 50+ acres of land will be provided for biodiversity enhancement delivering a net-gain well in excess of 10% required by Government policy.



ALDERHOLT MEADOWS

Improving accessibility



Our vision seeks to deliver a much more self-contained and sustainable village.

Initial technical transport analysis has shown that by providing new and improved essential facilities here in Alderholt, there will be much less need for all residents to travel outside of Alderholt by car to work, to shop, or to drop the children to school or attend a local club.

However, the development will support the provision of a new bus service from Alderholt to Ringwood, via Fordingbridge.

The new bus route would provide a Monday to Saturday hourly bus service, enabling residents to make reliable and sustainable journeys through the day. This alternative to driving should help to reduce traffic volume in the area, and will make life much easier for residents who do not have access to a car.

Analysis of the net impact of the scheme on traffic flow and road safety in Alderholt is ongoing, and will be set out in a Transport Assessment to accompany a planning application. The analysis will be assessed by the local highway authority and further improvements to the transport network delivered if required.

Improvements to public transport

Currently the existing 97 bus service in Alderholt operates three times a day between Fordingbridge and Alderholt, which means existing Alderholt residents struggle to utilize it for commuting purposes and instead is viable for short leisure trips only.

However, the development will support the provision of a new bus service from Alderholt to Ringwood, via Fordingbridge.

The new bus route would provide a Monday to Saturday hourly bus service, enabling residents to make reliable and sustainable journeys through the day. This alternative to driving should help to reduce traffic volume in the area, and will make life much easier for residents who do not have access to a car.

Analysis of the net impact of the scheme on traffic flow and road safety in Alderholt is ongoing, and will be set out in a Transport Assessment to accompany a planning application. The analysis will be assessed by the local highway authority and further improvements to the transport network delivered if required.

Redefining Ringwood Road

The existing Ringwood Road to the south east of the new connection with the spine road will become a no-through road, with access to existing properties will be maintained.

Removing the through-ways will significantly reduce vehicle movements on Ringwood Road and improve conditions for walking and cycling between the existing and new areas of Alderholt and connect key facilities such as the local centre and recreation ground.

Vehicle access

A new road will be provided which provides the spine to the new development linking Hillbury Road to the east with Ringwood Road to the west.



ALDERHOLT MEADOWS

Supporting business and the local economy

A village to work in

Following the pandemic, the way many of us work is changing. We want to allow residents to work in a way that suits them, whether residents run their own business, work from home part of the week, need a proper office, or just want an occasional change of scenery, we've got it covered, as we aim to provide an expanded village that will support 124 temporary digital infrastructure for new and existing residents, including fibre internet.

Community spaces will provide flexible workspaces perfect for those occasional meetings, to get a fresh perspective or collaborate with licensed professionals. If a more professional work environment is required, we are partnering with leading flexible workspace providers to deliver office space. We are also passionate that we respond to the changing function of our homes following the pandemic with space fit for home working.

We are also committed to supporting better connections to neighbouring towns and villages for those who are key workers, or those who cannot work flexibly to enable efficient and sustainable travel to and from work.

As well as providing significant benefits for local people, Alderholt Meadows will provide a significant economic boost to the whole of Dorset in respect of job creation, economic output and increased local expenditure. These benefits have been quantified by leading economic consultant, Lisfield, who have concluded that development at Alderholt Meadows would generate:

Economic Benefits

Creation of over 1,059 direct jobs during construction and an additional 1,435 jobs through the local supply chain.

1,160 jobs created for the long term once the development is operational (56% of which are to be generated directly by the provision of new commercial and community uses)

A significant economic output of £178m into the local economy per annum during construction and £35.5m additional economic output per annum once the development is occupied

£20m of local investment through Community Infrastructure Levy and planning contributions

£35.5m in local expenditure comprising 45.4m first occupation expenditure and an ongoing annual expenditure of £2.0m made by local residents

£6.6m in ongoing annual Council tax and business rate revenues



ALDERHOLT MEADOWS

Next Steps

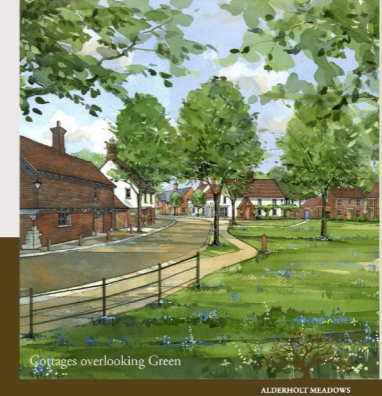
Next Steps

We know that there will be lots of questions about our proposals.

In the coming weeks Dobby-Homes hopes to have discussions with local people so that we can understand local views and our vision can continue to develop collaboratively.

We have therefore launched a website, where there is more information and feedback can be provided at www.alderholtmeadows.co.uk

Please review the information and visual material provided, ask questions of our development team who are here to help and please do provide your feedback by completing a feedback form.



Contact Us

If you have any questions or concerns about our proposals for Alderholt Meadows in general, please feel free to get in contact with our community representatives, Dev Comm, using the contact details below:

Email: alderholtmeadows@devcomm.co.uk

Telephone: 0820 080 1209

ALDERHOLT MEADOWS

Accessibility



ALDERHOLT MEADOWS

A 15 minute neighbourhood



ALDERHOLT MEADOWS

Key views



ALDERHOLT MEADOWS

1.9. PLANNING POLICY OVERVIEW

The adopted development plan for the area covering Alderholt consists of the Christchurch and East Dorset Local Plan Part 1 Core Strategy 2013-2028 (2014) and the saved policies of the East Dorset Local Plan 2002. It also includes the Bournemouth Dorset and Poole Minerals Strategy 2014.

The Christchurch and East Dorset Local Plan is the principal document for determining planning applications within the area covered by the former East Dorset District Council together with that of the former Christchurch Borough Council. Adopted in 2014 the Local Plan is over five years old and therefore some of its policies may be out of date. However, the plan is the starting point for considering development proposals. The plan is a Part 1 local plan and therefore its policies are by nature more strategic rather than development management orientated.

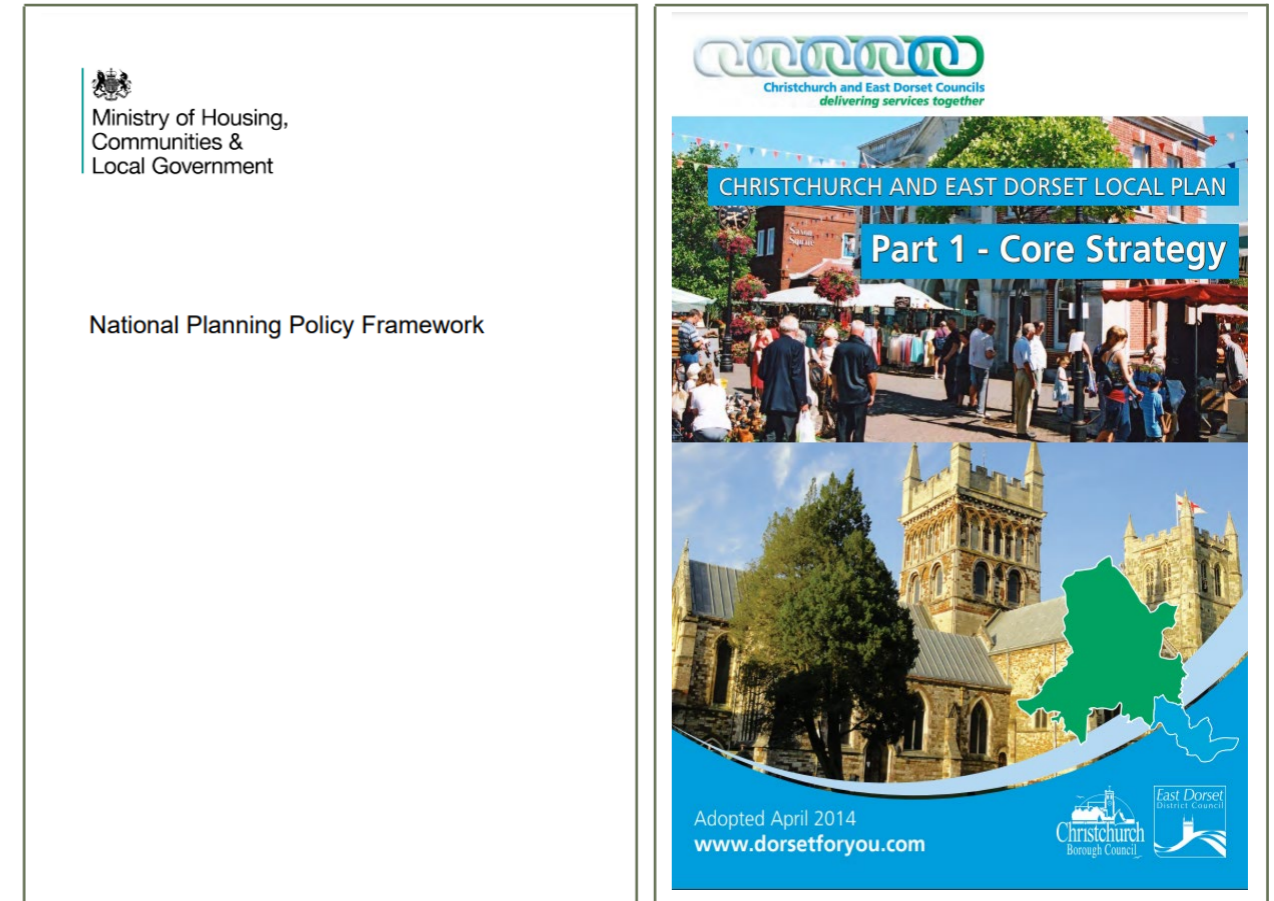
Policy KS2 Settlement Hierarchy sets out a settlement hierarchy and requires development to conform in terms of location, scale and distribution of development. Alderholt is classified as a Rural Service Centre where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities.

Policy KS2 sets a housing requirement of 8,490 new homes between 2013 and 2028 with the aim of delivering 35% of these as affordable homes, while policy KS11 Transport and Development seeks to reduce the need for travel, influencing improved access to key services and facilities while promoting alternative modes of travel.

Policy HE2 addresses the design of new development noting that it must be of high quality, reflecting and enhancing areas of local distinctiveness. Policy HE3 sets out the approach to landscape quality listing the elements that need to be considered, including natural features such as trees, hedgerows, woodlands and wildlife corridors.

Policy HE4 details the open space standards to meet the deficit in certain open space types while ensuring new development provides for the relevant open space types. Almost always on-site provision is preferred. This is also the case when it comes to Affordable Housing, Policy LN3, where for greenfield development up to 50% is expected with robust evidence supporting proposed levels of provision. C2 and Non C2 residential proposals for older and vulnerable people are also expected to make provision for affordable accommodation by way of a financial contribution.

Policy PC5 Shops and Community Facilities in Local Centres and Villages supports in principle proposals which seek to improve services that provide for people's day to day needs while also seeking to protect existing services.



Saved policies from the East Dorset Local Plan 2002 are de facto development management policies. Those of particular relevance are:

- HODEV2 Form of Development
- LTDEV1 Lighting
- TEDEV3 Local Cabling
- DES2 Location in Relation to Other land Uses
- DES6 Landscaping
- DES7 Tree Removal
- DES11 Design of Roads, Cycle and Pedestrian Routes
- A1 Alderholt which defines a settlement boundary for the Rural Service Centre

In addition to the policies within the development plan there are also a number of Supplementary Planning Documents that are extant, namely:

- Dorset Heathland Planning Framework 2020-2025 SPD
- Dorset Heathlands Interim Air Quality Strategy 2020-2025
- Christchurch and East Dorset Housing and Affordable Housing SPD 2018
- Developer Contributions for NHS Infrastructure 2020
- Waste Storage, Collection and Management – Guidance Notes for Residential

Development 2020

- East Dorset Landscape Character Assessment SPG 2008
- Flood Risk Groundwater and Sustainable Drainage SPG 2005
- Design Requirements for Landscaping Residential Areas SPG 2007
- Nature Conservation and the Planning process in East Dorset 2009

Finally, of relevance and a significant material consideration is National Policy in the form of the National Planning Policy Framework 2021 (NPPF) which sets out the government's approach to planning. The NPPF emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development with the NPPF representing the government's view of what sustainable development means for England. This is expressed in three overarching objectives: economic, social and environmental. While there are many

aspects to national policy for the purposes of setting the context for this Design and Access Statement it is important to highlight Chapter 12, Achieving Well-designed Places, and particularly paragraph 124 which states:

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”



1.10. MANAGEMENT MOVING FORWARD

The management of this project will be the responsibility of many. Through its management, design, test, and rigour through design, it will be the responsibility of the design team, development control and the client.

At construction it will be the responsibility of the construction team development control, specialist disciplines and the client body. In its built form and with landscape created (in phases) it should then all pass in its management to the highway's authority (where adopted) each services authority (again where adopted) and finally within a management body for protection, care, and maintenance. It is important however, that a management plan should be applied and that this management plan, obligations under S.106 and any conditions applied at outline consent, and at each reserved matters (RMA) also form a part of the process.

This management process should not be exclusive, and it is anticipated that a protocol of communication be established with the parish council and district council so that all parts of the project from inception to completion are informed and as each part of the project is realised both on site but also in the wider setting as it relates to highways improvements, educational investments and transport infrastructure.

The communications for this network should be established from the onset and so any questions and agreements can evolve with openness and transparency.

It is planned that our client, Dudson Homes (Southern) will, in partnership with all, lead this process of management and form an estates and management partnership which will have residence on site from the onset, at the heart of all, as each phase is first started and created but also be insitu as occupation occurs. This estate management company (with residents of Alderholt on its board in time) will actively control and manage the public realm and common areas as well as parking, community markets etc

1.10.1 ALDERHOLT MEADOWS ESTATE OFFICE

Within the Market Square, located within the indicative masterplan, is a form labelled Estates Office.

As explained within the previous section and the Vision, it is detailed that an estates office might be created, that can act as a liaison, contact and as a management vehicle for support, communications, maintenance, application of the code, maintenance obligations required by S.106 as well, as general maintenance of landscape, habitat and SUDs etc.

This office would exist in place, as a part of the community and within Alderholt Meadows. The office and its agents might act as a hub for communicating events, construction management, day to day notices, liaison with the existing Parish Council, Social landlords, key Stakeholders and Development Control. The estates office should be readily available for all parties both in person and via all forms of communication.

The management should extend beyond inception, build phases, occupation and maintenance to community facility and community events, and be a part of all facilities on site whether that be medical, commercial, employment or wellbeing.

As well as wellbeing, communication with house builders and social landlords:

- Custodianship
- Legacy
- Support

Should be its primary focus with a place for communicating all as well as the natural need to advise, approve (for alteration or other amend requests) and support occupants as all live, work, and maintain a home within Alderholt Meadows.

Details can be agreed with Development Control, the Parish Council, key stakeholders, and Dudson Homes with articles, protocols, and scope at the appropriate stage.

SECTION 2 – LOCAL HERITAGE REFERENCE – AREA ANALYSIS

2.1. HISTORY AND CHARACTER

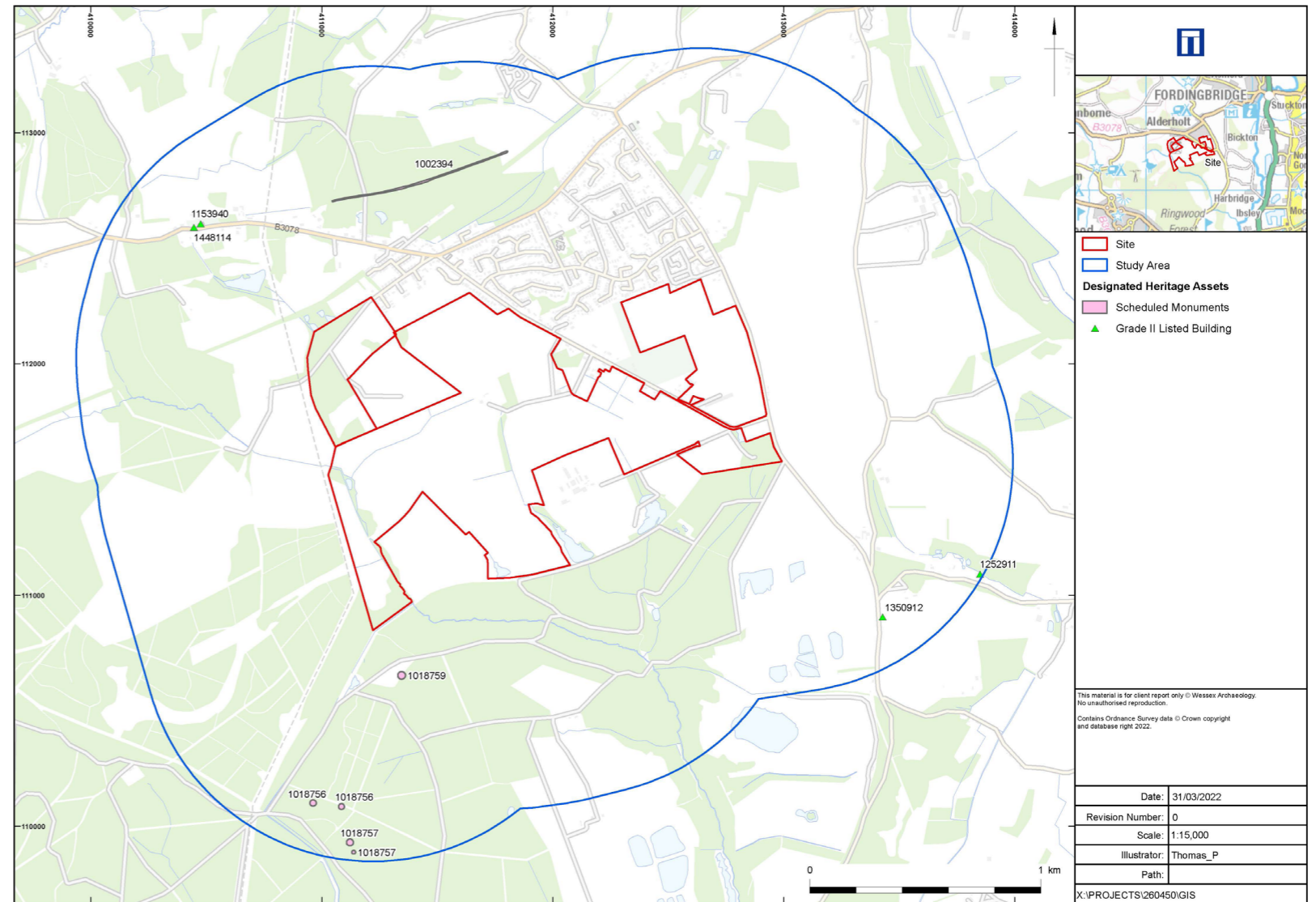
The site is located to the south of the settlement at Alderholt which has a relatively recent history in comparison to other settlements in the wider area, like Fordingbridge. The parish was not established in its own right until the late 19th century with historic mapping from 1845 showing much of this area was covered by Alderholt Common. The common was owned by the Marquis of Salisbury and included areas of pasture, arable and plantation while the settlement core was centred on Sandleheath Road and Fordingbridge Road and comprised only a small number of dwellings.

By the late 19th century, the area had been subdivided into individual fields which can still be traced through the existing field boundaries and hedgerows. In the 20th century, Alderholt grew larger to accommodate a growing population, extending its limits beyond its historic core. Despite this growth, the wider landscape from the settlement to Fordingbridge, Verwood and Ringwood retains a very strong rural character, albeit one altered over time to meet the needs of the population.

The wider historic environment context of the site was considered using data primarily gathered from Historic England’s National Heritage List for England (NHLE) which is a compilation of all the designated heritage assets in the country and used to understand if any of those assets would be affected by development proposals. Their setting, the surroundings in which they are experienced and appreciated, can make a contribution to their significance and as such any change must be assessed to identify where changes could harm that significance.

Within the 1 km Study Area established around the site as part of the Desk-based Assessment (DBA) lie four Grade II listed buildings and two Scheduled Monuments.

To the north of the site lies a length of a bank and ditch which marked the edge of a medieval deer park, while to the south-west lies a Bronze Age barrow which forms part of a larger set of five that continues further into Plumley Wood. Although the woodland stops these assets from being visible to each other, an important aspect of what makes the barrows important is understanding they were not established in isolation. They are part of a collective group, considered within the wider landscape. That landscape has been altered since their establishment and is now primarily agricultural land, so beyond that relationship to each other, there is nothing within the wider landscape which adds to how we appreciate their significance.



Site, Study Area and Designated Heritage Assets

Figure 1

- Site
- Study Area
- Designated Heritage Assets**
- Scheduled Monuments
- ▲ Grade II Listed Building

The listed buildings are separated by a distance of around 4 km and are located to the north-west and south-east of the site. In the north-west the Church of St James and the Alderholt War Memorial Cross sit at the side of the B3078/Daggons Road in close proximity to each other with lots of mature trees in the immediate vicinity. This helps to appreciate the solemnity of the monument, adjacent to the churchyard while screening almost all of the wider landscape.

To the south-east of the site lie Fernhill and Primrose cottage which are 17th and 18th century in date and are a good indication of the nature of the surrounding landscape at that time which would have been almost entirely agricultural. These buildings would have provided accommodation for families who worked the land and are good examples of the local post-medieval architectural style, which in conjunction with their immediate surroundings, can offer a glimpse of what life was like when they were first constructed.

The site, while part of a wide agricultural landscape, does not have any role in the significance of any of these assets and development within it will not change that significance. This extends to beyond the 1 km Study Area with the site becoming less and less visible within the wider landscape. A number of additional assets were assessed to confirm this disconnection and ensure a robust approach was taken to preserve their significance.



Church of St James



Alderholt War Memorial



Deer Park Boundary



Primrose Cottage

SECTION 3 - CONTEXTUAL ANALYSIS

The site is the combination of a matrix of fields and hedgerows, interspersed with tree groups. Some ditches offer a draining rationale as a legacy of its former use as arable land. Some built forms exist to the north and an existing dwelling sits within a copse setting within the middle, accessed by a track from the East.

To the south is "Warren Park Farm" which is accessed from a long drive at the intersection of Ringwood Road and Hillbury Road to the east.

