



DRAFT ALDERHOLT VILLAGE PLAN

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DORSET COUNTY PLANNING DEPARTMENT**

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ALDERHOLT VILLAGE PLAN: DRAFT

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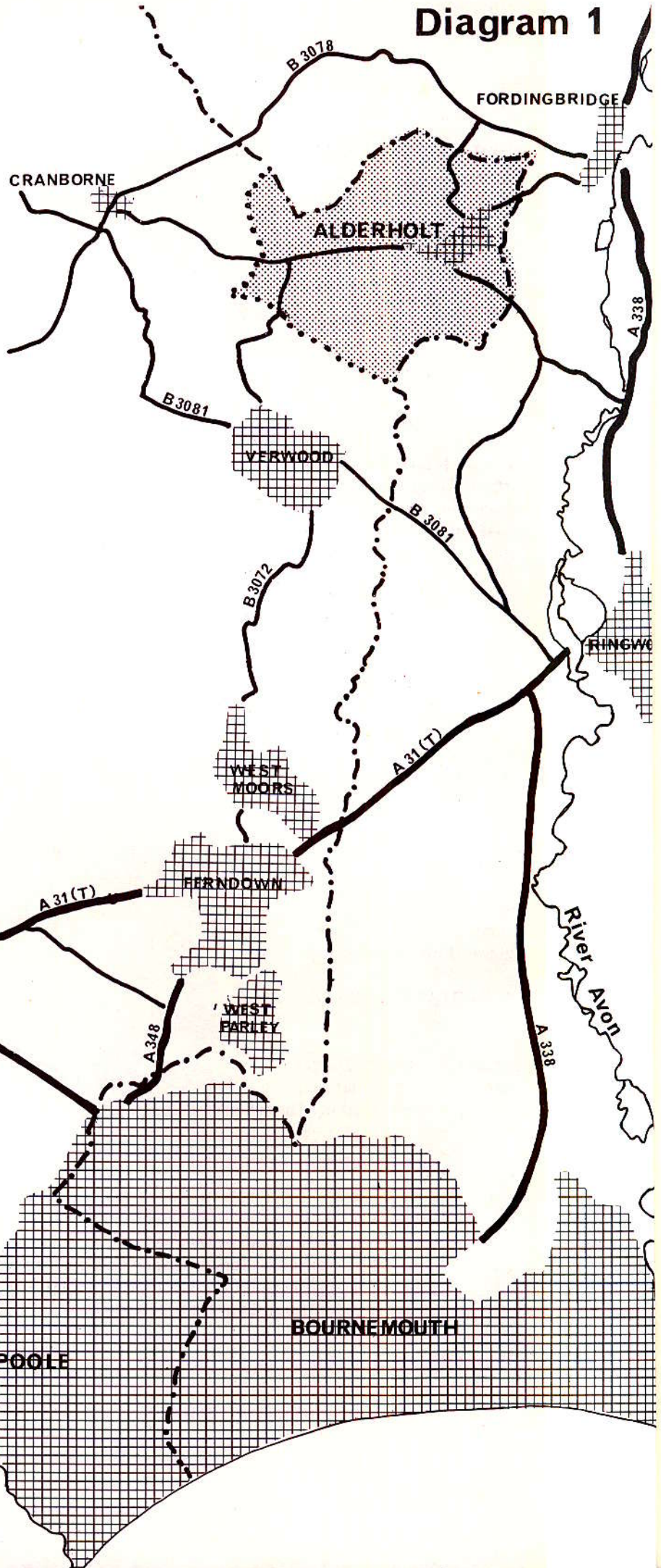
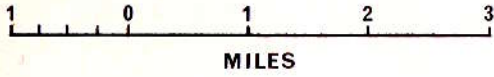
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LOCATION PLAN

Diagram 1

SCALE
1:100,000



PART I: INTRODUCTION

1. Alderholt lies on the edge of New Forest type country with the Avon River to the East and Chalk Uplands to the north and north west. The subsoil is mainly Bagshot Sands overlying London Clay with a widish belt of clay exposed across the north part of the Parish and plateau gravel bordering the south and south-east boundary, and it is these conditions which give rise to drainage difficulties in that they prevent soakaways from functioning properly. The southern half of the parish is comprised mainly of heath and afforested land. In the northern half farming land of average quality predominates studded with numerous plantations and wooded areas.
2. Administratively the Parish lies within the Wimborne and Cranborne Rural District and borders the Hampshire Rural District of Ringwood and Fordingbridge. From the Location Plan it can be seen that the main settlement lies in the east of the Parish, 2 miles south west of Fordingbridge, 4 miles north east of Verwood, and is linked to these places by a Class III Road. Ringwood and Bournemouth are respectively, 6 and 12 miles to the south and Salisbury 12 miles to the north.
3. The village was formerly served by the Salisbury-West Moors-Bournemouth single line railway with a stopping place at Daggons Road Station (opened 1896), but the line was closed to traffic in May 1964 and the track has been removed. There are, however, daily 'bus services to Wimborne and Fordingbridge, connecting at Fordingbridge with services to Salisbury, Ringwood, Bournemouth and Southampton.
4. Over the past decade the Local Planning Authority has, by and large, resisted development in Alderholt because of the difficulties that exist in respect of foul drainage owing to the subsoil conditions. The construction of at least part of a main drainage system is now in prospect, and this is likely to be followed by pressure for the release of land for residential development.
5. Looking at Alderholt in the context of East Dorset generally, there is no overall shortage of building land at present, to match demand deriving from the fairly rapid population growth in this area; the findings of the Land Use Transportation Study (LUTS) are being progressively acted upon by making provision for additional development in Verwood, Ferndown and the North West sector of the Poole Town Map Area which will ensure that future demand is well catered for. Development, of course, entails corresponding capital expenditure on District Council and County Council services, particularly on road construction, and, in accordance with the LUTS recommendations, it has been agreed that the above areas should take priority.
6. It is both interesting and relevant to note from the continuation study of the LUTS that the population growth within the Study area is at present considerably less than that envisaged in the original Study as possible in the 1965-81 period, (Page 18, '1970 Summary', obtainable from the County Planning Department).
7. The object of publishing the Alderholt plan is not, therefore, to stimulate or bring pressure to bear on expediting development in Alderholt, but to ensure that the various development restraints are known and that when development takes place it does so in conformity with an agreed plan, the objects of which are:-
 - (1) To prescribe a limit to development having regard to:-
 - (a) the rural character of the surrounding area, and
 - (b) the desirability of concentrating development to consolidate what is at present a rather diffuse settlement strung out along the main road serving the locality.
 - (2) To ensure that residential development proposals take account of the need to reserve land for ancillary uses.
 - (3) To ensure that development is staged in relation to the provision of foul and surface water drainage, improvements to road conditions and layout and other services; and to help public Authorities to budget accordingly.

