

Alderholt Neighbourhood Plan

2022 – 2034

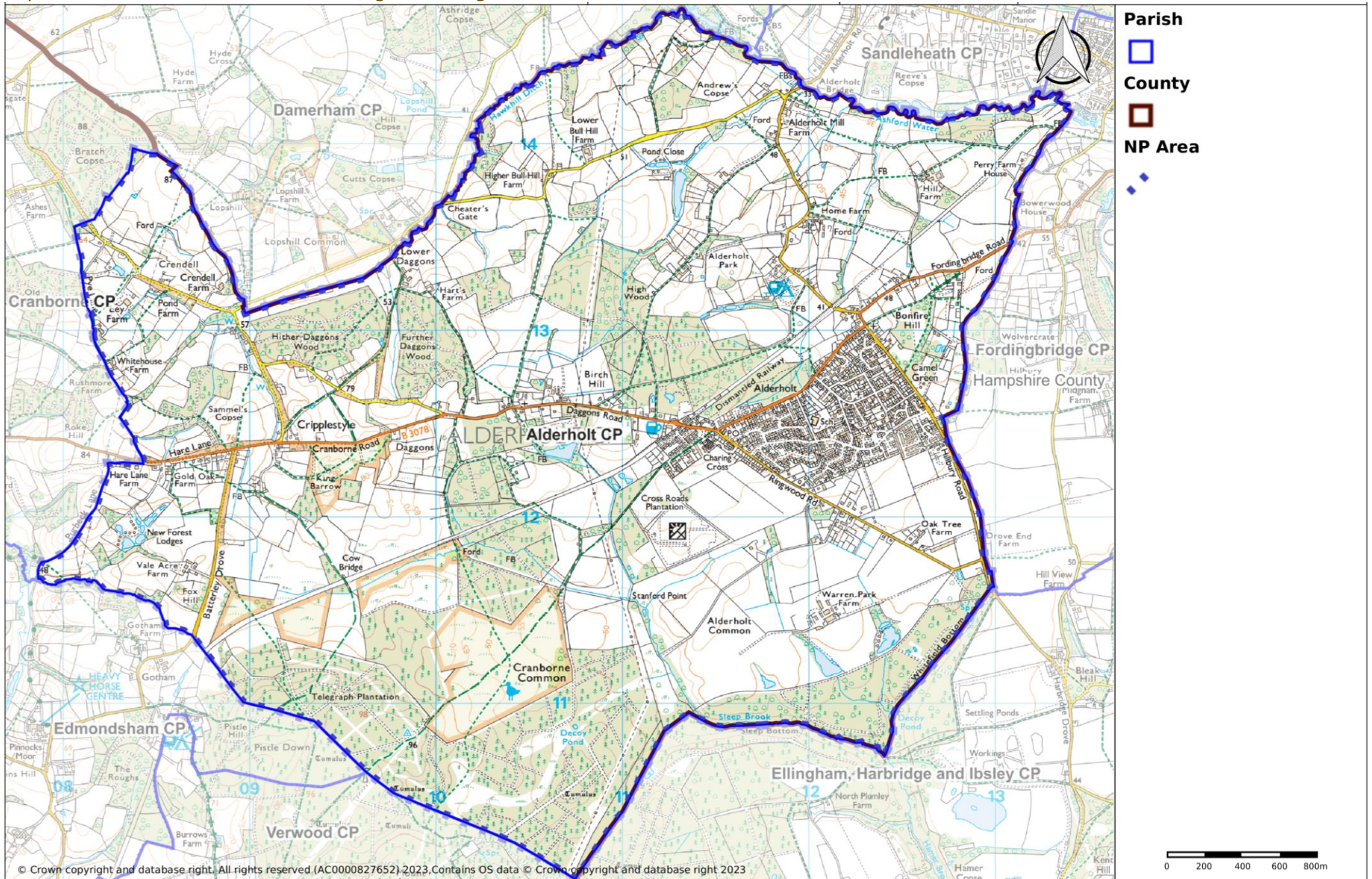


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Map 1. The Parish of Alderholt – the designated Neighbourhood Plan area



Foreword

The history of Alderholt’s development cannot be changed, but through this locally endorsed document, the future can be influenced, and if this is done in a structured way it can benefit the area in which we live.

As a result of a great deal of effort over what is considered in “planning terms” a very short timeframe, we have with input from many residents created this planning document, which becomes part of the “development plan” for the area.

Alderholt’s Neighbourhood Plan, has been produced on the basis that it reflects and answers questions, thoughts, concerns and aspirations for the whole parish, and that with regular reviews it will continue to formulate future development within the parish of Alderholt, whilst retaining its valued village and rural ambience.

Clr Gina Logan

Chair of Neighbourhood Planning Committee, Alderholt Parish Council



Policies List

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Quick Read – what this is all about

What is a Neighbourhood Plan?

This document is the Neighbourhood Plan for the parish of Alderholt. When finalised, it will have the official status of being part of the “development plan” for the area, used by Dorset Council to determine planning applications, what is built (and what isn’t).

The Plan has been prepared by local residents, shaped by feedback from the various consultations, with technical input from a range of planning and other experts. This has been done on behalf of the Parish Council, who are responsible for Neighbourhood Planning.

What is planned?

The main need for development in our area is for housing, but there is already quite a lot of housing already planned at the Surplus Stores site and on the Hawthorns Nursery. Having discussed with Dorset Council what would be a reasonable amount of development to plan for, we have set a target of finding sites for about 50 more homes, all of which will deliver some affordable housing.

We have identified three sites to include in this Plan. These received a good degree of support in the consultation that ran during the summer, and were felt to best meet the Plan’s objectives. The first is the site at Alderholt Nursery, for about 20 homes, retaining the trees on the road frontage and having a pedestrian link to the village that avoids the need to walk along Ringwood Road. The second is the paddock South of Daggons Road, for about 15 homes and some small-scale employment workspace units on the road frontage. This would also provide pedestrian route along the front of the site, and a link to enable access to the Trailway in the future. The third is part on land South of Blackwater Grove, for about 15 to 20 homes and including a sizeable area of accessible green space.

To remain a thriving village, we are also supporting the retention and possible expansion of local services and community facilities. We have a policy supporting the redevelopment of sites along the main thoroughfare in the village (Daggons Road / Station Road) for uses that you would expect to see on the village ‘High Street’. We have an aspiration to transform the disused railway into a recreational trailway, though this will depend on funding and the agreement of local landowners. We also hope to work with local healthcare providers (such as the local GP surgery, dental practices and pharmacy services) to explore options to improve access to healthcare services locally available to our residents.

A key message that came through all the consultations was how much local people valued their environment and the fact that Alderholt is a village, surrounded by beautiful countryside. So the Plan has policies to protect important green spaces and views in and around the village, and policies to protect other landscape, wildlife and historic features, such as the many mature oaks that line the lanes, and the traditional fingerposts and post boxes dotted across the parish.

The design guidance reflects the distinctive character of the different parts of the village, lessons learnt from recent developments, and the changes that may be needed to support zero-carbon homes, such as solar panels and the use of sustainable, low-carbon building materials. The guidance also highlights the need to ensure that development does not take place in the flood areas or worsen flooding off-site, and looks to improve routes for walking and cycling safely around our village.

Altogether, there are 19 planning policies together with 3 projects identified for the Parish Council and others to take forward.

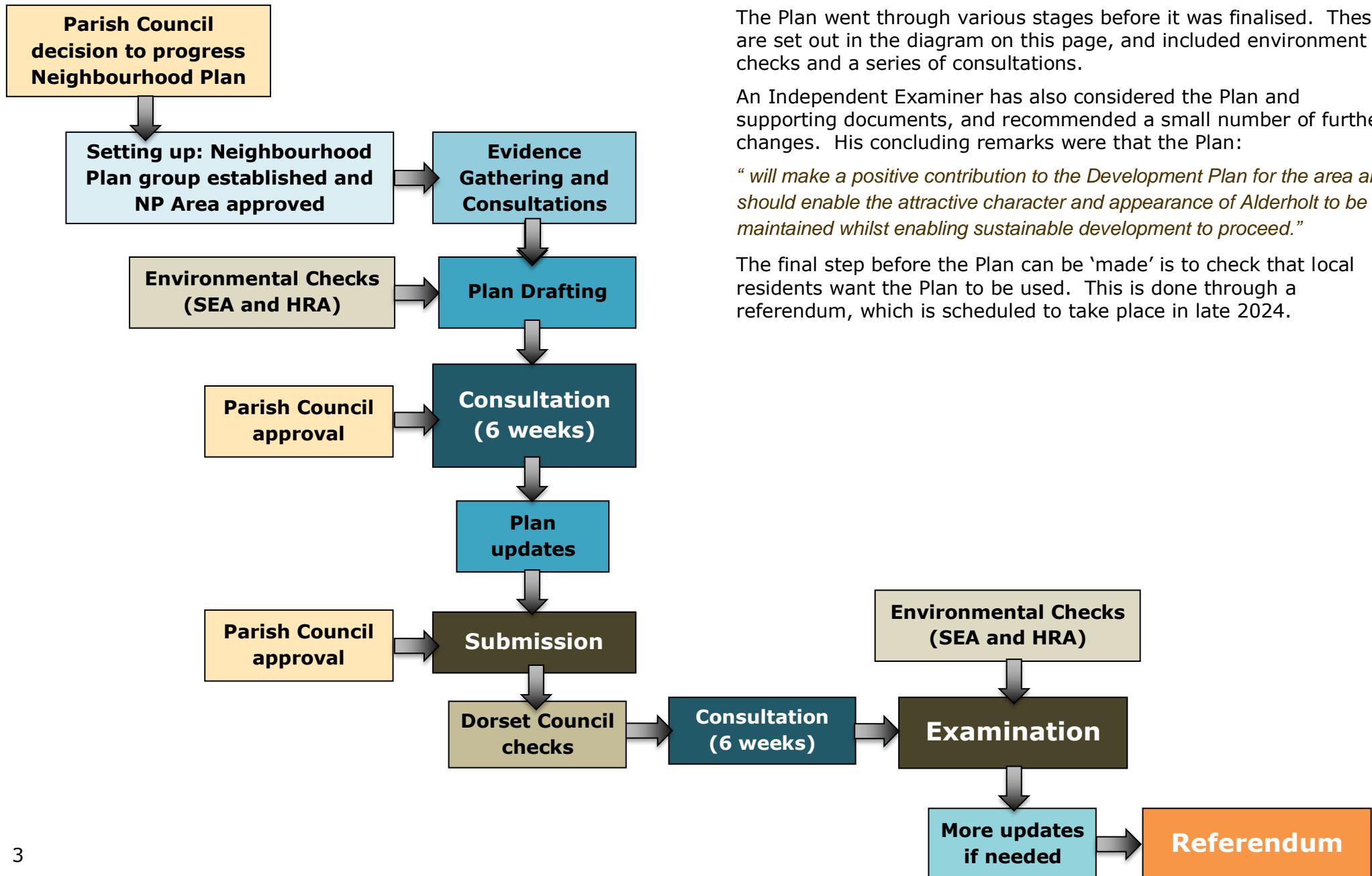
The process for completing the Plan

The Plan went through various stages before it was finalised. These are set out in the diagram on this page, and included environment checks and a series of consultations.

An Independent Examiner has also considered the Plan and supporting documents, and recommended a small number of further changes. His concluding remarks were that the Plan:

“ will make a positive contribution to the Development Plan for the area and should enable the attractive character and appearance of Alderholt to be maintained whilst enabling sustainable development to proceed.”

The final step before the Plan can be ‘made’ is to check that local residents want the Plan to be used. This is done through a referendum, which is scheduled to take place in late 2024.



1. INTRODUCTION

1.1 What this Neighbourhood Plan does

1.1.1 Neighbourhood Plans are documents that set out planning policies for their area. These policies are in Sections 3 – 5 and are headed by a Policy number, with the policies in the shaded box below.

Policy [Number]. Example of a Planning Policy

This is the format for the Neighbourhood Plan policies – they are a key part of this plan.

1.1.2 The reason that these planning policies are important, are that they will be used by Dorset Council (and at appeal by the Planning Inspectorate) as the matters that they must consider when deciding whether to permit or refuse planning applications. This is because the Neighbourhood Plan will become part of the development plan for the area, which contain “development management and site allocation policies, which are intended to guide the determination of applications for planning permission” and by law decisions “must be made in accordance with the plan unless material considerations indicate otherwise.”

1.1.3 You will also see that there are a number of ‘projects’ included in this plan. These are actions that will also help ensure that we help achieve the vision and objectives set out in this Plan. The projects will generally be led by the Parish Council, but may depend on other parties or resources to achieve.

Project

Projects are also included and will look like this.

1.1.4 The Neighbourhood Plan is the only part of the development plan that is exclusively prepared by, and voted on, by Alderholt residents. By law, in areas such as Alderholt, the Plan has to be produced by the Parish Council, and subject to a local referendum. So it is the most effective way for local people to come together, agree on the most appropriate plan for our area, and influence future planning decisions.

Planning decisions are concerned with land use, and should be made in the public interest. The protection of purely private interests, such as property value or private views, are not a material consideration.

If the key policies in the development plan for the area are considered ‘out of date’, conflicts with Neighbourhood Plan policies can still be important in decision making (based on the tests set out in national planning policy).

It is for the decision maker to determine what weight should be given to the development plan policies and other material considerations, although the weighting must be reasonable.

If Neighbourhood Plan policies are contradicted by other parts of the development plan, the most recent will be used.

1.2 How the Plan has been prepared

1.2.1 The potential to prepare a Neighbourhood Plan for Alderholt was first explored in the summer of 2020. Prior to this, the Parish Council had raised strong concerns about the possible large-scale expansion of the village suggested as an option in the Local Plan Review in 2018, and as part of this had undertaken two fairly extensive household surveys (in 2017 and 2019).

1.2.2 Alderholt Parish Council formed a Neighbourhood Plan committee, with meetings at first held remotely due to the Covid-19 restrictions in place at that time. The first draft of the Dorset Council Local Plan was published for consultation in January 2021, which included two possible options for Alderholt (ranging from 300 dwellings over 15 years to a much more significant expansion). This created some uncertainty over the scope of the Neighbourhood Plan. As Dorset Council would not be deciding which option to include in the next draft of the Local Plan until the following year, work progressed slowly.

1.2.3 The next major milestone was a focus day event in early 2022. This event was used to understand the main concerns and issues that local people had about the future of Alderholt.

1.2.4 In 2022 further delays on the Local Plan were announced, and the Committee discussed whether or not to proceed with a Neighbourhood Plan at that time. By late 2022 it became clear that it would be prudent to “crack on” with a Neighbourhood Plan as further delays to the Local Plan and increasing housing pressures would otherwise leave Alderholt vulnerable to ad hoc and unplanned speculative development that may not be in the best interests of the community. Jo Witherden of Dorset Planning Consultant Ltd was brought in to assist the Parish Council with preparing the Plan, with the aim of getting a draft ready as soon as possible in 2023.

Main Issues & Concerns from the 2022 Focus Day:

Level of Growth

People’s main concerns centred around the potential scale of growth being proposed, and the impact on the village and its facilities. If additional houses are built this should include social housing that is genuinely affordable to local people. Many people felt that the existing consents should be progressed first – particularly the Surplus Stores site as this is brownfield land.

Transport Impacts

People highlighted the lack of any realistic and viable alternatives to the car. They were concerned that the local highway network is inadequate for major traffic increases and pointed out problems with speeding traffic. Better public transport and better traffic management (speed and HGV restrictions) may help. The railway could also provide a safe cycling route (but this would be unlikely to operate as an effective alternative to the car)

Leisure and Facilities

Some people suggested that the village could benefit from additional facilities – such as a gym or skate park, a youth club. Another common theme was the need to improve the network of footways for getting around the village. There were concerns about the capacity in the local schools, access to healthcare, and the reliability of the internet / broadband connections.

1.2.5 Work in 2023 started with analysis of the housing needs for the area in conjunction with Dorset Council. This concluded that it would be appropriate for the Neighbourhood Plan to make provision for about 50 dwellings over and above that which already had consent, to cover the plan period from 2022 to 2034. A possible vision and objectives were also drafted and made available for discussion at the Annual Parish Meeting in April.

1.2.6 Based on this, further work was undertaken assessing potential development sites (with help from the Government's Technical Support package provided by AECOM), culminating in a site options consultation in July 2023. The Committee also took the opportunity to consult on other matters to include in the plan, including local green spaces and views which they had identified, and ideas and options on design guidance (again with help from AECOM).

1.2.7 The findings of all of this work and feedback from the consultations fed into the first draft of the Alderholt Neighbourhood Plan, known as the Pre-Submission (or Regulation 14 consultation) Draft.

1.2.8 The consultation on the draft Plan took place during December and January 2023/4, for just over 6 weeks. The consultation was aimed at people who live work or carry on business in the area, and also sent to a range of statutory consultees, including Dorset Council, neighbouring Councils, and organisations such as Natural England, Historic England and the Environment Agency.

1.2.9 As the Plan was also subject to a Strategic Environmental Assessment, the draft findings of that assessment were also made available for comment as part of the consultation.

1.2.10 The main issues raised through the consultation were considered by the Neighbourhood Plan Committee and Parish Council, and the Plan was revised where it was deemed appropriate.

It was then submitted to Dorset Council in May 2024, who arranged for it to be independently examined.

1.2.11 The Examination was carried by Andrew Mead BSc (Hons) MRTPI MIQ of Intelligent Plans and Examinations (IPE) Ltd. He concluded that the Plan had been duly prepared in compliance with the procedural requirements, and subject to a small number of modifications (which have been made to this Plan) would meet the basic conditions and other legal requirements.

1.2.12 The referendum is the last stage in checking that the Neighbourhood Plan has local support, and that the local electorate wish for Dorset Council to use it in making planning decisions affecting the area.

Monitoring and Review

1.2.13 Whilst this Plan (and associated housing target) is written to cover the period to 2034, it should be reviewed well before this date. Most likely this will be within 5 years of the Plan being made, in order to consider both the Local Plan target for this area (which is expected to be confirmed in 2027) and whether any further allocations may be necessary.

1.2.14 The Parish Council will continue to comment on planning applications and liaise with Dorset Council to understand the housing and employment land supply in the parish. This should help the Parish Council understand whether the Neighbourhood Plan policies are working effectively or if they would benefit from further updating. The adoption of the Dorset Council Local Plan, and major changes to national planning policy, will also affect how much weight is given to

the policies in this Plan. The Parish Council would consider whether to review this Plan in these circumstances.

1.3 The Neighbourhood Plan area

1.3.1 Alderholt parish lies on the eastern edge of the Dorset Council area, adjoining Hampshire. It covers just over 15 square kilometres (5.8 square miles) and is primarily farmland but includes some quite extensive areas of ancient woodland. The main settlement in the parish is the village of Alderholt, but there are also several outlying hamlets (Cripplestyle, Daggons and Crendell).

1.3.2 As described in the 2006 Parish Plan, modern Alderholt really dates from 1971 when the former Wimborne & Cranborne Rural District Council installed a main drainage system throughout the village. Prior to then the population had remained fairly static at around 700 to 800 usual residents during the early to mid 1900s, with old maps showing the early origins of Alderholt village along Fordingbridge Road around Pressey's Corner¹.

1.3.3 The parish population, as recorded in the 2021 Census, is now around 3,200 usual residents, making up just over 1,300 households, most of whom live in the village. About 20% of the population is aged under 20, and 25% is aged 65 years or more. The number of older residents is slightly lower than the Dorset average, which could be due to the lack of residential care homes in the area. Of those of a working age, nearly a third work from home (although the data for this may be slightly skewed as it was taken during the Covid pandemic). Very few live within 2km of their workplace when compared to the Dorset average, with more than

half (58%) of those travelling to work commuting more than 10km there and back (this compares to a Dorset average of 45%).



Figure 1. B3078 Station Road, looking east

1.3.4 The main road through the parish is the B3078, which runs east-west connecting the village of Cranborne and the town of Fordingbridge in Hampshire. This road includes sharp bends and pinch-points that make it unsuitable for large volumes of traffic. Harbridge Drove runs south connecting to the A31, and is unclassified. Whilst a country lane it has comparably high volumes of lorry movements associated with the local quarrying activities. There are no railway stations in the area (the railway having been dismantled following the Beeching cuts in the 1960s), and no regular bus service (the previously subsidised No.97 service being withdrawn in December 2023). It is perhaps not surprising that car ownership levels are therefore much higher than the Dorset average, with

¹ See Cranborne Map at <https://www.oldmapsonline.org/map/britishlibrary/002OSD000000019U0005000>
 0 - sourced from Ordnance Surveyor drawing of Cranborne, published 1807

nearly two thirds (66%) of households having 2 or more cars (the average for Dorset being less than half (45%)).

1.3.5 Alderholt parish is mainly rural in character. Much of the countryside within the parish (to the north and east) is designated as an Area of Great Landscape Value. The South East Dorset Green Belt runs up to the southern edge of the parish, and the Cranborne Chase National Landscape (CCNL)² runs down to its northern edge.

1.3.6 Much of the land around and including Cranborne Common is a Site of Special Scientific Interest (SSSI), and is also internationally important for wildlife designated as a Special Protection Area (SPA), Special Area of Conservation (SAC) and as an important wetland under the Ramsar convention. This area contains a complex of wet and dry heathland and acidic grassland and supports rare and protected species including several reptiles and rare birds, which can be disturbed through increased recreation including dog-walking. There are also internationally important wildlife sites further afield that can be impacted by development in this area. These include the River Avon (and Avon Valley), just under 2km from the eastern edge of the parish, which support many rare birds, and whose river habitats are suffering from water pollution that is being exacerbated by waste water discharges from sewage treatment into the river's catchment. The New Forest, just over 8km away to the north-east, is the largest area of 'unsown' vegetation in lowland England, as well as being home to many rare, breeding birds, such as the nightjar and Dartford warbler. It too is sensitive to recreational pressures.