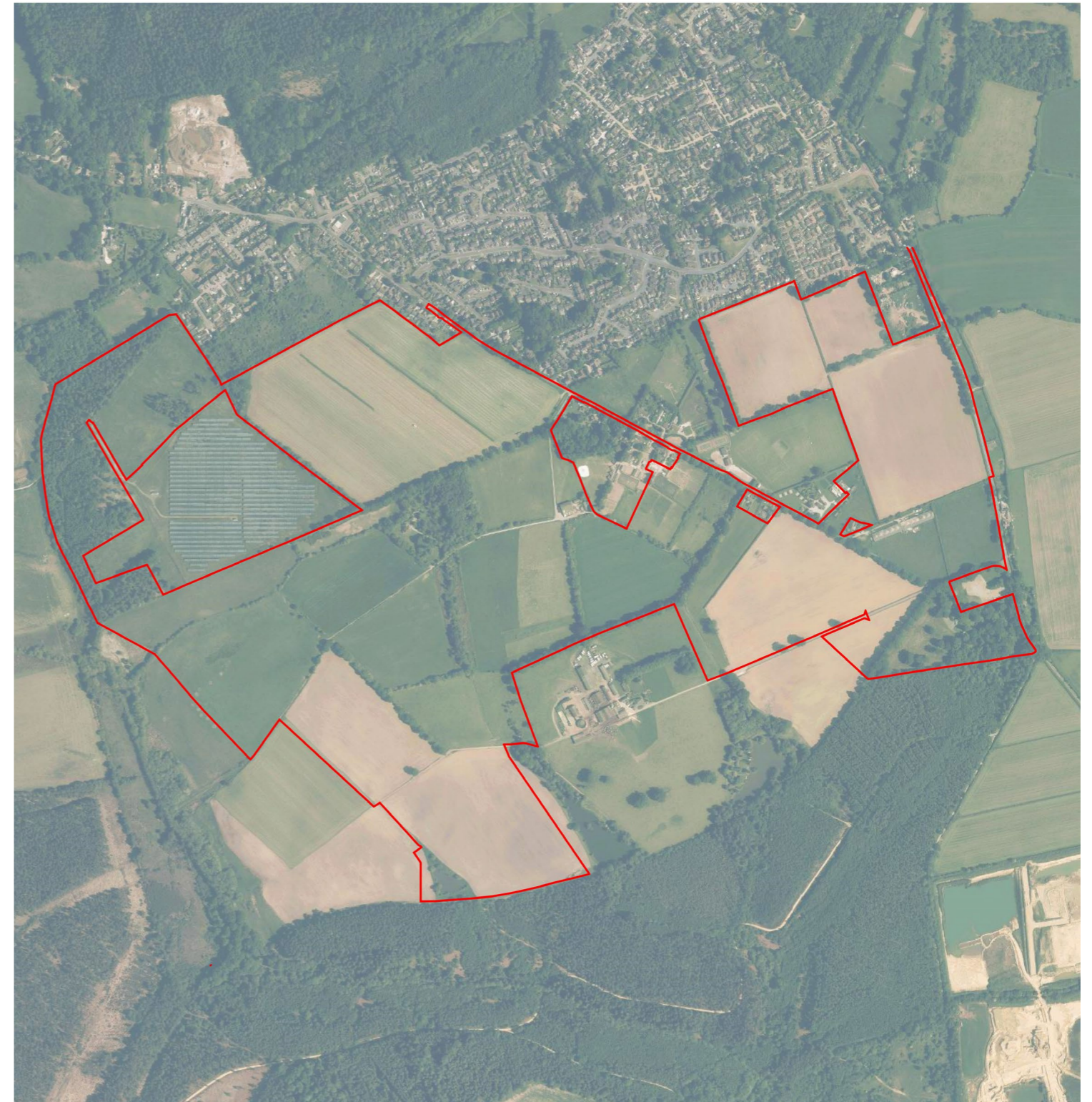
Further south and west is the Ringwood Forest. Immediately to the west and before the backdrop of the forest is an existing open field, bounded by hedges, with a solar array of low-framed solar panels.

To the north is Alderholt Village with Blackwater Grove and an extent of dwellings along the Ringwood Road, which feeds directly into the village core and the remainder of the settlement. To the east and between Ringwood Road and Hillbury Road is a continuation of the site, bounded in one part by Alderholt Sports and Social Club to the south, a development boundary set by a matrix of cul-de-sac off Birchwood Drive to the north and Hillbury Road to the east.

All parts are reasonably level and looking to the principle portion of the site proposals, there is no clear view or vista from the village. The sites tie into the matrix of existing roads to the east and north, forming a natural part of the village, bounded by its matrix of roads.

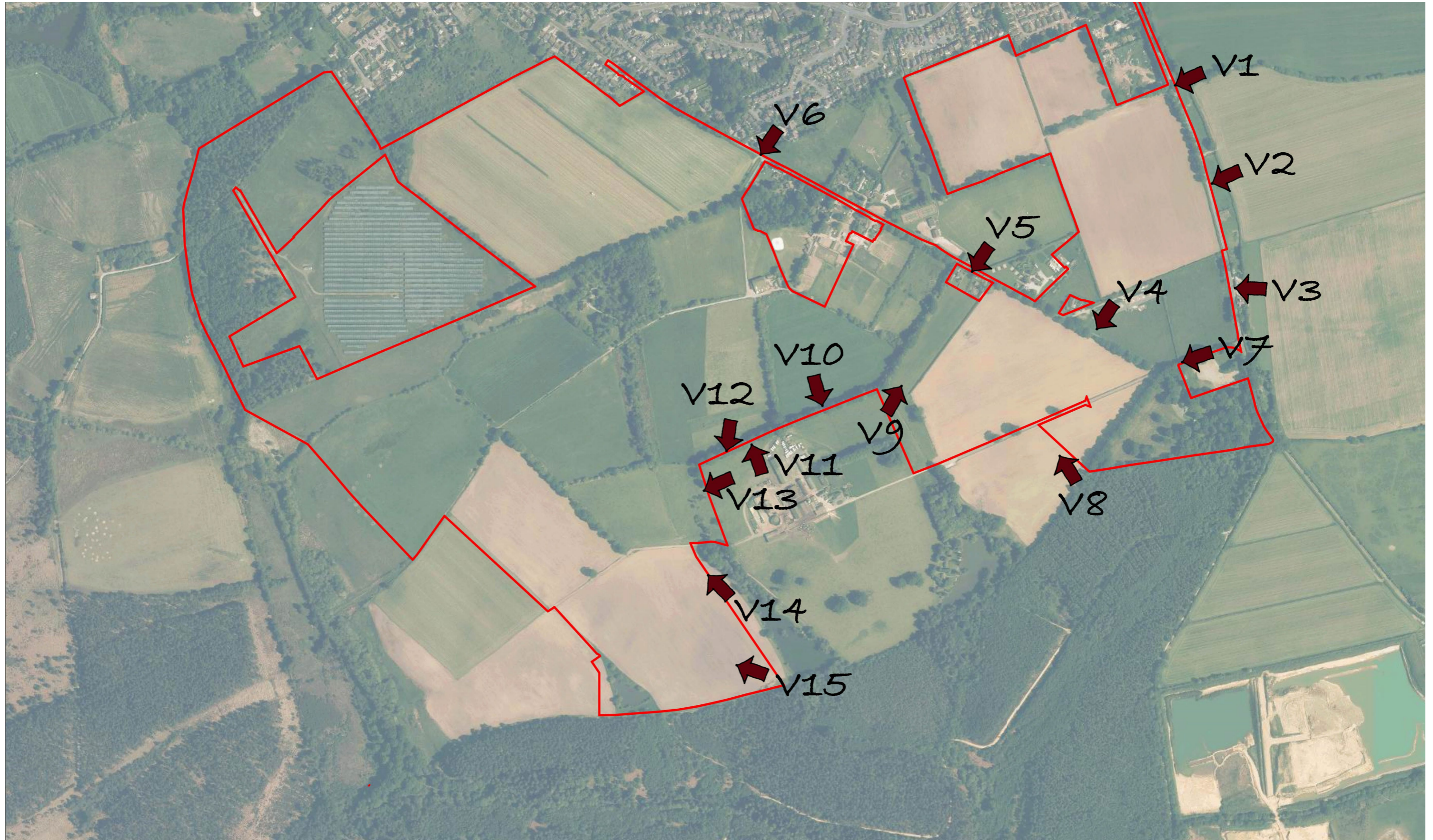
Pedestrian connections exist to the north for access to the existing facilities, village core and local school.

Within the following sections, the arboricultural, archaeological, ecological, and highways connections are all studied, along with other site specific factors. A full topographic survey has been submitted along with a photographic record of the site within the following DAS section.



The site aerial photo

3.1. SITE PHOTOGRAPHS





View 1



View 2



View 3



View 4



View 5



View 6



View 7



View 8



View 9



View 10



View 11



View 12



View 13



View 14



View 15

3.2. ARBORICULTURE

Hayden's Arboricultural Consultants undertook a tree survey in December 2021 and this records the location, condition, age, size and species of trees and the location, condition, age and species of hedgerows on the site. Existing trees and hedgerows are categorised by their quality in accordance with BS5837: 2012.

The majority of trees on the site are located within hedgerows. The exception being at Cross Roads Plantation in the north-west of the site, around Sleepbrook Farm in the centre and on the northern edge of Ringwood Forest in the south-east corner.

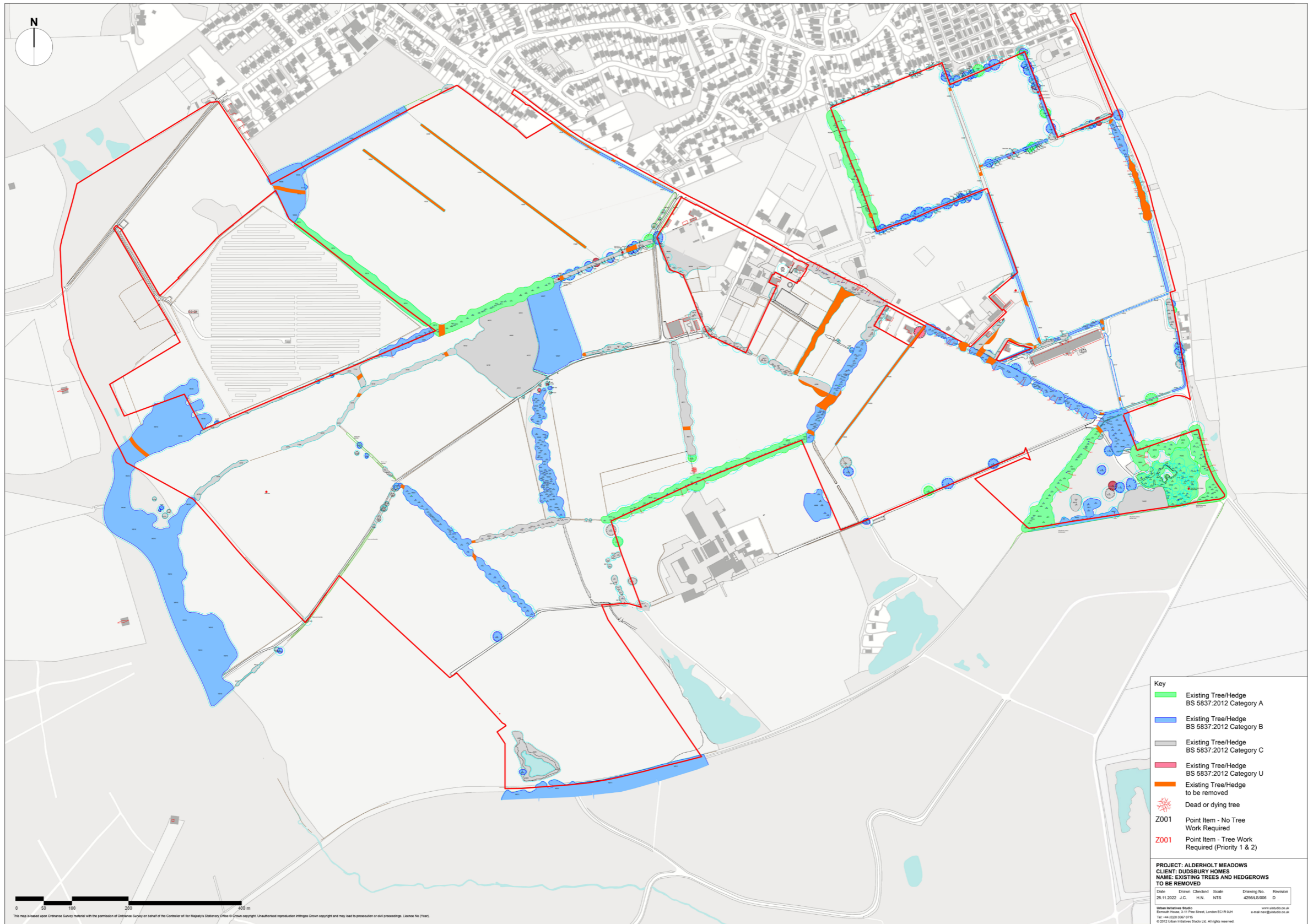
The proposed neighbourhoods have been laid out to respond to the landscape and to minimise the loss of hedgerows or trees. This will only be required in discreet locations to deliver new access to, and connections across the site as indicated on the plan on next page.

This includes:

- to provide the new site access on Hillbury Road;
- to provide access to the site off Ringwood Road;
- removal of hedgerows that extend perpendicular to Ringwood Road towards the centre of the site;
- removal of low quality hedgerow in northernmost field;
- creation of discreet gaps in hedgerows to deliver an enhanced network of walking routes that connect different parts of the area to one another.

The majority of the existing trees and hedgerows are retained as wildlife corridors that extend across the site and significant new green infrastructure is proposed as part of the landscape strategy. Refer to the Alderholt Meadows Landscape Strategy under separate cover.





Plan indicating existing trees and hedgerows to be removed (based on tree survey prepared by Hayden's Arboricultural Consultants - December 2021)

3.3. ECOLOGY

3.3.1. ECOLOGICAL OVERVIEW

The site sits within a diverse and ecologically important landscape with several nature conservation designations in close proximity. Cranborne Common, a Site of Special Scientific Interest (SSSI) and part of the Dorset Heathlands Special Protection Area (SPA) and Ramsar and Dorset Heaths Special Area of Conservation (SAC), lies immediately to the east. Sandwiched between Cranborne Common and the site lies Sleepbrook Farm, Site of Nature Conservation Importance (SNCI). Ringwood Forest SNCI adjoins the southeastern part of the site and extends to the south and south-west. The River Avon SSSI/SAC and Avon Valley SSSI, SPA and Ramsar lie to the east, with the New Forest SSSI/SAC/SPA/Ramsar further east again.

The site itself is based on three farms, and so the vast majority of the land use is currently modified grassland or arable land which is actively farmed. The key habitats present in this farmland landscape are a network of hedgerows of varying condition, and small areas of semi-improved grassland, scrub and woodland, with some mature Oaks and several ponds in localised areas in the south-east. These habitats are of Local ecological importance.

Given the wider landscape setting and connectivity with several nature conservation designations, the habitats on site support a good range of wildlife. This includes an assemblage of bat populations of County importance, an assemblage of breeding birds of Local importance which comprises common woodland species and a Barn Owl roost in one of the derelict barns. Nightjar, one of the bird species associated with the Dorset Heathlands SPA, forage over the western part of the site. A population of Great Crested Newts of Local importance is centred on several of the ponds in the southern part of the site. Good populations of Common Lizards and Slow-worms occur in localised areas, with some Grass Snake, and this reptile assemblage is of Local importance. Two Badger clans occupying various setts in two areas of the site are of importance only Within the Zone of Influence.

Impact avoidance and biodiversity enhancement have been sought from the outset through scheme design. Important ecological features will be safeguarded during the construction phase through measures specified within a Construction Environmental Management Plan (CEMP).



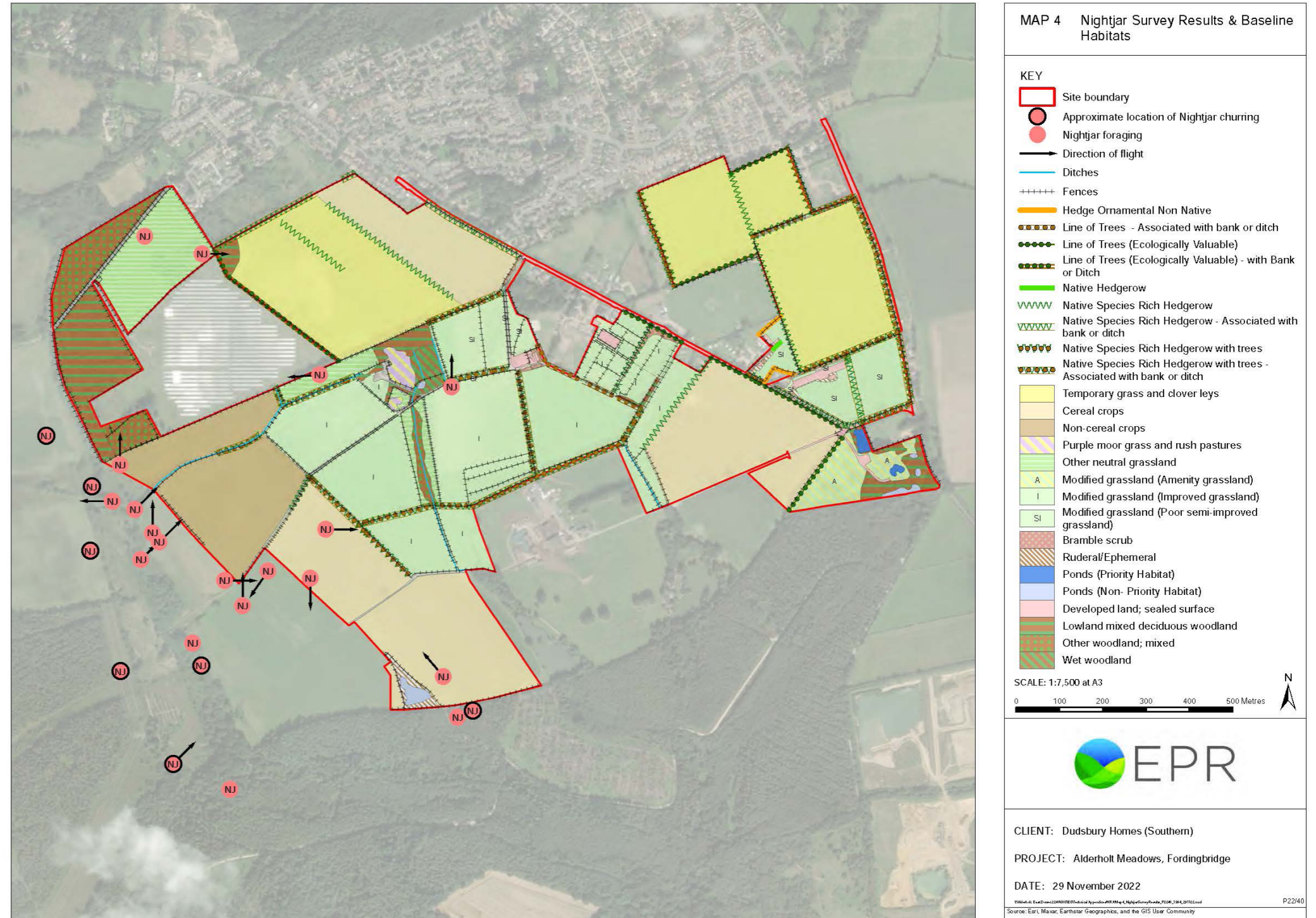
An outline Ecological Mitigation and Enhancement Plan (EMEP) sets out the means of not only safeguarding the local biodiversity but enhancing it too. Wide habitat buffers will be retained and enhanced to protect the hedgerow and tree network and provide wildlife corridors through the site. Long-term management for biodiversity will improve on the existing situation, where modern intensive farming currently extends to the edge of these important features reducing their biodiversity value.

Important linear habitats used by light-sensitive bats will be safeguarded as wide dark corridors and associated habitat buffer strips, managed in accordance with the EMEP, as required by the Dorset Biodiversity Appraisal Protocol (DBAP).

Large parts of the site will be retained to create green infrastructure for use as Suitable Alternative Natural Greenspace (SANG) to mitigate potential recreational effects on the Dorset Heathlands, in accordance with the quality criteria set out in the Dorset Heathlands Planning Framework 2020-2025, or Public Open Space.

In particular, a large part of the western half of the site will be enhanced to provide SANG, with further areas in the eastern part of the site. SANGs will be created and managed for both public access and biodiversity enhancement, in perpetuity. An Outline SANG Creation and Management Plan sets out the main objectives, SANG design and management, and intended delivery mechanisms.

Overall, it is expected that proposed habitat retention, creation and enhancement through positive management will ensure an overall biodiversity net gain of at least 10%, in accordance with relevant legislation (Environment Act, 2021) and planning policy (NPPF, 2021; Dorset Council Local Plan, emerging).



Nightjar survey results and baseline habitats

3.3.2. MITIGATION OF AN INCREASE IN ARTIFICIAL LIGHTING

In the absence of mitigation, the introduction of artificial light sources as part of the "Alderholt Meadows" could adversely affect local bat populations, potentially leading to the abandonment of roosts, changes to prey availability and foraging behaviour, and the interruption of commuting routes. Other nocturnal wildlife, including Barn Owl and Nightjar and some invertebrates, could also be impacted. The potential impacts from lighting are particularly relevant to areas of proposed built-development (housing, roads etc), as the need for lighting in areas of open space, including areas proposed as Suitable Alternative Natural Greenspace (SANG), will be minimal.

The effects of increased lighting will be mitigated by the application of standard control measures prescribed in the lighting strategy, which include:

- minimising lighting provision to the extent required for safety;
- directing lighting downwards and away from wildlife habitats and boundary features, using cowls/baffles/shields as necessary to achieve full horizontal cut-off;
- minimising the height of light columns and features;
- selecting luminaries with warmer (less disruptive) colour temperatures in preference to those toward the blue-white end of the colour spectrum;
- selecting LEDs in view of their relatively sharp cut-off, lower intensity, colour rendition, and dimming capability;
- minimising lux levels, particularly in more sensitive areas;
- use of timer or motion sensor controls where possible.