8. In regard to (3) above, instances may well arise where a developer, wishing to proceed with development in accordance with the plan, is refused planning permission because an Authority is not in a position to give priority to associated improvements necessary to the proposed development. Such restraints are outlined further on in the report. If, however, a developer considers it feasible to arrange, carry out and pay for such works as part of his development, the grant of planning permission will be given favourable consideration subject to such arrangements being secured to the satisfaction of the Planning and other Authorities concerned.

9. Because of the imposition of an overall layout plan on an area fragmented by different ownerships and interests, close co-operation will be necessary between prospective developers to effect comprehensive layouts which integrate with and improve the existing layout pattern.

10. If the development plan is to be implemented in the manner proposed it will also be necessary in some instances, before development is permitted, to introduce traffic orders for the stopping up or diversion of certain highways. These orders, made under the Road Traffic Regulations Act 1967 will be published by the County Council at the appropriate time and will be open to objections from members of the public.

11. Proposals for the village are discussed and set out under Sections on population, drainage, highways and land use in the following Part II, with references to the Staging Diagram (Diagram 2), the Appraisal Map (Diagram 3) and the Development Diagram (Diagram 4) contained in Part V.

PART II: PROPOSALS

POPULATION

12. The Parish population is estimated to be 840 (mid-1969) compared with 740 in 1961 and 770 in 1951. Approximately 480 live in the main development area and a further 100 in the vicinity. The remainder are accommodated mostly in small farming communities distributed over the north and west parts of the Parish. The southern part of the Parish is virtually unpopulated.

13. Alderholt functions partly as a farming and forestry community and partly as a dormitory area for neighbouring towns. There is undoubtedly a fair proportion of retired persons settled in the area, and, in common with other areas in East Dorset, there are several small nursery gardens providing a small amount of local employment. The population growth expected when land is released for development will, initially, derive almost exclusively from the settlement of adventitious population attracted by new building in a rural setting, with a small secondary growth arising solely out of the parallel increase in service employment.

14. Having regard to the changed circumstances that will be brought about by the provision of main drainage any assessment of the likely rate of growth is bound to be speculative. As an instance, Hampreston, one of the fastest growing Parishes in the Rural District, has increased at an annual rate of 5.5% over the last decade. Applying a rate of, say 5% per annum to the population of the main settlement at Alderholt the increase would average about 50 persons or 20 dwellings a year.

15. In practice, because Alderholt will be competing with other districts for population, the annual growth is likely to vary considerably as a result of surges of building at various stages of development and it is not possible to predict with any certainty the period of time over which the capacity figure will be attained.

16. For the purpose of relating population and the various development restraints to particular localities the plan has been divided into a number of areas. The estimated present and future population capacities of the areas, derived from the proposals discussed under the Section on Residential Development (paragraphs 24 to 32), are set out in the following table:-

	Area No. (See Diagram 4)	Present Population	Population Capacity
Main Development Area	1 (a, b)	120	560
	2 (a, b, c, d)	90	510
	3 (a, b, c, d)	50	240
	4 (a, b, c, d)	60	730
Peripheral Areas	5 (a, b, c), 6 (a, b), 7	<u>160</u>	<u>360</u>
Total Development Area		480	2,400
Remainder of Parish		<u>360</u>	<u>390</u>
Total Parish		840	2,790

17. For the purpose of making both the present and future population estimates an average of 2.8 persons per dwelling has been assumed and an average of 7 dwellings per acre applied to the development areas. Potential infilling sites have been assessed individually. In practice, the density of dwellings will, of course, be dictated by site conditions and the type of housing proposed.

18. It is expected that a total of approximately 10 acres will be required for a school site and public playing field. If they are eventually located on land that would otherwise be developed for housing the effect would be to reduce the population capacity quoted above by approximately 200 persons.

MAIN DRAINAGE

19. The extent of the area embraced by the proposed drainage scheme is shown on the Appraisal Map (Diagram 3). Flow from the drainage area will gravitate to a pumping station sited in the vicinity of Pressey's Corner. From there it will be pumped to the Ringwood and Fordingbridge Sewage Disposal Works for treatment and discharge into the River Avon. The Avon and Dorset River Authority have confirmed their acceptance of the proposed scheme.

20. The complete scheme, capable of dealing with a population equivalent to the capacity of the development area, was approved by the Department of the Environment (formerly the Ministry of Housing and Local Government) late in 1970 and it is the intention of the Local Authority to implement the scheme as a whole in the financial year 1971/72.

SURFACE WATER DRAINAGE

21. The existing surface water drainage system is barely adequate to deal with the run-off from the present development and on the advice of the Avon and Dorset River Authority the Local Planning Authority will require adequate arrangements to be made for this plus the increased run-off arising from future development, including any improvements necessary to the watercourse beyond the immediate area of development. Planning permission for development will only be given if satisfactory arrangements have been made in this respect.

22. Detailed provisions and the assignment of responsibility for them are matters for agreement between the River Authority, the Rural District Council, the County Council and prospective developers and do not fall within the scope of this plan.

23. The Local Planning Authority is, however, concerned with the effect on the staging of development. For planning reasons (see paragraph 31) the first stage will be confined to area 1(a and b). After this the logical sequence of development would be to extend it south westwards and southwards from Pressey's Corner into the catchment areas which approximate to Areas 2 and 3 plus 4. The Local Planning Authority is advised, however, that the watercourse to the north-west of Pressey's Corner discharging into Ashford Water may require improvement before any development takes place other than, possibly, that in area 1(a and b), as illustrated in the staging diagram, (Diagram 2).