1.3.7 Whilst the area may not be as rich in historic buildings as other parts of Dorset, there are several Listed Buildings and features of

historic interest. This includes the St. James' Church built in 1849, the War Memorial Cross, and several other Listed Buildings in the wider parish³. To the north of the village there are also remnants of a deer park in the form of a bank and ditch, which were designated as a scheduled monument in 1976.

1.3.8 The relatively low-lying nature of the area and its proximity to the River Avon means that much of the area is susceptible to groundwater flooding. More information on flood risk is provided in the Strategic Flood Risk Assessment undertaken by Dorset Council and published in March 2024⁴.

1.3.9 A small part of the parish, on the border with Damerham parish, lies within a Source Protection Zones (SPZs). This indicates that groundwater resources would be particularly sensitive to contamination in that area.

Figure 2. Local flooding (Harbridge Drove / Ringwood Road)

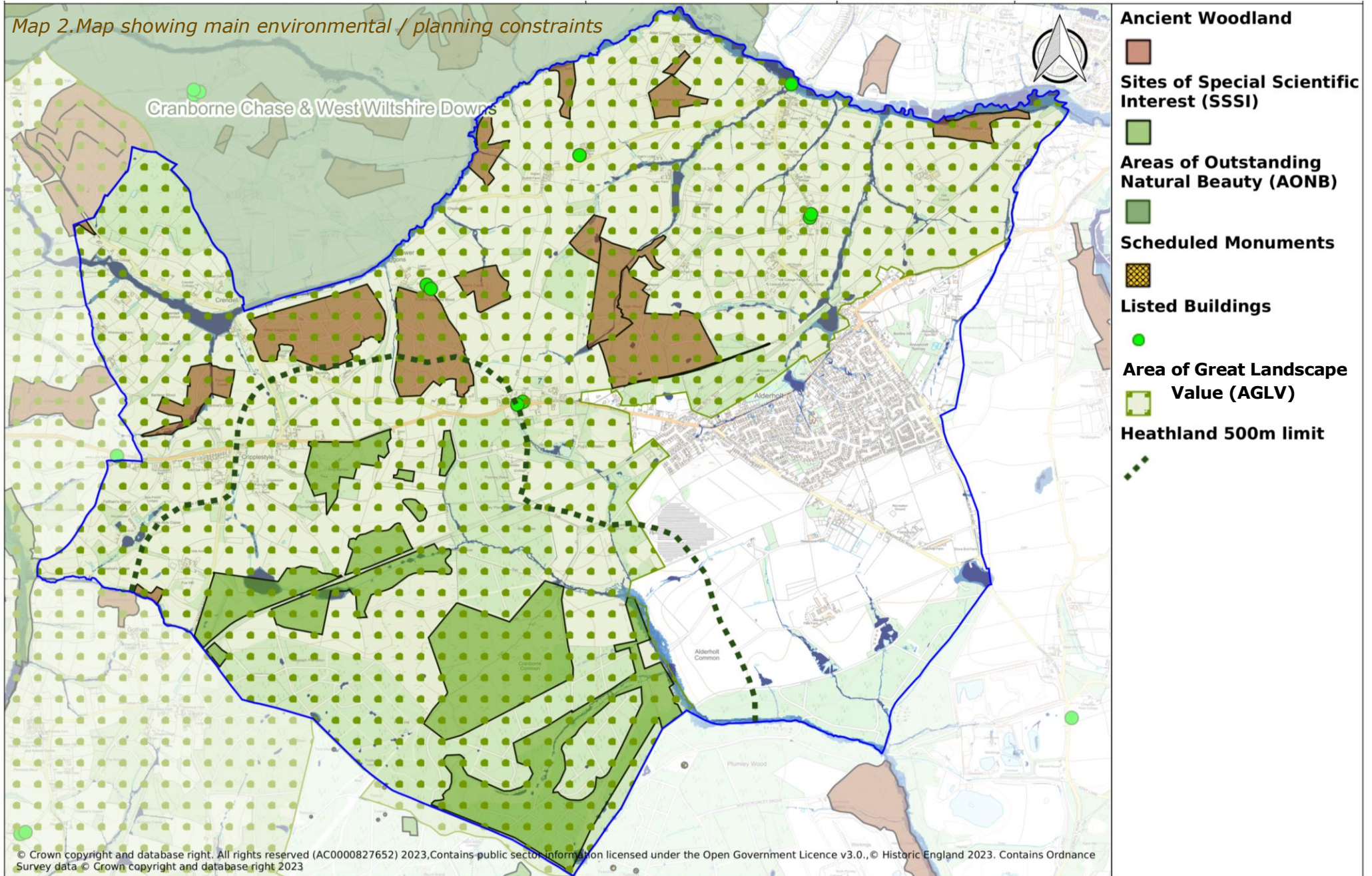


² the term 'National Landscapes' (NLs) is now used in place of 'Areas of Outstanding Natural Beauty' (AONBs) in national planning policy in late 2023 (albeit the relevant statutory provisions continue to refer to AONBs).

³ Hart's Farm House and associated barn; Lower Bull Farmhouse; Alderholt Mill; Home Farm House, and the Old Manor Farmhouse

⁴ <https://www.dorsetcouncil.gov.uk/w/dorset-council-level-1-sfra>

Map 2. Map showing main environmental / planning constraints



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1.3.10 Being just outside of the Green Belt and Cranborne Chase National Landscape (which provide strong protection against large-scale development) means that Alderholt has been targeted by developers looking to gain permission for housing and other uses on greenfield sites around the village. This has been in the form of sites for 30 – 50 houses, but a more recent (2023) application by Dudsbury Homes (Southern) Ltd, was for up to 1,700 dwellings, a business park and new village centre, plus public open spaces and a major (6.4ha) solar array. Consultations with local residents have highlighted their concerns, particularly with regards to:

- The scale and unplanned nature of development – with many more sites being promoted for development than are needed to meet local needs for housing, employment and facilities / services
- The impact that development could have on the character of the village and surrounding countryside, losing its rural nature
- Increased traffic on the local road network (given the dormitory nature of the village), making it less safe for pedestrians and cyclists using local roads.

1.4 Development Plan context

1.4.1 The Neighbourhood Plan forms part of the wider development plan for the area, which at the time of drafting this Plan comprised:

- East Dorset and Christchurch Local Plan Part 1 - Core Strategy (April 2014); and the
- “Saved policies” from the East Dorset Local Plan (January 2002, saved June 2014),

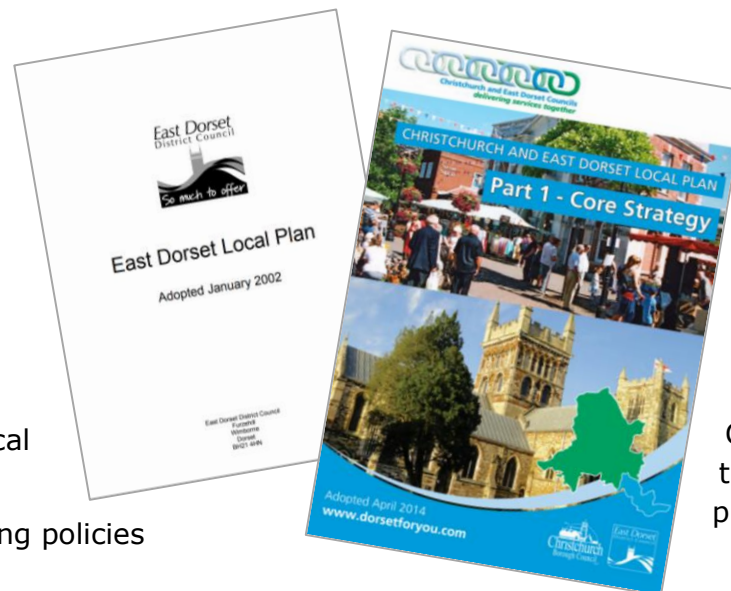
together with the minerals and waste planning policies contained in:

- Bournemouth, Dorset and Poole Minerals Strategy (May 2014);
- Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan (December 2019); and
- Bournemouth, Christchurch, Poole and Dorset Waste Plan (December 2019).

1.4.2 Alderholt is categorised as one of the area’s Rural Service Centres, with no strategic allocations or expectations of growth, but with the ability to identify rural exception sites (under Policy LN4), new services and facilities (under Policy LN7) and potentially some economic development (under Policy PC4). The village envelope comes from saved policy A1, which enables housing infill within that area. The Area of Great Landscape Value to the west was designated through the 2002 Local Plan and carried forward into the Core Strategy (under Policy HE3).

1.4.3 More general development management policies, such as on design and layout of new development, valuing and conserving our historic environment, are also found in the Core Strategy.

1.4.4 Dorset Council is working on a new Local Plan for the area, which is expected to be adopted in 2027, and which will replace the Core Strategy and saved policies from the earlier Local Plan. At the time of drafting, the first draft (published January 2021) was exploring two options for Alderholt: one being a small level of growth to primarily meet local needs; the other being significant expansion into a self-contained ‘town’. In March 2024 Dorset Council announced that they intended to ‘re-start’ the process under the new system, rather than progress with the current draft.



1.5 Our Vision and Objectives

Our Vision

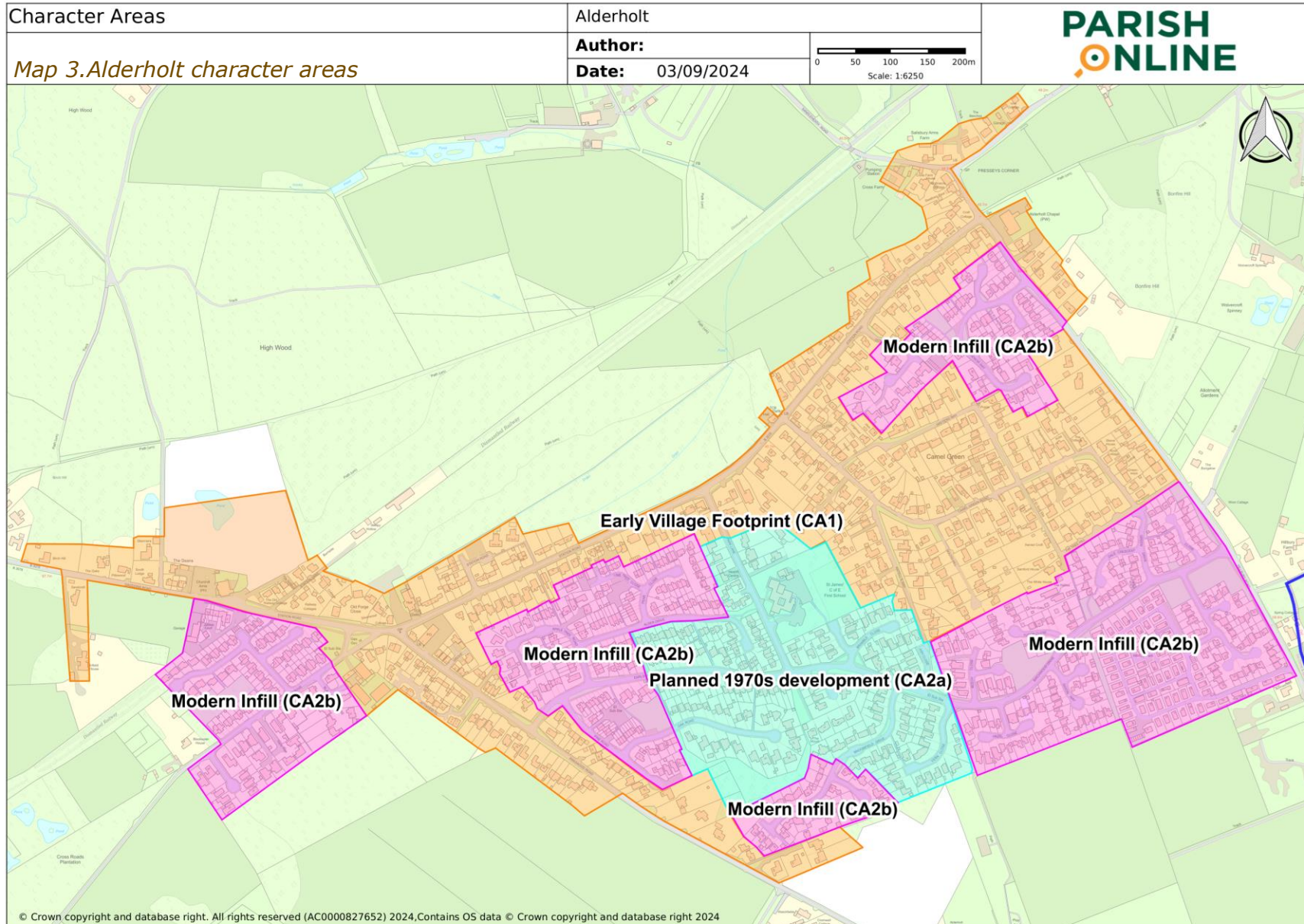
To ensure that Alderholt remains a village with the essential amenities and facilities that enables residents and visitors to enjoy the beautiful countryside whilst being part of an active and friendly community in a peaceful rural setting.



Our Objectives

- *Protect and retain the character of the village – its uniqueness on the edge of Dorset, its compact form and quiet nature, its links to the former railway, historic buildings and the surrounding countryside.*
- *Reinforce the sense of a village centre/high street.*
- *Protect and strengthen the highly valued amenities and community facilities that provide its residents with a strong sense of connection and community, allowing them and newcomers to be active, develop and thrive.*
- *Identify suitable sites for the level of development required to meet the anticipated need for housing, as well as providing opportunities for some local employment, that would be compatible with the nature of our village and limited road access.*
- *Ensure there are safe and attractive walking and cycling routes around the village, and support the project to re-use the former railway for recreation and onward connection to Fordingbridge.*
- *Protect the intrinsic beauty and enjoyment of the countryside and approaches to Alderholt*
- *Protect and strengthen the more isolated settlements – Cripplestyle, Daggons and Crendell - and the wider countryside from inappropriate development ensuring its rural nature and the extensive biodiversity of our parish is enhanced.*

2. ALDERHOLT'S CHARACTER



Alderholt has distinctive areas that have their own unique features, road networks, layout, land use and building types and designs. These areas and their characteristics are described in this chapter.

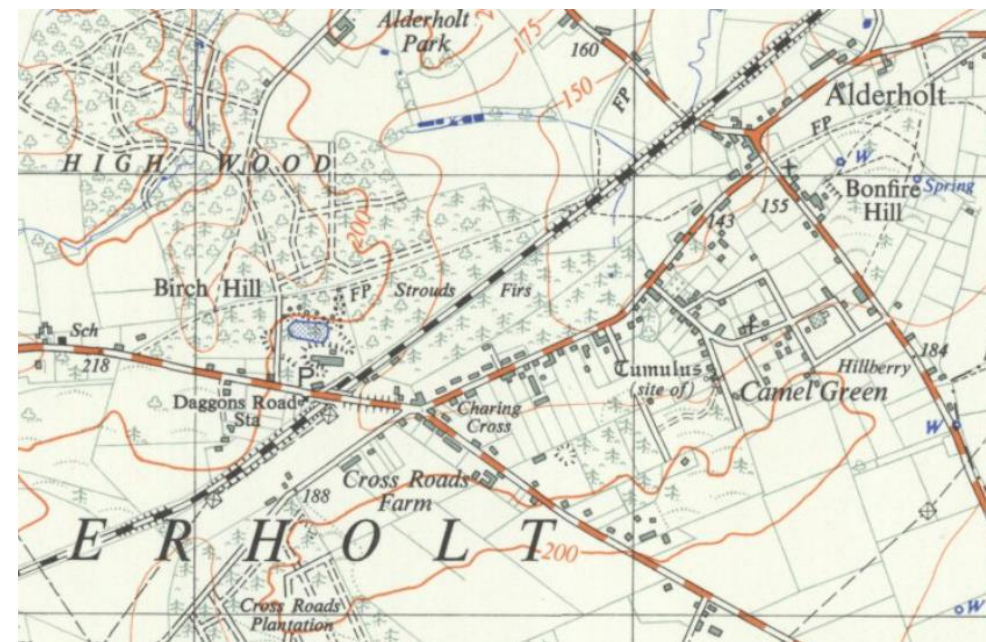
2.1 Early village footprint (CA1)

Map 4.Character area boundary – Early Village Footprint



2.1.1 Most of the oldest buildings as exist in the village today, are focused along the B3078 which changes its name from Daggons Road to Station Road (previously called Park Bottom Road) and on to Fordingbridge Road. This road was constructed in 1855 and can be seen on the historic maps OS dating from the 1870s, together with the two roads that head south (Ringwood and Hillbury). Over the following century further connections appeared, most notably Camel Green Road, and the beginnings of Park Lane, with some development taking place along all of these roads.

Map 5.OS historic map circa 1960



2.1.2 The 1971 Alderholt Village Plan identified much of this area for infill development, with land to the north-west identified for industry / storage (which was to become the Surplus Stores site).

Land use and layout

2.1.3 This area has a linear settlement pattern, although Camel Green Road features a few instances of cul-de-sac development. The building layout in this area is primarily informal, reflecting the small-scale and unplanned nature of the settlement's early growth, with a slightly scattered building line and varying boundary treatments.

2.1.4 The area is mainly residential, but there are a number of other uses such as the village hall, reading room, places of worship, the Churchill Arms pub and cluster of shops at the intersection of Station Road and Ringwood Road. Historically the maps show a greater mix of uses, with a Post Office, Smithy and two GPs along the main thoroughfare.

Landscape character

2.1.5 The character of the area is strongly influenced by the areas of woodland opposite the built-up stretches of Station Road and Hillbury Road. These large expanses of woodland are experienced from those roads and also in views down from Camel Green Road and Park Lane. The connections with the countryside are reinforced through the public rights of way network that access Strouds Firs and Bonfire Hill, as well as the allotments on Hillbury Road.

Roads and streets

2.1.6 The main east–west B3078 and first stretches of Hillbury and Ringwood Roads are generally wider with tarmac paving, although the presence of green verges, mature oak trees and varied boundary treatments (predominantly low brick and stone walls and hedgerow, with a few timber fences and gates) retains the rural atmosphere of this area. Park Lane has a tarmac road with consistent pavements on both sides, but Camel Green Road is an unadopted, narrow, unpaved road with a notable presence of greenery through the informal placement of trees, shrubbery, green verges and hedgerow.

2.1.7 Boundary treatments observed are of low brick and stone walls and well-defined hedgerow which complements the rural setting of the area and protects views out of the village.



Figure 3. Station Road

Building types

2.1.8 This area has a large variety of building types including detached and semi-detached two-storey dwellings, bungalows, terraced housing and cottages, in addition to the non-residential uses described above.

2.1.9 The greatest variety occurs along Station Road where there is no clear pattern or design preference. Hillbury and Ringwood Roads tend to have more semi-detached and detached two-storey buildings. The detached two-storey dwellings towards the southern part of Ringwood Road are unusual in having a broadly consistent roofline and a half-hipped roof⁵ (where the upper part of the gable is

⁵ where the upper part of the gable is replaced by a small hip, squaring off the top of the gable – also known as a Jerkinhead roof

replaced by a small hip, squaring off the top of the gable). Other roof styles consists mostly of gables, which is also the case in many of the dormers and porch styles. The dwellings along Camel Green Road are typically more modern detached properties, including the infill cul-de-sac development in Fernlea Gardens which consists entirely of bungalows.

Colour palette and detailing

2.1.10 Facade materials comprise mostly red brick, light render, roughcast and occasionally weatherboarding. Wood detailing is common throughout the area, present in fenestration, porch structures and boundary treatments. Additional detailing such as brick dressing surrounding openings make for a more distinct and interesting area as well as minimising the bulk of street-facing facades.

2.1.11 Chimneys are a common feature on the roofline and have a rhythmic placement that enhances views into the village and from the streetscene.

Figure 4. Park Lane from Station Road (top photo)

Figure 5. Camel Green Road (bottom photo)



Character Area palette

Colour palette



Facade



Boundary treatments



Street-facing low brick wall and well-defined hedgerow.



Round-top slatted wood fencing.



Low brick wall with timber entrance gate.

Fenestration

Roofing



Gable roofs of varying heights with gable dormer and chimney additions.



Gable portico with timber frame and glazing.



Dark wood frame casement windows.



Gable dormer with painted timber casement window.



Symmetric bay windows with diamond muntin pattern.

Architectural Detailing



Jerkinghead roof (left) and hipped roof (right) with gable dormer.



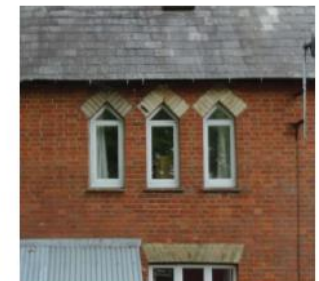
Brick detailing along the window line and corner. Decorative fascia pattern.



Timber frame gable dormer porch with render filling.



Base of house lined with stone facade detailing.



Brick lintel detailing above fenestration.