These principles will form the basis for a series of appropriately sensitive and ecologically informed detailed lighting strategies, produced at subsequent planning stages.

When preparing the lighting strategy, reference will be made to the latest guidance on lighting and biodiversity (Institute for Lighting Professionals / Bat Conservation Trust). This includes the requirement to take into account detailed and current bat survey information on use of the local area by bats. This is to identify important roosts, commuting corridors and foraging areas that must be kept dark for light-sensitive bat species in particular.

Furthermore, the Dorset Biodiversity Appraisal Protocol (DBAP) (see Section B Mitigation, para 2.26) states:

'Where linear habitats e.g., hedgerows, scrub, ditches, tree lines, river corridors etc., act as

commuting and foraging features for highly light sensitive bat species – long-eared bats, Myotis (which include Whiskered, Natterer's, Brandt's, Daubenton's and Bechstein's), Barbastelle and Greater and Lesser Horseshoe bats – a minimum buffer of 6m with a long sward is required along its entire length. This must be measured from the edge of hedgerows and must be incorporated within a minimum 10m dark corridor along its entire length. Management of the buffer post development must be detailed in the BP or LEMP.'

In accordance with the DBAP, the most important linear habitats for bats within the local area will be protected by including at least 10m wide dark corridors within the design, with a buffer of long sward of a minimum of 6m. The buffers will be managed in accordance with the Ecological Mitigation and Enhancement Plan to provide sheltered commuting and foraging areas for bats.

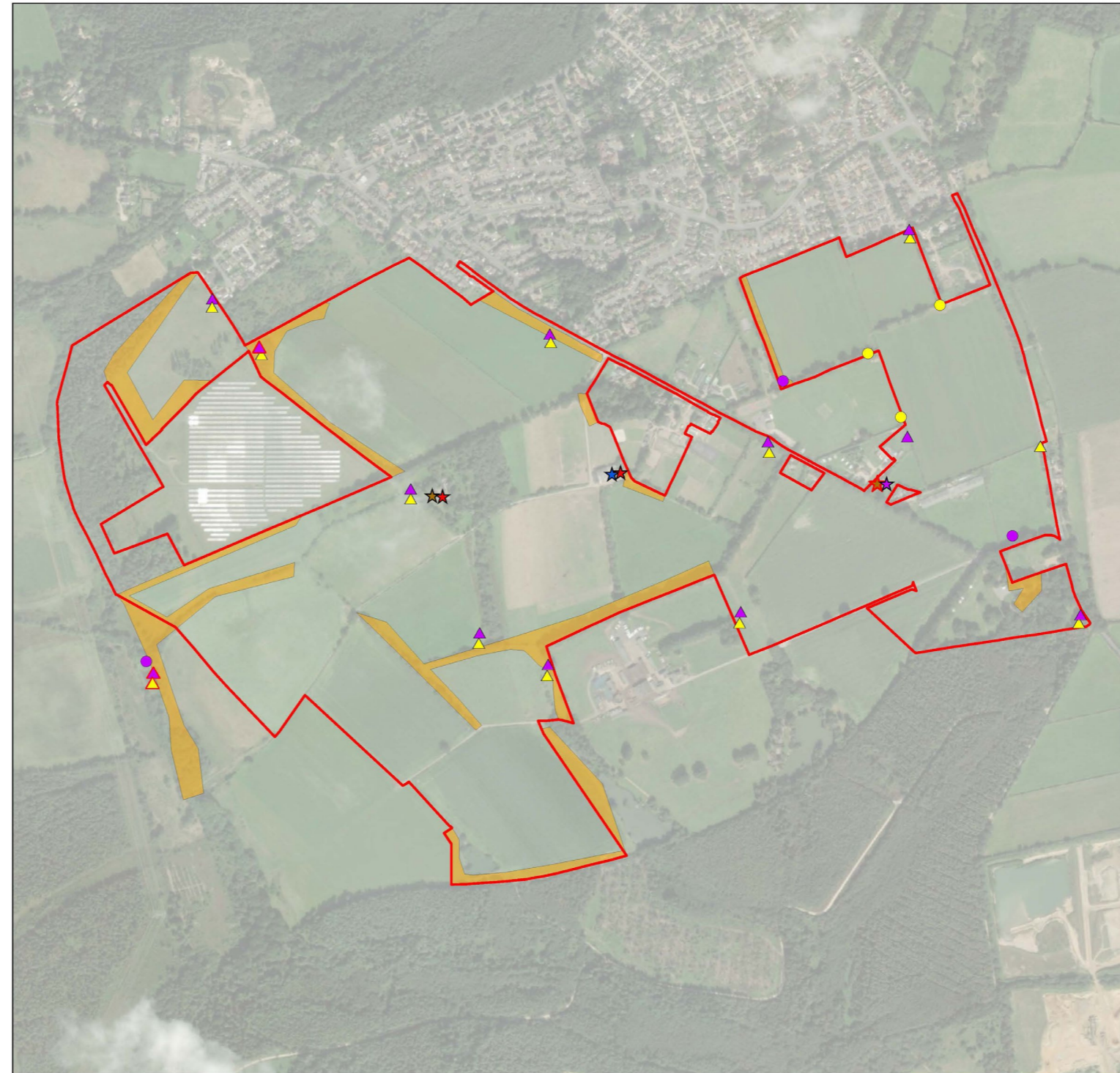
Moreover, large areas of open space, principally areas being assigned as SANG, will be provided. This will transform open fields of low biodiversity value into complex habitat mosaics providing diverse opportunities for shelter and foraging, safeguarding populations of light-sensitive bats and other nocturnal wildlife.

An outline Ecological Mitigation and Enhancement Plan (EMEP) sets out the means of not only safeguarding the local biodiversity but enhancing it too. Wide habitat buffers will be retained and enhanced to protect the hedgerow and tree network and provide wildlife corridors through the site. Long-term management for biodiversity will improve on the existing situation, where modern intensive farming currently extends to the edge of these important features reducing their biodiversity value.

Important linear habitats used by light-sensitive bats will be safeguarded as wide dark corridors and associated habitat buffer strips, managed in accordance with the EMEP, as required by the Dorset Biodiversity Appraisal Protocol (DBAP).
 intended delivery mechanisms.



Lighting concept image supplied by DFL



Bat summary map

MAP X Bat Summary

KEY

Site boundary

Rare bats:

- Barbastelle transect record
- Greater Horseshoe Bat transect record
- Greater Horseshoe Bat static record: no more than 10 passes in any month (i.e. an average of one pass per night)
- Barbastelle automated detector record: no more than 10 passes in any month (i.e. an average of one pass per night)
- Greater Horseshoe Bat static record: more than 10 passes recorded in just one of seven sampling months
- Barbastelle automated detector record: more than 10 passes recorded in just one of seven sampling months

Roosts:

- Common Pipistrelle day roost
- Soprano Pipistrelle day roost
- Brown Long eared day roost
- Brown Long eared maternity and hibernation roost
- Greater Horseshoe Bat day roost

Habitat of relative importance for bats (based on consistency & abundance of observed activity)

SCALE: 1:7,500 at A3

0 100 200 300 400 500 Metres

EPR

CLIENT: Dudsbury Homes (Southern) Ltd

PROJECT: Land at Alderholt, Fordingbridge

DATE: 21 September 2022

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

3.4. SUDS OVERVIEW

There are multiple watercourses located on or within close proximity to the site, as well as multiple lakes/ponds. Within the site, there are several drains that flow to two ponds south of the site. These ponds then flow to Hammer Brook which eventually flows to the River Avon (an EA main river), south-east of the site. Sleep Brook flows from north to south on the east of the site and also runs into Hammer Brook.

The Environment Agency (EA) Flood Maps showed the development to be in Flood Zone 1 which is land having a less than 1 in 1,000 annual probability of river or sea flooding and development type being promoted is suitable for this low level risk of flooding.

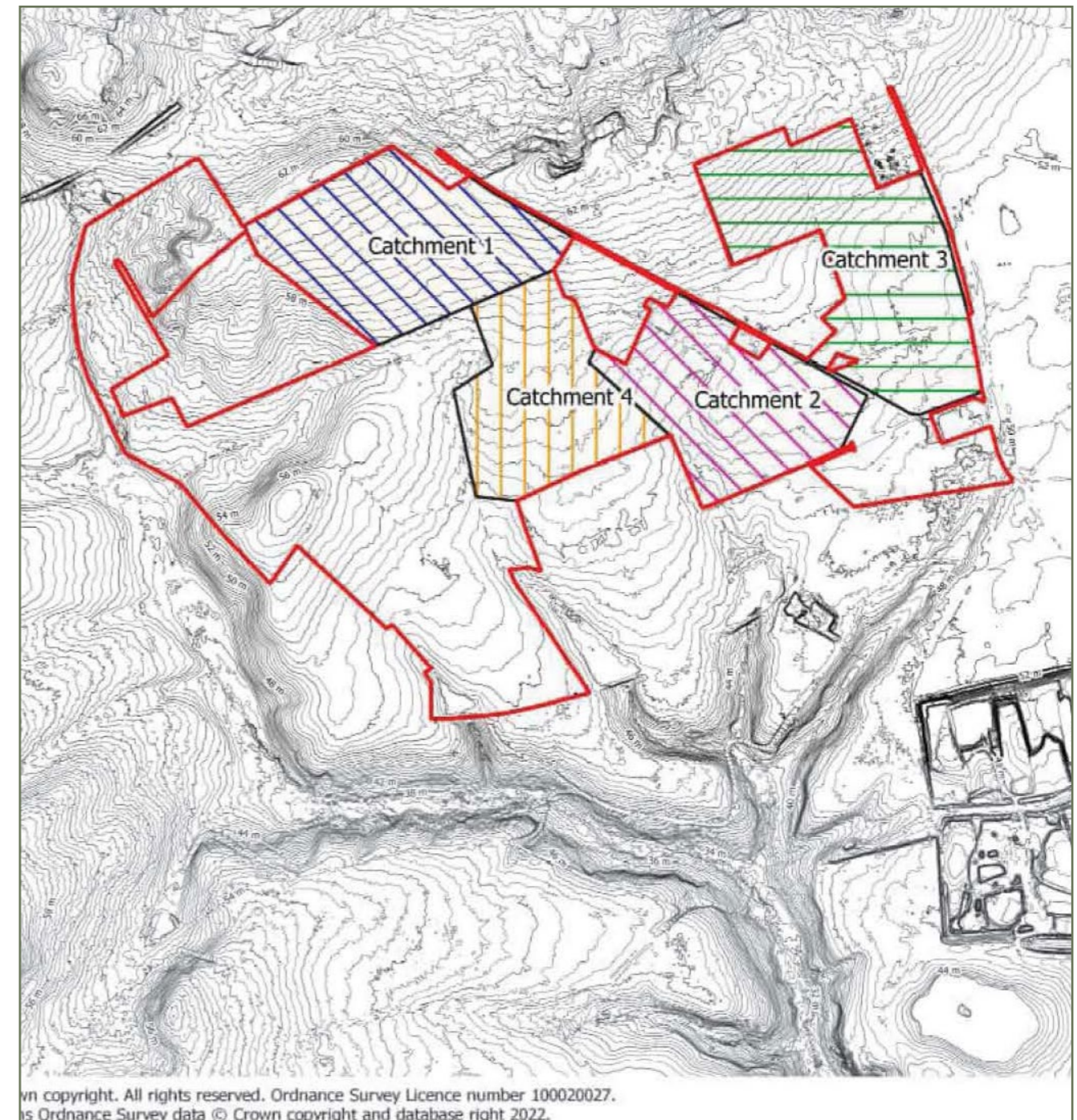
Therefore, due to the size of the site and to best mimic the existing topography and drainage regime, the developable area has been split into four surface water catchments each with individual outfalls and restricted to greenfield runoff rates.

The surface water runoff within each catchment will convey flows via swales located around the site and discharge to attenuation basins and/or ponds prior to outfalling to the existing watercourse. The attenuation structure volumes and areas are based on a 1.9m deep pond with a 1.5m water level (with 400mm freeboard) and 1 in 3 batters to store water up to and including the 1 in 100 year + 45% climate change event.

Features such as linear storage and swales will also attenuate additional runoff and further measures likely to form part of the more detailed iterations of the drainage strategy for the site in due course will include pervious pavements, rainwater harvesting and green roofs to potentially reduce the overall attenuation requirements. However at this stage, specific SuDS components to be used are yet to be determined.

The foul strategy includes a proposed on-site pumping station at the low point of the site in the south east, which will pump flows towards the existing Sewage Pumping Station on Sandleheath Road (10588 SPS), approximately 2km north of the site.

Wessex Water have performed an assessment on their existing 10588 SPS and have determined that this strategy is feasible. They are supportive of the application and will continue to be involved in further assessments and decisions.



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 The developable area has been split into four surface water catchments.

3.5. LANDSCAPE AND VISUAL IMPACT ASSESSMENT

A landscape and visual impact assessment (LVIA) has been prepared to determine the likely effects of the proposed development. The LVIA addresses the following landscape resources and visual receptors:

- landscape character, including physical landscape resources;
- views and visual amenity experienced by residents, recreational users and road users.

The LVIA identifies the key constraints and opportunities present in the site and surrounding landscape, and also the nature of the likely impacts that may arise from the proposed development. The LVIA has analysed the baseline information in the context of the proposed development and has subsequently considered proposed mitigation measures that have been used to inform the design of the proposed development. The mitigation forms an integral part of the design and masterplan.

There is comprehensive coverage of landscape character at a regional and local level through published landscape character studies. The Landscape Effects have been considered in the context of these studies.

The visual envelope for the site was established through desk-top and on site analysis informed by establishing a ZTV (Zone of Theoretical Visibility) and is defined by the approaches towards the site and views from road infrastructure, from recreational routes including the network of Public Rights of Way and non-designated footpaths in the wider area and also by residential receptors in properties in Alderholt that look towards the site.

Constraints and opportunities have been identified on the site. Along with an analysis of the proposed development and the early identification of likely landscape and visual impacts, these have been used to develop the design of the proposed development and to form a comprehensive landscape strategy.

The physical landscape impacts that will give rise to perceived changes in landscape character are generally limited to some loss of vegetation within the site to achieve access and the changes to the land use associated with the proposed development. The landscape strategy (and overall masterplan) aims to retain and enhance the characteristic elements and features of the area, including the pattern and scale of hedgerows and the existing trees.

Impacts will be mitigated through significant additional areas of planting throughout the Alderholt Meadows area including as part of swale corridors and new public open spaces. In addition, significant new planting is proposed as part of the delivery of two SANG areas in the western and south-eastern parts of the site. This will include new areas of woodland, scrub and tree planting, wild flower meadows and wetland areas and is intended to compliment the habitats and landscape character on Cranborne Common and Ringwood Forest to the west and south and to enhance biodiversity.

A range of representative visual receptors have been used to inform the LVIA. These include:

- recreational receptors such as walkers, cyclists, and horse-riders using Public Rights of Way and permissive footpaths within the wider area including from Cranborne Common, the northern edge of Ringwood Forest and from farmland to the east of the site;
- road users, including those using Ringwood Road, Hillbury Road, and the smaller lanes to the east of the site;
- residential receptors from residents living in properties that overlook the site.

Fifteen representative viewpoints were selected informed by the ZTV and site visits. For each viewpoint a sequence of visualisations have been prepared. These are:

- existing Winter view (April 2022)
- existing Summer view (July 2022)
- Year 1 Composite View
- Year 15 Composite View
- Year 1 Photomontage View
- Year 15 Photomontage View.

Consideration has also been given to the potential visual impacts of the proposed development on residential receptors i.e. for all homes that look directly onto the site.

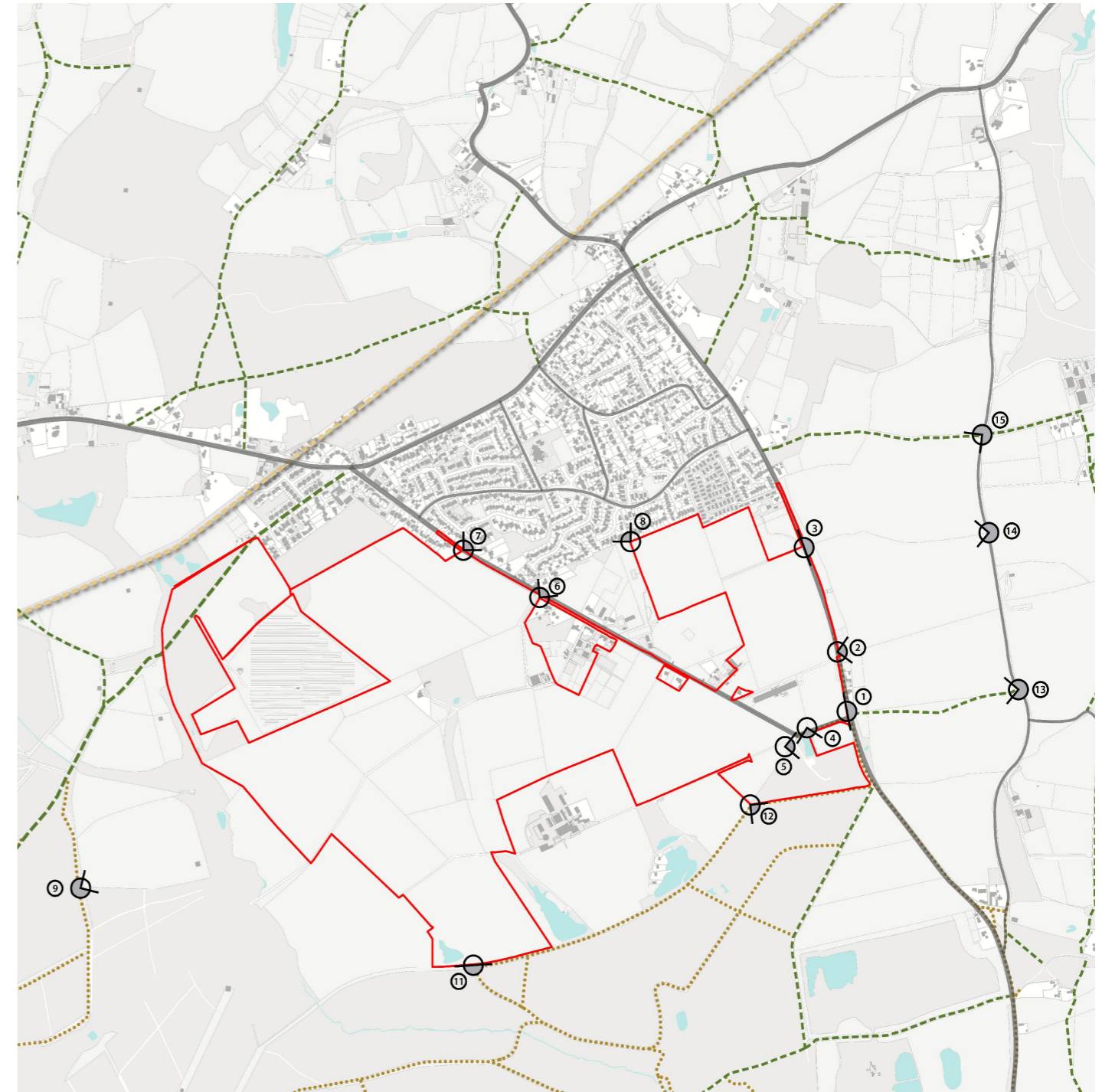
The impacts on receptors has been assessed in the LVIA (refer to ES Chapter 8 and Appendices 8.1 to 8.6). Overall the selected viewpoints and subsequent analysis demonstrate that the site and proposed development will be visible from a localised area only and where it will be seen, the highest degree of adverse effects are limited to views on, or immediately adjacent, to the site only.

The most significant visual effects are from the northern edge of the site on Ringwood Road (viewpoint 7) and for residential receptors in the eleven properties at the northern end of Ringwood Road and two further properties further south on Ringwood Road (opposite Foxhill Farm) that back onto the site. From each of these locations, there will be visual effects with a predominantly open green view replaced by a view across new housing. These changes have localised impact and are not in themselves unattractive.

On completion at year 1 there will also be visual impacts from viewpoints on Hillbury Road (Viewpoints 1 – 3), and from other viewpoints on Ringwood Road (Viewpoints 4 - 6). Significant planting proposed as part of the landscape strategy for the site will help to reduce visual effects so that the magnitude of these impacts will reduce as new planting establishes (Year 15).

Furthermore, the development has been planned to ensure that from each of these locations, residential development, and the landscape framework within which it is located, is laid out to create a strong sense of place that respects the existing landscape character.

The cumulative impacts of the proposed development and a proposal for 45 homes on the former Hawthorns nursery site on Ringwood Road have also been assessed. Whilst the magnitude of visual impacts on some receptors will increase, this will have a minor impact only.



- | | |
|---------------------------------|----------------------|
| Disused Railway | View Point Location |
| Existing Roads | 90° View Angle |
| Public right of way - Bridleway | 180° View Angle |
| Public right of way - Footpath | 270° View Angle |
| Permissive Routes | View Points for LVIA |
| Site Boundary | |



3.6. ARCHAEOLOGY

An understanding of the archaeological and historic environment context of the site has been compiled using a number of sources including the Dorset and Hampshire HER (Historic Environment Record), data from Historic England, geological information, interpretations of Light Detection and Ranging (LiDAR) data and from a geophysical survey across all accessible areas. Where areas were inaccessible, further investigation is proposed post-consent of the outline application.

Human activity in the area surrounding the development dates from the Bronze Age as evidenced by the number of barrows, the closest of which is located approximately 300 m south of the site. A total of five barrows, all of which are now protected as Scheduled Monuments, are present within 1 km of the site which is suggestive of a relatively formalised funerary landscape. A key outcome of the geophysical survey was the confirmation that this funerary landscape did not continue into the site.

The HER also notes the presence of some settlement activity with possible continuity of occupation from the Bronze Age into the Romano-British period. After the Roman withdrawal from Britain in AD 410, evidence for activity in the site and the Study Area is focused on features from the medieval period which attest to the agricultural nature of the landscape. Within the site, a number of pillow mounds are recorded which were likely used as rabbit warrens, while a trackway is recorded in the HER and another possibly identified within the geophysical survey. Other anomalies on the geophysical survey data include areas of ridge and furrow and former field boundaries.