RESIDENTIAL AREAS

24. The extent and nature of existing development, commitments and various considerations in respect of future development are illustrated on the Appraisal Map (Diagram 3).
25. Boundaries limiting the spread of future development have been defined with regard to (i) the agricultural quality of the land, (ii) the extent of the foul drainage area, (iii) the need to curtail further ribboning of development along the main roads serving the village, and (iv) the line of Station Road.
26. In regard to (i) the Ministry of Agriculture are of the opinion that the land within the development area is basically of a lower agricultural quality than that beyond and that its retention as farm land would be difficult to justify. In regard to (iv) there is ample land south of Station Road awaiting consolidation and apart from providing a well-defined limit to development in a northerly direction it is desirable to contain the amount of local traffic conflicting with through traffic.
27. It would be quite reasonable to define the southern boundary to equate with the ridge line between Hillbury and Ringwood Road; however, it is considered more practical to extend south to the boundary hedges that traverse the area near the top of the south-facing slopes which demarcate the area capable of being drained.
28. Within the rectangular area formed by this boundary (areas numbered 1 to 4 on the Development Diagram) there are some 63 acres of potential development land, $5\frac{1}{2}$ acres of which comprise infilling sites, (areas 1b, 2b, 2c, 3c and 3d). In addition there are about 29 acres of land comprised within existing residential curtilages which could be more intensively developed by means of property severances. Sites created in this fashion would either constitute infilling sites fronting onto existing roads and totalling about $8\frac{1}{2}$ acres, or would be comprised in parcels of land, totalling $20\frac{1}{2}$ acres requiring a comprehensive layout. The onus for gathering these plots together would rest with the prospective developer: it is unlikely, in present circumstances, that compulsory powers would be exercised to bring such land onto the market.
29. Outside the main development area there are 3 'peripheral areas' numbered 5, 6 and 7 where it is considered acceptable for consolidation to be carried out. Potential development land in these areas amounts to $10\frac{1}{2}$ acres of which some $4\frac{1}{2}$ acres would comprise infilling sites.
30. The population figures relating to these areas are set out in the table in paragraph 16.
31. In regard to the order of development, area 1a is centrally situated and is already partly committed to residential development. Therefore, subject to the restraints referred to elsewhere and summarised in the staging diagram (Diagram 2), development of the village in depth should commence in this area. When it has been substantially consolidated there is no planning reason why development should not go ahead in any or all of the remaining areas 2, 3, 4 and 5 as occasion demands.
32. Infilling will be permitted at any time in the areas indicated on the plan, subject to any restraints imposed by the need for associated highway and surface water drainage improvements.

INDUSTRIAL AND STORAGE USES

33. Use is at present made of the land adjoining the ex-railway station for these purposes and reference has been made to this use under the Section on Highways. When a satisfactory access is established the area will be considered suitable for relocating local uses of an industrial or storage nature, or similar but new uses deriving from local need.

HIGHWAYS

Section 159 Orders

34. Present highway conditions and places where improvements are considered necessary are shown on Diagram 3. Section 159 Orders under the Highways Act 1959 are in force for most of the development roads. These orders require a Developer in the act of constructing a dwelling to surrender to the highway the prescribed land as delineated by the line laid down in the Order and to remove the existing boundary bringing the level of the land to that of the existing highway, so that as development proceeds the highway may be suitably widened and visibility improvements effected at road junctions.

35. This may, however, be a slow process and frontages of dwellings existing before the Order was made always remain to be dedicated as highway with compensation paid by the County Council, and the boundaries of these dwellings must be set back before any construction work can be completed. This is an expensive procedure and the widening of carriageways and provision of footways will depend upon schemes being prepared by the County Council.

Relation of Highways To Development

36. In Alderholt, with increased traffic generation in prospect, it is essential if safe conditions are to be achieved and maintained, that highway improvements are carried out concurrently with the development. At the present time, however, and for some years to come other areas in the County must take priority so far as investment of public funds on highways are concerned. If, therefore, any development beyond limited infilling is to take place at all, it can only be permitted subject to related road improvements being made at the same time, including the provision of footways or foot-paths in certain instances. (See also paragraphs 8, 9, 10 and 76 and Diagram 2).

Road Framework

37. The existing Class III and unclassified roads will continue to form the main framework for the development of the area. The plan seeks to rationalise and improve the existing network of private streets and to limit the amount of further development dependent solely upon them.

Park Lane and the Proposed New Road

38. The plan requires the major part of new development to be related to a new road spanning the southern part of the settlement between new accesses onto Ringwood and Hillbury Road (See Development Diagram). The precise alignment will depend upon the location of these accesses and the convenience of siting feeder development roads; it should also have regard to the ground configuration and to the conservation of existing planting.

39. The staging provides for the central section of the new road to be constructed first with access from Park Lane to serve area 1a. Although a large part of this area was granted outline planning permission for low density residential development prior to the preparation of the plan, development at a much higher density is now in prospect. This is acceptable providing Park Lane and the visibility at its junction with Station Road are improved at the same time.

40. To avoid both an undue weight of traffic on Park Lane and an excessively long cul-de-sac, development outside area 1a served by the new road, must be commenced from either end. The new road will be progressively extended from Ringwood and Hillbury Roads, to link with the central section. Furthermore, the development of area 2a will only be permitted subject to the provision of a footpath along Ringwood Road from Station Road to the point of access into area 2a.

41. On completion of the new road from end to end a traffic order for the severance of Park Lane to vehicular traffic will be considered, with the object of creating a traffic-free zone in the vicinity of the local centre and school; vehicular access to these uses would be maintained from the south side only.

Camel Green Road Area

42. Apart from very limited infilling along Camel Green Road and adjoining lanes, further development related to Camel Green Road (Areas 3b and 4a) will be permitted only in conjunction with improvements to the road itself (see paragraph 76). This restriction will also apply to the establishment of a vehicular link along Antell's Way between Camel Green Road and the proposed road. Development related to the eastern end of Camel Green Road (4a) will be permitted only when the existing access to Hillbury Road can be closed and Camel Green Road extended either (i) to a new point of egress onto Hillbury Road, or (ii) to form a T-junction with a road constructed to serve area 4b and the northern part of 4c.


43. Development along Hayters Way (3b) and Fir Tree Hill (part 4a) will be permitted as and when these roads are made up and closed to the through passage of vehicles in the manner indicated on the Development Diagram.