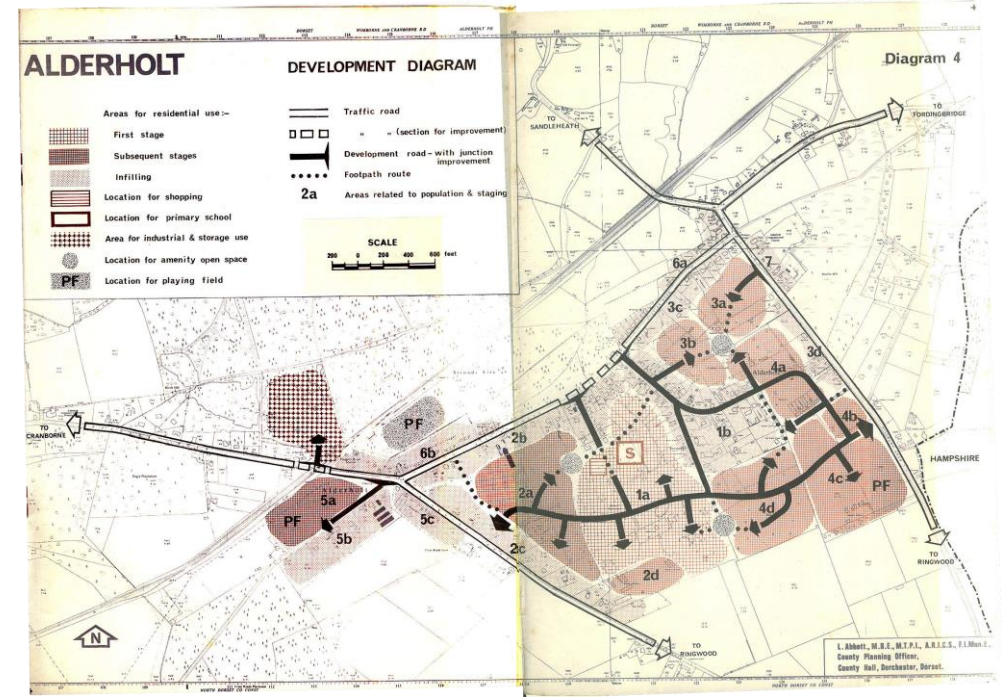
2.2 Planned 1970s development (CA2a)

Map 6. Character area boundary – Planned 1970s development



2.2.1 The 1971 Alderholt Village Plan allocated the land within this character area for the first stage of development, including the development of the new school site together with planned areas of amenity space. The new spine road (Earlswood / Birchwood Drive) was created in three phases, starting in the west connecting Ringwood Road to Park Lane, then on to Ash Close (where it connected through Antells Way to Camel Green Road), with the final phase reaching Hillbury Road. This character area (CA2a) broadly reflects the planned 'first stage' of development, which included the new school.

Map 7.1970 Village Plan



Land use and layout

2.2.2 This area has a mix of linear development along Earlswood Drive, Park Lane and Broomfield Drive, together with multiple cul-de-sac developments including Bramble Close, Oak Road, Fern Close, Birchwood Drive and Alder Drive.

2.2.3 The building line is staggered but with a broadly consistent orientation and a setback that allows for a continuous pavement throughout the area, a front garden and on-plot parking. The land use is almost entirely residential other than the school site and GP branch surgery site.

Landscape character

2.2.4 The main landscape features in the area are provided by the school site (which includes grassed areas with mature trees) and the wooded amenity area south of Oak Road.

Roads and streets

2.2.5 The roads in this part of the village tend to have pavements on both sides, and there are stretches of green verge, most notably along the main spine road, separating the pavement from the roadway. The planned layouts also created many tarmacked pedestrian paths linking the areas, creating a more walkable network of routes.

2.2.6 Boundary treatments vary, but are generally open where buildings face onto the road. However there are quite a few areas where buildings have their back or side gardens against the road, with sections of tall fencing which are far less welcoming.

Building types

2.2.7 The area consists of mainly of bungalows, semi-detached and terraced 2-storey dwellings. The lower parts of Park Lane, Birchwood Drive, Broomfield Drive and Fern Close consist entirely of bungalows, while Alder Drive, Earlswood Drive and Oak Road have only two-storey dwellings.

2.2.8 The different building types have a broadly consistent style throughout the area. The roofs are all gabled, with a few of them featuring a catslide roof. Many of these dwellings have a flat roof garage on the side of or in front of the dwelling, although often these have been converted to living space with cars now parked on the forecourt or roads.



Figure 6. Earlswood Drive

Colour palette and detailing

2.2.9 The bungalows mostly feature a light colour render facade and either a gable or crossed gable roof. The two-storey dwellings feature a red or brown brick facade and occasionally a darker coloured weatherboarding on the upper level.

2.2.10 Housing along Park Lane has the greatest diversity in style. This includes a range of dormer types, such as side-facing flat roof dormers and street-facing gable dormers, integrated garages, roof overhang porches and dormer porches and a number of diverse extensions styles. Typically, these extensions are single-storey and located to the side of the building and behind the building line, with the roof featuring a similar style and materiality to the original building.

Character Area palette

Colour palette



Facade



Boundary treatments



Low barrier that defines neighbouring dwelling boundaries.



Low timber wood fence.



Defined hedgerow that improves the street scene by obscuring the view of personal vehicles.

Fenestration



Gable front door overhang and gable wall dormer.



Wide pitched front door overhang.



Arched inset front doorway.



Timber framed windows and doorway.

Roofing



Crossed gable roof that forms an L-shape when viewed from above.



Double gable roof sharing the same roof materials and colours.

External features



White painted chimneys placed closer to the street scene.



Roof solar panelling.



Black roof and wall gutters that compliments the facade palette.



Satellite dish pushed back from the street scene.

2.3 Subsequent modern infill development (CA2b)

Map 8.Character area boundary – Modern Infill



2.3.1 This Character Area includes infill development that occurred following the first phase of the 1971 village plan. Whilst this area shares many of the same qualities as the developments described in the previous section, these areas were developed slightly later and therefore reflect the planning and design ideas of their time.

2.3.2 This character area also includes the Park Home site off Hillbury Road, which has its own distinct character.

Land use and layout

2.3.3 The areas that make up this Character Area are largely cul-de-sac developments. Some of these are lengthy and branch out, as is seen within Wren Gardens, Windsor Way and Churchill Close. There

are some areas of comparatively high density where courtyard parking has been used (e.g. off Pine Road and Lime Tree Close, and the garage blocks in Windsor Way), and an area of park homes.

Landscape character

2.3.4 There are five areas of planned amenity space within this area: off Churchill Close, Earlswood Drive, Kestrel Way, Tudor Close and Windsor Way. These are laid to grass with tree planting. Most of these are clearly visible from the roads that run through these areas.



Figure 7. Local Green Space at Windsor Way

Roads and streets

2.3.5 The roads within this Character Area are typically arranged as one wider local road with multiple cul-de-sac developments attached to it. They are generally tarmacked with pavements on either side. Despite many having garages (and in places parking courtyards),

parked cars tend to dominate many of the local roads with front garden and on-street parking, particularly in the 1980s developments.

2.3.6 Boundary treatments vary although many properties have front gardens directly open to the street with no barrier.

Building types

2.3.7 Whilst there are different building types and styles within this area, including detached, semi-detached and short terraces, they were built to be relatively uniform within the cul-de-sac development they lie within. For example, the dwellings along Broomfield Drive are two-storey semi-detached dwellings all with a red brick facade and consistent height, which contrasts from the dwellings in the Apple Tree Road cul-de-sac where there are two groupings of bungalows each group with its own style. Over the course of time variation has crept in through extensions and alterations to buildings.

2.3.8 Generally, there is a greater volume of two-storey dwellings, reflecting the decline in bungalow building in the late 20th and early 21st centuries. Roof types are mostly hipped and gabled, with the exception of the semi-detached properties in Blackwater Grove and Churchill Close that feature a catslide roof.

Colour palette and detailing

2.3.9 As with building types, material use is similarly consistent within the cul-de-sac the dwellings are located. Overall red brick and light facades the prominently found material. However some distinct patterns include the use of a lighter brick within Churchill Close, segmented sections of grey weatherboarding and decorative hung tiles in Blackwater Close, and more contemporary features on the facades of bungalows along Blackwater Grove with a mix of wood panelling and white render.



Figure 8. Blackwater Close



Figure 9. Windsor Way

Character Area palette

Colour palette



Facade



Boundary treatments



Low timber fences of varying styles and colours.



Low brick wall and shrubbery growth to enhance the street scene.



Low white render stone wall backed by garden foliage.

Roofing



Grey pantiles

Gable roof with skillion roof attachments over the garage and entryways.



Entryway pitched overhang.



Flat roof dormer with casement windows.



Timber casement window with arched brick lintel aligned under gable.



Entryway flat overhang above front door and garage.



Grey slate

Continuous catslide roof with parallel flat roof dormers.



Decorative concrete panes in brick porch wall.



Continuous pattern in weatherboards and decorative fascias.



Wood weatherboard panelling and white render divided by window.



Wood weatherboarding adjacent to red brick facade aligned to chimney.

Architectural Detailing

2.4 The wider countryside and hamlets

2.4.1 Outside of the settlement, other than sites that are allocated for development, there is little expectation of any major change to the area's character other than the potential replacement or small-scale extension to existing buildings, and agricultural or forestry-related development.

Landscape character

2.4.2 The northern half of the parish lies predominantly in an area described as rolling wooded pasture in the Dorset Landscape Character Assessment (LCA). This area is situated between the chalk and the heathland landscapes, and is described as "undulating, low and rolling hills with an irregular patchwork of pasture, woods and hedgerows". It is a predominantly a pastoral landscape with larger arable fields and tracts of common land.

2.4.3 The southern half of the parish lies predominantly in an area described as heath/forest mosaic in the Dorset LCA. This is a "transitional area between the chalk landscapes, river valleys and other heathland landscape types" that is characterised by a patchwork landscape of heath, forest and scrub on sandy soil with extensive blocks of conifer plantation and areas of regenerating birch woodland. It is an extensive and expansive landscape with an unspoilt feel.

Important landscape features

2.4.4 Key features of the countryside as described in the LCA and picked up in the Landscape and Heritage Study include:

- irregular patchworks / mosaic of pasture, woods and hedgerows, heath, forest and scrub, creating a small scale, intimate and enclosed landscape
- dense small woods of oak, ash, birch and hazel coppice, scattered trees and dense well-treed hedgerows – which contribute to the rural character and undeveloped wooded skylines that form the backdrop to village
- winding hedge lined lanes
- sparsely settled and rural character outside of the main village
- course of the railway, a heritage asset in its own right
- picturesque farms and hamlets scattered through the area, with many of the rural buildings and structures traditionally constructed using local materials
- whilst in places views are limited by the flat topography and dense hedgerows, there are important open vistas from key viewpoints
- sense of tranquility.

2.4.5 In addition, the [CPRE map](#) on England's Light Pollution and Dark Skies shows how, outside of the village, the area benefits from a lack of light pollution allowing the enjoyment of dark night skies.

2.4.6 Detracting features include:

- hard geometric edges of the conifer plantations – this could be softened through native planting and/or allowing natural regeneration and further conifer planting should be avoided
- marginal farmland on settlement edges, cluttered by use as pony paddocks
- significant disturbance created by development such as quarrying.

3. GENERAL DESIGN GUIDANCE

3.1 Settlement pattern, layout and densities

3.1.1 Alderholt has a strong, historic, linear pattern of development within the early village footprint, which should be respected. This is particularly important given that Daggons Road / Station Road and secondary routes along Hillbury Road and Ringwood Road provide the first impression of the village to visitors, and the role these routes play in broadly defining the extent of the village.

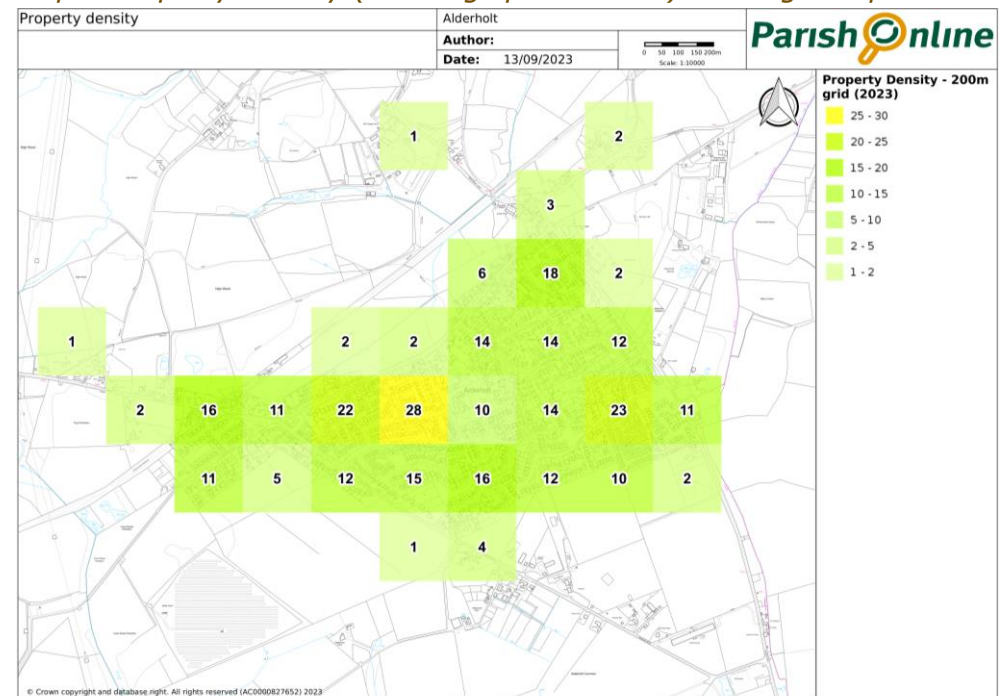
3.1.2 Cul-de-sac developments of varying sizes are prominent throughout other areas within the village, but can mean that walking from one area to the next is longer than necessary unless footpath connections are provided (and as such their design is considered in Policy 2). Large-scale backland development behind existing dwellings tends to undermine the settlement pattern and character, and should be avoided. Infill proposals set to the rear of the existing dwellings should not be obtrusive in character nor be an overbearing or dominant feature within its overall setting.

3.1.3 In some cases development has resulted in front-to-back relationships (with back gardens facing onto the street), which not only creates opportunities for crime but also tends to result in less visually interested streets. Such layouts should be avoided.

3.1.4 Front gardens are very common, and are rarely under 6m (measured to the pavement) and typically more. The building line along streets, whilst having some consistency in the planned areas of development (CA2a and CA2b), is more visually interesting where it has allowed for subtle variations in the form of recesses and protrusions.

3.1.5 Overall average density (measured crudely in terms of dwellings per hectare) is comparatively low, typically around 15 dwellings per hectare (dph), but including some areas of higher density around 25dph, as shown in Map 9. In contrast, nearby towns such as Fordingbridge achieve densities of up to 40dph, and parts of central Bournemouth exceeds 100dph.

Map 9. Property density (dwellings per hectare) 200m grid squares



3.1.6 The different densities and plot sizes need to be carefully considered during the design process. Densities should reflect the settlement's rural character. Generally, the edge of the village has a lower density which not only supports more trees but also allows views out from the highway to the surrounding countryside.

3.1.7 Where infill development, extensions or replacement dwellings are proposed, these can disrupt the rhythm of development within a street. In particular, the spacing between buildings that can support green corridors and contribute to the area's rural character is particularly vulnerable to this type of development and their reduction or loss should be prevented.

Policy 1. Settlement pattern, layout and densities

Within the early village footprint (area CA1 as shown on Map 3) new development should reinforce the linear pattern of development, and respect the historic importance of Daggons Road / Station Road as the main thoroughfare. The pattern of development within this area should reflect the organic layout and appearance where individual dwellings have been added over time in an incremental fashion, and generally face onto (and are accessed directly off) the highway.

Large-scale backland development that would undermine the area's character, and front-to-back relationships, should be avoided.

Where there is a strong rhythm / repetition of layouts within the areas of planned development (areas CA2a and CA2b as shown on Map 3), that rhythm / repetition should be respected. Buildings should generally be set back from the highway with a front garden depth of at least 6m, unless there are mitigating circumstances such as wide green verges.

The density and spacing between dwellings should be designed to reinforce the area's green and rural character. Development on the

edge of the village should adopt a lower density with frequent breaks to increase visual connections with the surrounding countryside.

3.2 People-friendly streets and paths

3.2.1 Having a safe and attractive network of streets and paths to help walkers and cyclists get around the village is really important. Opportunities to walk or cycle to work, to visit local shops, friends and family, or simply for pleasure and recreation, can be really beneficial both in terms of our physical wellbeing, but also because this reduces reliance on local car use within the village, and in turn promotes a more safer and more pleasant environment in which to live.

3.2.2 New development can present opportunities to enhance the network of streets, pavements and connecting paths, through the creation of new routes, improvements to existing routes and the use of landmarks and other visual signals that will encourage people to walk and cycle as a realistic alternative to using the car.

3.2.3 Where new roads or cul-de-sacs are planned, the roadway should be designed to vary in terms of lane width and alignment, to help discourage speeding and introduce a more informal and intimate character. Pedestrian desire lines should be mapped and used to determine the placement of crossing points, including at junctions where dropped kerbs and tactile paving should be included. With the requirement for cars to give way to pedestrians waiting to cross junctions, it will be especially important to consider the placement of trees, street furniture and potential pressure for parked cars at these nodes, so that there is good visibility for all users.

3.2.4 In addition to front gardens (as typical in the village), these should include a pavement and tree-pit / verge either side of the carriageway. The pavements / footway should be at least 2m wide. The tree / verge corridor can be designed to incorporate a degree of

on-street parking to at least accommodate visitor parking requirements, but designed to 'green' the street scene visually and practically through permeable grass verges / swales, and street trees in well-designed pits that will protect the root spread from parked cars.

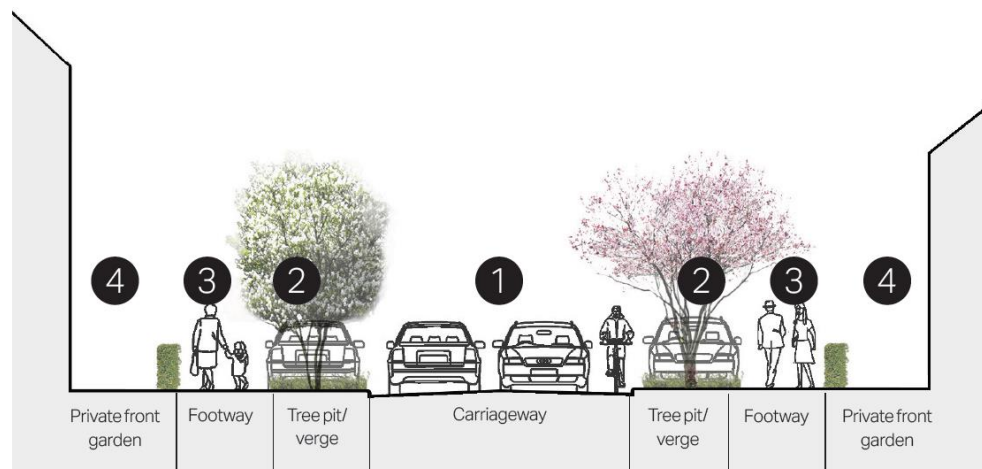


Figure 10. Cross section to illustrate appropriate street layout

3.2.5 The inclusion of cul-de-sac developments can mean that walking from one area to the next is longer than necessary unless footpath connections are provided. Whilst such connections do exist in places (for example, there is a footpath linking Windsor Way to Hayters Way, but not to Down Lodge Close), they can be narrow, bleak and feel unsafe if not overlooked. As a guide, when creating new links there should be a minimum 2m verge / landscaped area on either side of such links, with the width of the surfaced path a minimum of 2m, or wider depending on the likely level of use. It is important that these routes follow obvious desire lines to ensure that they are well-used, and do not create opportunities for crime through allowing easy access to rear gardens that is not overlooked. This may not always be feasible, or may require collaboration with adjacent landowners, and developers should explain in their design

and access statements what negotiations have taken place if no link, or a sub-standard link is proposed, and show that they have made best endeavours to secure the link at a reasonable cost.



Figure 11. Example of a connecting passageway which would have felt more safe and attractive if it had been wider with some planting

3.2.6 Within the village, new pavements and connecting pedestrian paths should be surfaced so that those using wheelchairs or buggies are not hampered. This generally means avoiding loose materials such as gravel, or surfaces liable to become waterlogged.

3.2.7 Most of the roads where there are pavements have some form of street lighting, and this is expected within development where new footways are planned. The specification of street lighting is a matter for Dorset Council, but is expected to be designed to respect biodiversity, prevent light spilling into people's homes, or harming our dark skies (particularly as International Dark Sky Reserve status puts an obligation on the National Landscape Partners, including

Dorset Council, to reduce light pollution in the vicinity of Cranborne Chase). More details on this can be found in the [Commission for Dark Skies Lighting Guidelines](#), and good practice guidance published by the [Cranborne Chase National Landscape Partnership](#).

Policy 2. People-friendly streets and paths

Streets and paths within the village should be designed to provide direct and attractive routes between neighbouring streets and local facilities for pedestrians and cyclists, through measures including:

- the inclusion of a pedestrian footway and tree-pit / verge either side of the carriageway where possible;
- ensuring any proposed on-street parking provision does not visually dominate the street;
- the use of landmarks and other visual markers to promote legibility of the network;
- natural traffic calming through lane width and alignment variation of the carriageway where feasible;
- the inclusion of crossing points designed to align with pedestrian desire lines with good visibility, and incorporating dropped kerbs and tactile paving;
- surfacing materials that are usable by people with wheelchairs, pushchairs and buggies;
- provision of lighting where new footways are planned, designed to minimise harmful impacts on wildlife corridors, and light spilling into people’s homes or upwards into the night sky.

Cul-de-sac developments should provide safe and attractive onward pedestrian links for a more connected and permeable settlement where this is possible and appropriate, taking into account the potential for future connections to be made and likely level of usage. Such links will need to be designed to avoid creating easy access to side / rear with no overlooking.

Where possible, developments should also facilitate outward connections linking to the existing public rights of way network and accessible green spaces.

3.3 Managing parking provision sensitively

3.3.1 The clutter of on-street parking in many parts of Alderholt is something that development should seek to avoid, and where possible alleviate. The proliferation of cars within front gardens, parked haphazardly on the road and close to junctions, not only detracts from the character of the area but can be off-putting for pedestrians and cyclists.