The site and Study Area retain a continuous agricultural character through the medieval period, the post-medieval period and into the present day. There has been some extraction of minerals undertaken which were identified in the geophysical survey.

Some anomalies from the survey could not be confidently interpreted, and although are likely to represent medieval ploughing patterns, due to the uncertainty of their provenance these could relate to enclosures from the Bronze Age onwards, but could equally represent geological variations or modern agricultural activity.

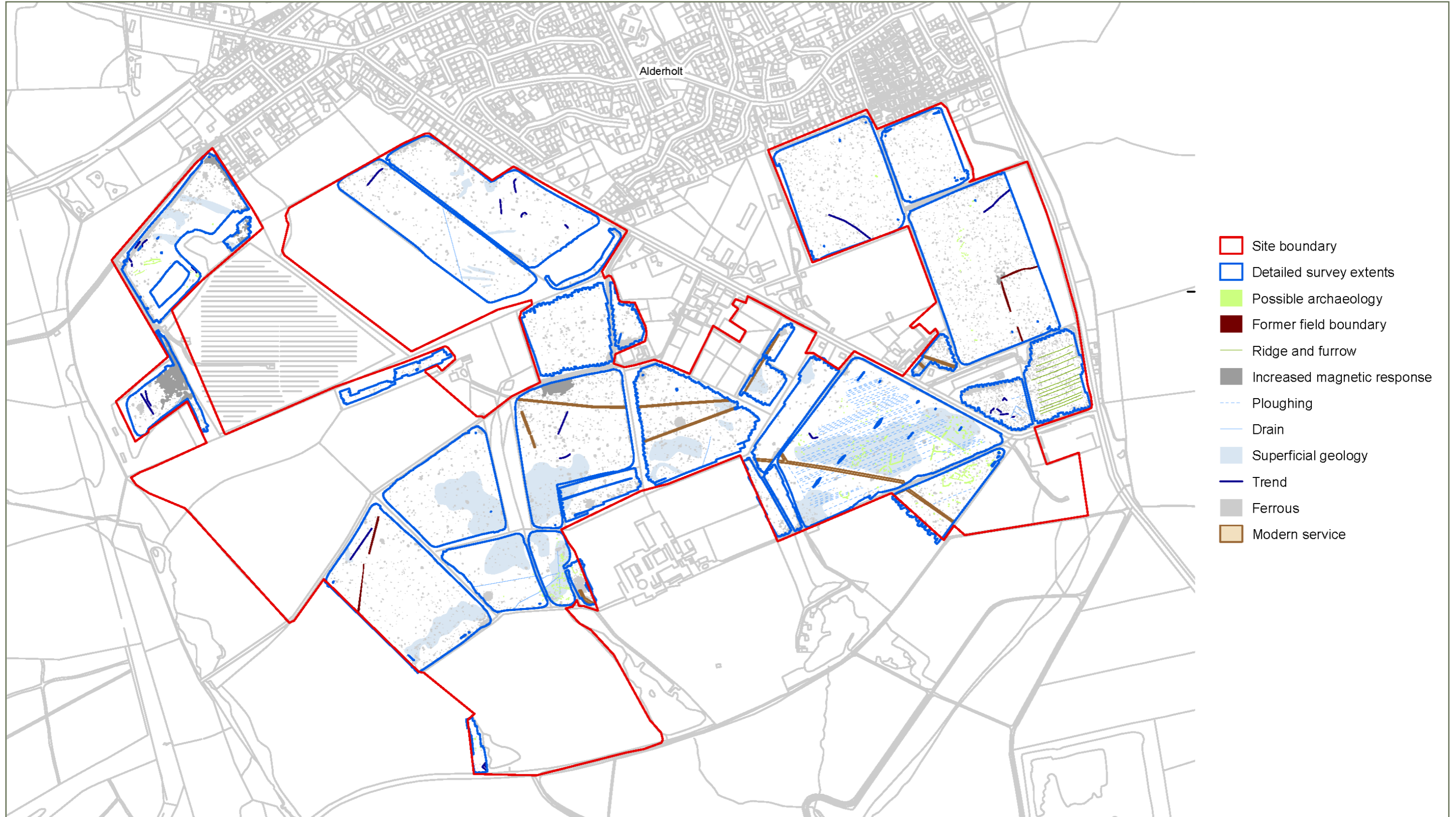
Beyond the recorded archaeological resource, the geological strata beneath the surface contains terraced deposits which, while poorly understood in terms of their date, have been

known to contain environmental information from some of the earliest prehistoric periods (Pleistocene). There is no indication at present that these deposits will contain any such information and they are also likely to be located deep below the ground surface, beyond the limits of excavation for foundations or service trenches.

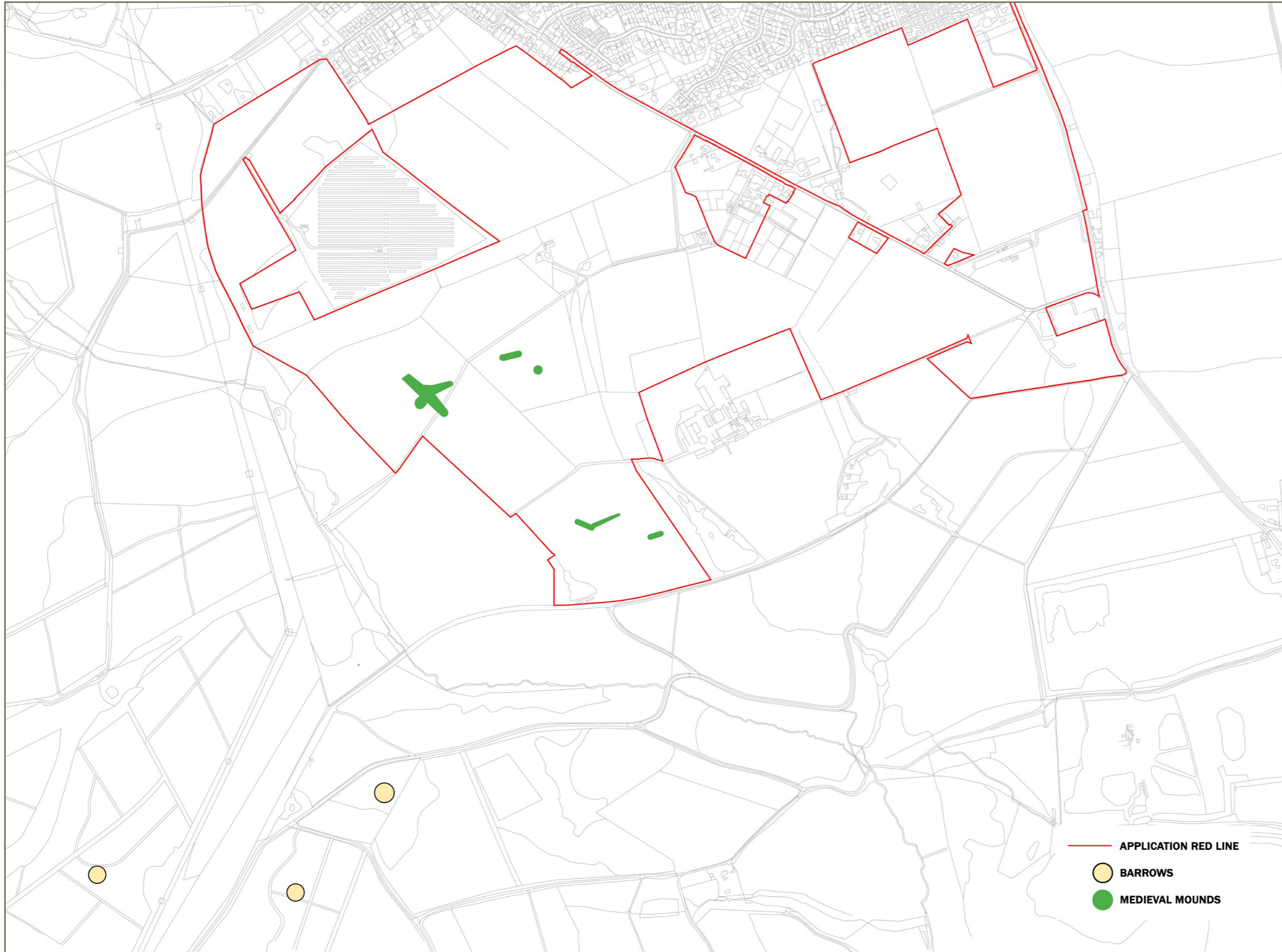
As there are still some unknowns in relation to the archaeological resource, further archaeological work will be undertaken following the successful consent of the outline plan when accessibility and detailed design plans allow for the specific impacts to be considered. Any remains which have archaeological interest will be excavated and recorded.

The wider historic environment has also been considered to understand if any designated heritage assets would be affected by development proposals. Their setting, the surroundings in which they are experienced and appreciated, can make a contribution to their significance and as such any change must be assessed to identify where changes could harm that significance. None of the assets identified within 1 km of the site, or assets within the wider landscape which were included through the professional judgement of the assessing heritage specialists were found to be at risk of any harm/impacts due to a change in setting.

During the EIA process, consultation via email was undertaken with the County Archaeologist for Dorset County Council whereby the process for geophysical survey was agreed, the results shared and proposals for further work put forward.



Map illustrating the extent of detailed archaeological survey



Map illustrating Barrows and Medieval Mounds

3.7. ENERGY AND SUSTAINABILITY

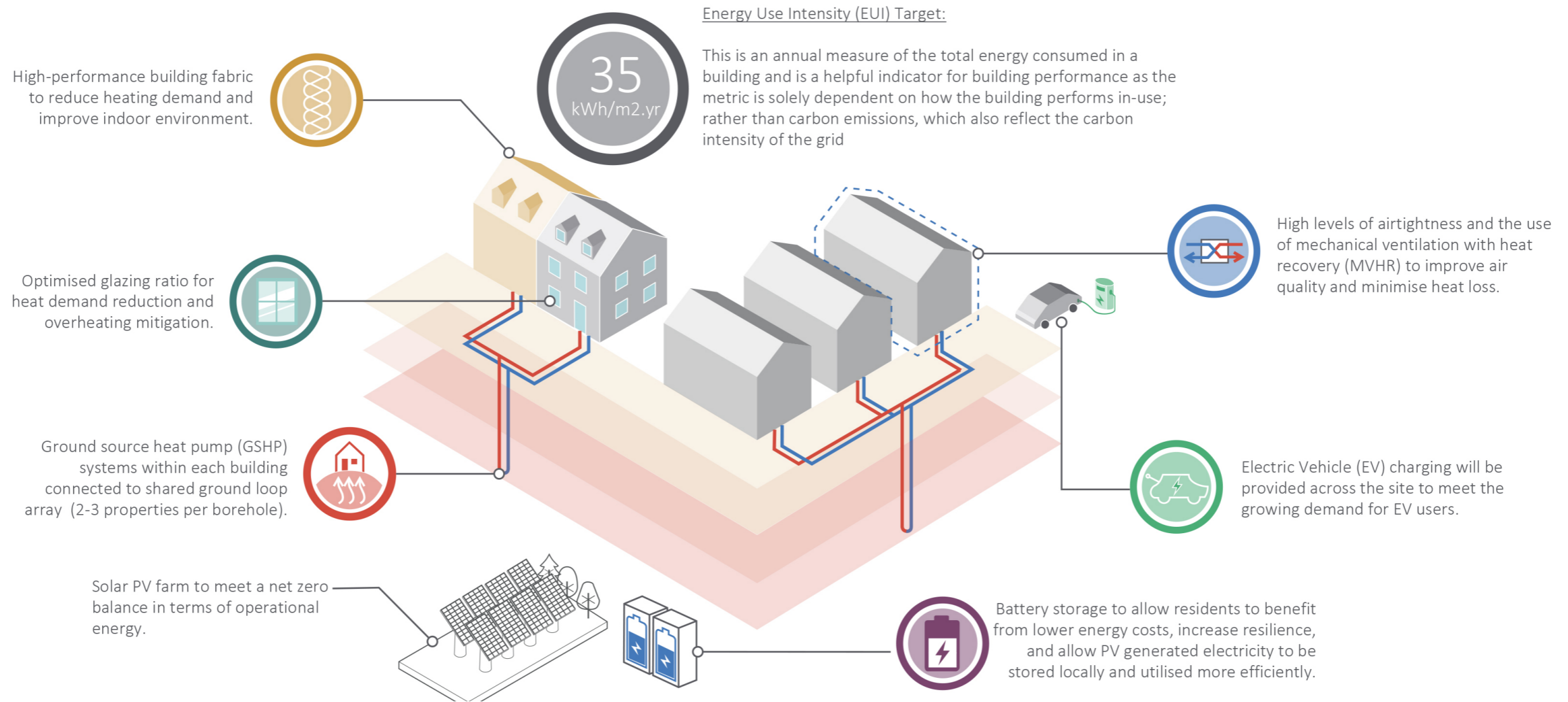
This proposal has adopted a holistic approach to sustainable design from the outset. This has incorporated architectural, environmental and energy strategies embedded with sustainable principles to create a unique proposal.

A circa 69% carbon reduction on the notional Part L 2021 building could be achieved by reducing energy demand, this would be by the adoption of the recommended LETI (London Energy Transformation Initiative) Climate Emergency Design Guide. The proposed development follows a fabric first approach by using LETI building fabric guidance. Energy efficiency will be achieved by supplying heating and hot water through low carbon electric heat generation, this could be in the form of ground source heat pump (GSHP) systems within each building connected to shared ground loop array (2-3 properties per borehole).

The proposed development will be designed to be climate resilient through reduced overheating measures and SuDS (sustainable drainage systems) for increased risk of flooding.

There is potential to harness renewable energy through the inclusion of a solar PV farm to the west of the site. This aims to meet a net zero balance in terms of operational energy. Battery energy storage system (BESS) are also being explored alongside the PV farm for revenue generation and storage of surplus energy from the PV.

Electric vehicle (EV) charging will be provided across the site to meet the growing demand for EV users.



3.8. AIR QUALITY

The main likely effects on local air quality during construction relate to nuisance dust and exhaust emissions from construction vehicles and plant.

A range of measures to minimise or prevent dust and reduce exhaust emissions generated from construction activities would be set out within a Construction Environmental Management Plan and implemented throughout the construction phase. Therefore, it is considered that effects due to dust emissions would be not significant.

Construction traffic movements would be agreed with the District Council and consideration given to the avoidance, or limited use of roads during peak hours. Considering these measures, the effect of construction vehicles on local air quality would be not significant.

Construction plant emissions would not have a significant effect on local air quality during the construction of the Proposed Development.

A detailed modelling exercise has been undertaken to assess likely effects on local air quality associated with changes to road traffic from the Proposed Development. The modelling indicates levels of nitrogen dioxide and particulates would not exceed nationally accepted limits at any of the nearby residential properties or within the Proposed Development in 2041.

It is concluded that the effect of the Proposed Development on levels of nitrogen dioxide and particulates would be not significant.



3.9. NOISE AND ACOUSTIC

Baseline environmental noise levels at the site and surrounds were established through survey conducted from Thursday 7th July to Tuesday 12th July 2022. For the majority of the site the conditions are 'quiet' and reflective of its rural setting. Within these areas noise is not regarded as a material consideration to development.

The results of the baseline noise survey were used to develop and calibrate a 3D noise model which was used to generate noise contours across the site and to inform the potential constraints to development.

The highest noise levels were measured adjacent to Hillbury Road and Ringwood Road. Development within these areas will need to consider noise in their acoustic design. Depending on set-back to the build line, standard thermal double glazing (closed) with through frame trickle vents (open) should allow BS8233 guideline, internal ambient noise levels to be satisfied. Although bedroom specification may require enhancement due to the measured L_{Amax} noise levels during the night-time period adjacent to the roads.

The recommendations for residential development are:

- Maximise set-back to the build-line adjacent to Hillbury Road and Ringwood Road.
- Locate gardens at the rear of properties adjacent to Hillbury Road and Ringwood Road to maximise screening to external amenity areas.
- Where possible locate bedrooms on rear facing facades away from Hillbury Road and Ringwood Road.

Prevailing noise levels would allow BB93 internal noise levels to be achieved with open windows together with suitable external noise levels for formal outdoor teaching and playing fields.

Noise from Cemex Hamer Warren Quarry and Landfill does not appear to be a material consideration to development at the site, based on measured noise levels at LT4. This closest area to the quarry and landfill is currently indicated as SANG and therefore less sensitive than residential housing which is illustrated at greater distance.

Figure 3: Daytime Noise Levels & ProPG Level 1 Noise Risk Assessment

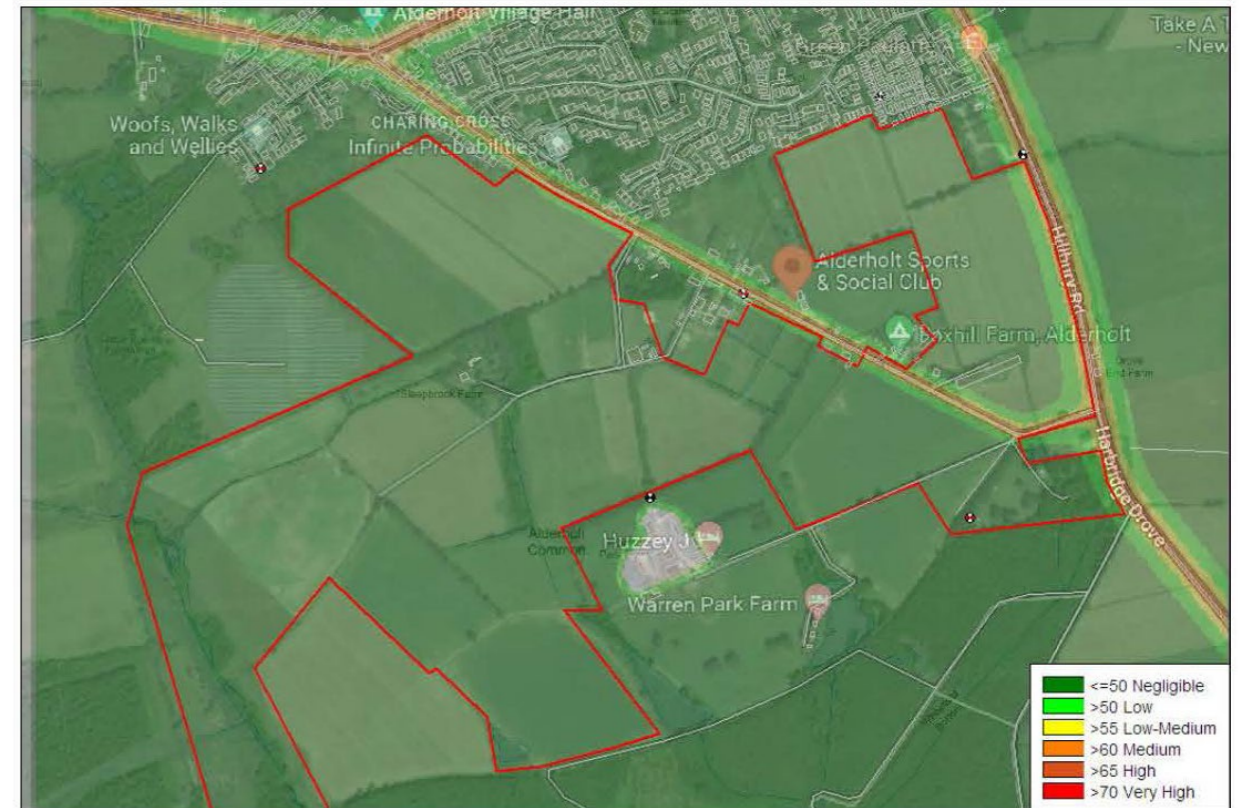
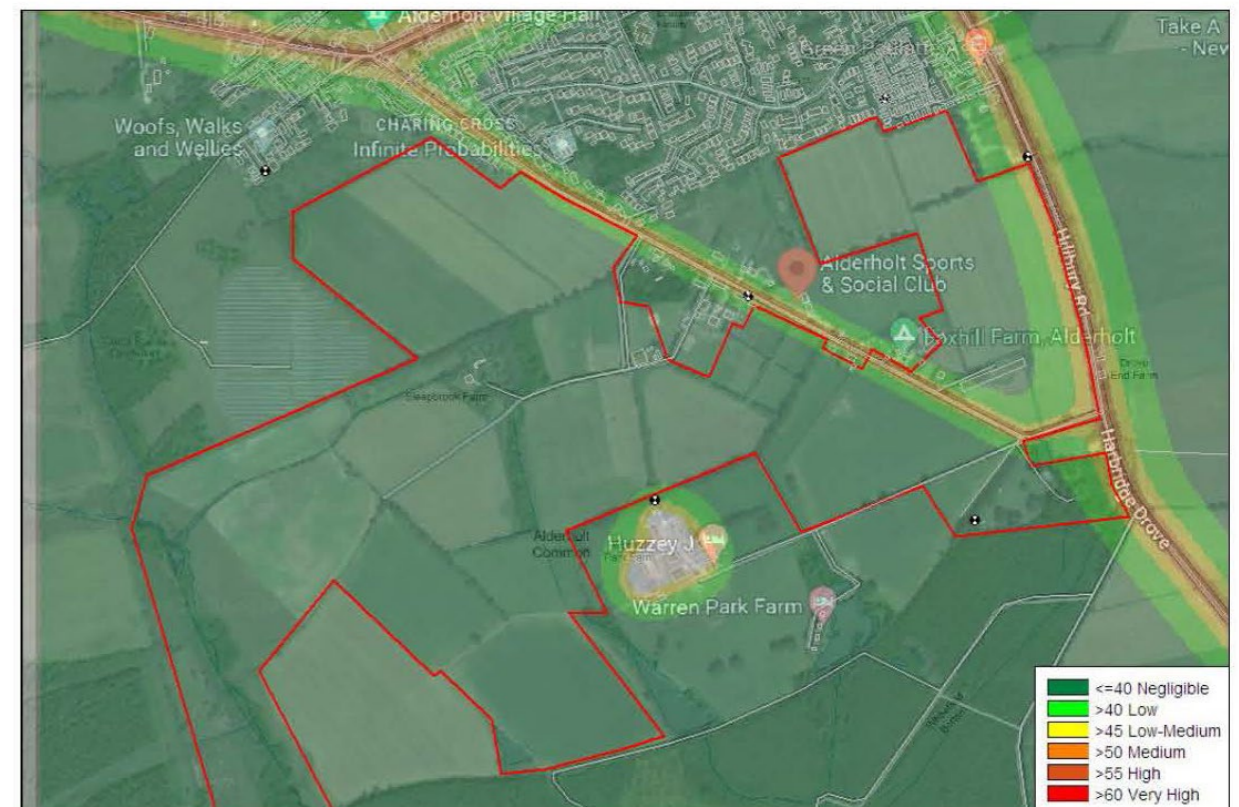


Figure 4: Night-Time Noise Levels & ProPG Level 1 Noise Risk Assessment



3.10. LAND QUALITY

A Preliminary Risk Assessment for ground contamination was undertaken to support outline planning for the redevelopment of "Alderholt Meadows".