44. Development of the backland north of Hayters Way (3a) must be by way of a new access off Hillbury Road; there will be no vehicular access to Hayters Way which, even when metalled, will be of inadequate width and alignment to accept additional traffic. This provision will also create a suitable environment for a children's play area (see paragraph 59).

Station Road

45. Reference has been made to visibility improvements at the junctions of Park Lane and Camel Green Road with Station Road (paragraphs 39 and 76). This would be effected either by the acquisition of segments of residential property at the corners or, alternatively by the re-alignment of a section of Station Road taking in undeveloped land on the northern side, as indicated on the Development Diagram. The latter method would have the additional merit of improving the longitudinal visibility along Station Road and developers are invited to consider such a scheme in consultation with the Highway Authority.

Peripheral Roads

 46. In regard to the areas fronting onto Station, Ringwood and Hillbury Roads (2b, 2c, 3c, 3d, 5c, 6a, 6b and 7) further development must be by way of infilling subject to the reservation of access points to the interior.

Blackwater Grove Area

47. Apart from the question of reserving a playing field site in Area 5a. development off Blackwater Grove will be subject to the road being made up, the provision of footpaths and an improvement of the junction with Station Road. (5a and 5b).

Industrial Area

48. The visibility for vehicles using the industrial and storage area adjoining the ex-railway station is very poor and before further development is permitted the means of access will have to be improved. An improvement line for the main road at this point has been approved by the Highway Authority, involving the demolition of the bridge, filling in the cutting, improving the road by widening and smoothing out the vertical and horizontal alignments. This in turn will provide ample scope for the design of a suitable industrial access to be constructed by the owners and/or users of the industrial site.

49. The above main road improvement is not yet in a construction programme and if further development is to be permitted it will be necessary for the owners, users or potential users of the site to cooperate and, in consultation with the County Surveyor, devise and construct an access with improved visibility onto the main road.

FOOTWAYS

50. Suggested routes are indicated on the Development Diagram and as far as possible are segregated from traffic or routed through culs-de-sac. For the most part, they would be created by making new development conditional upon their construction and by closing certain sections of existing roads to vehicular traffic. (See also, paragraph 10).

SCHOOL SITE

51. There are no commitments in the County Education building programme for the existing Alderholt VC Primary School although the Education Development Plan, 1944 proposed the eventual building of a new school in the village. Re-organisation of education in the Wimborne Area will take effect in September 1973. From this date the two upper age groups will transfer from the Primary School to Cranborne Middle School and the former will become a first-tier school for the age range 5-9 years.

52. The present school lies some distance from the village centre and should the County Education Authority decide, in relation to the expected population growth, that a new school is needed a site is suggested in the plan which will be central to the bulk of the ultimate population and accessible to many school children by safe footpath routes.

LOCAL CENTRE

53. At the time of writing there are 4 shops, one public house and one petrol filling station in the village area. The growth of population will put more money into circulation locally and this will not only boost sales in existing shops and service premises but will also, in time, make the establishment of new premises a viable proposition. Just when and to what extent such premises will materialise cannot be forecast with any certainty. If and when they do, they should be located in a position easily accessible to the bulk of population where in association with other uses they help to create a focal point for the village.

54. A site in the vicinity of Park Lane near the suggested school site is considered to be the most suitable location, and a minimum of 2,000 square feet of retail sales floor area equivalent to, say, 6 shops would be a prudent figure to allow for. This locality would also be ideal for siting homes for elderly people. The Village Hall at Daggons Cross is relatively new and there is presumably no question of it being resited. This should not preclude the Parish Council from considering the desirability of establishing an area of amenity open space flanking the shopping centre with room, perhaps, to accommodate tennis courts, a bowling green and a childrens play area.

55. When development of the site is considered the layout should also provide for the creation of a traffic-free environment by the severance of Park Lane. (See paragraph 41).

56. Particular sites for the above uses and for the school are not specified at this stage. The Plan, however, is intended to act as a forewarning that development proposals for the locality (areas 1 and 2) may be required to embrace the reservation of land for these purposes. This will entail consultation by the developers with the Authority responsible for establishing the public uses so that the Authority has the opportunity of acquiring the necessary land.

PLAYING FIELD

57. Nowadays leisure interests are spreading far and wide into many activities for which there is provision mostly on a regional basis. Nevertheless it is reasonable to suppose that there will be a continuing need for playing field accommodation for winter and summer team games. There are several sites outside the confines of the village suitable for accommodating a 6-7 acre playing field and which might be acquired at a reasonable cost. There are also two possible locations within the proposed development area, where the alternative development would be residential and the cost of acquisition correspondingly high.

58. The decision on whether or not a site should be purchased, and the choice of site, rests with the Parish Council. The two locations situated within the development area have been shown on the plan (areas 4c and 5a) to ensure that the Council are afforded an opportunity of considering acquisition, before planning permissions are given.

AMENITY OPEN SPACE

59. Reference has already been made to the siting of an amenity area adjacent to the suggested local centre. The establishment of at least two other areas in association with the footpath system, for use as children's play areas, is desirable; one towards the north east of the development area in area 3, the other in the central part, in area 4, where the steep wooded slopes offer an interesting opportunity for creating an attractive feature. They should be between $\frac{1}{4}$ to $\frac{1}{2}$ acre in size, and the developer(s) of the areas concerned will be required as a planning condition to allow for these open spaces as part of the residential layout.

60. It is normal practice for the developer to dedicate such land to the Local Authority who, in turn, will make arrangements for it to be laid out and properly maintained.

VISUAL AMENITY

61. Alderholt is not a village possessing notable character and charm and the existing buildings comprise a variety of shapes, sizes and styles. These, however, are unified to some extent by existing planting, particularly by the background of plantation trees in the areas where development is expected.

62. For development to take place as envisaged some felling of trees and hedgerows is inevitable, but architects and builders will be required to design their layouts with the object of retaining as much as possible of the existing planting, preferably in groups or clumps, and to carry out new planting where, in consultation with the Planning Authority, this is considered desirable.

PART III: SUMMARY

The following are the main points arising out of the report:-

63. INTRODUCTION. The object of publishing the plan is not to stimulate or bring pressure to bear on expediting development in Alderholt, but to ensure that various restraints are recognised and taken into account in the form and staging of development. Public Authorities may not be in a position to give priority to highway, surface drainage and other improvements necessary to proposed development, and the onus for carrying them out may to a large extent fall on the developer.