3.3.2 The 2021 Census recorded that 30% of households had 1 car (including vans), 42% had 2 cars, and 24% of households had 3 or more cars. This suggests an average of around 1.9 cars per dwelling (significantly higher than 1.5 which is typical of Dorset). This figure should be used as the starting point for assessing parking requirements, rounded up to the nearest whole space.

3.3.3 As a general principle, parking should be provided on plot wherever practicable and in keeping with the character of the area. Where possible, parking spaces should be set behind the building line, to the side of the plot, to further reduce the potential for cars to dominate the character of the street. Where this is the case, it will be important to ensure that extensions do not subsequently remove these parking spaces. If the only option is parking to the front of the house, this will need to be carefully designed and landscaped to ensure it will not detract from the area’s rural, village character.

3.3.4 Where on-street parking is proposed or liable to occur, the parking areas should be clearly marked. High-quality and well-designed soft landscaping should be used to improve the aesthetics of parking, for instance aligning the hedgerow adjacent to the parking space; and the inclusion of street trees and clear areas

where pedestrians can cross safely within areas of on-street parking. As a guide, parallel car parking space should be 2.5m x 6m long, and not exceed 3 spaces in a row without a break.



Figure 12. Illustration of on street parking

3.3.5 Parking courtyards and garages accessed by shared rear lanes can be found in Alderholt but are generally poorly used and managed, and therefore are discouraged.

3.3.6 Electric vehicle charging points and associated services should be integrated into the design of new developments and avoid obstructing walkers and cyclists.

3.3.7 Whilst the level of cycle ownership appears to be comparatively low (using the 2021 census data on the proportion of trips to work made by cycle as a proxy – only 1% of people in Alderholt typically cycle to work, compared to an average of 2.5% across Dorset), having cycle storage included in new development may encourage more people to take up cycling. The storage will need to be secure

and readily accessible, and can be included within garages if these are designed specifically to accommodate it.

Policy 3. Parking Provision

The provision of parking within new developments or through infill / extensions should ensure that the likely volume of cars does not dominate the street scene or lead to haphazard on-street parking. This will be achieved by:

- planning for on average 1.9 cars per dwelling plus an allowance for visitors / overflow;
- making parking provision on plot and behind the building line (with the possible exception of visitor / overflow provision) wherever practicable and in keeping with the character of the area;
- including secure and readily accessible cycle storage / parking;
- clearly demarcating areas intended for on-street parking;
- including landscaping / street trees to break up and soften the visual impact of cars parked on-street or forward of the building line, with a maximum of 3 on-street spaces in a row without a break;
- ensuring electric vehicle charging points are considerately placed to integrate with the development and avoid obstructing walkers and cyclists.

Extensions and alterations to existing buildings should not result in a significant loss of front garden areas, or side areas used for parking if the resulting provision would not meet the above parking guidelines.

3.4 Local vernacular architecture in design

3.4.1 Alderholt may not have the traditional historic character found in many Dorset villages, particularly given the extensive expansion

that happened in the late 20th century at a time when nationally, little attention was paid to the quality and character of design. However there are some elements that are common or particularly unique to Alderholt that can be reflected in the new design, to reinforce its local character, visual interest and village feel. This includes:

- The limited height of buildings - mainly not exceeding 2 storeys (equivalent) and including a significant number of single storey buildings.
- The use of local materials, in particular red / brown bricks, brown tiles / grey slate roofs, cream render (formerly cob) strongly influence the colour palette.
- The lack of large-scale buildings (such as apartment blocks, town houses, large industrial warehouses).
- The variation but overall harmony in roof form, including the use of gabled dormers, half-hipped roofs, and staggered building heights on terraced developments.
- Interest within the front facades through features such as bay windows, porches, pitched overhangs and recesses.

3.4.2 Development should be designed to be visually interesting and avoid flat, plain facades. Whilst the late 20th century estates included repetition of the same built forms, sometimes rotated or mirrored, this did not add interest and should be avoided outside of these areas in any future developments.

3.4.3 Developers are expected to demonstrate an understanding of the surrounding context of the site and the key characteristics that will reinforce the village feel and character. For example, a second storey extension within a cul-de-sac entirely occupied by bungalows would be completely out of character with that area. Window size, orientation, proportions and symmetry on infill sites should complement the existing fenestration present in that area, for

instance installing sash windows where these are present in the surrounding context and replicating glazing bar design.



Figure 13. Decorative gable end, ridge tiles and chimneys

3.4.4 In addition, modern-day features (such as meter boxes) should be clearly shown to demonstrate how these are to be integrated successfully into the design without adding clutter or otherwise harming the character of the building as seen from the surrounding area. Careful consideration similarly needs to be applied to solar panels and air source heat pumps, and this is covered in Policy 5.

Policy 4. Respecting local character in the design

New development, including extensions and alterations, should conserve and enhance the distinctive local character and heritage of the village, with particular consideration given to the building form,

design and colour palette in its immediate context and in the wider Character Area.

A good degree of variety is expected within major development sites, rather than simply rotating or mirroring a limited number of built forms.

The street-facing elevation of buildings should be active and positively contribute to street scene. Where colour is applied to a building facade, a muted tone should be used that reflects or complements the colour palette for that area.

The height of new development should respect the surrounding buildings (and in the case of extensions, the host dwelling) and be modest in scale (one to two storeys in height in keeping with a typical village character). Decisions on the scale of buildings and roof forms should take into account the topography, spacing and views, and ensure a mix of heights within its immediate area. Buildings that would appear overwhelming when viewed from the street or in the context of neighbouring properties should be avoided.

The roof design should be broadly in keeping with the form and pitch of neighbouring dwellings (and in the case of extensions, the host dwelling) and the wider character area. Chimneys and/or decorative features (for example ridge tiles) should be used to add visual interest where appropriate to the architectural style of the building.

Development should ensure a variety of detailing is used appropriate to the character of the area (such as through brick patterns and dressings around windows and across walls, the use of lintels, bay windows, porches and recesses) to provide visual interest along the street. The same building forms should not be repeated (unless within the planned developments of CA2a and CA2b where there is clear repetition). Doors and windows should add character and complement the building form and neighbouring dwellings in terms of their proportions and symmetry.

Extensions and alterations should consider the materials, architectural features, window sizes and proportions and symmetry / rhythm of the existing building, and respect these elements so that the proposed changes complement the existing building.

External features such as meter boxes, flues, lighting / security features, gutters and downpipes should be shown clearly on the submitted plans and placed discretely to minimise their impact on the street scene.

3.5 Environmental performance and sustainability in buildings

3.5.1 Nationally there has been a continued push to raise the energy efficient and carbon-neutral standards in new buildings, with the intention that, by 2025, all new build homes will be future-proofed with low carbon heating and world-leading levels of energy efficiency. Building Regulations were updated in 2022 to kick-start the shift towards more sustainable designs, by requiring a 30% reduction in CO2 emissions. Further legislation is needed to ensure all new homes built after 2025 are “zero carbon ready” and to achieve a further 75 – 80% reduction in CO2 emissions.

3.5.2 The design of buildings to achieve high standards of environmental performance not only ensures that those buildings are more resilient to climatic changes, but should also mean that they are less costly to run.

3.5.3 The choice of materials (including glazing) and build techniques will be important in meeting these new standards, and should:

- attain high standards of insulation and energy conservation;
- minimise embodied carbon, both in terms of material sourcing and opportunities to recycle / re-use materials;

- be durable with long life-expectancy and low-cost maintenance requirements;
- benefit from passive solar gain (primarily on elevations within 30° of South) with opportunities for cooling in the summer to avoid over-heating (such as through the incorporation of louvres or blinds);
- take into account the local character of the area and visual appeal of the end design (in line with Policy 4).

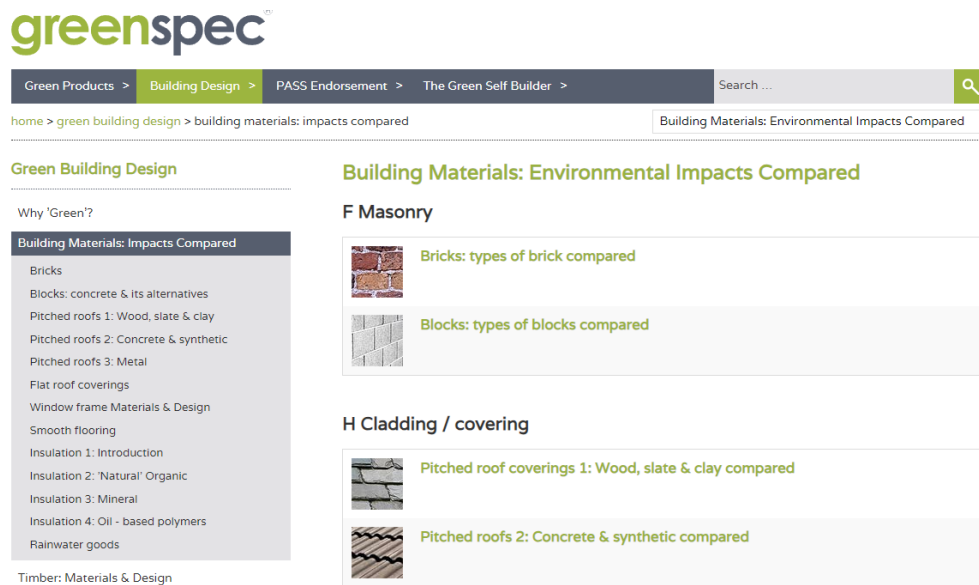


Figure 14. Greenspec website

3.5.4 Websites such as Greenspec (<https://www.greenspec.co.uk/building-design/materials-compared/>) provide comparable data on the environmental impacts of commonly used building materials.

3.5.5 Most buildings will be expected to incorporate solar panels, and therefore the roof design / slopes should be designed with this in mind. The choice and placement of solar panels should not only consider their efficiency but also the visual impact on the street

scene – including any rhythm / symmetry within the design and colour palette.

3.5.6 Similarly, ground and air-source heat pumps should be considered at an early stage in the process to ensure that these can be incorporated in an efficient and effective way, and placed discretely to avoid harming the character of the building and its surrounds as viewed from the street. Ground-source heat pump systems that can serve a group of homes will clearly be more cost-effective and more readily installed during the construction stage, whereas air-source heat pumps may be more appropriate to retro-fit existing homes.

3.5.7 National planning policy is clear that all major development should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. This will clearly have implications for landscaping, but in the design of new buildings and extensions, the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, should also be applied.

3.5.8 In addition building design and features can also support local wildlife, for example through the inclusion of bricks specifically designed for swifts, swallows and sparrows, bee bricks and bat boxes. These should be standard on all new buildings, taking into account that species such as swifts and house sparrows are colonial and therefore some grouping is preferred. As a guide, these should be positioned close to the eaves.

3.5.9 In January 2024 Dorset Council introduced a requirement for most planning applications to be accompanied by a completed Sustainability Checklist, <https://www.dorsetcouncil.gov.uk/-/planning-for-climate-change>, which will help applicants demonstrate how they have complied with the following policy.

Policy 5. Environmental performance and sustainability

The following measures should be incorporated into new buildings and extensions where practicable to do so and in keeping with local character:

- material / build choice to attain high standards of insulation and energy conservation and minimise embodied carbon, with long life-expectancy and low-cost maintenance;
- use of glazing to benefit from passive solar gain, and shading to avoid overheating;
- sensitive incorporation of solar panels within the roof design;
- sensitive incorporation of ground or air-source heat pumps;
- collection of surface water to reuse, either through a water butt or rainwater harvesting system;
- incorporation of bird bricks / boxes, bee bricks and bat boxes into the design.

3.6 Landscaping for biodiversity, flood risk and to reinforce the area's rural character

3.6.1 The relationship between Alderholt and the surrounding countryside creates a distinctive natural village that promotes an active, healthy lifestyle; has an attractive identity and sense of place; and supports local wildlife. The approaches to the village are rich in character with their hedgerows and plentiful oak trees, which continue in part through the village itself. Local residents greatly value access to green spaces and views of the wider countryside. This immediate access to nature, both physically and visually, is a key quality to preserve and enhance.

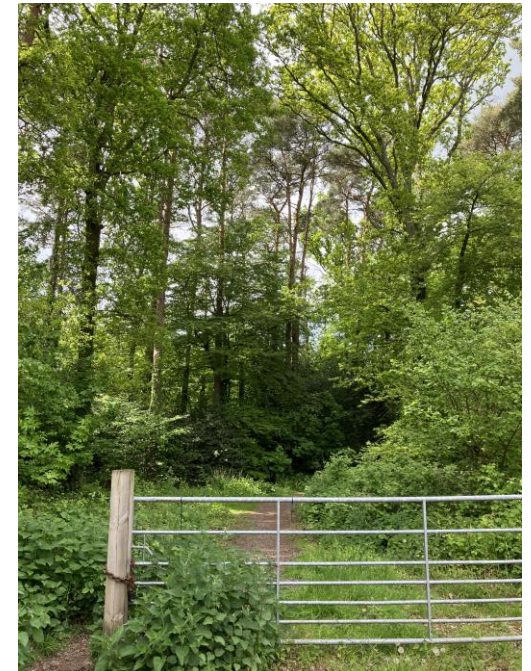
3.6.2 The relationship with the countryside is two-way, in terms of views out from the settlement, and the appearance of the settlement from the wider countryside and approach roads. It will be important

to reinforce this character and ensure that the edges of the settlement include substantial planting to provide a soft transition between the built-up area and countryside, taking into account the opportunity for and importance of views in and out.

3.6.3 Whilst much of the area east and north of the village is recognised as being part of the existing ecological network recorded on Dorset Explorer, more local wildlife corridors existing within the village, created by the network of green spaces, wooded corridors and hedgerows that run through and around the village (an indication of this extent of this network can be seen by viewing the tree canopy map in Appendix 1. This network should ideally be extended. Another option, which could provide significant biodiversity gains where these may be required for off-site compensation, would be through the restoration of planted ancient woodland areas to native broadleaved cover. The loss of the mature hedgerows and trees and the creation of abrupt edges to development with little vegetation or landscaping should be avoided.

Figure 15. Strouds Firs

3.6.4 Green spaces within the village include amenity areas for play and informal recreation. Where green spaces are intended to be open to the public, they should be designed to be accessible, safe and inviting, with pleasant seating areas and shaded spaces. To this end,



surrounding developments should be designed to overlook these areas, and may also be able to improve access through opening up a new route to the site or widening an existing route to make it more inviting. Opportunities to increase biodiversity and reduce flood risk through their design should also be taken.

3.6.5 Plot boundary treatments vary across the village and very much reflect the planning ideals of the time in which they were built. There are even some areas where the boundaries viewed from the highway have been left largely open and undefined (such as along Earlswood Drive). However, the inclusion of street trees and hedgerows, sometimes combined with low boundary walls, or open timber fencing with planting behind, has been most successful in reinforcing the area's rural character and encouraging pride in (and upkeep of) the frontages of people's properties. The use of high wooden fences (such as can be seen along parts of Birchwood Drive where housing backs onto the highway) should be avoided as this creates a bleak and sterile street scene.

3.6.6 Extensive areas of hard surfacing can increase flood risk (as rainwater and groundwater cannot readily soak away), as well as having an urbanising impact on character of the area. With careful consideration, such areas can be reduced and broken up with planting in between, and constructed with permeable materials. Some of the most effective sustainable drainage schemes are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.

3.6.7 Open space and gardens should be planted and designed with enhancing biodiversity in mind. This includes building in opportunities to link habitats and potential wildlife corridors, as well as incorporating a range of small-scale measures such as nest boxes, bug hotels, hedgehog-friendly gates / fences, bat boxes, log piles, tree, hedgerow and wildflower planting. On most developments this

is likely to be covered under the requirements for biodiversity net gain under the Environment Act 2021, <https://www.gov.uk/guidance/understanding-biodiversity-net-gain>, but some, such as householder applications, will be exempt.

3.6.8 A planning condition may be needed to ensure that any landscaping that is critical to the area's rural character is not removed by future occupants (such as can happen when the front boundary wall is removed and front garden area paved over to make additional car parking spaces). In general a period of 5 years is considered reasonable to ensure that landscaping is established, but this can be extended depending on the nature and importance of the planting. If the landscaping is part of the biodiversity net gain requirements, a condition may not be necessary if the mitigation is secured by way of a legal agreement of conservation covenant, as this will secure its maintenance for 30 years.

Policy 6. Landscaping

Development on the edge of the settlement should provide a soft, landscaped transition between the built-up area and countryside.

Development should reinforce and where possible extend the natural wooded corridors and hedgerows leading to, through and from the village. Opportunities to link habitats and potential wildlife corridors should be considered and taken where possible.

When planting new trees, canopy size (and associated root protection zones) should be considered in order to have the greatest positive impact. Large trees in particular can be useful landmarks to assist in wayfinding, provide shaded spaces and opportunities for wildlife.

The area forward of the building line, including boundary treatments to front gardens, should protect and enhance the area's rural character, primarily through the use of street trees, hedgerows and

shrubs. Boundary treatments in general should be hedge-hog friendly. Green verges within the public highway should also be used where possible, to help reinforce the green character of the area, increase biodiversity gains and pedestrian safety.

Accessible green spaces within and adjoining the village should be designed to create a pleasant, safe and attractive environment, enhance biodiversity and reduce flood risk. Surrounding development should help improve access (where opportunities exist), and overlook these areas to provide natural surveillance.

Hard surfaced areas should be kept to a minimum, and made permeable where possible. Sustainable drainage techniques that use natural processes such as swales and reed-beds to slow and clean the water whilst increasing biodiversity are particularly encouraged.

Landscaping details should incorporate details identified in the biodiversity plans, and may need to be conditioned to ensure that the biodiversity net gain and rural character of the area is maintained for a reasonable period, which should be at least 5 years to enable satisfactory plant establishment and, in the case of significant biodiversity net gains, not less than 30 years.

Figure 16. Bramble Close



4. FUTURE DEVELOPMENT AREAS

4.1 What development is needed

Housing needs

4.1.1 At the time of drafting this Neighbourhood Plan, the development plan's strategy has been to support Alderholt's role as a rural service centre, allowing infill development as well as new community facilities, employment and affordable housing, to support the vitality of the village and adjacent communities.

4.1.2 However this strategy has recently been undermined due to the pressures on Dorset Council to allow further development in the former East Dorset area, in order to meet its housing supply targets. There are currently extant consents for over 130 new homes on land outside of the village envelope, including 89 homes at the former Alderholt Surplus Stores site on Daggons Road, and 44 homes at the former Hawthorn Nurseries site on Ringwood Road. The latter was allowed on appeal by the Planning Inspectorate, with the Inspector giving substantial weight to the benefits of housing delivery because the Council could not demonstrate a five year housing supply at that time, meaning that the Council's main policy to limit new housing development to areas within the village envelope was given little weight in that decision.

4.1.3 In early 2023 discussions were held with Dorset Council regarding how much housing the Neighbourhood Plan should seek to provide. By setting a housing target through the Neighbourhood Plan, and identifying sites to meet that target, local residents would be able to guide development to areas where further building would be acceptable, and update the village envelope setting the limit of further housing. The basis for these discussions is included in Appendix 2, but the main conclusions were that:

- an appropriate housing target for Alderholt falls within the range of 4 – 16 dwellings per annum (dpa)
- given the level of local affordable housing need and desire to boost housing growth, it would be prudent to look at a figure towards the higher end of this range.
- this would suggest a target of 192 dwellings for the plan period (2022 – 2034).
- deducting the extant housing supply from this total, the Neighbourhood Plan should seek to make provision for about 50 dwellings in total, focusing on sites that are likely to deliver at least 35% as affordable housing as part of the housing mix.

Indicative Housing Target:

192 dwellings for the plan period (2022 – 2034)
 Meaning that, in addition to the development of the Surplus Stores and Hawthorns Nursery sites, the Neighbourhood Plan should identify sites / opportunities for a further 50 dwellings.

4.1.4 In terms of the type and size of homes, previous consultation with local residents (in 2017) showed a strong preference for houses (particularly detached and semi-detached homes), a good level of support for more bungalows and terraced homes, and limited support for more flats or park homes. Low cost affordable housing to buy (e.g. for first time buyers) and family homes were felt to be the highest priority, with affordable housing offered in the first instance to those with a close connection to the parish.

4.1.5 The Core Strategy policy LN3 aims for 50% of all greenfield residential developments to be affordable housing. More recent viability evidence⁶ commissioned by Dorset Council suggests that this is unlikely to be deliverable across parts of the Dorset Council area, and a more realistic target would be 35%. Whilst this evidence is not specific to Alderholt, in order to boost viability and reflect local aspirations, the amount of affordable home ownership provision within the affordable housing requirements has been increased from 30:70 to a 50:50% split between affordable home ownership and affordable rented tenures.

4.1.6 Government guidance⁷ expects a minimum of 25% of all affordable housing units secured through developer contributions to be First Homes. The guidance also allows Neighbourhood Plans to include a local connection criteria for up to 3 months from when the home is first marketed, and such a clause is appropriate for Alderholt given the aim is to address local housing needs arising within this area. Other forms of affordable home ownership include discounted market sales housing (sold at a discount of at least 20% below local market value, with the discount maintained in future sales), shared ownership and rent to buy (which

First Homes

Homes that are sold (and re-sold) at a discount of at least 30% (compared to the open market value) and for no more than £250,000 (when first sold), to a first time buyer with a household income of no more than £80,000 and with a mortgage or similar agreement of at least 50% of the purchase price.

includes a period of intermediate rent). In all cases there is an expectation that the homes should remain affordable and prioritised to eligible households with a local connection to the area, and that they should be indistinguishable from open market housing in terms of their general appearance and location (this is often referred to as “tenure-blind”).

4.1.7 Applicants seeking to provide lower levels of affordable housing overall will need to provide clear and robust viability evidence in accordance with the Core Strategy policy that 50% is not achievable (applying the 50:50 affordable home ownership to rented split), and will be expected to achieve at least 35% affordable housing, based on the latest Dorset-wide evidence.