Given the proposed end use, the site is considered to represent a Low to Medium risk. The following actions are therefore required to address the potentially unacceptable risks identified:

Pre-construction:

- A ground investigation to confirm current ground conditions and obtain relevant geotechnical design information.
- A Construction Environmental Management Plan (CEMP) including measures for managing waste during development works, prevent fugitive emissions and techniques for suppressing dust.

During construction:

- Construction workers should be provided with Personal Protective Equipment (PPE) for use as necessary when interacting with soils and groundwater at the site. Workers should also adopt appropriate hygiene practices.
- Below-ground structures and services should be designed to withstand residual ground conditions.
- Decommissioning of redundant fuel tanks, pipelines, interceptors and associated infrastructure and verification of surrounding soils to demonstrate no residual unacceptable risks remain.
- Investigation into the status of historic well in centre of site and decommissioning if still present under an appropriate protocol (CL:AIRE Definition of Waste Code of Practice – DoWCoP) or waste exemption (U1: Use of waste in construction).
- Waste soils to be removed from the site should be characterised in line with the Environment Agency's technical guidance WM3 to facilitate the identification of an appropriate Permitted waste site.
- Adhering to the mitigation measures set out in the CEMP to manage waste during redevelopment works, prevent fugitive emissions and techniques for suppressing dust.
- Soils and aggregates imported to site should undergo chemical analysis to demonstrate they are suitable for their intended use.

Upon implementation of the recommendations, the residual risk would be low. Therefore, it is expected the National Planning Policy Framework requirement that on completion of a development, the site can no longer be captured under the Part IIA regime, would be met.



3.11. SERVICES SUMMARY

The proposal for Alderholt Meadows has taken into account the limited on-site infrastructure so the communities in the surrounding area would not unduly affected by the development. There are overhead 11kV high voltage and Openreach cables which serve off-site buildings, which are set to be retained. Where these supplies cross the development site, they will either be diverted off-site or be safely incorporated into the site layout.

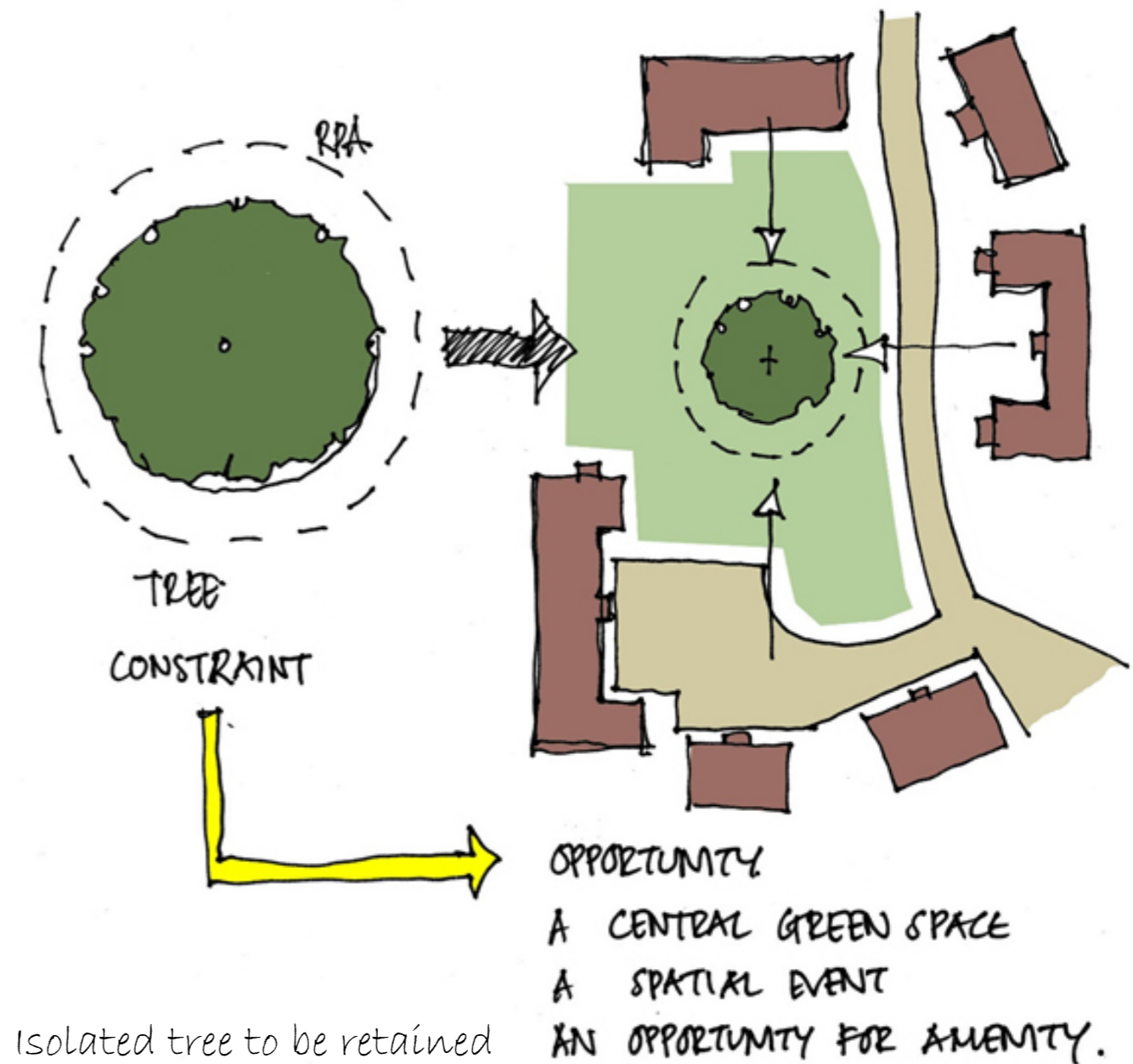
The new site entrance on Ringwood Road currently has overhead and buried Openreach infrastructure, buried gas, and buried water mains in their vicinity. The required diversionary works will move the infrastructure into the footway of the junction's new layout. There is a further new roundabout on Hillbury Road which has buried Openreach and water infrastructure. As with Ringwood Road, if protectionary measures are not sufficient for the infrastructure, they will be diverted into the footway of the new road layout.

The new supply strategy for the site will use an anticipated 12No. on-site substations. These will be appropriately designed and located according to SSEN's access specifications.



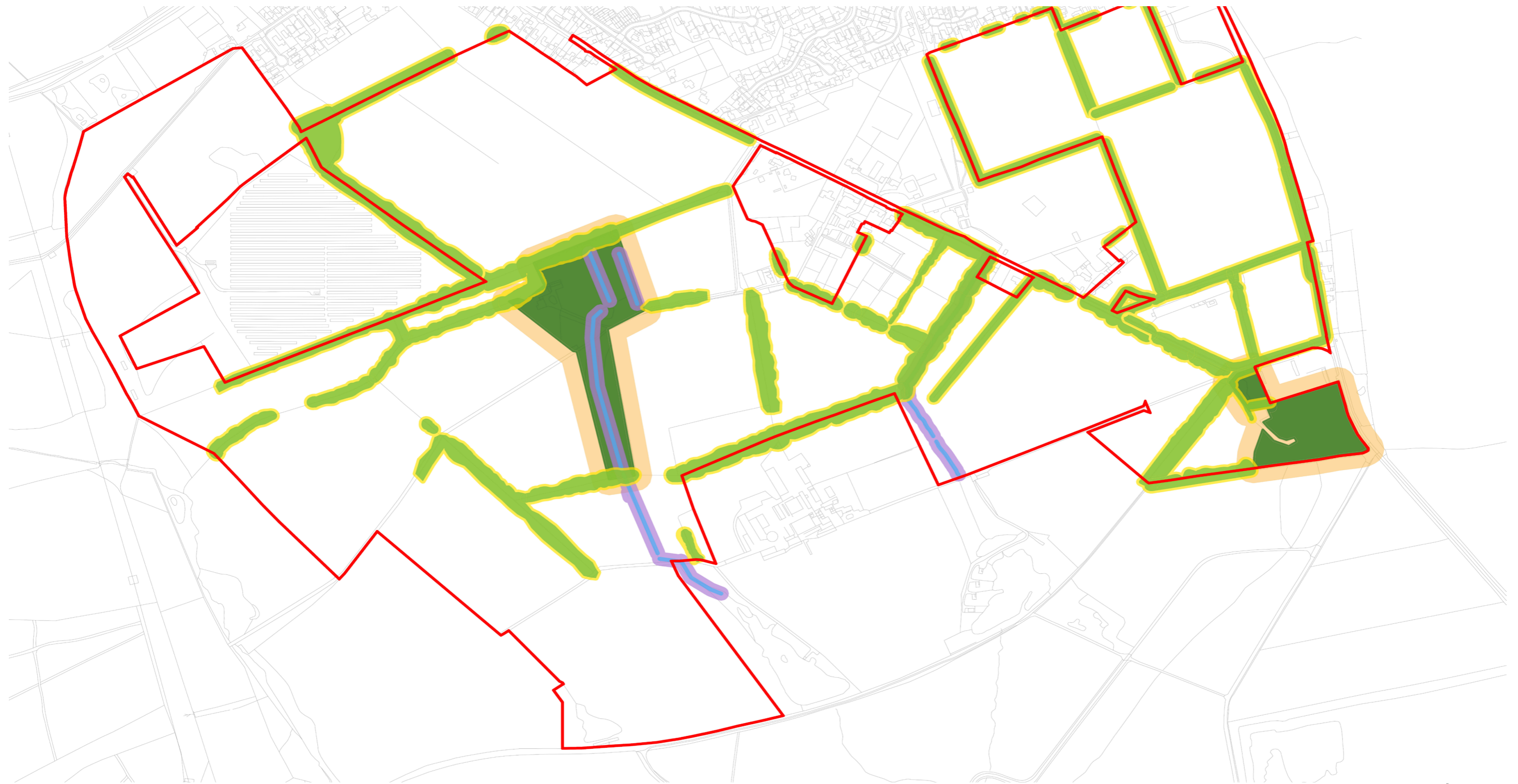
SECTION 4. CONSTRAINTS AND OPPORTUNITIES

The site has a number of constraints and opportunities. A constraint is simply an existing condition which should be acknowledged and considered in a design response. In recognising that such constraints exist and in factoring in their condition and relation to the creation of place, they present an opportunity. This opportunity is directly related to their condition and retention, such that they become a part of the masterplan and place creation. Such constraints are all identified layer by layer on the subsequent diagrams and then finally in a combined diagram which absorbs all constraints into a whole. This is then used to inform the parameters plan & indicative masterplan. Please refer to the full constraints and opportunities studies, the parameters plan and then the details of the appendix code and illustrative masterplan.

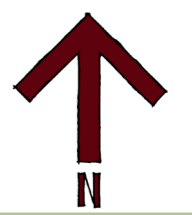


Worked Example

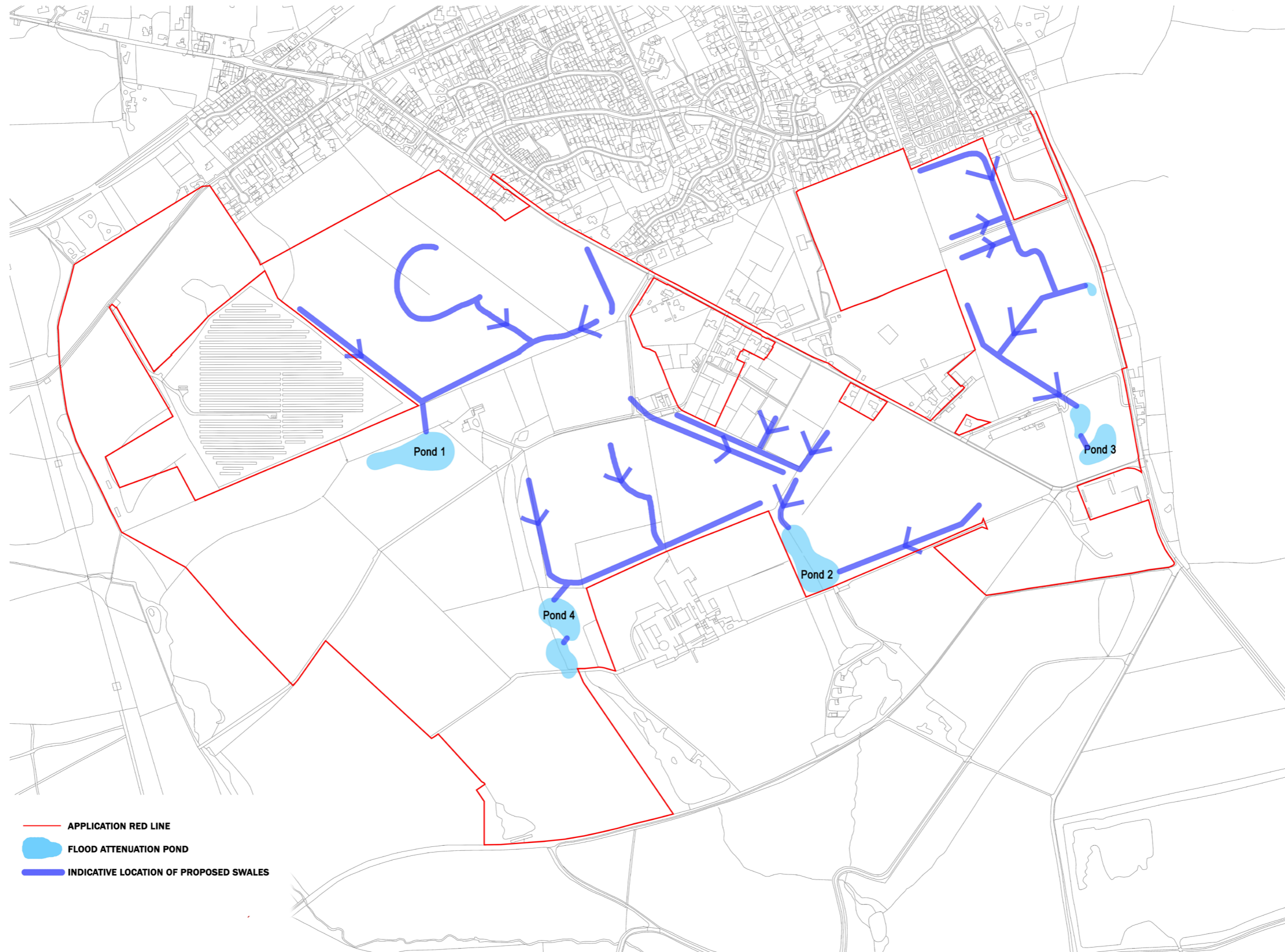
4.1. ECOLOGICAL CONSTRAINTS PLAN



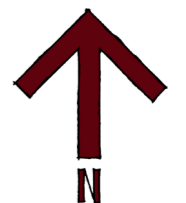
- APPLICATION RED LINE
- ECOLOGY BUFFER 6M BUFFER TO HEDGEROWS (NO DIG ZONE)
- ECOLOGY BUFFER WITHIN 10M OF THE HEDGES
- SWALES
- 5M DITCH BUFFER
- WOODLAND
- WOODLAND 20M BUFFER



4.2. INDICATIVE SUDS STRATEGY PLAN



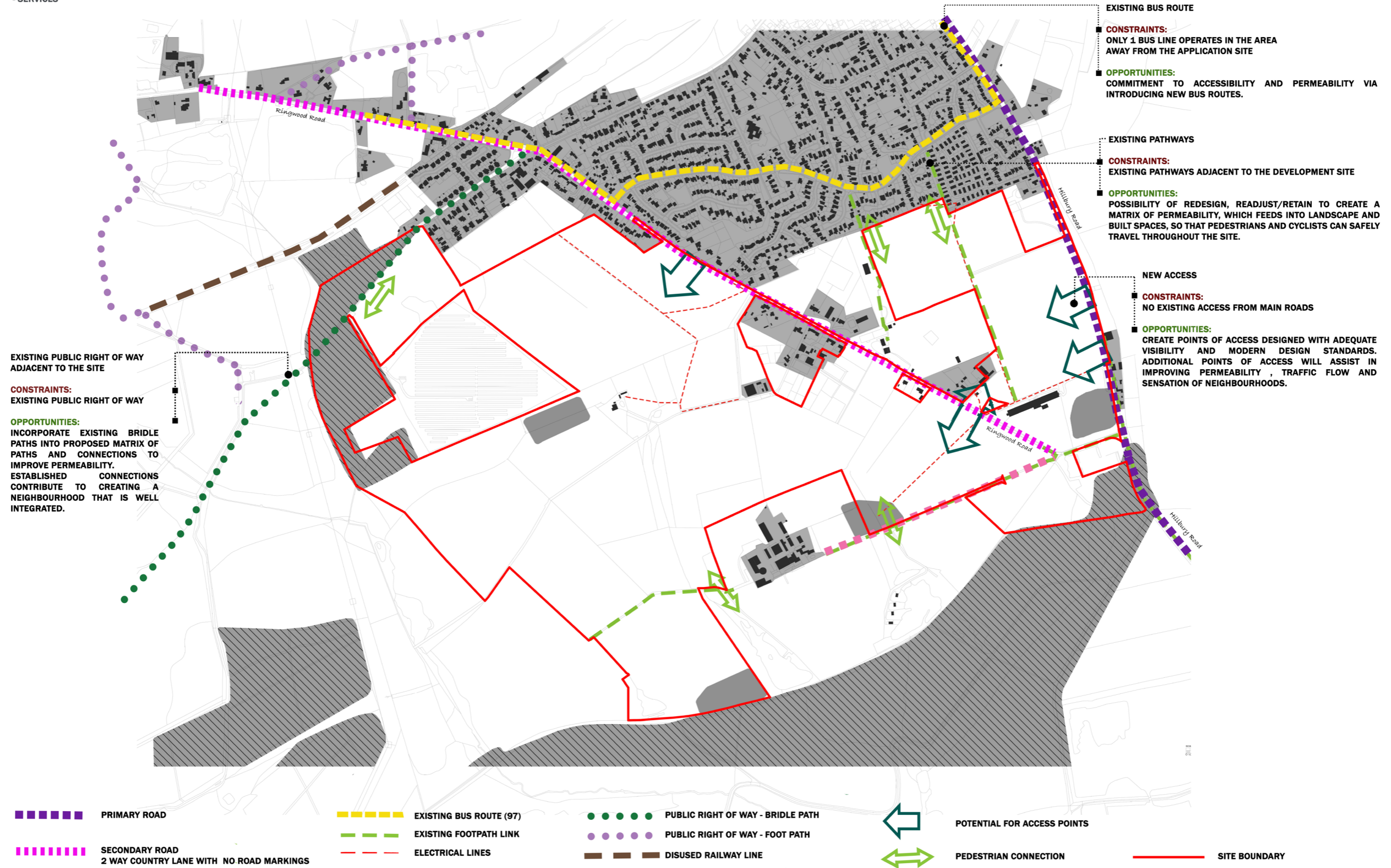
Preliminary Drainage Strategy - courtesy of Campbell Reith Engineers



4.3. CONSTRAINTS AND OPPORTUNITIES – INFRASTRUCTURE

CONSIDERING:

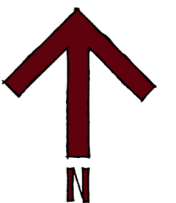
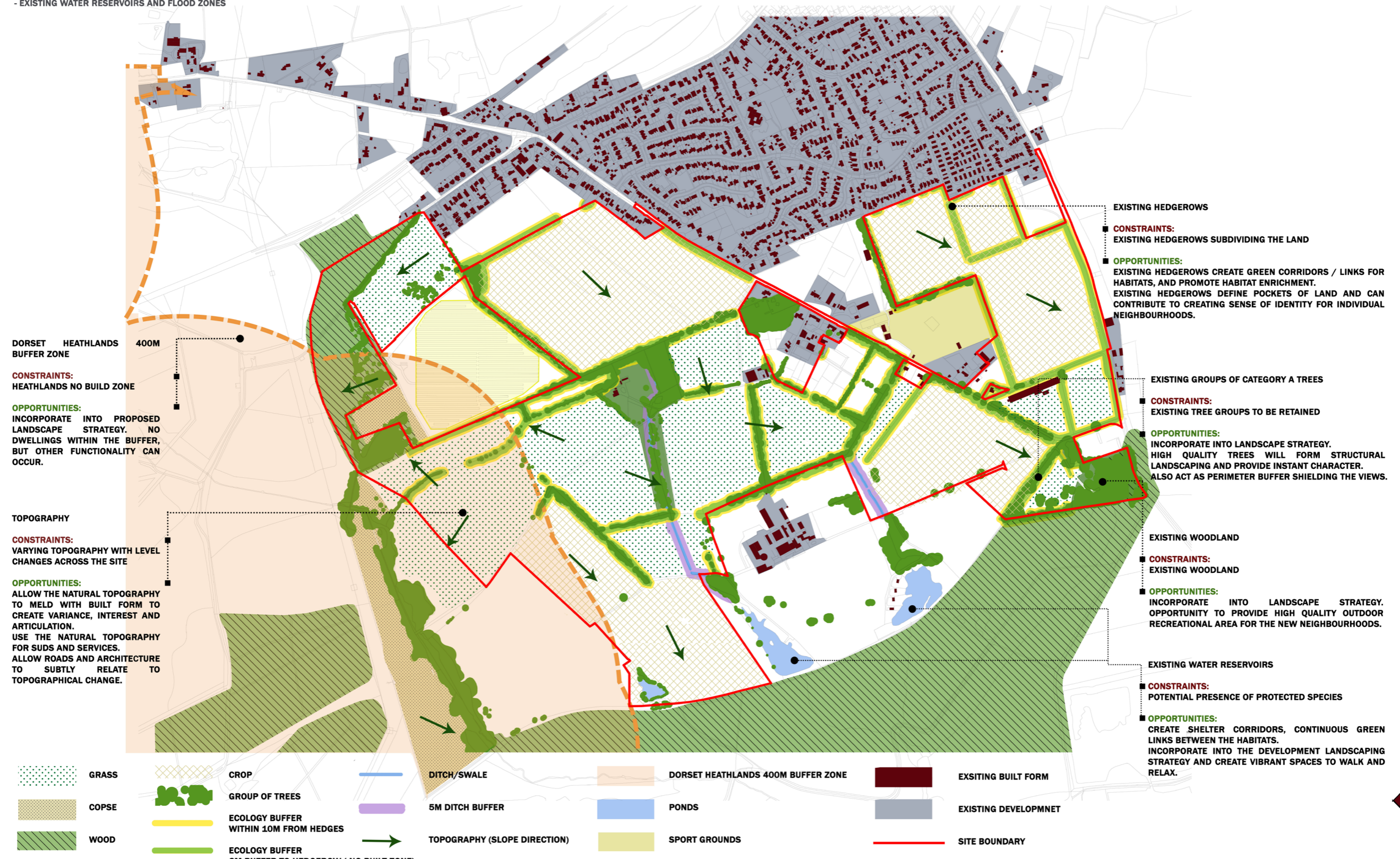
- INFRASTRUCTURE
- ACCESS
- PEDESTRIAN AND CYCLE PERMEABILITY
- SERVICES



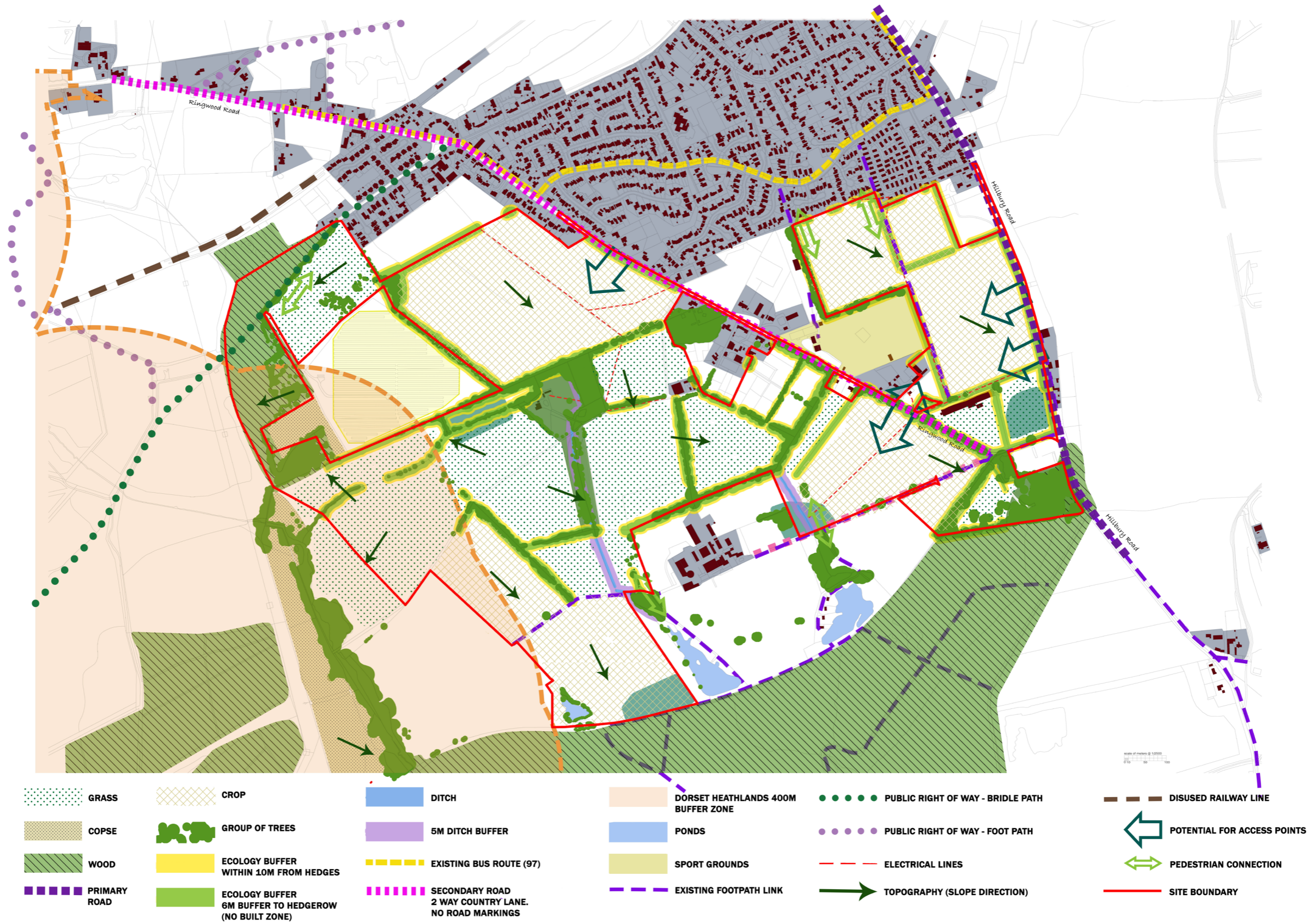
4.4. CONSTRAINTS AND OPPORTUNITIES – LANDSCAPE, ECOLOGY AND ARBORICULTURE

CONSIDERING:

- TREESCAPE
- HABITAT
- LANDSCAPE CHARACTER
- EXISTING WATER RESERVOIRS AND FLOOD ZONES



4.5. OVERALL CONSTRAINTS AND OPPORTUNITIES ANALYSIS



4.6. PUBLIC OPEN SPACE

The total area of open space to be delivered as part of the Alderholt Meadows proposals is 19.1 hectares. This is significantly more than the 15.3 hectares required by Core Strategy policy HE4.

The space provided as part of the proposals has been categorised against the criteria identified in this policy as follows:

- Recreation grounds and public gardens including parks, active sports and children and young peoples space – 8.16 hectares;
- Amenity green space – 2.04 hectares;
- Natural and semi-natural green space – 4.08 hectares; and
- Allotments – 1.02 hectares.

Three categories of space, recreation grounds, active sports and children’s play and young peoples space have been grouped for the purposes of the calculations as these types of space will not be mutually exclusive but rather provided within the larger open spaces delivered as part of the Alderholt Meadows proposals. The open space quantum proposed at Alderholt Meadows are set out in the table shown and the distribution of spaces is indicated in the graphic.

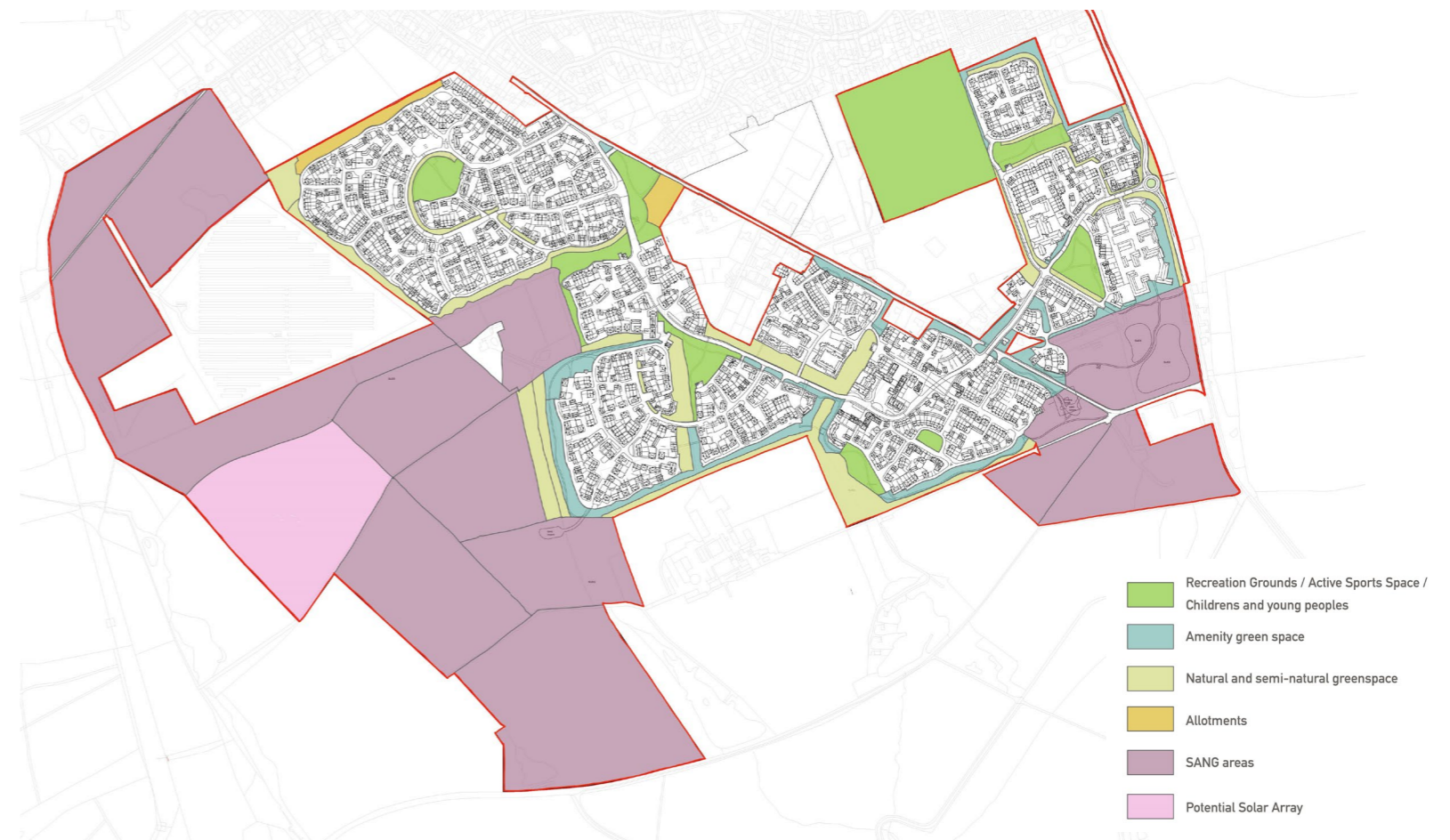
The quantum of open space proposed is greater than that required by planning policy for all open space types except for allotments and significantly greater in respect of amenity green space and natural and semi-natural green space. This reflects the landscape led approach to the design of Alderholt Meadows, the retention of existing green infrastructure and the incorporation of sustainable urban drainage features into the design of the development.

Details of provision of public amenity, including SANG, are described in detail in Design Code, as well as Alderholt Meadows Landscape Strategy.



Open space type	Quantum proposed (Ha)	Policy recommendation (Ha)	Variance against policy
Recreation grounds and public gardens / Active (outdoor) sports space / Children and young peoples space	8.25Ha	8.16Ha	+0.09Ha (+1.1%)
Amenity green space	3.69Ha	2.04Ha	+1.65Ha (+81%)
Natural and semi-natural green space	6.28Ha	4.08Ha	+2.20Ha (+54%)
Allotments	0.88Ha	1.02Ha	-0.14Ha (-14%)
Total	19.1Ha	15.3Ha	+3.8Ha (+25%)

Proposed open space compared to policy recommendations - by Urban Initiatives Studio



Landscape master plan – shown for the extent of SANG & POS – see also parameters plan

4.7. LOCAL TRANSPORT ENHANCEMENT AND INFRASTRUCTURE

Bus Service: Alderholt is currently served by a sub-standard bus service operating three days a week. As part of the development proposals funding will be made available for a period of five years to deliver a high frequency and reliable bus service. Discussions with an operator have taken place to establish the feasibility of a service and such a service is considered viable. The service would operate on an hourly basis with a bus running in each direction between Cranborne, Alderholt, Fordingbridge and Ringwood. Within Alderholt this service would route through the existing settlement as well as the proposed development using the new spine road which has been designed to a width of 6.5m. The masterplan includes opportunities throughout the site to allow buses to stop within a reasonable walking distance of residential development and for the bus to stop close to the variety of land uses including the village square and employment areas.

An indicative timetable, shown below, has been drawn up by the operator between the hours of 0700-1900 with journey times to Fordingbridge and Ringwood being approximately 15 and 30 minutes respectively, providing a significant improvement to public transport in Alderholt but also the other connecting settlements.

Cranborne, Crane Street	0735	935	1135	1335	1545	1745
Cripplestyle, Chapel	0742	942	1142	1342	1552	1752
Alderholt, Churchill Arms	0745	945	1145	1345	1555	1755
Alderholt, Ringwood Road	0748	948	1148	1348	1558	1758
Alderholt, Earlswood Drive	0750	950	1150	1350	1600	1800
Alderholt, Gilbert Close	0752	952	1152	1352	1602	1802
Alderholt, Windsor Way	0755	955	1155	1355	1605	1805
Burgate, School	0812					
Fordingbridge, Post Office	0815	1015	1215	1415	1625	1825
Ringwood, Meeting House Lane	0835	1035	1235	1435	1645	1840
Ringwood, Meeting House Lane	0840	1040	1240	1440	1650	..
Fordingbridge, Post Office	0900	1100	1300	1500	1710	..
Burgate, School				1505		..
Alderholt, Windsor Way	0908	1108	1308	1513	1723	..
Alderholt, Gilbert Close	0911	1111	1311	1516	1726	..
Alderholt, Ringwood Drive	0913	1113	1313	1519	1729	..
Alderholt, Earlswood Drive	0915	1115	1315	1521	1731	..
Alderholt, Churchill Arms	0917	1117	1317	1523	1733	..
Cripplestyle, Chapel	0920	1120	1320	1526	1736	..
Cranborne, Crane Street	0927	1127	1327	1533	1743	..



4.8. SCHOOLING/EDUCATIONAL ENHANCEMENT

Education provision forms part of the critical infrastructure in placemaking and will help make Alderholt a more self-sustaining settlement. 1,700 new homes will generate the need for additional school places at all ages. The strategy for Alderholt involves converting the existing St James' First School into a Primary School and that Secondary age children transfer to The Burgate School in Fordingbridge. The provision of a new Primary School within the site boundary was explored as part of the masterplanning process, however, St James' First School's desire to remain and expand on-site facilities will be taken forward as the preferred approach outside of the planning application. Contributions towards education will therefore be forthcoming rather than specific built facilities.

Currently Dorset operates a three-tier education system and the closest Secondary school, The Burgate, is in Hampshire. The forecast pupil growth from the development is set out in the table opposite. This shows the forecast numbers generated for different schools in both two and three tier systems. In terms of timing of delivery, preparation of facilities to support expansion of either the First School or conversion to a Primary School would need to begin by 2029 to enable an 18-month build programme to open the new facilities at 1.FE (forms of entry), with the final 0.5FE being ready for 2039.

A 1FE middle school expansion would be required by 2035. For high (or secondary) there would be a likely requirement to deliver the first 1FE expansion for 2031 and the second 1FE expansion by 2038.










Build Year	Cumulative Pupils Generated				
	First	Middle	High	Primary	Secondary
2027	16	12	14	23	21
2028	33	23	28	46	42
2029	49	35	42	68	63
2030	65	46	56	91	84
2031	81	58	70	114	105
2032	98	69	84	137	126
2033	114	81	98	159	147
2034	130	92	112	182	168
2035	146	104	126	205	189
2036	163	115	140	228	210
2037	179	127	154	250	231
2038	195	138	168	273	252
2039	211	150	182	296	273
2040	228	161	196	319	294
2041	244	173	210	341	315

4.9. PARAMETERS

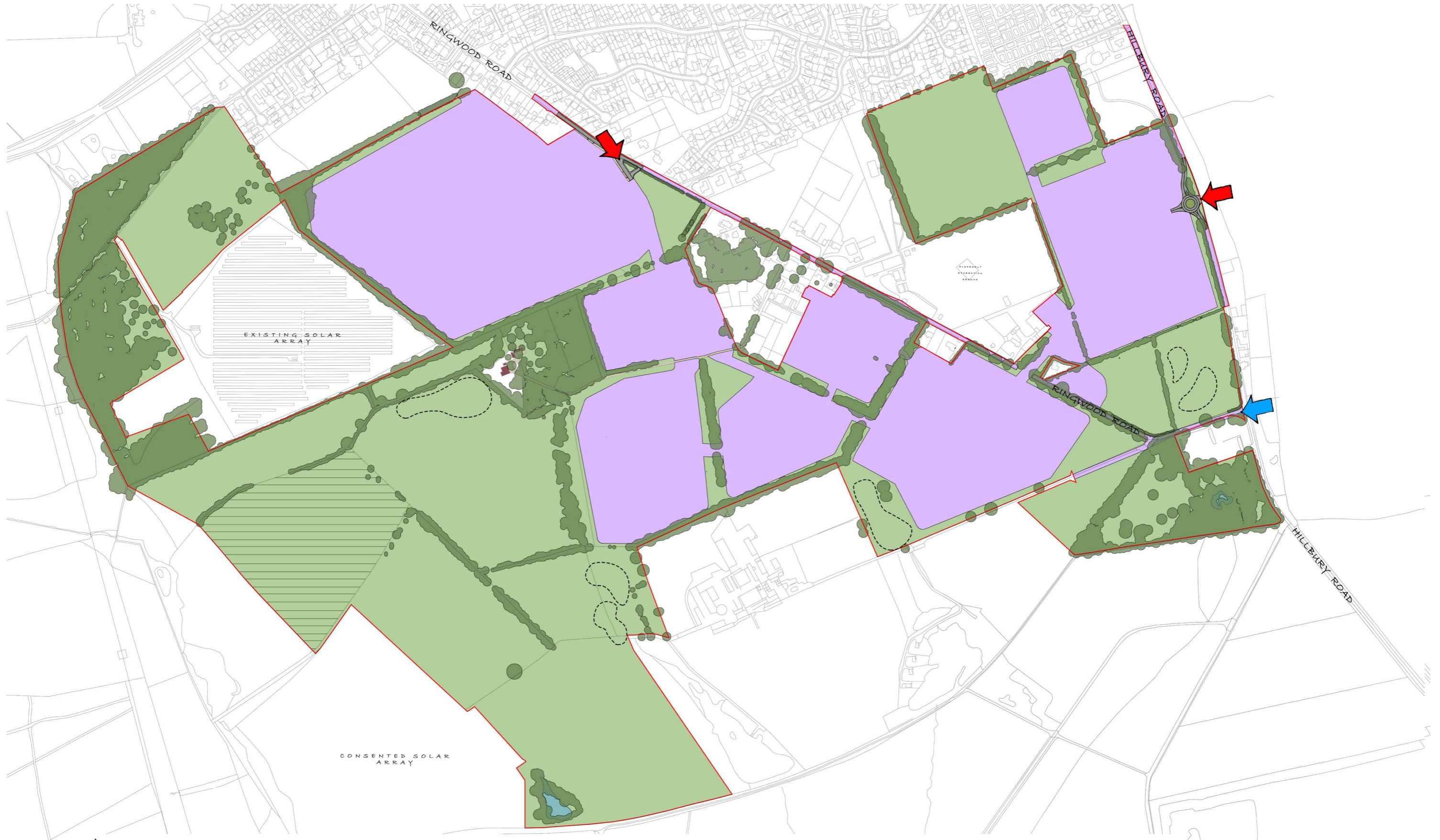
The Parameters Plan specifies the parameters, constraints, and restrictions within which the outline elements of the Proposed Development must be contained, in any subsequent reserved matters submissions. To secure a high-quality design, the following parameters have been tabled:

- The extent of built development is influenced by the location of retained trees, ecological buffer, landscape buffer, the need to protect residential amenity of neighbours, topography, SUDs location, the extent of POS and amenity as well as a variety of uses that might support a community and the wider settlement.
- Purple colour on the Parameters Plan identifies the maximum extent of built development, to include residential and community buildings, private gardens, shopping, leisure, employment, commercial, access/estate roads, parking, incidental landscape features and suitable boundary treatment.
- The buildings across the site will be 1, 1.5, 2, 2.5 & 3 storey. The necessity to fit in with local vernacular and respond to the detail of the design code sets the height parameters.
- Primary vehicular accesses to the site that fits within a road hierarchy and the existing matrix.
- Land reserved for potential secondary access.
- Guaranteeing the proportion of green infrastructure across the site.
- Securing the necessary land to deliver the SUDs strategy.

Parameters plan Key:

-  **Primary access to site**
-  **Secondary access**
-  **Maximum extent of built development: includes buildings, private gardens, estate roads, parking, incidental landscape features, amenity space, suitable boundary treatment, Swales and SUDS.**
-  **Green infrastructure: includes public open space, retained trees, play areas and SANG, Visitor car parking, allotments, orchards and sports**
-  **Potential Solar Array**
-  **Existing trees to be retained**
-  **Existing Ponds**
-  **Maximum extent of attenuation basins**
-  **The application site**

4.9.1 PARAMETERS PLAN



SECTION 5 – USE

The creation of a community presents opportunities that might hitherto be unavailable in piecemeal development.

The creation of community can provide facilities and the following is a broad detail of the extent of homes and facility within the submission.