64. POPULATION. The parish population is estimated at 840 (mid-1969), of whom 480 live in the main settlement (areas 1 to 4 on the Development Diagram). The village is primarily a farming and dormitory community and future growth is likely to be almost entirely due to the settlement of adventitious population.

The estimated population capacity of the village area is approximately 2,400. A growth of just over 1,900 is therefore possible, though it may well be 30 years before it is completed, and the annual rate of growth is likely to fluctuate considerably. In the first stage an increase of some 400-500 persons is likely by virtue of development concentrated mainly in area 1a.

65. MAIN DRAINAGE. The provision of main drainage is a pre-requisite to any development in Alderholt beyond that already approved. A scheme, acceptable to the River Authority and involving treatment at the Fordingbridge sewage disposal works, has been approved by the Department of the Environment and construction is likely to commence this year.

66. SURFACE WATER DRAINAGE. The existing system is barely adequate and the approval of development in the future will be subject to satisfactory arrangements in consultation with the River, Local and Highway Authorities. These arrangements will also have a bearing on the sequence of development.

67. RESIDENTIAL. Boundaries limiting the spread of future development have been defined (See Development Diagram). These embrace 92 acres of potential development land, inclusive of 14 acres comprised in infilling sites. In addition there are 10½ acres for development in the peripheral areas inclusive of 4½ acres for infilling.

68. INDUSTRIAL AND STORAGE USES. An area suitable for accommodating uses deriving from local needs is indicated on the Development Diagram.

69. HIGHWAYS. For the most part development in Alderholt can only be permitted and carried out subject to related highway improvements being effected at the same time. For the present and for some time to come, however, roadworks in other areas of the County must take priority over those in Alderholt. This does not preclude developers from carrying out necessary work as a part of their development providing arrangements for so doing are secured to the satisfaction of the Planning and Highway Authorities.

The major road proposal is for land south of the existing village to be opened up, in stages, by a new east-west development road between Ringwood and Hillbury Roads. Highway improvements and in some cases closures are necessary in conjunction with the development of other areas.

70. FOOTWAYS. Suggested routes are indicated on the Development Diagram.

71. SCHOOL SITE. The present school is outside the village area in Daggons Road. With the re-organisation of education in the Wimborne area it will become a first tier school within the age range 5-9 years. The County Education Building Programme does not yet include a new school for Alderholt but should one be required a more suitable location than the existing site is indicated on the Development Diagram.

72. LOCAL CENTRE. A site in the vicinity of Park Lane is indicated on the plan as the most suitable location for shopping and amenity uses.
73. PLAYING FIELD. Alternative locations for a playing field are suggested. The final choice of site rests with the Parish Council.
74. AMENITY OPEN-SPACE. In addition to the area at the local Centre, at least two other children's play areas should be established as part of the general residential layout.
75. VISUAL AMENITY. Landscape treatment must form an important element of any development proposals and layouts must be designed to avoid wholesale clearance of existing planting.
76. SUMMARY OF REQUIRED IMPROVEMENTS TO EXISTING HIGHWAYS

Road	Widening	Making Up	Junction Improvement	Re-alignment	Severance	Provision of Footpath
1. Blackwater Grove		*	*			*
2. Camel Green	*	*	*	*		*
		(Part)				
3. Fir Tree Hill	*	*			*	*
4. Hayters Way		*			*	
5. Park Lane	*	*	*		*	*
6. Ringwood Road						*
7. Station Road				*		*
8. Station Road-Daggons Road			*	*		*

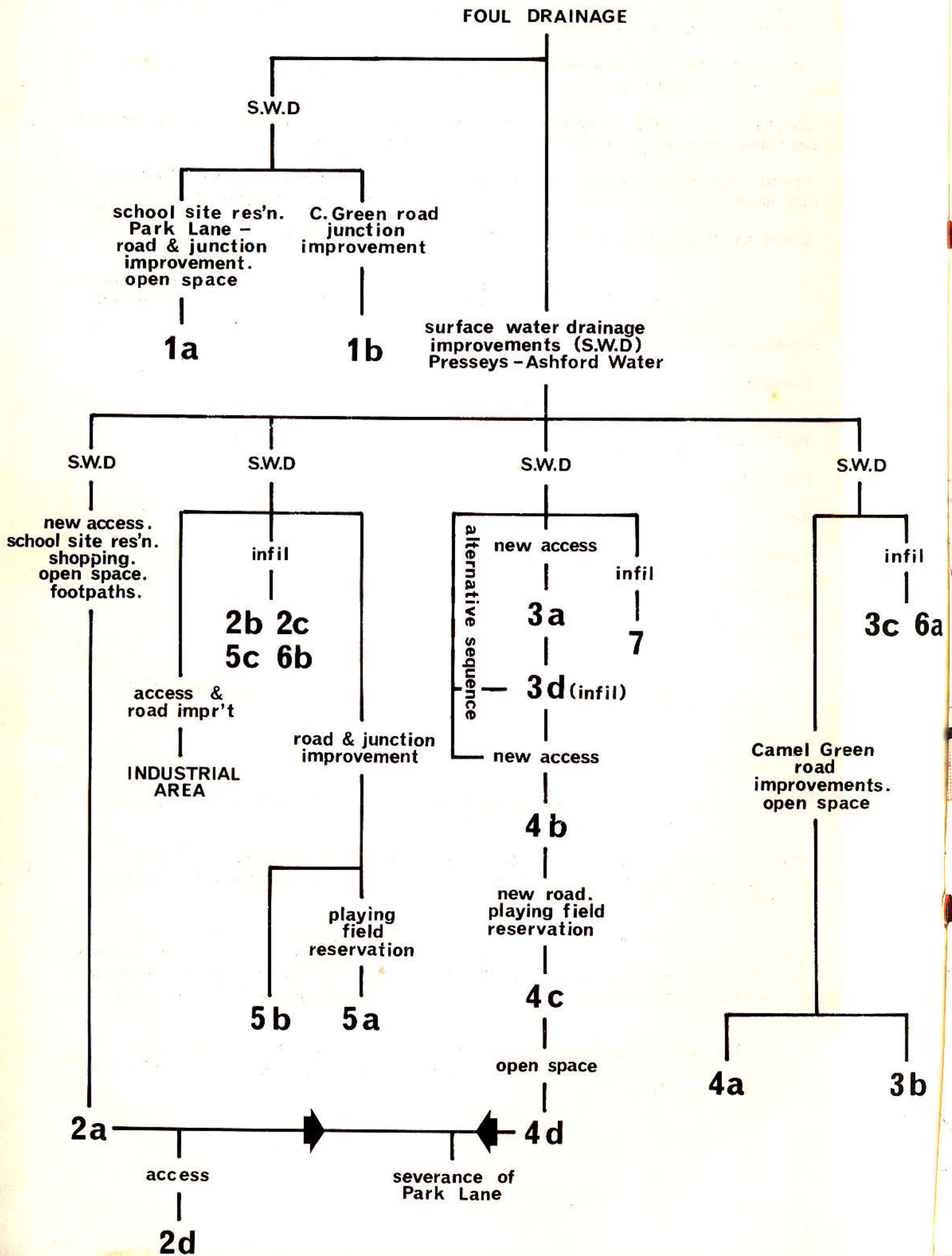
This list is not necessarily comprehensive and is without prejudice to the addition of other improvements that may be considered necessary in relation to prospective development.