4.1.8 In terms of house sizes, the latest Dorset-wide Housing Needs Assessment⁸ is broadly in line with local wishes. This suggests that the need is greatest for 2 and 3 bedroom open market homes, and for 1, 2 and 3 bedroom affordable homes. A more detailed breakdown of the potential mix is shown in Table 1 that follows, based on data for the ‘Eastern Dorset’ area. A more accurate picture of local need for affordable rented home sizes should be determined through a review of the housing register at the time an application is prepared.

⁶ Dorset Local Plan Viability Assessment, May 2022, Three Dragons <https://www.dorsetcouncil.gov.uk/web/guest/-/dorset-council-area-viability-assessment>

⁷ NPPG ID: 70-012-20210524 <https://www.gov.uk/guidance/first-homes#plan--and-decision-making>

⁸ Dorset and BCP Local Housing Needs Assessment, Icen Projects Limited, November 2021 and specifically Tables 9.23, 9.25 and 9.27 <https://www.dorsetcouncil.gov.uk/documents/35024/2012718/Housing+Needs+Assessment.pdf/caac9843-8acc-66bd-91f3-554b75c70091>

Table 1. Suggested Housing Split (figures in brackets as applied to supply of 50 dwellings)

Type	1 bed	2 bed	3 bed	4+ bed
Market housing	3% (1)	16% (8)	22% (11)	9% (5)
AH ownership	5% (2)	9% (5)	9% (4)	3% (2)
Social / AH rent	9% (4)	9% (5)	7% (3)	1% (0)

4.1.9 The Dorset-wide Housing Needs Assessment also identifies the need to increase the supply of accessible and adaptable dwellings (including designs that work for wheelchair users) as well as providing specific provision of older persons housing. Whilst homes built to meet the highest Building Regulation M4(3) standards is likely to be challenging on the viability of a site, the lower M4(2), which is more akin to a 'Lifetime Home' standards, is unlikely to add significantly to the build costs. It is therefore proposed that all dwellings (in all tenures) should meet the M4(2) standards unless it is simply not practicable or viable to do so. This would ensure:

- Access to the principal entrance or suitable alternative entrance is broadly level and at least 900mm wide, and there is no loose material, such as gravel, used for surfacing;
- Parking bays are capable of being increased to 3.3m wide, and ideally positioned close to the entrance;
- There is some form of shelter / canopy at the entrance, and the entrance door is at least 850mm wide. Any enclosed porch areas should be at least 1,500mm deep;
- There is a WC and living area (i.e. either a living room, dining room or kitchen/dining room) on the entrance storey;

- There is sufficient space within the WC or a bathroom to install a future level access shower;
- Bedrooms sizes allow clear access route / circulation space around the bedspace of at least 750mm.

4.1.10 Another key consideration for any new housing development in the area is the potential impact on the various internationally important wildlife sites. This includes the nearby Dorset Heathlands, and the New Forest.

4.1.11 The strategy contained in the Dorset Heathlands Planning Framework⁹ consists of two mutually dependent and supporting policy mechanisms:

- Restrictions on development within the 400 metres heathland area; and
- Mitigation associated with some types of development within the 400 metres to 5km heathland area, including any planning applications where there is a net gain in homes, based on a combination of Strategic Access, Management and Monitoring (SAMM) and Heathland Infrastructure Projects (HIPs).

4.1.12 The following Heathland Infrastructure Projects are currently identified, and, together with Strategic Access, Management and Monitoring, are expected to be sufficient to mitigate the likely impact on the heathland area arising from the amount of housing development anticipated during the plan period:

- HIP at Alderholt Surplus Stores, Daggons Road (planning application reference 3/11/0558/REM)
- High Wood SANG (planning application reference 3/20/1732/FUL)

⁹ Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document, adopted March 2020 <https://www.dorsetcouncil.gov.uk/article/387392/Dorset-Heathlands-Planning-Framework>

→ HIP on Land South of Blackwater Grove (Policy 14)

This mitigation will need to be delivered in a timely fashion, and landowners are expected to work together, potentially purchasing 'credits' from the respective HIP / SANG landowner to secure their delivery, or to agree suitable alternative provision with Natural England. Applicants should therefore assist Dorset Council with information regarding the contribution that their site will make towards the proportionate delivery of these mitigation projects.

4.1.13 The Dorset Heathlands Interim Air Quality Strategy (Phase 2: Interim Measures for 2020 – 2025) sets out measures needed to address possible harm from sources of airborne nitrogen pollution in the vicinity of the Dorset Heathlands. This includes projects directly targeting vehicle emissions adjacent to heathland, such as encouraging a shift towards more sustainable modes of transport, and reducing vehicle speeds adjacent to the heathlands.

4.1.14 The strategy contained in the New Forest National Park Revised Habitat Mitigation Scheme¹⁰ includes mitigation measures are based on:

- Access management within the designated sites to reduce impacts;
- Alternative recreational greenspace sites and routes outside the designated sites;
- Education, awareness and promotion, to enhance people's understanding of protected species and vulnerable habitats and encourage responsible recreation; and
- Monitoring and research, to inform revisions to the strategy where necessary.

4.1.15 It is expected that these measures will be more fully incorporated into the New Forest National Park Recreation Management Strategy when it is next updated.

4.1.16 A further consideration is the potential impact on the foraging habits of Bewick's swan, which often feed on fields during the day and may be disturbed as a result of the development (and from noise during its construction phase), and are one of a number of over-wintering birds found in the Avon Valley. A similar issue relates to the potential foraging habits of the hen harrier, which favour lightly managed vegetation, such as rough grassland and scrub.

4.1.17 Where surveys of overwintering SPA / Ramsar bird species are required, due to suitable habitat, these should be undertaken at the planning application stage. Such surveys will need to be undertaken during autumn, winter and spring, and cover the proposed development land and land directly adjacent. The surveys should be used to assess if the land parcel supports a significant population (typically defined as 1% of the qualifying population) of designated and nationally important bird species. If the site or adjoining land is functionally linked to the SPA / Ramsar, avoidance measures and mitigation will be required, to ensure that the development does not result in adverse effects on the SPA / Ramsar site's integrity.

4.1.18 The River Avon SAC is one of a number of waterways where excessive nutrient enrichment from sewage is one of a number of factors harming these internationally important habitats. It is estimated (using the nutrient neutrality calculator tool provided by

¹⁰ The New Forest National Park Revised Habitat Mitigation Scheme - Mitigating recreational impacts on New Forest designated sites, July 2020

<https://www.newforestnpa.gov.uk/app/uploads/2020/07/Revised-Habitat-Mitigation-Scheme-SPD-.pdf>

Natural England¹¹) that the allocation of land for 55 dwellings through the Neighbourhood Plan would result in a net surplus of 6.25 kg/yr phosphorus, which would need to be off-set. For phosphorus this generally involves identifying wetlands to treat runoff to an appropriate standard. Following the full enactment of the Levelling Up and Regeneration Act 2023 it is likely that nutrient offsetting calculations will change, as Act requires sewage treatment works to reduce their discharge levels (and this improvement can be taken into account).

4.1.19 There can be unforeseen issues that make a site unviable, which can be resolved through altering the housing mix and amount of affordable housing. If this is the case, and the proposed development would be acceptable in all other respects, then some flexibility within the proposed mix can be considered. However prospective developers must be able to demonstrate that they have factored in the proposed mix required by the following policy, as well as all other relevant policies, when agreeing the price for the land¹².

Policy 7. Meeting Local Needs - Housing

Sufficient land is allocated in the Neighbourhood Plan, which together with the extant planning consents and potential for further sensitive infill within the village envelope, should meet the identified housing target over the plan period. Given this identified supply, including a windfall allowance, exceeds the housing need requirement, the release of unallocated greenfield sites for open market housing outside of the village envelope should be resisted.

Affordable Housing

The overall provision of affordable housing will be guided by the requirements set in the Local Plan.

At least 25% of affordable housing should be delivered as First Homes, as defined in national policy. The remaining affordable housing should be split between affordable housing for rent (including social housing) and affordable home ownership (including shared ownership). The overall split between affordable home ownership and affordable rented should aim to be 50:50, but a different split may be permitted if justified by local circumstances, local needs, or local viability considerations.

Affordable home sizes are expected to deliver mainly 1, 2 and 3 bedroom houses in line with Table 1, but the exact mix of affordable rented accommodation should be based on the requirements of eligible households with a local connection to Alderholt parish, as recorded in the Dorset Council affordable housing register at the time the application is considered.

Where affordable housing is provided, this should be tenure-blind and made on the basis of prioritising people in housing need who have a local connection to the Neighbourhood Plan area (based on the local connection criteria of the Dorset Housing Allocations Policy), cascading out to the adjoining parishes if there is no local need.

Open Market Housing

Open market home sizes should primarily deliver 2 and 3 bedroom houses, with a smaller proportion of 1 and 4+ bedrooms homes, in line with Table 1.

¹¹ <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/nutrient-neutrality-1>

¹² As explained in the NPPG <https://www.gov.uk/guidance/viability> Reference ID: 10-006-20190509

Accessible Housing

All new dwellings should be designed to be accessible through meeting the M4(2) Building Regulations standards unless it would not be practicable due to site conditions. Dwellings designed to meet the higher M4(3) Building Regulations standard for wheelchair users are encouraged.

Habitat Regulations Requirements

The impact of proposed development on the national site network (including European sites), alone or in combination with other existing and proposed development, will be screened for likely significant effects under the Conservation of Habitats and Species Regulations (amended) (EU exit), 2019 and/or any equivalent relevant legislation or regulations. Where there is a probability or risk of a significant effect, the proposed development will be subject of an appropriate assessment (taking into account the lifetime of the development). Development proposals should, therefore, be accompanied by information reasonably required to undertake an appropriate assessment, and demonstrate how the development will avoid or otherwise mitigate any adverse impact on the integrity of any relevant site(s) in the national site network.

To avoid adverse effects on the Dorset Heathlands SPA/ Ramsar/ SAC, all residential development will need to satisfy the requirements of The Dorset Heathlands SPD and the Dorset Heathland Air Quality Strategy. This will include provision of adequate Heathland Infrastructure Projects and adequate financial contributions towards the mitigation measures identified in the SPD.

All net new housing in the Neighbourhood Plan area may need to make a financial contribution to delivery of the New Forest Recreation Management Strategy, or appropriate mitigation measures as outlined in the New Forest National Park Revised Habitat Mitigation Scheme or any alternative mitigation strategy

devised for the site. This will need to be determined in discussion with Dorset Council as competent authority.

Developers must provide evidence that housing and associated development on greenfield sites will not result in adverse effects on site integrity of the Avon Valley SPA/ Ramsar, which may occur through disturbance to Bewick's swan if using adjacent habitats, or Dorset Heathlands SPA through direct loss of the habitats which may be favoured by the hen harrier. This can be done either through evidence that the habitat is unsuitable, or through the provision of overwintering bird surveys and if necessary appropriate mitigation to reduce habitat loss, noise and visual disturbance.

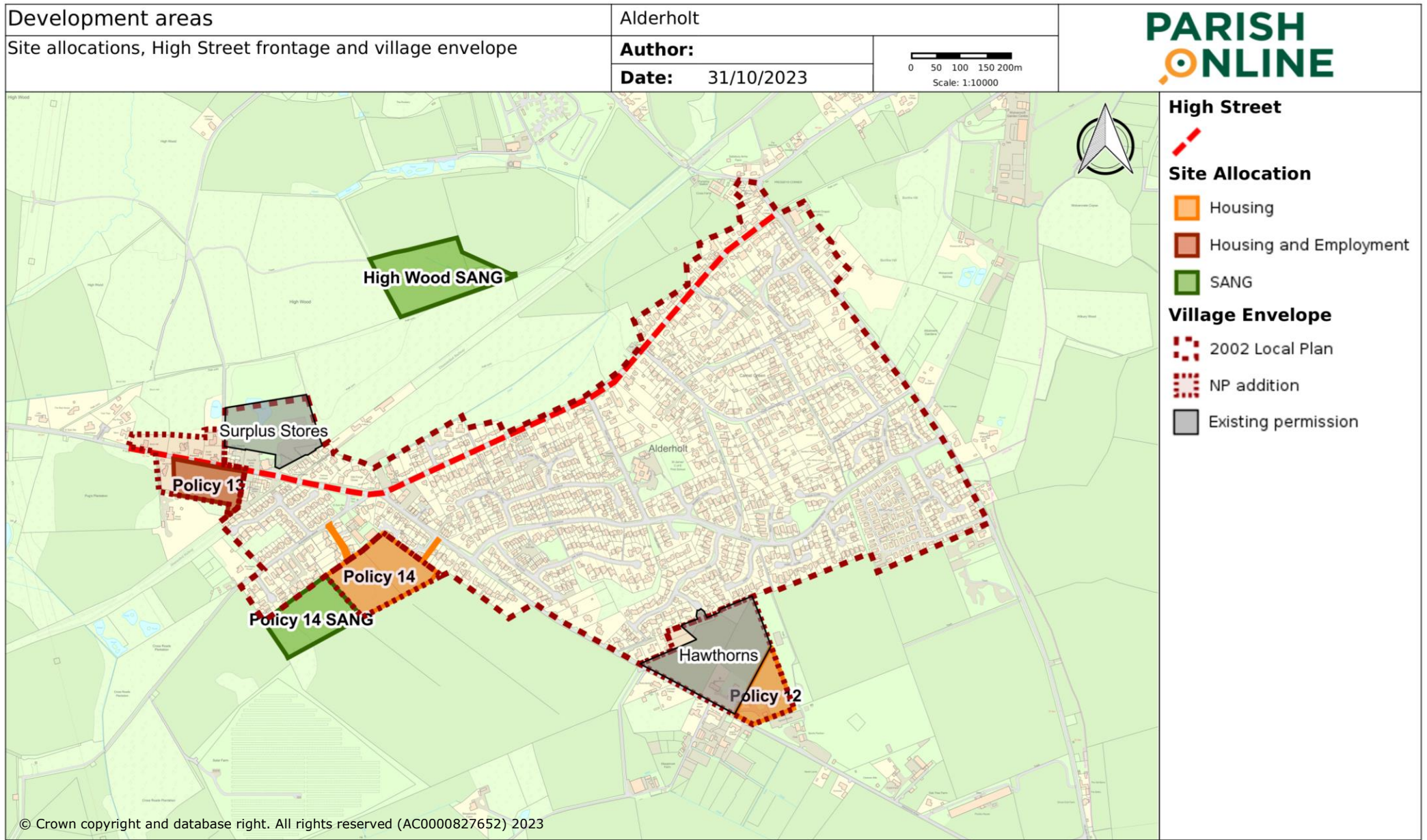
All developments will need to demonstrate nutrient neutrality for phosphorus in relation to the River Avon SAC. This should be done through using the Natural England River Avon nutrient budget calculator, and securing the delivery of offsetting measures as necessary to achieve neutrality.

4.2 Local services and community facilities

Figure 17. Co-operative Food Store and Post Office



Map 10. Site allocations, High Street area and revised village envelope



4.2.1 Alderholt has a range of local services and community facilities, including the village hall, the Churchill Arms, the Co-operative Food store, a first school and pre-school nursery, and sport and recreation facilities including a MUGA, outdoor gym and a Sports Social Club. Some of these are commercially run, and some provided through public funding. However the village lacks a number of locally based services (such as a library, hairdresser and pharmacy), the local Doctor's practice no longer operates its branch surgery, and larger facilities such as secondary schools and leisure centres are only found in the larger towns.

4.2.2 The 2019 village survey sought to understand local priorities for new facilities. The top priorities expressed by local residents were:

- Better bus services
- Wider range of local shops
- Healthcare (in particular a GP surgery in the village)
- Improved footpaths / traffic management
- Local schools
- Gym / sport and leisure / skate park (with the latter being a higher priority for households with children).

4.2.3 Unfortunately some of these facilities, such as better bus services or local doctors / healthcare provision, are largely outside the scope of the planning system to deliver.

4.2.4 One of the key objectives of this Neighbourhood Plan is to reinforce the sense of a village centre / high street. Most of the facilities are located along Daggons Road / Station Road and at the junction with Ringwood Road. It is this part of the village that formed its historic base and continues to act as the village centre /

high street, albeit not as well as it could. As such, where infill sites come forward within this area, the Parish Council would encourage them to be redeveloped in a way that would allow the properties to be used as shops and other services (albeit they may be used as a dwelling). This would allow such uses to locate here more readily, and increase the general vitality and viability of these facilities as the area becomes more of a village 'High Street'. Whilst alternative options for a 'new' village centre away from this area have been suggested by some land promoters, locations that are not on the main through route would be less likely to succeed, and would have little regard the village's historic character.

4.2.5 How this is achieved will depend on making the most from opportunities for redevelopment along this stretch of road. The Plan includes proposals for some business uses on a site on the western end of this High Street (see Policy 13), and there are other relatively large sites with good road frontage that may come forward for redevelopment. The requirements for shops and services that would be expected to flourish in a village the size of Alderholt¹³, are likely to need a floorspace of 45-65sqm for business use. Applicants are also encouraged to consider the typical requirements of commercial/retail premises, which include:

- space at the front of the premises on the ground floor that could be used as a readily accessible workspace that would be visible to and could attract customers (whether this is a shop, salon or another use);
- an area that could be used as a back office / stockroom, including the provision of staff / customer toilets;
- the potential to provide customer / staff parking – which based on

¹³ Based on research into how Fordingbridge functions (using the available business rate data), shows the rateable floor areas for shops and similar

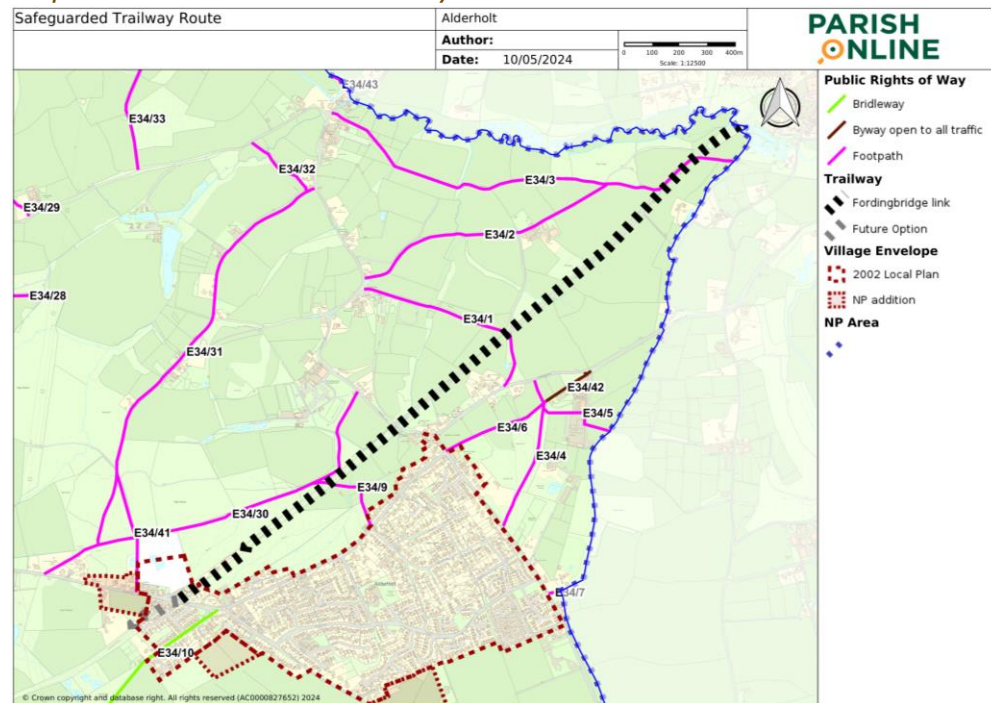
premises in that town is typically around 65sqm (median), with the lower quartile figure around 45sqm.

Dorset Council’s parking standards (although these have not yet been updated to include Class E) is likely to require 2 – 4 spaces.

Policy 8. The Village “High Street”

The Village High Street area is defined as land within the village envelope that fronts onto the village “High Street” (as identified on Map 10). Within this area, retail and other E class or similar sui generis uses appropriate to a local centre are encouraged, providing that such uses would be compatible with the adjoining land uses.

Map 11. Potential Railway Route



4.2.6 Another key objective of this plan is to support the project to re-use the former railway for recreation and onward connection to Fordingbridge. The line ran from Salisbury to West Moors, and a section within Hampshire already forms part of the Avon Valley Path.

4.2.7 The potential of the Alderholt Railway was recognised in the first draft of the Dorset Council Local Plan. Alderholt Parish has almost all its track beds still existing (apart from where development has occurred at Churchill Close and Station Yard), and the route to Verwood across Cranborne common is nearly all intact, but now under private ownership (primarily the Cranborne Estate).

4.2.8 In many ways, the course of the railway is a heritage asset in its own right, and celebrating this heritage through the use of this track for recreation would be a positive benefit.

4.2.9 The route going east from the village towards Fordingbridge provides the most potential benefit for local trips, and should therefore be prioritised in bringing forward this project. A westerly link towards Verwood, whilst desirable, could increase recreational pressures on Cranborne Common (an important part of the Dorset Heathlands), and Natural England have advised that further work is needed to show how such harm could be avoided. As such this west-bound route, beyond the village, is not shown, pending further feasibility work. The potential route within the village west of Daggons Road is shown on the map to indicate the future connection from that may be achieved as a result of the site allocation proposed under Policy 13, but this should not be provided without ensuring that this link would not result in walkers continuing along the old railway track to the west (unless it is demonstrated that this would not result in harm to the Dorset Heathlands).

4.2.10 Making the east-bound track accessible will require funding, planning permission and landowner agreement. Alternative routes can also be explored for those sections of the track that are unlikely to be made available (for example where housing has been built over the track).