These have all been considered in unity with existing facilities in the local vicinity and in combination with the feedback received at consultation and public exhibition:

Alderholt Meadows schedule of accommodation/built form and spatial needs:

1700 dwellings of which 35% are affordable. This includes:

- 1-to-2-bedroom apartments
- 2-5 bedroom houses
- 1-2 bed Sheltered accommodation
- 80-bed Care Home

Commercial & community buildings including:

- Coffee shop
- 6 x Retail/Shop
- Dentist
- Village store
- Community building + Youth Centre
- Public House/Restaurant
- Doctor's surgery
- Pharmacy
- Opticians
- Business Enterprise + Business Hub
- Estates Office
- Offices /Retail/

Restaurant

- All faiths sanctuary
- Employment (see planning statement for detailed schedule)

Amenities

- Allotments
- Orchards

However, the opportunity for this extent must be read alongside all other aspects of use and facility that might be included:

- Significant POS and SANG which exceeds development standard
- Improved highway infrastructure
- Enhanced local bus service, cycle links and pedestrian connections
- Community place making
- A market square for weekly farmers market and local produce
- Enhanced leisure and sports facilities
- Connections to the wider landscape for leisure and activity
- Areas for play
- Enhanced schooling investment
- Homes for a range of ages and with sheltered and care provision
- Affordable housing and with both socially rented and shared equity. Enabling affordable homes to meet local needs in one holistic community creation.

5.1. INDICATIVE LAND USE PLAN



5.2. INDICATIVE LAND USE BUDGET

LAND USE	AREA (m2)	AREA (Ha)	PERCENTAGE (%)
*SANG	514,400	51.44	42%
*Neighbourhood	388,224	38.82	32%
*Green Corridors	99,700	9.97	8%
*Potential Solar Array	63,600	6.36	5%
*Alderholt Meadows Recreation Ground	44,000	4.40	4%
*Parks	38,500	3.85	3%
*Allotments	8,800	0.88	1%
Employment	17,000	1.70	1%
Local Centre/Hub/Market Square	12,100	1.21	1%
TOTAL SITE AREA WITHIN APPLICATION SITE RED LINE BOUNDARY	1,219,393	121.94	100%
Including Highway and Road Infrastructure			

All areas indicative - Subject to Detail Design

*Note: Proposed Green Open Spaces Calculated by Urban Initiatives Studio

SECTION 6 – AMOUNT

6.1. APPROXIMATE DENSITY STUDY

6.1.1. The proposal is for a varied and characterful place that joins amenities, landscape, employment, facilities, leisure, and commercial enterprise into a holistic vision for up to 1700 homes, united into a place that can endure and with certainty.

It is a vision for a place that is greater than the sum of its parts and that might join Alderholt Village without conflict but, with mutual benefit. The parameters plan absorbs all inputs to define an extent and delivery. The design code then expands and sets design principles and visions for how such a place might emerge.

The density parameters plan included here are intended to ensure that an appropriate range of densities are delivered to support the creation of identifiable character areas across the development, that have variety and distinctiveness and to ensure that the proposed quantum of development can be accommodated within the application site in an acceptable layout.

6.1.2. The total application site area is 122 Ha. The overall proposal is for up to 1700 dwellings. Included within the proposals are areas of POS, SANG, amenities, and public gardens in the form of orchards and allotments. The overall density (excluding commercial and business usage but allied only to dwellings) is in the order of 14 DPH. Within the setting of the built extent, defined within the parameters plan, a varied density is anticipated from between 20 DPH up to 55 DPH. Please refer to the “Density Parameters plan”, showing an overall average density for each neighbourhood of 30-35 DPH.

6.1.3. Densities should and will vary. The creation of flatted forms will naturally create pockets of higher density whilst, to the fringes, a lower and more rural density is anticipated at around 20 DPH. Densities will vary according to the character of the area and the variety of street and place characters. More formal and higher densities should transition to lower densities and a variety of neighbourhoods that will form a part of changing and characterful place creation, that has a narrative. The indicative master plan and code appended to this DAS, details a number of approaches, sample characters and architecture to assist in this evolve and any future RMA. It is anticipated that as each phase emerges, and before any details are fully drafted that, a design

brief should be created, with a site arrangement and explanation of street characters and the changing evolution of place creation, relative to each phase. This should be prepared by the applicant and submitted for approval to the LPA at each submission. Each design proposal should be submitted with a site arrangement, key landscaping principles, sections, density, scale variations, and proposals for key house types, built forms, architectural characters, and materials.

6.2. DENSITY PARAMETERS PLAN PLAN

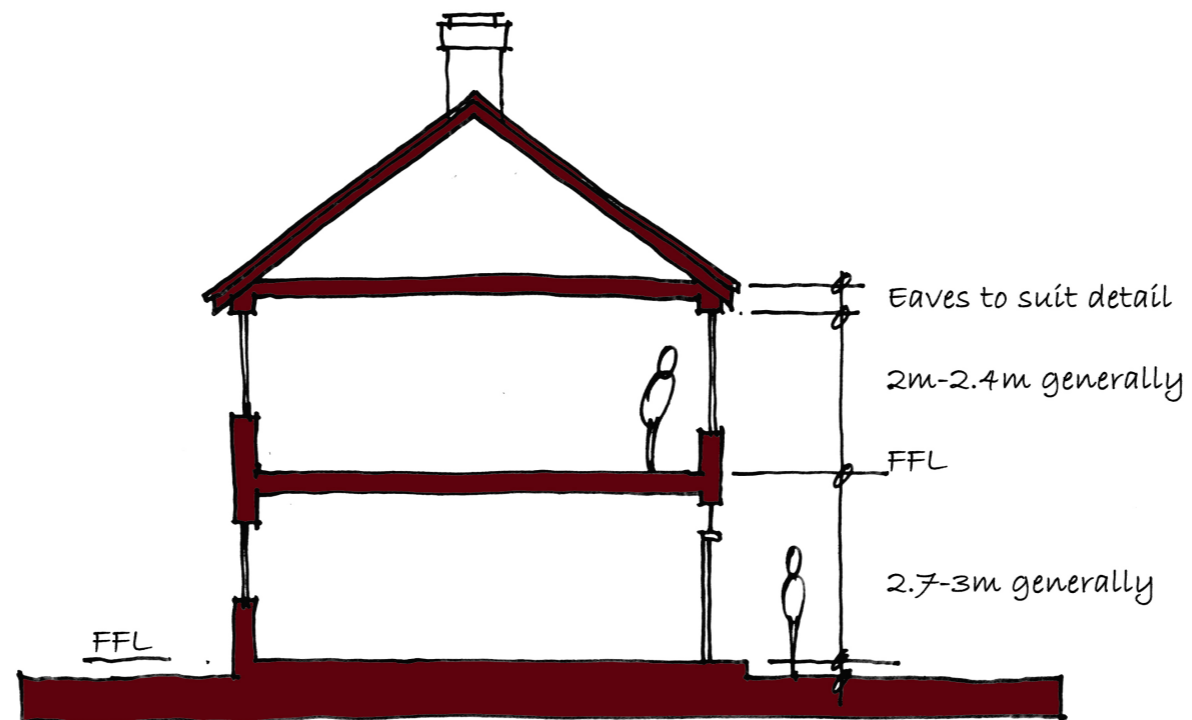
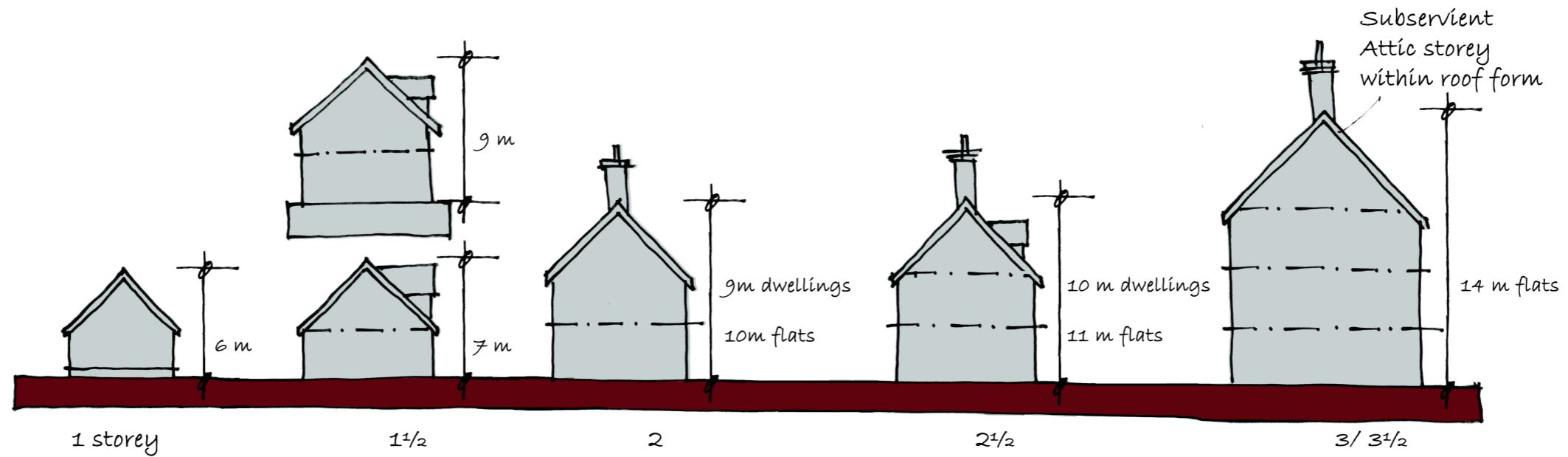


SECTION 7 - SCALE

OVERALL BUILDING HEIGHTS (M) AND EAVES HEIGHT (M)

The maximum height of buildings will be 3 ½ storeys. The dominance will be of 2 storeys in a residential scale.

Roof pitches should be traditional and a minimum of 35 degrees to a general maximum of 47.5 degrees. Some isolated steeper pitches which suit the architecture, and which are landmark forms is acceptable in limited areas.



SECTION 8 – ACCESS

8.1. THE PRINCIPLE OF DEVELOPMENT

The development proposals have been carefully designed to not only deliver additional housing, but also to improve existing and provide additional facilities within the settlement to reduce the need for both existing and future residents to travel outside of Alderholt to meet daily needs. The location of the additional facilities has been carefully considered to maximise the attractiveness of walking and cycling for existing and future residents. The scheme has also been designed to incorporate a new bus route, providing a feasible alternative to use of the private car for longer distance journeys.

The range of facilities proposed will enable both existing and future residents to reduce their travel needs and therefore transform Alderholt from a settlement currently lacking facilities to one which benefits from a wide range of amenities within a 15 minute walk of most properties within the settlement.

8.2. VEHICULAR ACCESS

HILLBURY ROAD – ROUNDABOUT

The primary new access point will be located on Hillbury Road and will take the form of a new roundabout, which has been designed to accommodate the proposed level and type of traffic anticipated, whilst also ensuring that the design is sympathetic to its surroundings and is not overly engineered.

The access will take the form of a four-arm roundabout, with Hillbury Road forming the northern and southern arms, the new development spine road forming the western arm and an existing farm access forming the eastern arm.

The site access is currently located within a 40mph speed limit, however as part of this junction work the intention is to extend the 30mph speed limit south along Hillbury Road to include the access roundabout.

RINGWOOD ROAD – PRIORITY JUNCTION

The other point of vehicular access to the development would be provided via Ringwood Road, which would be diverted southwards to become the main spine road of the development. The existing alignment would form the minor arm of a priority junction. Due to the proposed alignment of the internal spine road an additional connection would be provided to assist vehicles turning right from the spine road into the existing Ringwood Road, and vice versa.

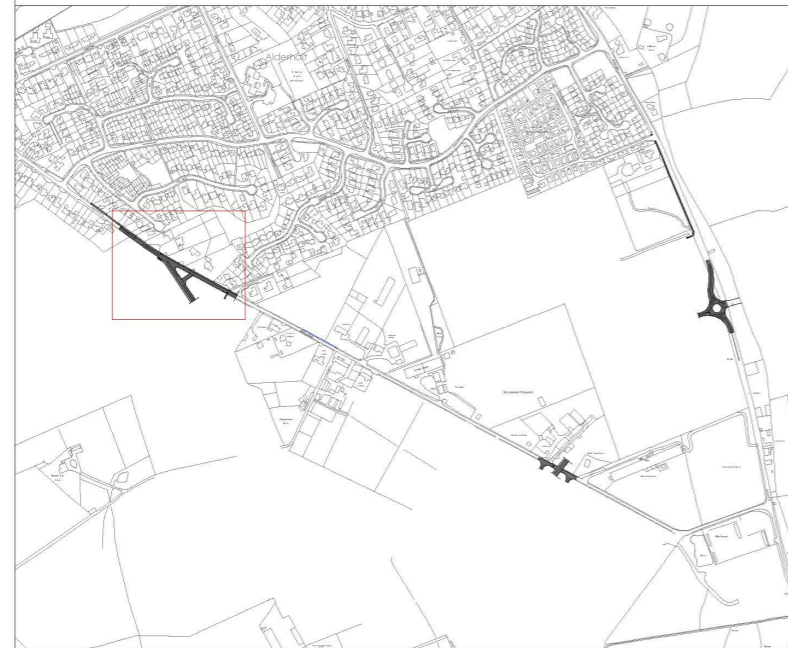
INTERNAL SPINE ROAD

Although not forming part of the present application, the concept of the new internal spine road has been developed to safeguard sufficient space for a 6.5m wide carriageway and adjoining footway/cycleway provision. At this stage, although it is not submitted in detail, the masterplan provides opportunities for spine road deflection to assist in limiting vehicle speeds.

RINGWOOD ROAD

The spine road is proposed to cross the existing alignment of Ringwood Road further to the east, as shown on the masterplan. The existing alignment of Ringwood Road would become a no-through road, preventing vehicles from traversing its length, instead using the new spine road. This would maintain vehicle access to existing Ringwood Road properties, but otherwise reduce traffic volume to make the existing carriageway a more attractive route for pedestrians and cyclists, akin to a ‘quietway’ given its adjacency to the Recreation Ground, Sports Club and proposed facilities. Turning heads would be provided on Ringwood Road, either side of the new spine road.

To reflect the different nature of Ringwood Road, a reduction in speed limit is proposed. Details of the treatment for Ringwood Road, including possible traffic calming features to maximise the attractiveness of the route for pedestrians and cyclists will be discussed with the highway authority.



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7. DETAILS OF INTERNAL RESIDENTIAL ACCESS CONNECTIONS ARE NOT YET FINALISED AND SO WILL BE INCLUDED AS THE SCHEME PROGRESSES THROUGH RESERVED MATTERS STAGES.
8. DETAILS OF TRAFFIC CALMING AND PROPOSED FOOTWAY ALONG RINGWOOD ROAD IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH DORSET COUNCIL HIGHWAYS OFFICERS.

KEY:
 — EXTENT OF PUBLIC HIGHWAY (BASED ON INFORMATION PROVIDED BY DORSET COUNCIL)



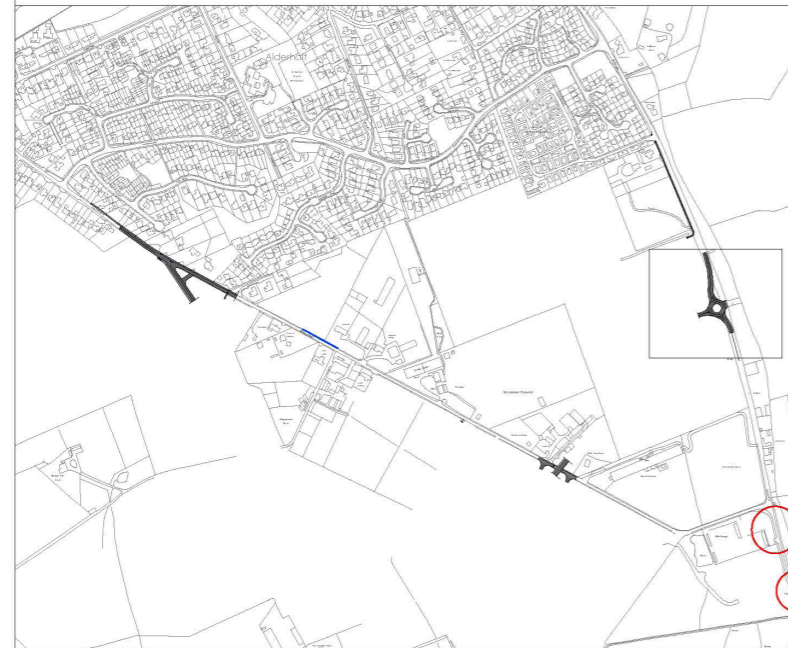
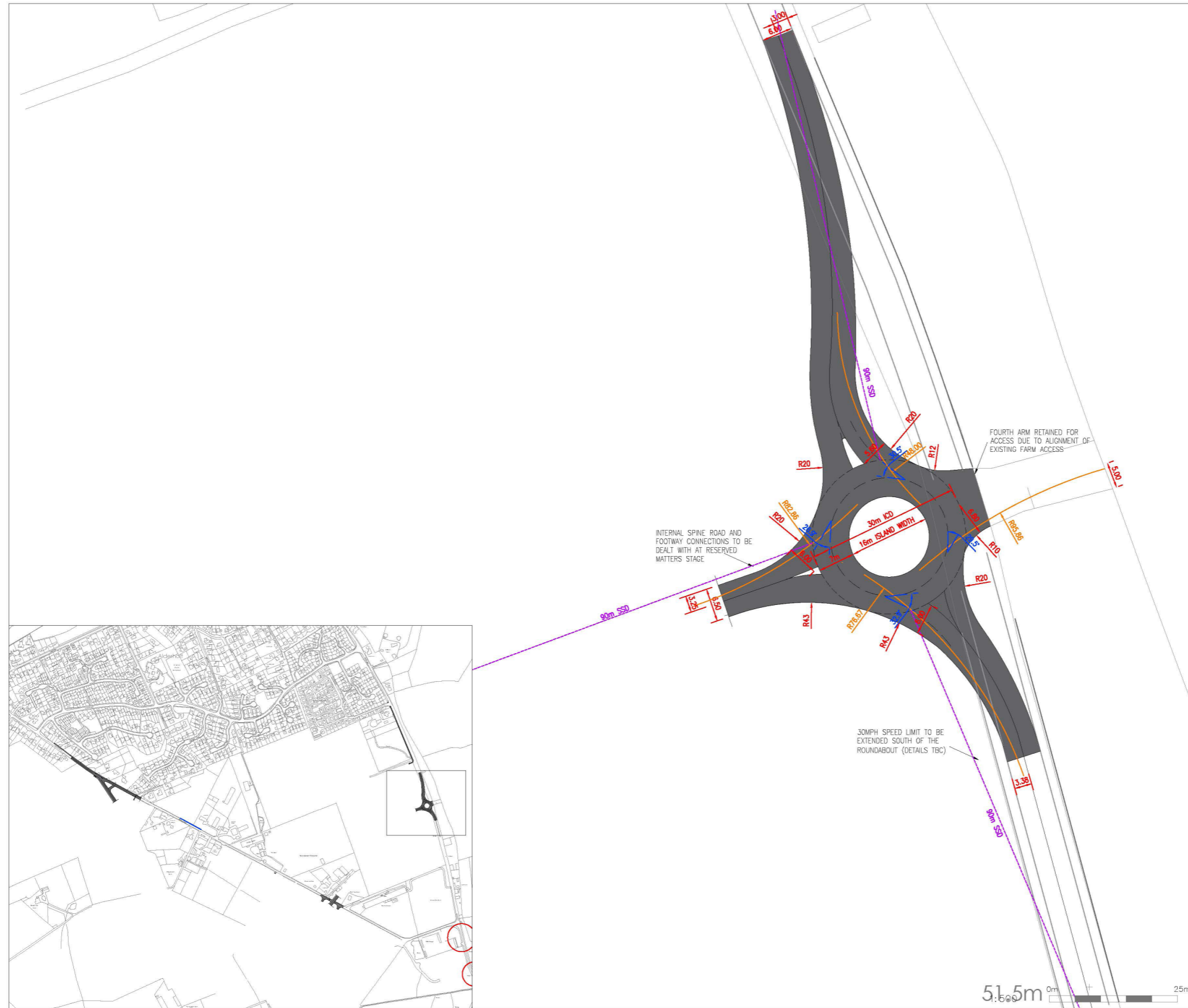
A	MINOR AMMENDMENTS	08.08.22	TP	JR
Rev	Description	Date	By	Chkd

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Client

Project Name ALDERHOLT MEADOWS ALDERHOLT			
Title RINGWOOD ROAD SITE ACCESS ARRANGEMENTS			
Project Phase PRELIMINARY			
Checked By JR	Checked Date 27.07.22	Drawn By TP	Drawn Date 27.07.22
Client Drawing No.		Scale 1:500	(AT A2 SIZE)
PBA Drawing No. 132.0001.002		Revision A	