PART IV: INVITATION TO COMMENT

77. The observations of interested organisations and individual persons are invited on all matters relating to the future planning of Alderholt discussed in this document.
78. All observations will be carefully considered by the Wimborne and Cranborne Rural District Council and the County Planning Committee before the County Council, as Local Planning Authority, determines the policies to be adopted.
79. The expression of views in this manner in no way prejudices the right under the Town and Country Planning Act 1962, to make representations on planning applications for development, including roads, where these are advertised by the Local Planning Authority. The right to make representations on orders notified under the Highways Act 1959, and all other statutory rights of representation are similarly preserved.
80. Observations should be sent to the County Planning Officer, County Hall, Dorchester and to ensure full consideration they should reach him not later than the date specified in a notice which will be published in the Local Press.

STAGING DIAGRAM

Diagram 2



ALDERHOLT

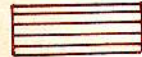
APPRAISAL MAP



Residential area



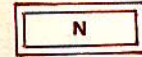
Area approved for residential use



Shop &c.



Public building



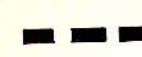
Nursery



Industry & Storage



Metalled road



Unmetalled road



Public footpath



Foul drainage area



Possible access point to interior



Suitable location for new school

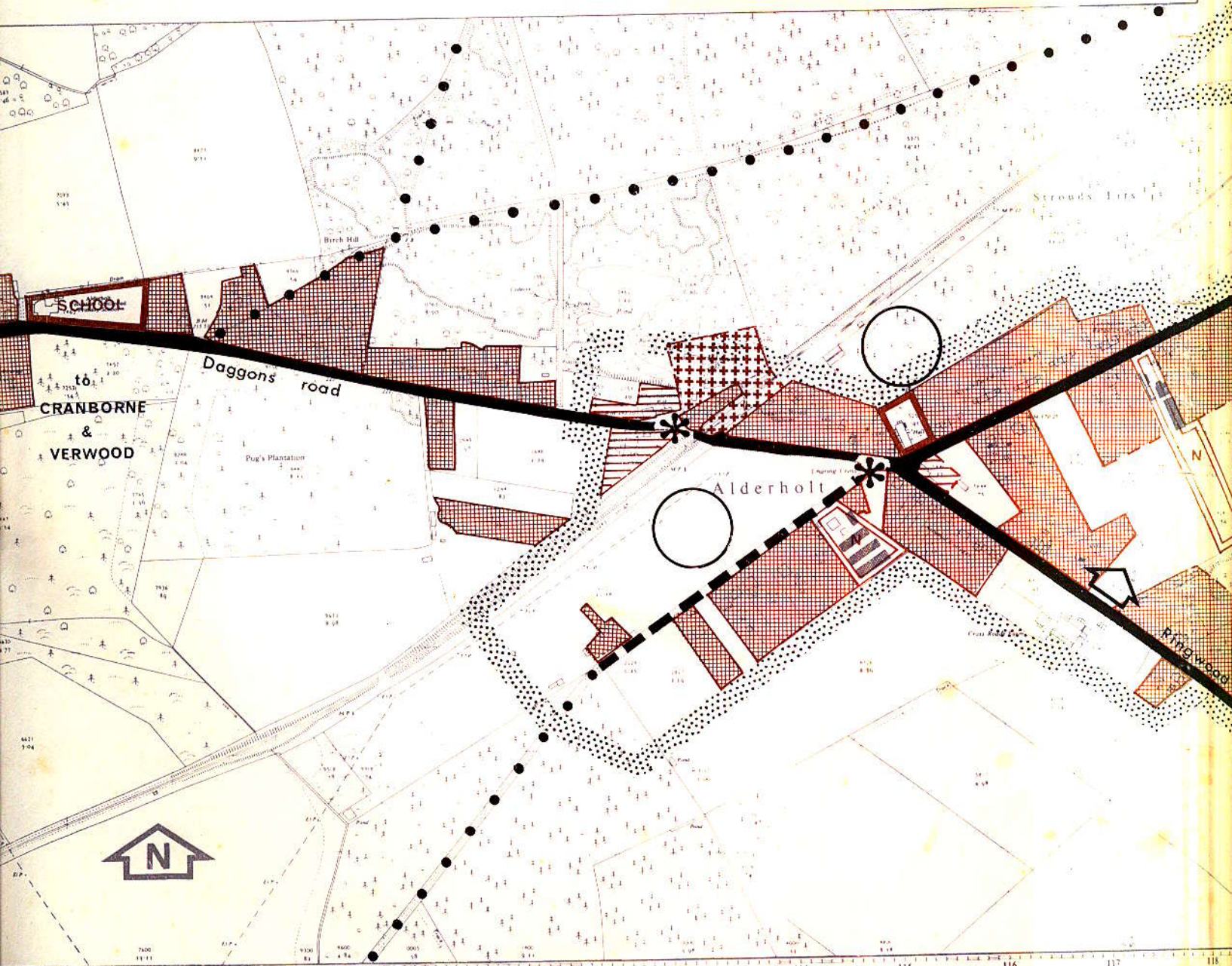


Possible site for playing field



Sub-standard junction

SCALE



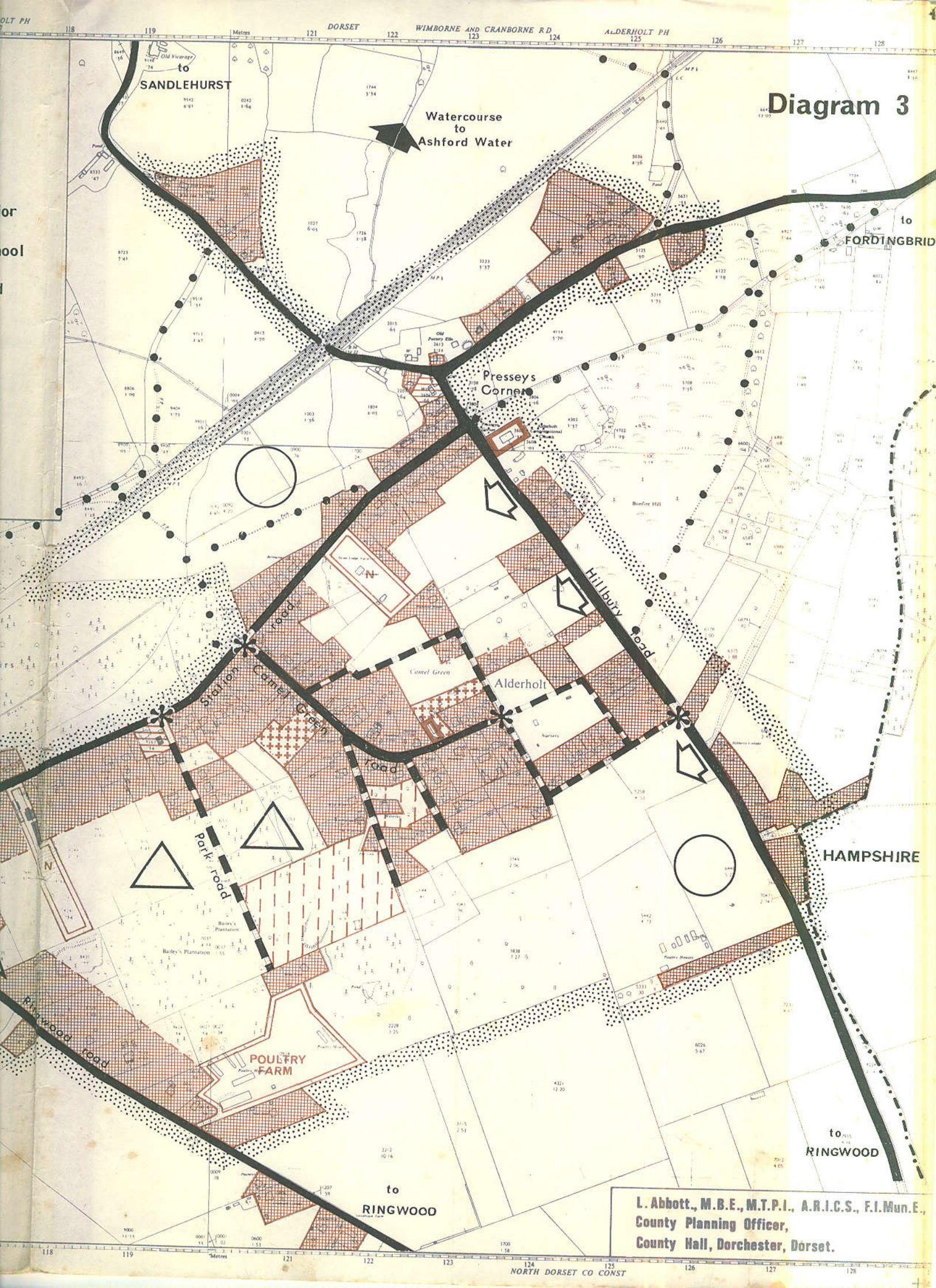


Diagram 3

Watercourse to Ashford Water

SANDLEHURST

FORDINGBRID

Presseys Corner

Hillbury Road

Park Road

Alderholt

HAMPSHIRE

POULTRY FARM

to RINGWOOD

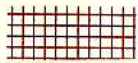
to RINGWOOD

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County Planning Officer,
County Hall, Dorchester, Dorset.

ALDERHOLT

DEVELOPMENT DIAGRAM

Areas for residential use:-



First stage



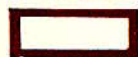
Subsequent stages



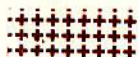
Infilling



Location for shopping



Location for primary school



Area for industrial & storage use



Location for amenity open space



Location for playing field



Traffic road



" " (section for improvement)