Policy 9. The Trailway

The dismantled railway corridor as shown on Map 11 will be protected, and the provision of a recreational trailway along (or where this is not practicable, closely aligned) its route east of Daggons Road will be supported.

Any proposals to extend the trailway west of Daggons Road will need to be supported by a project-level Habitats Regulations Assessment, demonstrating that the impacts of any potential increase in recreational footprint on the Dorset Heathlands are adequately mitigated.

Trailway Project

The Parish Council will promote the inclusion of the trailway within Dorset Council's Local Plan and Local Transport Plan, and work with Dorset Council and local landowners to identify the most appropriate route. This will include further feasibility work, particularly with regard to any westward extension towards Verwood, given the need to avoid harm to Dorset heathlands.

4.2.11 All housing development in the village should have access to a range of green spaces. Whilst there is a good range of amenity green spaces around the village, some fall below the minimum size advised by Natural England, and access to the recreation grounds and allotments is further for those in the north / western part of the village. Guidelines on when development is required to provide open space on-site is set out in the Local Plan¹⁴, and should be read in conjunction with more recent national guidance on Accessible

¹⁴ Policy HE4 of the Core Strategy suggests that most developments should be within 450m of a recreation ground, amenity green space and children's play areas, and within 600m of allotments and natural green spaces.

¹⁵ See Appendix 2 of Green Infrastructure Standards for England – Summary <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/GIStandards.aspx>

Greenspace developed by Natural England¹⁵. A 2.4ha natural green space is proposed to the north of the village (at High Wood) as part of the heathland mitigation for the planned 44 houses at The Hawthorns. It is estimated that this should provide spare capacity to mitigate for a further 38 homes.

4.2.12 Whilst there has been ongoing discussions regarding the possibility of a skate park, which is often suggested in local consultations, it has not been possible to identify a site that is likely to be suitable, and as such this remains as a long-term hope.

Employment needs

4.2.13 Employment opportunities within the parish are limited. There are opportunities to work for some of the local service providers (such as the local school, pub, and the Co-operative Food store). There are also employment opportunities at Wolvercroft Garden Centre, some limited workshop / light industrial units such as Alderholt Motors on Daggons Road, and Precision Coatings Systems at Hawkhill Mill Farm, and storage units at Cross Farm. Holiday / campsite businesses as well as local farms operate in the wider parish, providing further opportunities for work.

4.2.14 It is more difficult to establish a Neighbourhood Plan 'target' for employment sites or areas, as the focus of economic investment across the county has typically been on larger urban areas or sites such as the Dorset Innovation Park. Furthermore, the poor road links into Alderholt make it less attractive as a place for businesses to invest.

[aspx](#) which suggests that more development should have EITHER a doorstep greenspace of at least 0.5ha within 200 metres, or a local natural greenspace of at least 2ha within 300 metres walk from home, AND a medium sized neighbourhood natural greenspace (10ha) within 1km.

4.2.15 Previous consultation with local residents (in 2017) showed that there would be a reasonable degree of local support for more jobs and workplaces in the village in terms of commercial development (retail/office) and light industrial spaces. However the 2019 survey did not generate a huge interest from local residents to relocate or set up a business in the village. Of the many respondents to that survey (which had responses from over 240 households with someone of working age) there was only one response from someone interested in relocating their business to the parish, and five other responses from someone looking to start up a business locally.

4.2.16 Clearly if the Neighbourhood Plan is to facilitate further employment, any new businesses would need to wish to set up or relocate here and be of a scale and nature that would not conflict with the Neighbourhood Plan's objectives to protect and retain the character of the village, and protect the intrinsic beauty and enjoyment of the countryside and approaches to Alderholt. Therefore business proposals that would, for example, give rise to high levels of noise and disturbance, or substantial lorry movements along narrow country lanes, are not likely to be suitable.

4.2.17 The Core Strategy contains a policy to guide decisions on economic development within the parish (Policy PC4 – The Rural Economy). This supports the development and diversification of agricultural and other land-based rural businesses (such as through providing leisure and related activities, farm shops, small offices and light manufacturing), and the conversion and re-use of existing buildings subject to consideration of the harms and benefits. It also allows new employment sites within or on the edge of the village envelope, but makes clear that such proposals must be small scale to reflect the rural character of the area. This policy has been expanded on below to ensure that such sites will be appropriate and

would be unlikely to revert to residential development through the exploitation of permitted development rights.

Policy 10. Meeting Local Needs - Employment

Opportunities for further employment (including shops and local services) are provided within the site allocation of the Paddock South of Daggons Road (Policy 13), through infill opportunities within the village 'High Street' area (Policy 8) and may also come forward in line with Policy PC4 of the Core Strategy.

The development of employment sites should meet the following criteria:

- support the vitality and viability of the local community and boost employment opportunities in the long term;
- be of a modest (small) scale and not unduly prominent from wider public views;
- not have a significant adverse impact on the rural character or safety of the local highway network, taking into account the likely size and volume of traffic generated by the development;
- avoid significant adverse environmental impacts, including noise or light pollution, with any harm being clearly outweighed by the benefits of the proposal.

Where new business premises are proposed on greenfield sites outside the village envelope, permitted development rights that would allow future conversion to residential use should be removed.

4.3 Site allocations and revised Village Envelope

4.3.1 Possible sites to meet local needs for housing, employment and community facilities were identified through Dorset Council's Strategic Housing Land Availability Assessment (SHLAA), which had assessed the majority of land around the village. The first step was to get the sites checked independently by AECOM as part of the national Neighbourhood Planning Technical Support Programme. They advised which sites should be considered further and which would not be suitable, and the results of their assessment was presented to local residents as part of the consultation in July 2023. The short-list of 9 possible sites was then narrowed down to the three that have been allocated, which were felt to best meet the plan's objectives. These were:

- Site 002: Alderholt Nursery, East of Ringwood Road – for housing (for about 20 homes) retaining the trees on the road frontage.
- Site 006a: Paddock South of Daggons Road – for housing (for about 15 homes) with small-scale employment workspace units on the road frontage.
- Site 009: Land south of Blackwater Grove – for housing (for about 15 to 20 homes) and accessible green space (including heathland mitigation), retaining the trees within the south west corner of the site.

4.3.2 The village envelope has been updated to include these site allocations, but excludes the bulk of the area proposed for heathland mitigation within Site 009. The sites with extant planning consents, known as Surplus Stores and Hawthorns (as shown on Map 10), are not included as specific allocations because these have both commenced construction (as at April 2024), but have been included within the village envelope to reflect that housing on these sites is acceptable in principle and likely to be completed within the plan period.

Policy 11. Revised Village Envelope

The village envelope boundary, which defines the extent of the village (in policy terms) as distinct from the wider countryside (including the smaller hamlets), is updated as shown on Map 10.

Site 002: Alderholt Nursery, East of Ringwood Road

4.3.3 Alderholt Nursery site lies just south of the former Hawthorns Nursery on Ringwood Road, opposite the Riding and Livery Yard and close to the entrance to the village's recreation ground. It is a level site of just under 1ha and was previously a plant nursery.

4.3.4 Dorset Council refused planning consent for a scheme of 21 new homes in this location in September 2021. However, as part of the independent checks, AECOM advised that this site could be reconsidered, as the main reasons for refusal could potentially be overcome with a Neighbourhood Plan allocation and mitigation. The main issues were the harm to the open character of the countryside, the limited access to local services exacerbated by the poor footpath connectivity into the village, and impact on designated European wildlife sites (the Dorset Heathlands and River Avon). Further information on drainage was also requested but not forthcoming.

4.3.5 The site promoter has confirmed that the site remains available, and that a footpath connection could be made either through the Parish Council recreation land (subject to Parish Council's agreement) or through the adjoining site (Hawthorn's Nursery). This avoids the need for residents to walk into the village using Ringwood Road, which has no pavements on this section. Both links would be desirable, but in the case of the latter would be dependent on negotiations with a third party. As with Policy 2, the developer will be expected to explain what negotiations have taken place if no link, or a sub-standard link is proposed, and show that they have made best endeavours to secure this at a reasonable cost.

Figure 18. Alderholt Nursery



4.3.6 Previous ecology surveys of the site indicate that it is of limited wildlife importance, and as such the replacement of the leylandii hedges with native species, and landscaping proposals in line with Policy 6 should be able to provide a significant biodiversity gain. Further mitigation is also likely to be required in line with the Habitat Regulations requirements set out in Policy 7.

4.3.7 Whilst the flood risk maps indicate that most of the site is not susceptible to flooding, there are several ditches across the site and local residents do recollect that the site has become waterlogged during past winters. As such further groundwater investigation should be undertaken to inform a sustainable drainage strategy for the site.

4.3.8 The connection of mains drainage to both this site and Hawthorns nursery site to the north, provides an opportunity to provide mains drainage to the community facilities at the Recreation Ground to the south, which currently uses its own waste water treatment plant. Such a connection would help the viability of the community facilities and address problems associated with ageing

utilities that are more liable to fail as they approach or exceed their design life.

4.3.9 The site is large enough to allow the rural character of the road to be strengthened further through tree planting, and could include some areas of amenity greenspace that can also include large native tree species as well as helping to manage drainage from the site.

Policy 12. Alderholt Nursery, East of Ringwood Road

The site at Alderholt Nursery, east of Ringwood Road (as shown on Map 10), is allocated for about 20 dwellings, with the design, mix and layout in line with Policies 1 - 7.

Vehicular access to the site will be from Ringwood Road, with the existing access closed and a new access designed to current standards and visibility splays.

Development will be set well back from Ringwood Road in order to accommodate new oak trees and planting along this edge in order to strengthen the rural character of this road.

Safe and attractive pedestrian access into the village should be achieved through the site to allow connection via the Parish Council land to the east (which links through to Birchwood Drive) and with the adjoining development to the north (which links through to Broomfield Drive), if feasible.

Landscaping along the site boundaries and within any amenity areas should incorporate large native tree species, including at least 2 oak trees along Ringwood Road.

A combined landscaping, biodiversity and drainage layout plan will be required to demonstrate how the development considers these issues comprehensively. The layout should also enable the onward connection of the waste water sewers to serve the community facilities at the Recreation Ground.

Site 006a: Paddock South of Daggons Road

4.3.10 The paddock adjoining Alderholt Motors, south of Daggons Road, is a reasonably level field of around 1ha, running parallel to the road. It has most recently been used for horse grazing.

Figure 19. Paddock South of Daggons Road



4.3.11 There is an existing field gate entrance, and the ground is slightly lower than the adjoining road, with a number of mature oak trees (which are subject to Tree Preservation Orders) along the edge of the highway. The site would benefit from having a second access closer to the eastern limit of the site, and the 30mph limit extended further west. The pavement along Daggons Road currently stops at the entrance to Alderholt Motors, but can and should be extended along the site boundary (leaving an area of verge within which the trees would be retained).

4.3.12 The railway may run to the south of the site, and it is important that the layout of the development would enable future pedestrian / cycle access through the site to the railway if the feasibility study shows that it can be delivered without harm to the

Dorset heathlands. There is also footpath E34/41 leading to Birch Hill and High Wood to the north, and therefore consideration should be given to the design of a safe crossing point that can also help reinforce the reduced speed limit at this point.

4.3.13 The flood risk maps indicate that the site may be susceptible to groundwater flooding, and as such this will need to be investigated and may impact on the layout and drainage strategy for the site. Initial flood risk evidence has been provided that indicates how the site should decrease flood risk both on and off the site.

4.3.14 An ecology survey undertaken in 2020 noted that the trees and hedgerows on site offer good opportunities for bat foraging and commuting, and the presence of a large mature oak close to the existing entrance with potential bat roost features. Landscaping along the site boundaries should therefore look to incorporate the mature trees and hedgerows, in order to strengthen these existing wildlife features. Further mitigation is also likely to be required in line with the Habitat Regulations requirements set out in Policy 7.

4.3.15 The site will be particularly notable entering the village as it will form part of the visual entrance to the village for those arriving from the west, along what is the main thoroughfare through Alderholt. It therefore provides an opportunity to include some commercial / employment workspaces, both adjoining the garage site and along the road frontage, in addition to housing. The site is therefore proposed for about 15 homes and at least 0.2ha of employment land (excluding access road). The employment uses should be either workspaces, retail / commercial or similar uses that generate employment and would be compatible with this “High Street” location.

Policy 13. Paddock South of Daggons Road

The paddock south of Daggons Road (as shown on Map 10), is allocated for about 15 dwellings and at least 0.2ha of employment land (falling within use Class E or similar) of a scale reflecting the rural character of the area. The location of employment areas should be on the road frontage in line with Policy 8 (The Village “High Street”) and may also include the area adjoining the garage site.

Vehicular access to the site will be from Daggons Road. The existing pavement will be extended along the site boundary, separated from the road by a verge that incorporates the mature oak trees, and provision made for a safe crossing point to footpath E34/41 in line with Policy 2. Future connections through land to the south to provide the potential for pedestrian / cycle links to the Trailway, if this is extended westwards from the village, should be included within the design of the layout.

The mature trees and hedgerows along the site boundaries should be retained as far as practicable.

The design, mix and layout of dwellings should be in line with Policies 1 – 7, and in line with Policy 8 (The Village “High Street”) in relation to those areas adjoining Daggons Road, recognising the importance of this frontage as the entrance to the village and therefore critical to establishing its character.

A comprehensive flood risk assessment will be required to understand potential risk from groundwater and inform the planning application.

A combined landscaping, biodiversity and drainage layout plan will be required to demonstrate how the development considers these issues comprehensively.

Site 009: Land South of Blackwater Grove

4.3.16 Land south of Blackwater Grove is currently accessed via a field gate at the southern end of Blackwater Close, as well as an existing private path (approximately 3m wide) from Ringwood Road.

4.3.17 The land is reasonably level, being slightly lower along its northern edge. It has previously been in agricultural use but has reverted to a mix of scrub and grass. Some of the adjoining residential development is single storey, which will have a bearing on the scale of any adjoining development.

4.3.18 The flood risk maps indicate that the north-eastern part of the site may be susceptible to groundwater flooding, and as such this will need to be investigated and may impact on the layout and drainage strategy for the site.

Figure 20. Land south of Blackwater Grove (beyond fenceline)



4.3.19 This site is known to support at least two species of protected reptiles. Any areas that support breeding birds may also be of importance for bats, and will need to be considered with reference to the Dorset heathlands (as one of the reasons for its significance related to breeding birds such as the European nightjar and Dartford

warbler). An ecology survey will also be required in order to understand whether there are any protected species on site (given that it has not been recently farmed) and provide the 'baseline' from which to measure biodiversity gain. Further mitigation is also likely to be required in line with the Habitat Regulations requirements set out in Policy 7.

4.3.20 The access via Blackwater Grove and Blackwater Close can be upgraded to an adoptable standard, as the landowner is able to provide a carriageway width consistent with the initial section of Blackwater Close within their landholding, which would support two way traffic. Whilst residents have raised concerns that the access is not suitable for high levels of traffic, the Dorset Council officers have confirmed that the vehicular and pedestrian access options proposed are appropriate, and may be able to accommodate additional development (although this would need to be assessed). There is also potential for additional vehicular access points, for example through Attwood Close, as well as the potential to widen sections of the pedestrian path from Ringwood Road, subject to landowner permission, and these options should be explored. The option for future pedestrian connections through land at 9 Blackwater Grove, and also land to the south, should also be enabled through the layout, although it is not anticipated that these adjoining sites would be developed during this plan period.

4.3.21 The site is not prominent in the wider landscape but would form a new settlement edge with the countryside, and should be designed and landscaped accordingly.

4.3.22 The site is proposed for about 15 to 20 homes that should be built within the area south of Blackwater Close and 9 Blackwater Grove, enabling the remaining areas of the site to provide accessible greenspace in the form of a heathland infrastructure project, sufficient to serve the level of development anticipated within the

plan period, in conjunction with High Wood. This should be provided primarily within the western part of the site (the area outside of the village envelope, which measures approximately 1.6ha) with attractive pedestrian links through the development to the pedestrian connection with Ringwood Road and also Blackwater Close. Should a higher quantum of homes be achievable within the area defined by the village envelope, and acceptable in highways terms, then these additional homes could come forward as part of a later phase of development when this Plan is reviewed.

Policy 14. Land South of Blackwater Grove

Land south of Blackwater Grove (as shown on Map 10), is allocated for about 15 - 20 dwellings and accessible greenspace.

The location of new dwellings will be limited to the eastern portion of the site, within the area south of Blackwater Close and 9 Blackwater Grove, and avoid areas at potential risk from groundwater flooding (a comprehensive flood risk assessment will be required to inform the planning application). The design, mix and layout should be in line with Policies 1 – 7, and should respect the amenity of adjoining residential properties.

Vehicular access to the site will be from Blackwater Close, although additional access points should be explored. The existing pedestrian access from Ringwood Road should be improved, and future connections through 9 Blackwater Grove and land to the south should be enabled, in line with Policy 2.

Landscaping will be required along the site boundaries with adjoining countryside and should reinforce the tree clump on the south-western corner of the site. A heathland infrastructure project of at least 2ha must also be provided, and should be made available prior to occupation of the dwellings. A combined landscaping, biodiversity and drainage layout plan will be required to demonstrate how the development considers these issues comprehensively.

5. SAFEGUARDED AREAS AND FEATURES

5.1 Safeguarding Local Facilities

Local Facilities List, 2023:

- Co-operative Food Store and Post Office, and adjoining retail premises
- Alderholt Village Hall
- The Reading Room
- The Churchill Arms Public House
- The local churches (the main churches being St James's Church (and hall) and Alderholt Chapel, the Tabernacle Church on Camel Green Road closed in May 2021)
- St James' CoE First School (including Nursery provision), with associated playing fields and play area
- Kingswood Day Nursery, Daggons Road
- Alderholt Branch Surgery (currently closed)
- The Sports and Social Club and associated sports and recreation grounds and play area
- Alderholt allotments

5.1.1 The 2019 household survey sought to understand which community facilities were particularly well used and valued. The results of that survey highlighted the critical importance of the Co-op store, with more than 80% households using the shop at least once a

week. Other well-used facilities included the village hall (particularly by older residents), local churches, the school (for families with children) the pub (more popular with working age households) and the sport / recreation / play areas. The branch surgery at that time was not well-used but this would have reflected the very limited opening hours at that time, and the consultation highlighted the community's desire to see improved access to healthcare within the village.



Figure 21. Alderholt Chapel

5.1.2 The Core Strategy includes Policy PC5 which seeks to prevent the unnecessary loss of retail premises, leisure and other local facilities. Our plan goes one step further in expecting the landowner and service providers to work with the local community and wider market to explore options to retain these facilities within the village

or identify alternative uses that would be of value to the community (given that the village lacks a number of locally based services such as a library, hairdresser and pharmacy).

Policy 15. Safeguarding Local Facilities

Every effort should be made to avoid the loss of retail premises, leisure and other local facilities. The service provider / site owner will be expected to show that they have pro-actively worked with the local community and relevant authorities to investigate potential solutions, including alternative community uses that could also be of value to the vitality of the village.

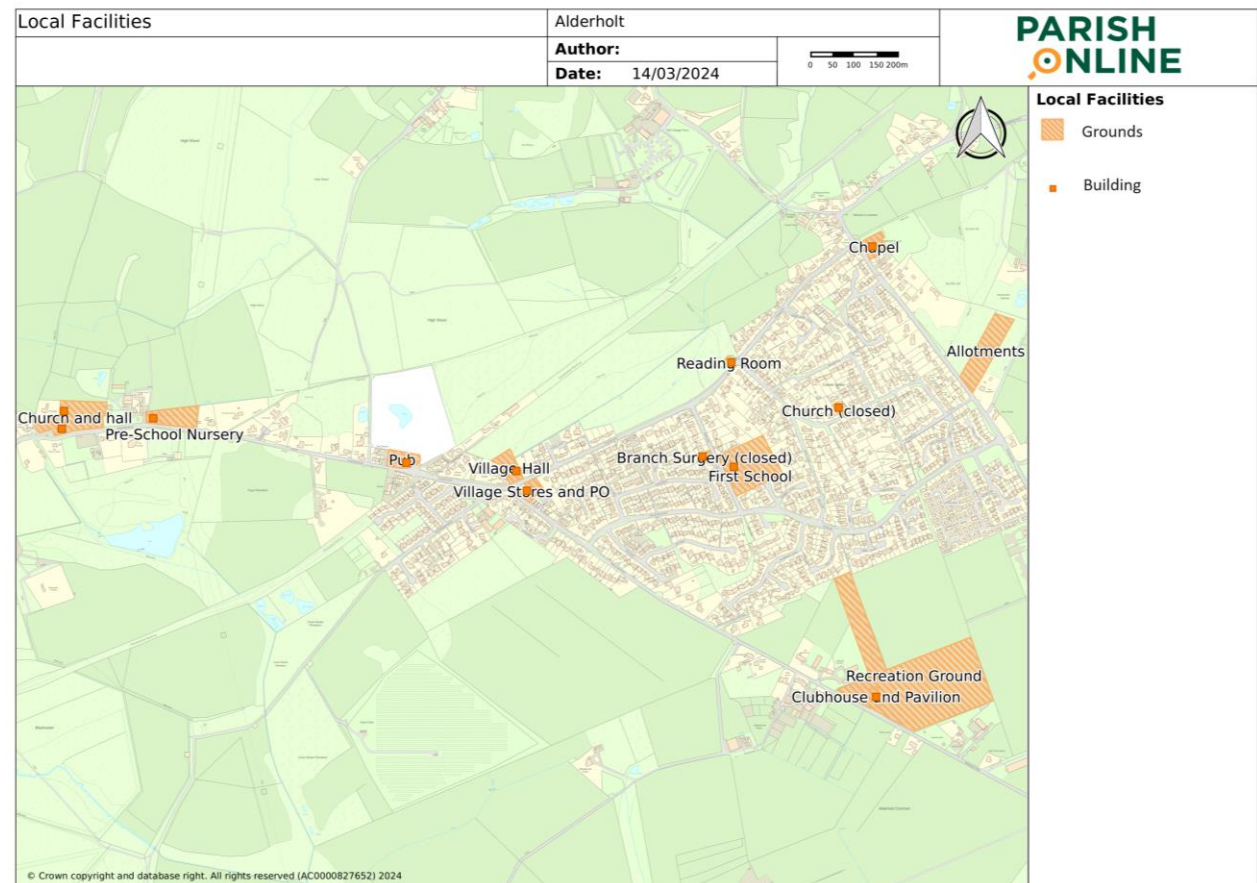
Where an application is received that would result in the loss of a local facility (including any partial loss), and which would not be replaced by alternative provision of equal or greater benefit to the local community, the applicant will be expected to provide evidence of:

- reasons why the facility is no longer viable / required, together with any steps that have been undertaken to diversify income and prevent its decline;
- alternative community uses, compatible with the building / site, which have been considered and why these have been rejected;
- genuine engagement with the local community and other potential service providers, for at least 12 months immediately prior to making the application;
- extensive and continuous marketing at a commercially realistic rate that reflects the condition of the property and existing use value, for at least 9 months over the 12 month period immediately prior to submitting the application.