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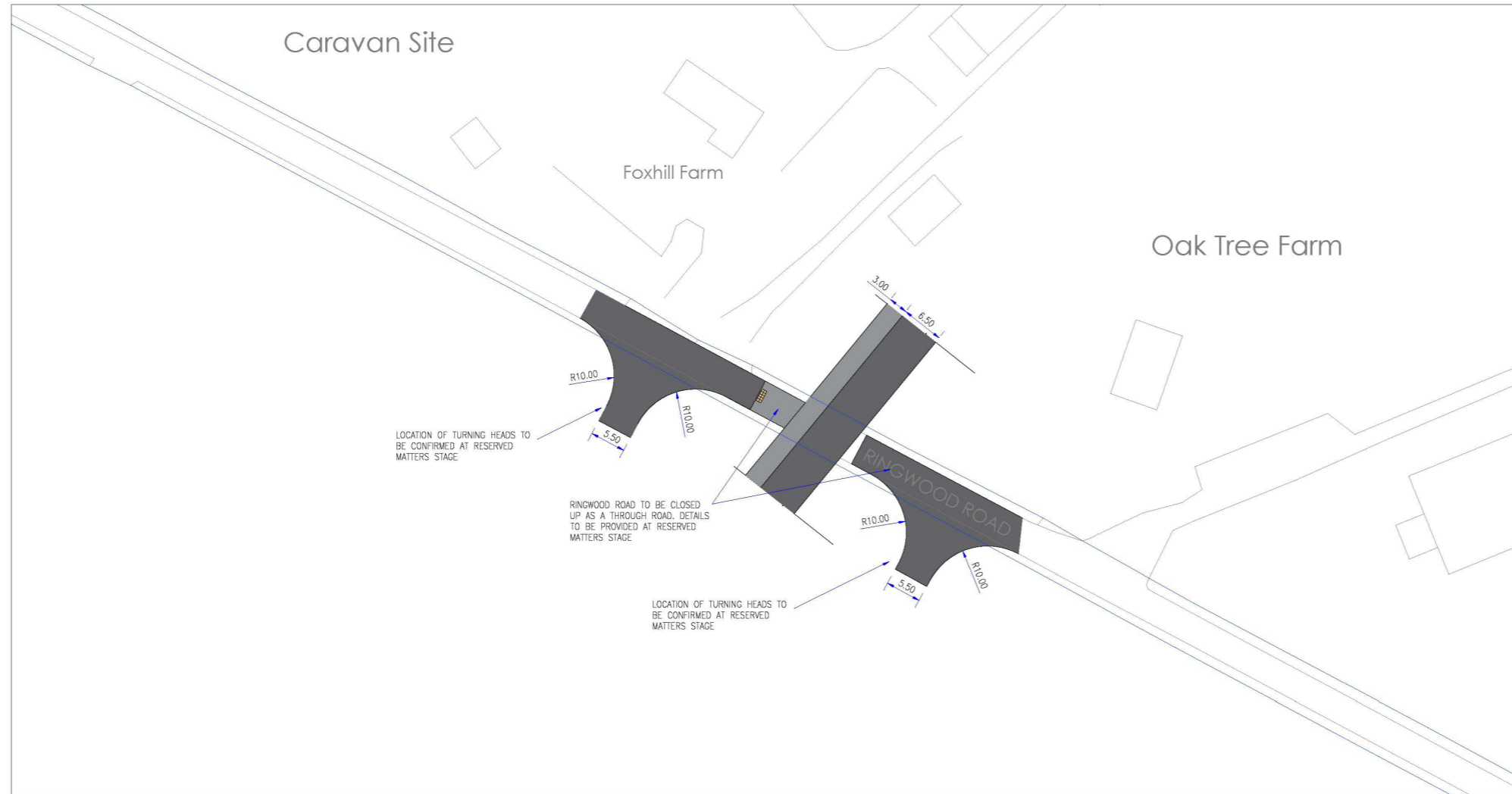


C	MINOR AMENDMENTS FOLLOWING RSA	27.10.22	TP	HC
B	GEOMETRIES ADDED	22.08.22	CJL	JR
A	ROUNDAABOUT REALIGNED	29.07.22	TP	JR
Rev	Description	Date	By	Chkd

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Project Name ALDERHOLT MEADOWS ALDERHOLT			
Title HILLBURY ROAD SITE ACCESS ARRANGEMENTS			
Project Phase PRELIMINARY			
Checked By JR	Checked Date 27.07.22	Drawn By TP	Drawn Date 27.07.22
Client Drawing No.		Scale 1:500 (AT A2 SIZE)	
PBA Drawing No. 132.0001.005			Revision C



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KEY

HIGHWAY BOUNDARY MAPPING (BASED ON MAPPING PROVIDED BY DORSET COUNCIL)

VEHICLE PROFILE

Vehicle 2.5t Recreier (P2-15W with 110-84 chassis)

Overall Length: 11.50m

Overall Width: 2.50m

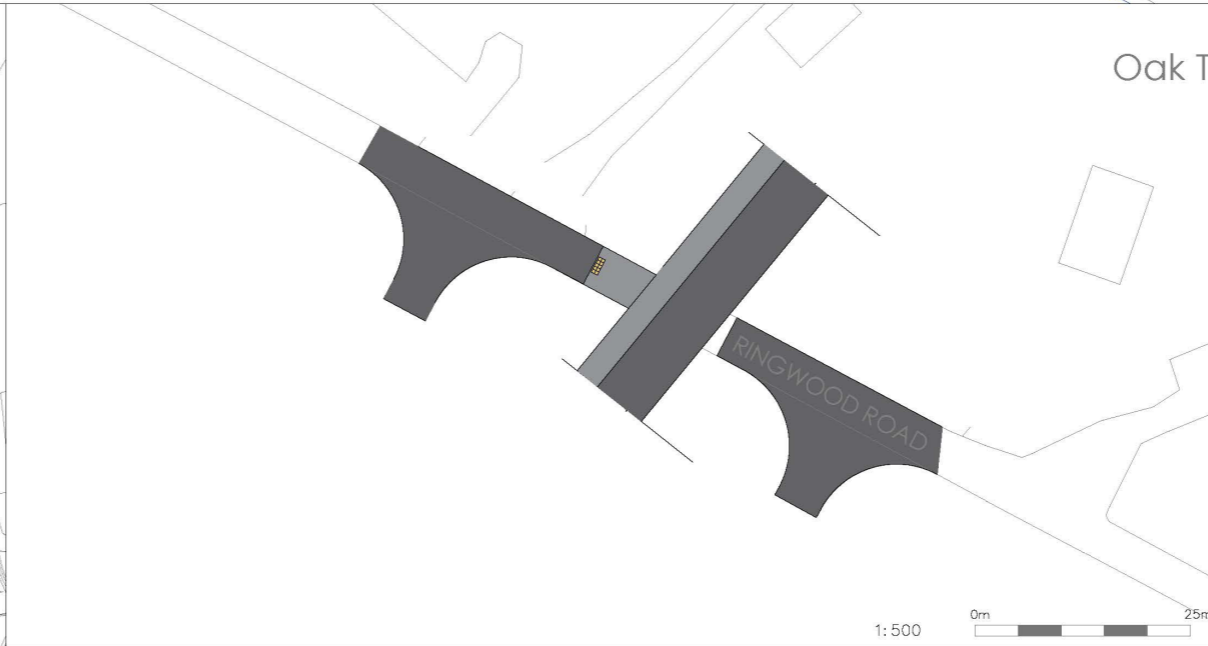
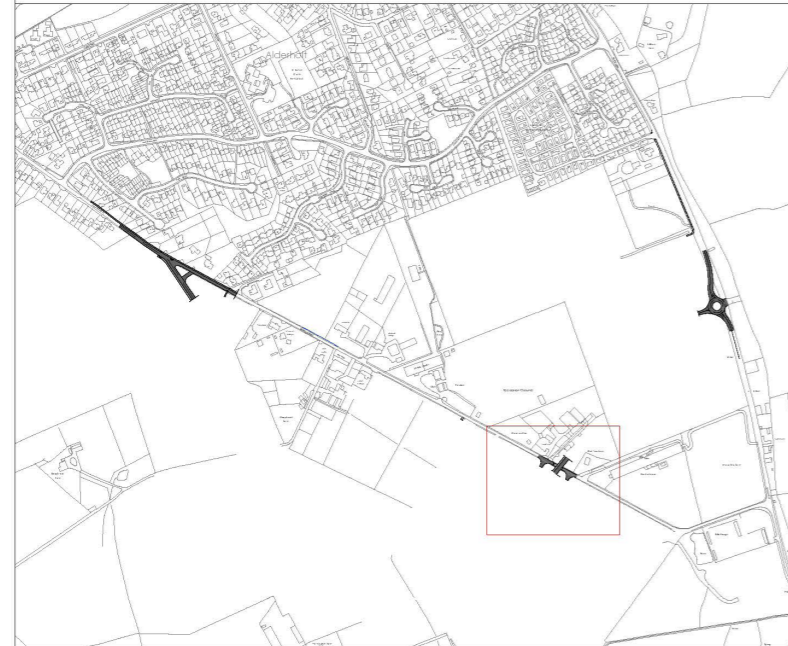
Wheelbase: 3.50m

Overhang: 1.50m

Ground Clearance: 1.150m

Overhang to CGR: 1.150m

NORTH



Rev	Description	Date	By	Chkd
-	-	-	-	-

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Client: **Intelligent Land**

Project Name: **LAND AT ALDERHOLT FORDINGBRIDGE**

Title: **RINGWOOD ROAD PROPOSED SPINE ROAD CROSSING**

Project Phase: **PRELIMINARY**

Checked By: JR	Checked Date: 27.10.22	Drawn By: TP	Drawn Date: 27.10.22
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Client Drawing No. _____ Scale: 1:500 (AT A2 SIZE)

PBA Drawing No. 132.0001.008 Revision: -

8.3. PEDESTRIAN AND CYCLE ACCESS

HILLBURY ROAD FOOTWAY PROVISION

At present there is a footway along the western side of Hillbury Road as far as Hillbury Park. As part of the development proposals a new footway will be provided along the western edge of Hillbury Road continuing south from Hillbury Park. Between the development and Hillbury Park there is highway verge which would allow for a 2m footway to be provided which will improve permeability for pedestrians.

EXISTING LINK FROM BIRCHWOOD DRIVE

To the north of the site there is currently an undefined footpath which routes from Birchwood Drive to the northern boundary of the site to the rear of Saxon Way. As the site is in private ownership, the footpath terminates at the site boundary. As part of the development proposals this connection will be opened as a pedestrian route to connect into 'Alderholt Park', a newly formed area of parkland proposed as part of the development.

LINK TO RECREATION GROUND

At present there is a footpath which routes through the recreation ground, immediately to the west of the newly created Alderholt Park. As part of the development, pedestrian and cycle connections across Alderholt Park will be provided. This will enable permeability between the eastern section of the site and the centre of Alderholt.

FOOTWAY PROVISION ALONG RINGWOOD ROAD UP TO THE VEHICULAR ACCESS

As part of the proposed amendments to Ringwood Road, a 2m footway is proposed on the northern side of the carriageway Ringwood Road, between the existing provision and the footway connection from Broomfield Drive to Ringwood Road. At this point a traffic calming scheme is proposed which will shorten the distance for pedestrians to cross over Ringwood Road and provide a connection into the site.

In addition, a pedestrian crossing of Ringwood Road is proposed between the new footway on the northern side and the footway/cycleway abutting the southern side of the spine road.

RINGWOOD ROAD

A number of options to change the nature of Ringwood Road have been considered.

One option involves the continuation of the newly proposed footway along Ringwood Road. This 2m footway would continue up to the point at which the spine road crosses Ringwood Road, where the footway will connect into the footway/cycleway accompanying the spine road. The existing Ringwood Road carriageway would thus be reduced to 4.8m in width in order to reduce traffic speeds and enable on carriageway cycling, whilst ensuring that two vehicles can still pass.

The second option is that Ringwood Road is reduced in width to approximately 3m width, with 4.8m passing places provided intermittently along its length. This would allow existing carriageway to be repurposed as verge and vegetation as appropriate. This reduction in width will result in the character of Ringwood Road becoming more rural and traffic speeds being reduced substantially as a result. This will create a 'quiet lane' which will mean vehicle speeds will be low and a shared surface created to accommodate pedestrians and cyclists on carriageway.

These are just two examples of treatments to promote active travel along Ringwood Road, whilst maintaining access to the residents and businesses along Ringwood Road. This will be discussed in more detail with Dorset Council as the application progresses, along with the details of pedestrian and cyclist connections through to the proposed market square.



Reference plan showing permeability, connections & routes by "Scott Worsfold Associates"



8.4. OFFSITE CONNECTIONS AND IMPROVEMENTS

B3078 STATION ROAD

Station Road currently measures approximately 6m in width and has circa 1.5m footways on both sides of the carriageway. It is one of the more heavily trafficked roads within Alderholt due to its connection between Verwood/Cranborne and Fordingbridge.

On this basis a review was undertaken to determine whether improvements could be made for cycling provision. Reduction in road width to accommodate a dedicated cycle facility was discounted on the basis of the impact on traffic flow and character of the road. Therefore, it is proposed that an appropriate measure would be to provide advisory cycle lanes along both sides of the carriageway and that the centre line be removed. This will enable cyclists to have allocated road space and the removal of the centre line should help to slow traffic along what is a relatively wide, straight stretch of road. These advisory cycle lanes are proposed between the Churchill Arms to Down Lodge Close on the approach to Pressey's Corner.

RINGWOOD ROAD

In addition to the advisory cycle lanes provided along Station Road, it is considered appropriate to provide similar facilities along Ringwood Road up to the new spine road. At this point cyclists will have the option of either the new 3m shared footway/cycleway, or continuing to use the downgraded section of Ringwood Road, as detailed above.

CONNECTIONS TO MIGHAM LANE

There are a number of Public Rights of Way (PRoW) routes between Hillbury Road and Migham Lane further to the east. These PRoW currently comprise footpaths, however there is the potential to improve these footpaths to make them accessible to cyclists. This would provide an alternative to the use of Fordingbridge Road, instead utilising Migham Lane and Ashford Road, to reach the western end of Fordingbridge. The viability of improving/providing such links will be explored.

Given Migham Lane and Ashford Road are both lightly trafficked narrow roads, this would create a safer alternative route for cyclists to Fordingbridge, that is no longer in length than the use of Fordingbridge Road. This would help to encourage cycling and therefore offer more of a modal choice than reliance solely on the private car.

CONNECTIONS INTO FORESTRY TRAILS TO THE SOUTH

To the south of the site lies Cranborne Common which, as detailed above, has a number of forestry trails and a bridleway which lead toward Verwood. As part of the proposed development connections will be made between the proposed development and these existing trails. In doing so this will open up alternative routes for pedestrians/dog walkers, and cyclists to utilise, therefore encouraging sustainable travel for either travelling or leisure purposes.

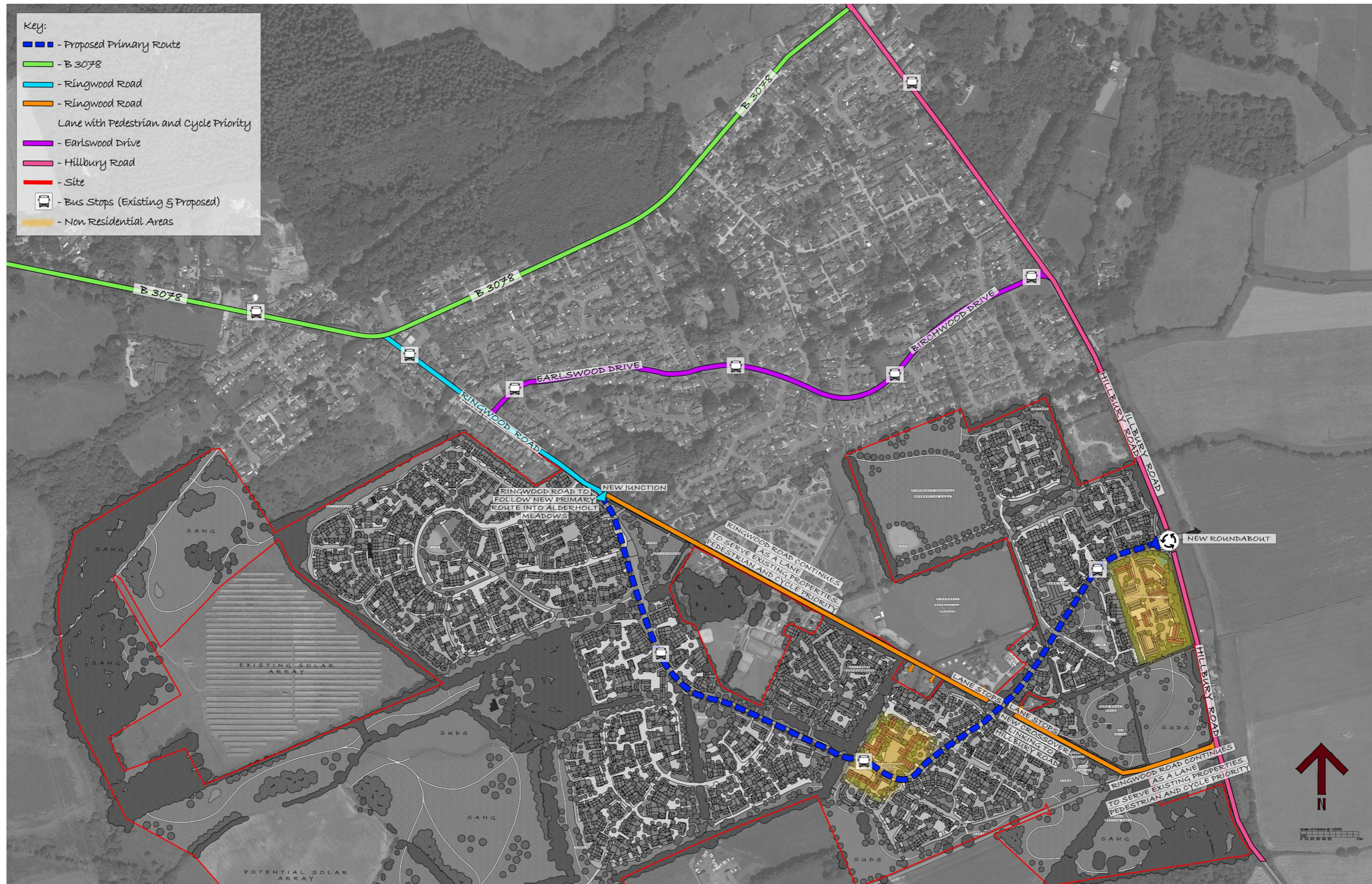
8.5. PUBLIC TRANSPORT IMPROVEMENTS

The current bus service in Alderholt is sub-standard and does not well serve the existing population of Alderholt. Therefore, as part of the proposed development, financial contributions will be provided to deliver a high frequency, reliable bus service. Discussions have taken place with a local operator to establish the feasibility of such a service.

The operator stated a desire to operate a future bus link through Alderholt and considered this to be viable following the introduction of the proposed development. The operator suggested that an hourly bus in each direction between Cranborne, Alderholt, Fordingbridge and Ringwood would be feasible. Within the locality of Alderholt this would route through existing Alderholt settlement as well as the proposed development parcels and as such the new spine road has been designed to a width of 6.5m.

The masterplan also includes opportunities through the site to allow buses to stop within a reasonable walking distance of residential development and for the bus to travel close to the variety of land uses on site including the market square and employment areas.

Plan diagram showing vehicular plan & access, created by "Scott Worsfold Associates"



8.6. PARKING STRATEGY

Parking should be designed WITHIN the urban and landscape design and not be an afterthought. It is anticipated that the following presents a reasonable extent of parking arrangements:

- Mews court parking
- On curtilage parking
- Rear curtilage parking
- Visitor on street parking
- Amenity parking
- Employment parking
- Shopping centre parking
- Orchard / allotment parking
- Recreation ground parking

The indicative master plan tables a variety of techniques and templates for absorbing car ownership, car migration and visitor car needs. Landscaping and articulated built forms should contain the car. Tree planting between spaces and a variety of hard surface treatments should be absorbed. Poundbury offers an excellent model for parking design and this should be incorporated.

MfS 1 & 2 exist as the current reference for design but the thoughts of the Urban Design Compendium, Places Streets and Movement and DB32 should also be adhered to and explored.

Variety is the key to car parking format however, wherever and however car parking is incorporated and formatted it should allow convenience. Without this, car parking occurs accidentally and not to a plan as it invents its own convenience.

Appropriate car and cycle parking will be provided on site in accordance with the relevant standards at the time of any reserved matters application. The masterplan has been designed to ensure that there is sufficient space to accommodate likely demand and offers a variety of parking solutions.

All should be varied and explored as a range of parking solutions and without one method proliferating where, it might dominate and overcome architecture and place making to its detriment.

Parking will also be dictated by street hierarchy and character.

Details are explored within the code.



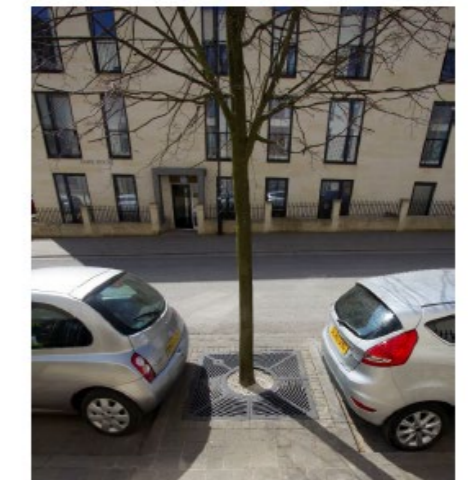
Trees within a courtyard setting for landscape effect but used as markers for parking and with a setting that is juxtaposed with built form/hard surface.



Examples of parking arrangements incorporating trees



Cast iron tree grille



Electric vehicle charging points will be provided for all dwellings.

The development will also deliver an extensive car club and electric vehicle charging strategy. All dwellings would be provided with electric vehicle charging infrastructure in accordance with the requirements of local policy and/or building regulations.

The development will seek to secure a dedicated on-site car club to assist those who only occasionally require use of a vehicle. This will likely form part of a wider transport/connectivity hub within the market square or employment areas. Other elements of this hub may include e-bike or e-scooter rental provision, and cycle maintenance hubs to enable ongoing maintenance needs to be met.

SECTION 9 - CONCLUSION

It is the case that good design enhances the character and quality of place. Good design can add to community and create new housing opportunities, create homes that generations might occupy and grow within, generate employment and offer places for amenity that didn't previously exist.

Our housing needs are often met by parasite sites that create homes but that do very little for the community and its needs for function, facility, amenity, leisure and schooling. They simply place a greater burden on what exists.

In contrast, this Alderholt Meadows submission proposes a new community that reaches out, joins and adds to the existing community without conflict. This creation will reinforce housing but also community facilities to benefit all.

Design can be subtle, but at its heart there must be an initiative to invest in and add to community. It is the vision of Dudsbury Homes that community creation and enhancement be at the core of this submission.

Fulfilling place creation requires planning, and it's in the planning and the holistic desire to add to and enhance community that this DAS and appendix Design Code clearly offer a very detailed intent and plan, which can easily be understood.

It's an intent that will evolve as hopes and community needs evolve. This DAS and appendix Design Code is therefore but a stepping-stone, but one which is secure, and which will evolve as further detailed RMA submissions explore the ability of Alderholt Meadows to be a place that fulfils, endures and relates to the existing village, to mutual advantage.

This proposal is holistic. It extends beyond the built form and includes enhanced schooling, highways improvements, improved infrastructure and transport, and employment opportunities for those people who live in Alderholt but who currently have to commute further afield on a daily basis. Enhanced schooling would also save travel to other areas.

This is a moment of potential change, on land that is currently available and, which can serve and provide for a far greater place than it does now.

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