Development road - with junction improvement



Footpath route

2a

Areas related to population & staging

SCALE

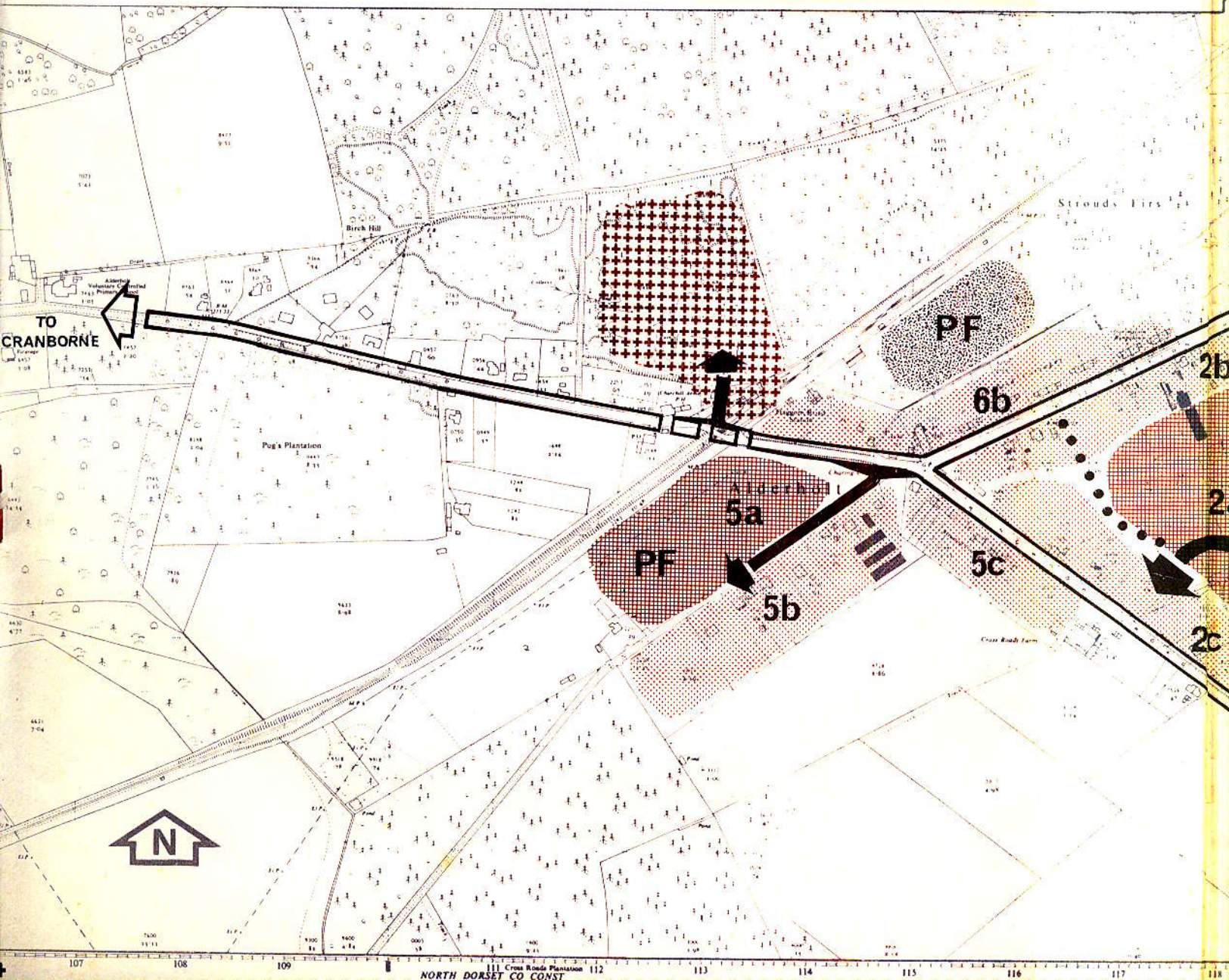
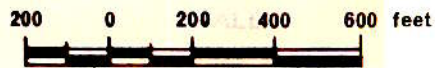
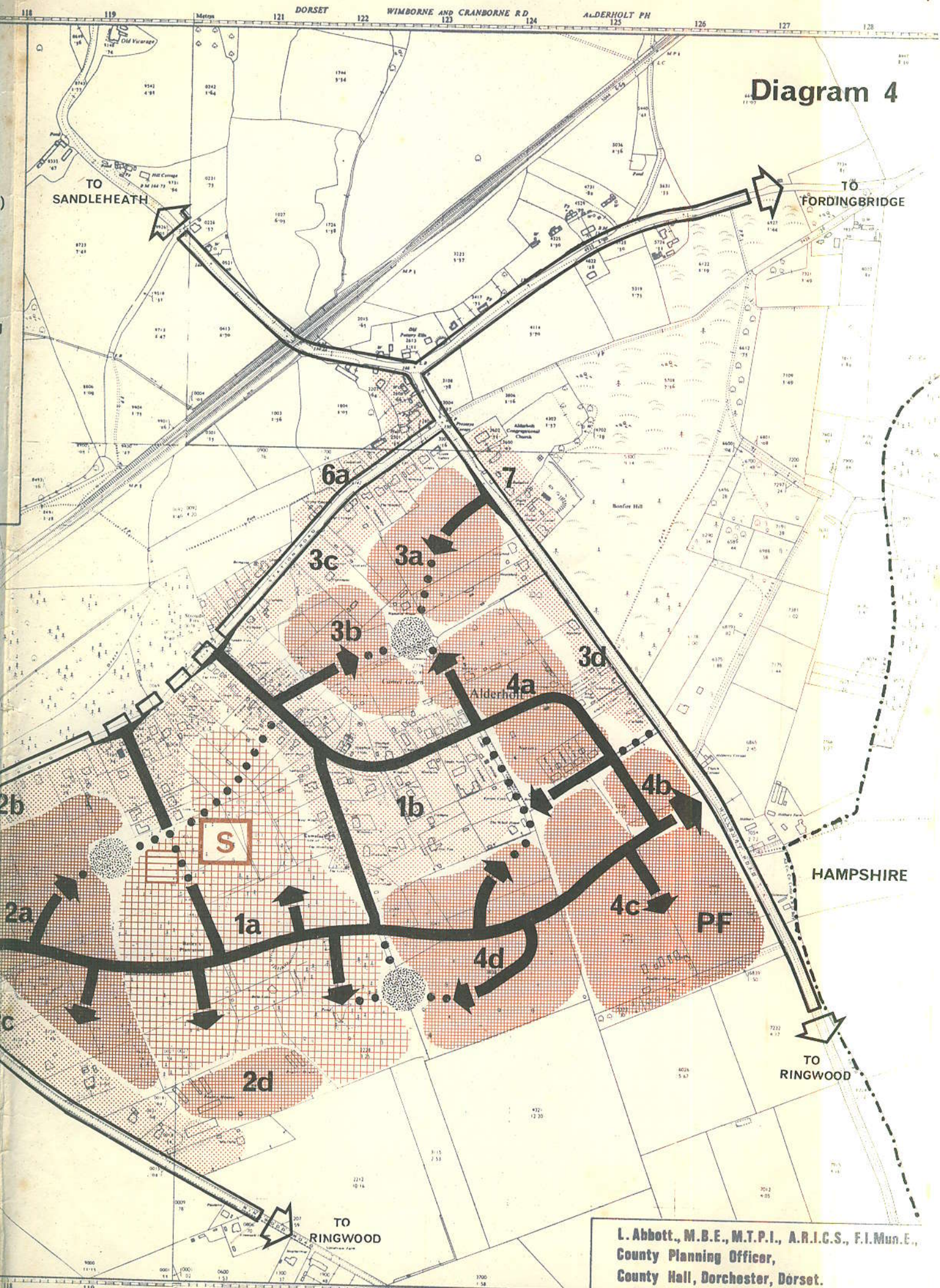


Diagram 4



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