Local Healthcare Outreach Project

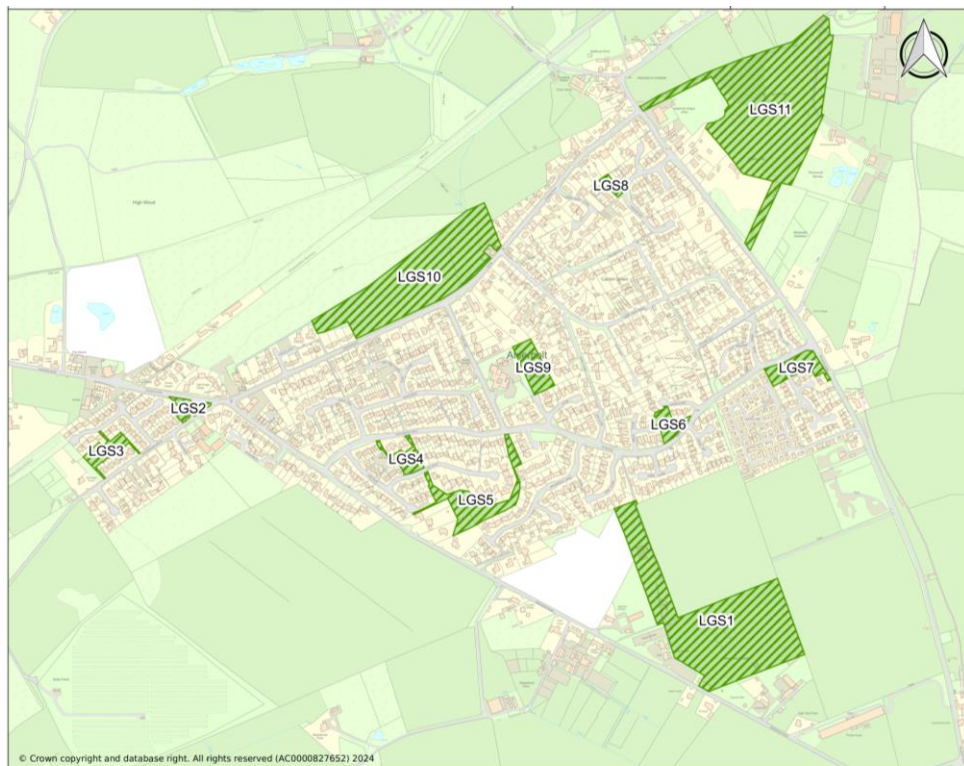
The Parish Council will seek to work with local healthcare providers (including the local GP surgery, dental practices and pharmacy services) to explore options to improve access to healthcare services locally available to our residents.

Map 12. Local Facilities (as existing in 2023)



5.2 Local Green Spaces

Map 13. Local Green Spaces



5.2.1 Neighbourhood Plans can designate local green spaces for protection. These need to be demonstrably special to the local community for reasons such as their landscape or recreational value, well related to the settlement and not extensive in size. Some twelve green spaces have been identified in or close to the village of Alderholt, that are proposed for designation.

5.2.2 Local Green Spaces are not necessarily public open space, and their designation does not give any additional public rights of access to these areas.

5.2.3 As part of the options consultation in July 2023, local residents were asked whether they agreed that these spaces were important to them. We also consulted with the landowners to consider what they may have to say about the designation, and took this into account in finalising the list of proposed spaces.

5.2.4 Appendix 3 includes a more detailed map and description of each site and their reason for their designation.

Policy 16. Important Local Green Spaces

The following areas as shown on Map 13 are designated as Local Green Spaces. Other than in very special circumstances, these spaces will be protected from inappropriate development that would reduce their open character or otherwise harm their reason/s for designation:

- LGS1 Alderholt Recreation Ground and Play Area
- LGS2 Blackwater Grove Triangle
- LGS3 Churchill Close Kickabout Area
- LGS4 Earlswood Drive Amenity Space
- LGS5 Oak Road southern woodland corridor
- LGS6 Tudor Close Amenity Area
- LGS7 Kestrel Way Amenity Area (2 parcels)
- LGS8 Windsor Way Kickabout Area
- LGS9 Alderholt School Playing Field
- LGS10 Strouds Firs
- LGS11 Bonfire Hill

5.2.5 As previously mentioned, a 2.4ha natural green space is proposed to the north of the village (at High Wood) as part of the heathland mitigation for the planned 44 houses at The Hawthorns. Once established, this may be designated as a Local Green Space through a future review of this plan.

5.3 Key Landscape Features

5.3.1 A number of objectives for this Plan relate to the character of the countryside, both around the village and within the wider parish. This Plan seeks to protect the intrinsic beauty and enjoyment of the countryside and approaches to Alderholt, and ensure that the rural nature and the extensive biodiversity of our parish is enhanced.

Figure 22. One of many mature oak trees that line the lanes



5.3.2 The landscape character of the area is described in section 2.4 of this Plan. In order to protect the area's intrinsic beauty, it is important to retain and where appropriate reinforce the positive landscape features that contribute to its distinctive character, and to take opportunities to reduce negative features through their removal or screening. Aspects relating to the built environment (such as the traditional farm buildings and historic importance of the railway) are covered in section 5.5.

5.3.3 The important contribution of the many hedgerow oaks in the approaches to the village was particularly noted as part of the work underpinning this Plan. Work is underway to identify the location of these mature oaks and ensure that they are protected through Tree Preservation Orders where possible.

5.3.4 The dark night skies are particularly important in the more rural parts of the parish closest to the Cranborne Chase National Landscape, which was awarded International Dark Sky Reserve status in 2019¹⁶. Guidance on how best to protect these night skies is provided by the National Landscape Partnership website <https://cranbornechase.org.uk/publications/landscapes-and-planning-publications/>, including Good Practice Notes 7, 7a and 7b on external lighting, which includes recommendations on the operation, shielding and colour temperature of lighting sources.

5.3.5 The Cranborne Chase National Landscape Partnership has also suggested that consideration may need to be given to the impacts of additional traffic and recreational pressures on the National Landscape, and whether mitigation and compensation may be required. This is particularly pertinent in light of the new duty,

¹⁶ Paragraph 191 of the NPPF (December 2023) specifically required decision-makers to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

introduced through the Levelling Up and Regeneration Act 2023, to seek to further the statutory purposes of National Landscapes. The duty applies to local planning authorities and other decision makers in making planning decisions on development and infrastructure proposals, as well as to other public bodies and statutory undertakers. It is anticipated that the Government will provide guidance on how the duty should be applied in due course, that this issue may well be covered in the next iteration of the Cranborne Chase Management Plan (2025), and will be a material consideration in decision making.

Policy 17. Key Landscape Features

The following landscape features should be protected and, where appropriate and practicable, reinforced:

- The irregular patchwork of pasture, woods and hedgerows, heath, forest and scrub;
- The dense small woods of oak, ash, birch and hazel coppice, scattered trees and dense well-treed hedgerows;
- The winding hedge lined lanes, and mature oak trees that line the lanes around and approaching the village;
- The sense of tranquillity;
- The dark night skies, as appreciated outside of the street-lit areas within the village.

Detracting features, such as the hard geometric edges of the conifer plantations, noise and disturbance from local quarrying, and visual clutter created by pony paddocks, should be reduced or softened through native planting where possible.

Oak Tree Project

The Parish Council will work with Dorset Council to identify the mature oaks and other landmark trees around the village that make a real contribution to its rural character, and seek to protect these through Tree Preservation Orders.

Opportunities for tree planting within highway land and public spaces areas managed by the Parish Council, and in locations where trees are important on local views, will be explored.

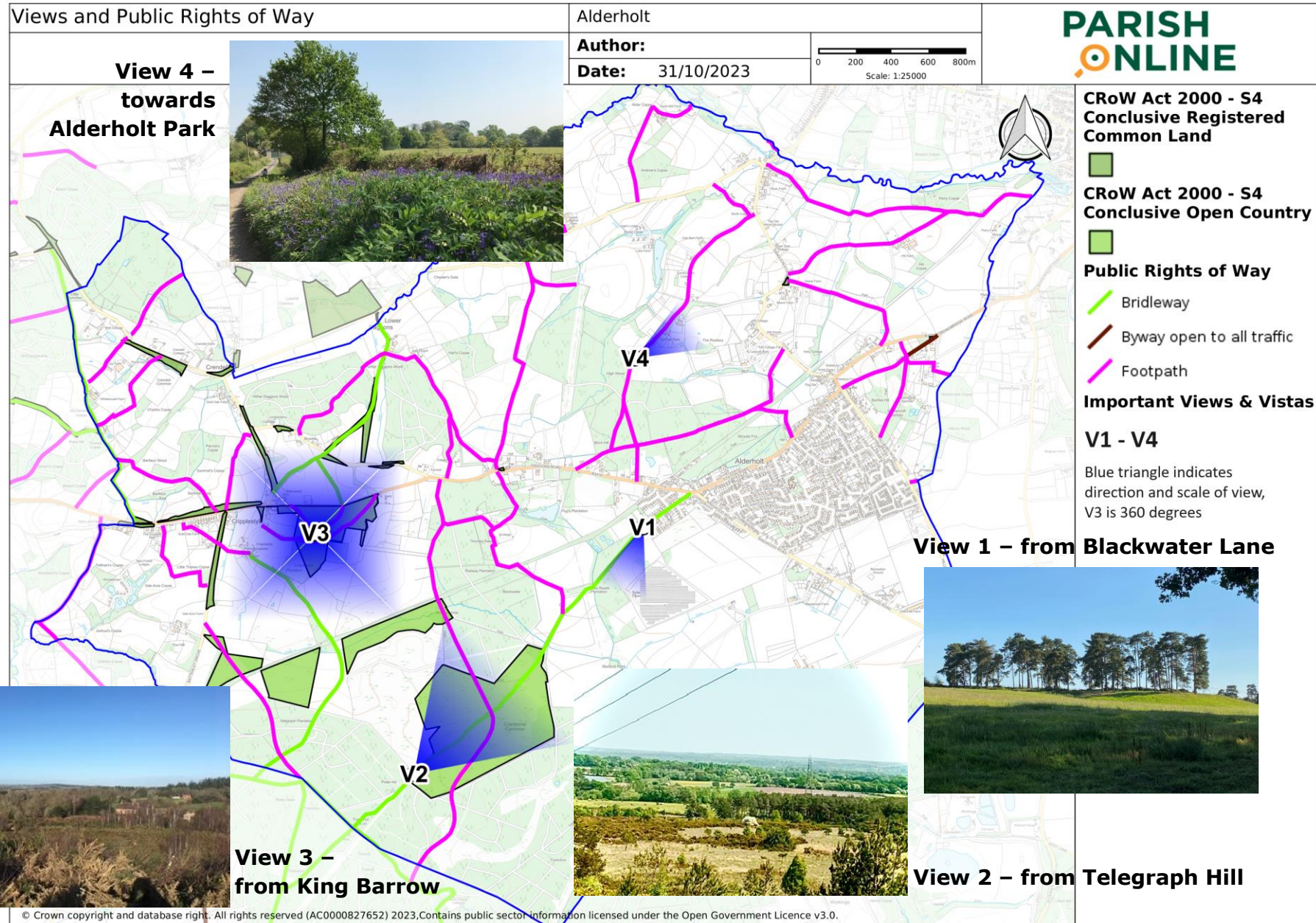
5.4 Important Views

5.4.1 The village of Alderholt lies within a relatively flat area, below Cranborne Common and Boveridge Heath (to the south-west) and Bonfire Hill (to the east). The important open vistas from key viewpoints is recognised in the landscape character assessments as making an important contribution to the area's character. It therefore makes sense to identify some of the most important views as part of this Neighbourhood Plan.

5.4.2 Potential views were suggested by a number of local residents as being particularly important, and these were assessed and subject to consultation, with the most important included here for special protection.

5.4.3 Where trees are important landmarks within views, their retention and ongoing management is encouraged, and may form part of the Oak Tree Project

Map 14. View Points and Directions



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Table 2. Important Views

Ref	Location / Direction	View Description
V1	View from Blackwater Lane towards the Common looking S/SW	View of the iconic stand of conifers on the higher ground - a local landmark - as seen from the very popular Blackwater Lane bridleway.
V2	View from Dotty's Bench on Telegraph Hill looking NE	Looking over the Dorset Heathlands towards the rolling wooded pasture in the distance, the best view of the internationally important heathland within the parish. A popular vantage point for walking groups.
V3	View from King Barrow looking in all directions	From this high point a magnificent 360degree view of unspoilt Dorset countryside. A popular vantage point for walking groups, looking to get away from modern life.
V4	View along footpath E34/31 to Alderholt Park, looking E/NE	A popular walking route passing through woodland and pasture bounded by extensive hedgerows with specimen oak trees, with this view capturing the wonderful show of bluebells in the Spring.

Policy 18. Important Views

The important views, as described in Table 2 and shown on Map 14, are to be respected. Development that would significantly intrude and impact on their enjoyment, by virtue of scale, massing, design or location, will be resisted.

5.5 Local historic buildings and features

5.5.1 As part of working on the Plan, the different character and history of the various parts of the parish has been explored. Information about the history of the area has been gleaned from members of the local history group. For example, it is now considered that the course of the railway is a heritage asset that should be recognised and celebrated as a critical part of the history of this area.

5.5.2 Buildings and structures that are statutorily Listed or are a Scheduled Monument already enjoy a high degree of protection, as they cannot be altered without consent. The following are all Listed or Scheduled:

- Alderholt Mill (Grade 2 Listed)
- Alderholt War Memorial Cross (Grade 2 Listed)
- Barn 20m South Of Harts Farm House (Grade 2 Listed)
- Church Of St James (Grade 2 Listed)
- Harts Farm House (Grade 2 Listed)
- Home Farmhouse (Grade 2 Listed)
- Length of deer park bank and ditch at Alderholt (Scheduled)
- Lower Bulhill Farmhouse (Grade 2 Listed)
- Old Manor Farmhouse (Grade 2 Listed)
- Oval barrow on Pistle Down, 1010m north east of Stephen's Castle (Scheduled)

5.5.3 Home Farm is perhaps worthy of a special mention, as its origins date back to around the 13th Century.

5.5.4 Buildings listed in the Dorset Historic Environment Record, but not statutorily Listed, include:

- Alderholt Park (two-storey country house built in 1810 and extended later in the nineteenth century, referenced in John Hutchins "The History and Antiquities of the County of Dorset"

1868)

- Red Lion Cottage (late 1700s cottage, one storey plus attics, with brick walls and a thatched roof)
- The Old Manor House (farm labourer’s cottage, local brick with tiled roof)
- (Old) Well Cottage (good example of an early brick-built cottage)
- Wren Cottage (a pair of cottages that are now one cottage, built in the late 1700s, one storey with attics, cob and thatched roof)

5.5.5 Other buildings are important for their cultural associations – such as the Old Schoolhouse in Daggons, and Alderholt Chapel.



Figure 23. Old postcard image of the Old Schoolhouse

5.5.6 A recent survey undertaken by the Alderholt History Group identified at least 30 cob buildings, many of which still exist within the parish (these date from the 18th / 19th centuries) but have over time been modernised. From about 1930 the Cranborne Estate systematically demolished its cob buildings and replaced them with

the typical Estate House that we see today. Examples can be seen as you turn into Batterley Drove from the Cranborne Road. Other older properties are built from bricks from the local brickworks, including the Estate Houses. These are similarly important in strengthening the link with what was a significant industry in the area historically. The continued presence of buildings using such traditional materials and local materials helps our understanding of the origins of the area’s settlements and how these factors influenced its built character. Other features of particular note include the following:

- Traditional fingerposts – there are at least four traditional wooden fingerposts in the parish, and a similar number of hybrid posts (a mixture of metal direction panels with the old style top).
- Traditional Post Boxes – the oldest Post Box is at Post Box Cottage, Crendell. The VR cipher means this dates from Queen Victoria’s reign, between 1837 – 1901. The post boxes at Alderholt Mill and Presseys Corner have a GR cipher (King George V, 1910 – 1936) the latter replaced an earlier Victorian box that had been demolished in a traffic accident in 2012. The post box at Camel Green / Station Road dates from the reign of George VI (1936 – 1952) with the remaining being from the reign of Queen Elizabeth II.
- Features associated with the brick-making industry – for example, various pottery kilns (many of which are recorded on the Dorset Historic Environment Record), and the bridge on footpath E34/30 that spans the old mineral line that carried the clay down from extraction in the woods to where the kilns were (in the Surplus Stores site) - whilst the span has been replaced several times, the brickwork may still be original.

5.5.7 These older buildings and features should be conserved as far as possible¹⁷, as they are an important part of the character of our area and links to understanding its past. Further information is contained in Appendix 4.

Policy 19. Non-designated Heritage Assets around Alderholt

Development should conserve and respect the contribution made by the non-designated historic buildings and features to the character of the area, taking into account the balanced judgement required under national policy¹⁸. This should include:

- Buildings of local cultural importance, such as the Old School House, Alderholt Chapel and Alderholt Park;
- Buildings where the use of cob or local brick are evident;
- Traditional fingerposts;
- Traditional post boxes;
- Features associated with the brick-making industry, including the many pottery kilns;
- Features associated with the former railway.

Proposals which enhance or would lead to a better appreciation of these assets will be looked on favourably.

Figure 24. Old postcard images relating to the railway (above) and Alderholt Chapel (below)



¹⁷ it is acknowledged where these have not been statutorily Listed, planning permission is not required for demolition

¹⁸ NPPF paragraph 209, December 2023

Appendix 2: Housing Target Paper

This paper looked at the potential basis for setting a housing target for the Alderholt Neighbourhood Plan in the Dorset Council area (and formerly East Dorset District). Dorset Council were consulted on the method and findings, and in March 2023 agreed the paper's conclusions as providing a solid basis for progressing the Neighbourhood Plan. Where work has since progressed on specific sites, updates have been footnoted.

Adopted Local Plan

A1.1 The current adopted East Dorset and Christchurch Core Strategy (2014) puts Alderholt as one of the area's Rural Service Centres. These are described as the "Main providers for the rural areas where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities" under Policy KS2. This in effect classes it as one of the larger rural settlements in East Dorset, with no strategic allocations, but with the ability to identify rural exception sites (under Policy LN4), new services and facilities (under Policy LN7) and potentially some economic development (under Policy PC4). The village envelope comes from saved policy A1, which enables housing infill within that area.

A1.2 The Housing target (in Policy KS4) is based on the 2012 SHMA and covers the 15 year period from 2013 – 2028. It is expressed as:

- 5,000 homes within existing urban areas (in the supporting text this is estimated as 2,250 in Christchurch and 2,740 in East Dorset)
- 3,465 as new neighbourhoods at Christchurch, Burton, Corfe Mullen, Wimborne/Colehill, Ferndown/West Parley and Verwood

A1.3 This comes to a total of about 8,490 dwellings over the 15 years (as referenced in Policy KS4), the equivalent of 566 dwellings per annum (dpa). Appendix 1 of that plan makes clear that there was no intent to split this between the two constituent authorities "As there is a single target it is necessary to provide a single housing trajectory combining delivery over the two authority areas".

A1.4 The local plan does not define "urban areas" per se, but does include the following statements:

- Para 11.1 - the 'main urban areas' are described as Verwood, Three Legged Cross, St Leonards, St Ives and West Moors
- Policy KS2 refers to the district and suburban centres (Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen, Colehill, St Leonards and St Ives) as being with the existing urban areas
- reference to saved policy HODEV2 references both urban areas and village envelopes
- reference to saved policy A1 references Alderholt as having a village envelope

A1.5 This appears to imply that Alderholt was not part of the urban area target, and that the housing target was anticipated to be met in full in the larger settlements. As such there would be no 'need' for development in Alderholt other than as may be considered necessary to support the village and adjacent communities (as per Policy KS2).

A1.6 With reference to adjacent communities, Alderholt adjoins Cranborne, Edmondsham and Verwood parishes in East Dorset (with New Forest district to the east). Cranborne is similarly classed as a Rural Service Centre (and therefore would be expected to meet its

own needs and that of any outlying hamlets), and Verwood as a main settlement where a new neighbourhood is planned. As such, the only ‘adjacent community’ within the Local Plan area but outside of the parish, that may look to Alderholt to meet some of its needs would be Edmondsham. But this is not clear-cut given the surrounding parishes, and even for Edmondsham limited development would be considered acceptable under Policy KS2 provided that it “supports the role of the settlement as a provider of services to its home community”.

Local needs assessment

A1.7 Alderholt Parish Council undertook a household survey in March / April 2017. A total of 460 responses were received, representing just over one third of all households in the parish. A further household survey was undertaken in Summer 2019, achieving a similar level of response.

A1.8 When asked about what was important for Alderholt’s future (key issues / priorities) common responses in the 2017 household survey were:

- the need to retain the village feel of Alderholt in its rural setting,
- that development should be well designed and generally small scale (not large housing estates) and include enough parking for likely car ownership levels,
- the need for workplaces in the village to help reduce the level of commuting,
- the affordability of homes (for those who have grown up in the village but are struggling to get onto the housing ladder),
- the importance of better infrastructure, especially the road network into and out of the village, and public transport.

A1.9 The 2019 household survey took the opportunity to examine local needs in more depth. Residents were asked if someone in their home, or immediate family living away, would be likely to require an affordable home in the Alderholt area in the next 10 years. From the 420 households who responded (which was about a third of all households in the parish), there was a need for 77 affordable homes identified (20 to rent, 47 to buy and 10 intermediate / shared equity). Only 4 of the households responding to the survey said that they were already on the Dorset Council affordable housing register. On this basis, whilst it would be reasonable to assume that the actual demand is likely to be significantly higher (taking into account the response rate), it is possible that some of the need apparent from the survey includes households who could potentially access housing on the open market or choose to locate outside of the area, as well as an element of double counting.

A1.10 At around that time (June 2019), Dorset Council’s Housing Register identified just 8 households who would qualify for an affordable home, of which 7 were already living in the village. The main need was to rented housing. Dorset Council undertook a major overhaul of their Housing Register in late 2021, requiring households to re-register (and therefore eliminating households that were on the register but no longer in actual need). A new allocation policy was also introduced with slightly more flexible rules for people joining the register, which lead to an increase to the number of households now on the Register in most East Dorset areas. An update from the Housing Register was requested in December 2022, and this identified 18 households who would qualify for an affordable home and who had declared a connection to Alderholt, with a further 8 applications not yet assessed. Given the 2019 survey this is considered to be a more accurate estimate and still potentially less than the actual level of need.

DC Housing Register	Affordable dwellings needed					
	1 bed	2 bed	3 bed	4 bed	5 bed	n/k
(December 2022)	7	4	6	0	1	(8)

A1.11 The latest viability evidence¹⁹ suggests that major development sites (of 10 or more dwellings) should be sufficiently viable to provide 35% of the housing mix as affordable homes, including some social rented homes for those in greatest need and allowing for higher standards of design and sustainability. Therefore a site for (say) 20 homes would be expected to deliver 7 affordable homes under normal circumstances.

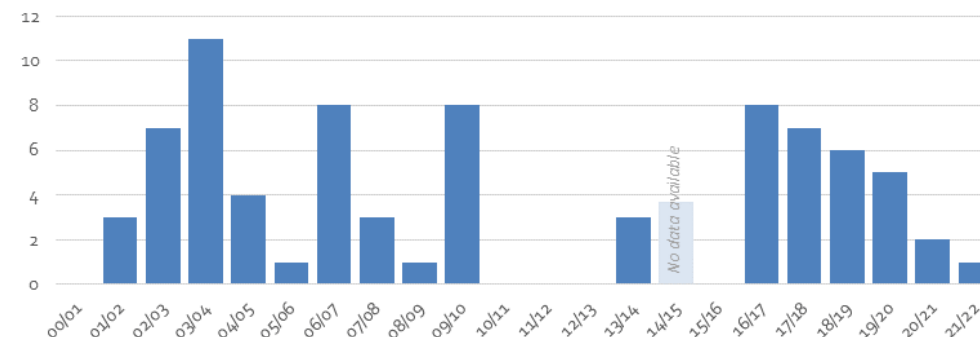
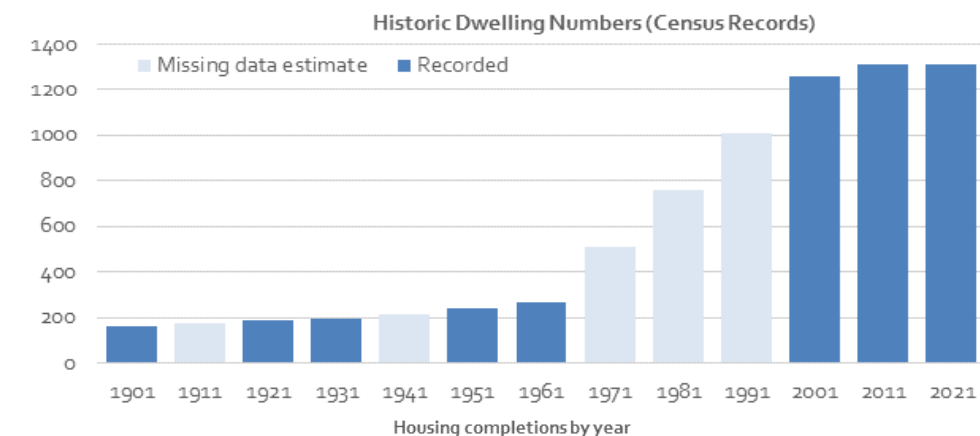
Historic growth

A1.12 Census records²⁰ indicate that the population of the village was reasonably stable at around 700 persons (200 households) in the first part of the 20th century. The limited size of the village before World War II is reflected in its lack of any Listed buildings within the village envelope.

A1.13 The railway closed in the mid-1960s, following which there was a period of further growth (assisted by the installation of mains drainage in the 1970s).

A1.14 The most recent Census suggests very little change in the population size and number of households in the last 10 years. This

is confirmed through monitoring records on dwelling completions that exist from the beginning of this century²¹. These suggest that recently building rates have consistently been around 3 to 4 dwellings per annum.



¹⁹ Dorset Local Plan Viability Assessment, May 2022, Three Dragons <https://www.dorsetcouncil.gov.uk/-/dorset-council-area-viability-assessment>

²⁰ As sourced from http://www.visionofbritain.org.uk/unit/10447550/cube/TOT_POP and <https://www.ons.gov.uk/visualisations/customprofiles/draw/>

²¹ Based on previous monitoring records published by Dorset County Council up to 2014, and monitoring records since 2015 supplied by East Dorset District Council / Dorset Council - completions data for 2014/5 was not available at the time of writing this report.

Emerging Local Plan

A1.15 The (now abandoned) draft East Dorset Local Plan Review²², which published an options paper for consultation in mid 2018, proposed a housing target of 8,854 dwellings over 20 years (equivalent to 442dpa) – a significant uplift on the adopted core strategy. The draft plan looked to change the spatial housing strategy by identifying land adjacent to the Rural Service Centres of Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall as part of the overall housing provision, plus a very minor level of development in the smaller villages of Wimborne St Giles, Edmondsham and Hinton Martell. However, having been withdrawn at a relatively early stage, as Dorset Council took the decision in June 2019 to commence work on a single Dorset Council Local Plan, this draft plan’s strategy and housing target cannot be given any meaningful weight.

A1.16 The Dorset Council Local Plan²³, which has been through one consultation (January 2021), will eventually replace the Christchurch and East Dorset Core Strategy. Only limited weight can be afforded to this emerging Local Plan at present, given its early stage (the plan is not expected to be examined until 2025). The Plan proposes a target of 1,793dpa across the plan area. Dorset Council acknowledges that this target will be revised in the next version of the Plan, based on the latest available housing figures and standard methodology. It is also relevant to note that the Government has indicated as part of its latest consultation (December 2022)²⁴ that the standard method is due to be reviewed in 2024 after the new

household projections data based on the 2021 Census are published, and that they are considering making it clearer that the derived figure is advisory and what demographic and geographic factors may be used to demonstrate exceptional circumstances to deviate from this. As such there is some degree of uncertainty as to what the final housing target figure may be.

A1.17 The potential level of housing proposed for Alderholt is expressed as two possible options:

- Option 1: Small-scale expansion on land between Hilbury and Ringwood Roads (around 300 new homes and 0.25ha commercial)
- Option 2: Significant expansion – comprising a series of sustainable urban extensions around the settlement to create a self-contained ‘town’ (to be quantified).

A1.18 The draft plan identifies a Dorset-wide housing land supply of 39,285 dwellings (Figure 2.7) against a requirement of 30,481 dwellings. This does not include either option for Alderholt in these figures.

A1.19 Appendix 2 of the draft plan includes the housing requirement figures for designated neighbourhood plan areas, based on the sum of: completions since the beginning of the plan period; extant planning permissions; adopted housing allocations; capacity on major sites (of 10 or more dwellings) within development boundaries as evidenced through the SHLAA; and a windfall allowance on minor sites (of less than 10 dwellings). The proposed housing allocations

²² <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/dorset-council-local-plan/reviews-of-the-plans-from-the-former-council-areas/east-dorset-and-christchurch-local-plan-review>

²³ <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/dorset-council-local-plan/about-the-dorset-council-local-plan-january-2021-consultation>

²⁴ <https://www.gov.uk/government/consultations/levelling-up-and-regeneration-bill-reforms-to-national-planning-policy>

within this draft local plan have been included within this total. The figure provided for Alderholt is 192 dwellings over the 17 year plan period, equivalent to 11.3 dwellings per annum. This was calculated by adding together the number of extant consents (139) with a windfall allowance (53). The appendix also makes clear that “The figures should be viewed as minimum requirement figures and, therefore, can be exceeded. There is no requirement for neighbourhood plans to allocate sites or identify any additional land to meet the overall Local Plan housing need figure.”

Latest Housing Needs Assessment (Dorset Council)

A1.20 Data from the published Local Housing Needs Assessment for the emerging Dorset Local Plan²⁵ calculated a potential housing figure for the East Dorset area as 516dpa, capped at 455dpa²⁶.

A1.21 However, these statistics can be updated based on more recent data from the Office for National Statistics (ONS). This includes updated median house prices, median workplace-based earnings, and the ratio between the two (as 15.05).²⁷ Based on this information, the housing need figure for East Dorset calculated using the standard method figure for 2022 onwards will be 458dpa. The calculation is shown below:

Step 1 – Projected Household Growth, 2022/3 to 2032/3

East Dorset = 43,573 - 40,304 = 3,269 over 10 years = 327dpa

Step 2 - Affordability Adjustment

East Dorset = 327dpa x ((15.05 – 4)/4 x 0.25 + 1) = 553dpa

Step 3 – Capping Adjustment

Capped at the higher of either:

→ 40% above the projected household growth = 327 x 1.4 = 458dpa; or

→ 40% above the Local Plan housing requirement figure (not applicable as there is no equivalent figure for the East Dorset area)

A1.22 Putting aside the adopted spatial strategy, and assuming a pro-rata apportionment based on Alderholt’s comparative size to the rest of the East Dorset area (based on the latest available Census data for households²⁸), would suggest a target of around 15dpa. This is not dissimilar to using the same calculation basis as applied to the emerging Dorset Local plan target and Dorset-wide area. A slightly higher figure of 16.1dpa is produced if a population-based pro-rata assessment (given Alderholt’s slightly younger demographic and larger household size).

²⁵ [Dorset and BCP Local Housing Needs Assessment](#), Icen Projects Limited on behalf of Bournemouth, Christchurch and Poole and Dorset Council, November 2021

²⁶ the household growth figure (set out in Table 5.2) is 325 dwellings per annum for the former East Dorset area. The report then factors in an affordability adjustment (set out in Table 5.3), which raises the figure to 516. It then considers whether this exceeds the 40% ‘cap’ at that level (Table 5.4), which it would do (as the East Dorset figure is 455). It goes on to note (in para 5.20 – 5.21) that consideration can still be given to whether a higher level of need

could realistically be delivered, as applying a cap does not reduce housing need itself.

²⁷ Available from

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratio-of-house-pricetoworkplacebasedearningslowerquartileandmedian> and <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratio-of-house-pricetoworkplacebasedearningsforformerlocalauthorities>

²⁸ Based on data extract from the 2021 Census tables TS001 and TS003 <https://www.nomisweb.co.uk> and relevant Census Output Areas

	DC LP (draft)	LHNA (2022-based)
Overall target	1,793dpa	458dpa (capped)
Pro-rata basis (2021 Census households)	Alderholt = 1,312 Dorset = 169,261 $1,312/169,261 = 0.78\%$	Alderholt = 1,312 East Dorset = 39,984 $1,312/39,984 = 3.28\%$
Potential dpa	$1,793 \times 0.78\% = 13.9$	$458 \times 3.28\% = 15.0$
Pro-rata basis (2021 Census usual residents)	Alderholt = 3,187 Dorset = 371,738 $3,187/371,738 = 0.86\%$	Alderholt = 3,187 East Dorset = 90,562 $3,187/90,562 = 3.52\%$
Potential dpa	$1,793 \times 0.86\% = 15.4$	$458 \times 3.52\% = 16.1$

Extant Housing Supply

A1.23 As of April 2022, the following extant permissions provide a potential housing supply of 138 dwellings, including some affordable housing:

Address	Application	Granted	Homes	AH
Alderholt Surplus Stores	3/11/0558/REM	24/03/15	89	0
Land N of Ringwood Rd	3/16/1446/OUT	06/11/17	44 (net)	7
29 Ringwood Road	3/19/1135/FUL	08/08/19	1	0
58 Ringwood Road	3/19/2171/OUT	13/01/20	4	0

A1.24 The largest site (a brownfield site that previously had the Surplus Stores) has remained extant for a number of years, with a material start having commenced. Most recently a non-material amendment in September 2021 was approved in January 2022, submitted by Antler Homes PLC, a housebuilder based in Surrey and operating across southern England. The potential developer has indicated to Dorset Council that they anticipate the housing will be completed between 2024 – 2027. Unfortunately due to viability issues, the requirement for affordable housing to be provided as part of the scheme was removed (East Dorset Planning Committee Decision 24 May 2016). Whilst this site has taken many years to come forward, it is clear that there is continued developer interest in its delivery and that it is reasonable to assume that it will come forward in the short to medium term²⁹.

²⁹ UPDATE – work commenced on site later that year and the first dwellings had been constructed to roof height by April 2024.

A1.25 A reserved matters application for the site north of Ringwood Road was submitted in October 2019 (3/19/2077/RM), but remains under officer consideration³⁰. The reserved matters application indicates the provision of 15 dwelling units as affordable, comprising a mix of 1, 2 and 3 bedroom homes, but a subsequent application (P/MPO/2022/02469) was put forward to reduce the amount of affordable housing to 7 units on viability grounds (due to the requirement to provide suitable alternative natural greenspace). This was agreed at the Eastern Area Planning Committee on 22 February 2023. The application was submitted by Pennyfarthing Homes, a housebuilder based in Hampshire³¹.

A1.26 A reserved matters application for the site at 58 Ringwood Road has also been submitted, validated 13/01/2023 (P/RES/2023/00142), and similarly remains under officer consideration.

Housing Target – Conclusions

A1.27 The above statistics would suggest an appropriate housing target for Alderholt falls within the range of 4 – 16dpa. Given the extant affordable housing need (and potential for additional households requiring affordable housing who are not currently shown on the Housing Register), and desire to boost housing growth, it would be prudent to look at a figure towards the higher end of this range.

A1.28 Based on a 12 year plan period (2022 – 2034), which would mean that the plan would last 10 years from potentially being made in 2024, a provisional housing target of 16dpa (at the very upper end of the range) would equate to 192 dwellings. Deducting the extant housing supply from this total, the Neighbourhood Plan should seek to make provision for about 50 dwellings in total (taking into account that there will continue to be some infill within the settlement that will contribute to this supply). Allocating one or more sites that will deliver at least 10 dwellings as part of this supply should ensure that those sites would deliver at least 35% as affordable housing as part of the housing mix.

A1.29 This target could be decreased if looking at a shorter plan period, or increased if the period was extended beyond 2034. The potential for affordable housing rural exception sites can also be investigated to boost the provision of such homes.

A1.30 It is suggested that the plan (and housing target) should be reviewed within 5 years of the plan being made, in order to consider both the Local Plan target (which is expected to be confirmed in 2026) and whether any further allocations may be necessary. This would include checks on the progress of both the extant consents and site allocations, as well as consideration of extending the plan period to match that of the Local Plan.

³⁰ UPDATE – the reserved matters application was approved in July 2023.

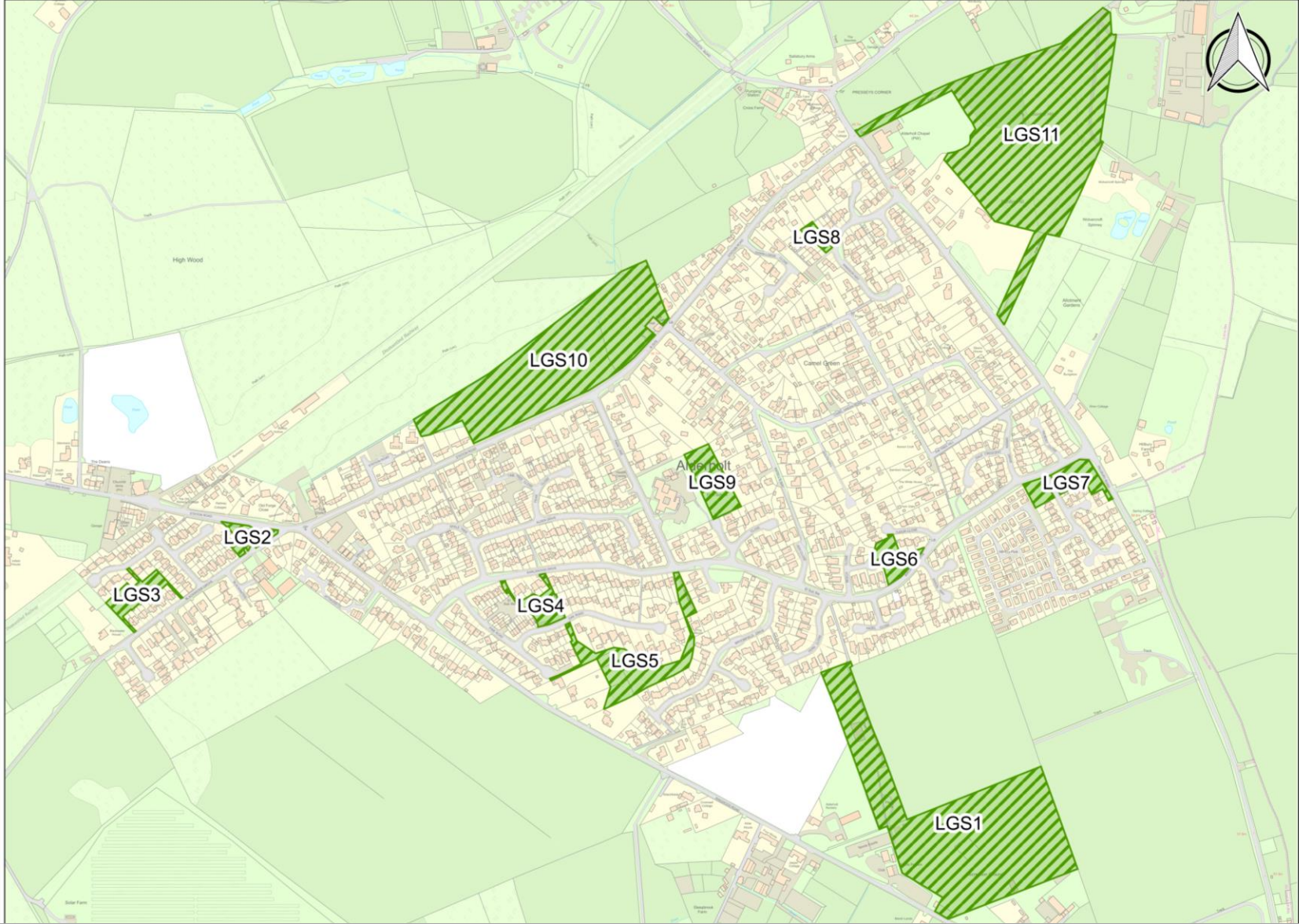
³¹ UPDATE – building works have commenced with footings in place by April 2024.

Appendix 3: Local Green Spaces


Label	Name	Size	Description	Reasons for Designation
LGS1	Alderholt Recreation Ground and Play Area	4.5ha	The Recreation Ground is a large area typically used for formal recreation by way of team sports – most days of the week – such as football in the winter and ladies’ cricket during the summer months. Play and other forms of exercise take place within the adjoining Amanda Harris Playground area. The recreation ground is also well used informally by dog walkers, runners and families (kite flying, picnics). This large area is also used for annual parish wide events such as Recreate at Easter and the summer Big Fete. The Recreation Ground is leased to Alderholt Recreation Association, a charitable Trust, for the benefit of local residents, and the Play Area is managed by the Parish Council.	Cultural Recreational
LGS2	Blackwater Grove Triangle	0.2ha	A highly visible green space off Daggons Road, close to the junction with Ringwood Road, arguably the “centre” of the village, with a number of mature oak trees adding to its wildlife and landscape value.	Landscape Wildlife
LGS3	Churchill Close Kickabout Area	0.3ha	Important recreational space for the residents of Churchill Close and Blackwater Grove, allowing for informal recreation as the development is some distance from the recreation ground. Dog walking takes place at all times, with occasional informal events held there.	Cultural Recreational
LGS4	Earlswood Drive Amenity Space	0.2ha	A pleasant greenspace within the 1970s / 1980s development, including several trees. Used by dog walkers and for informal play by children.	Landscape Recreational
LGS5	Oak Road southern woodland corridor	0.8ha	A mainly wooded area, visible from many points in the village as it spreads up the gentle hill. Helps to maintain the rural feel of the village. Acts as a wildlife corridor. The grassed area at the end of Park Lane that links to the woodland continues the route of Park Lane and was considered an appropriate location for an amenity	Landscape Wildlife

			greenspace in the 1971 Village Plan, and is therefore of some historic note in understanding the village's history.	
LGS6	Tudor Close Amenity Area	0.2ha	A pleasant greenspace in the 1970s / 1980s development, used by residents for dog walking. Potential to have some wildflower and tree planting to improve the wildlife.	Landscape Recreational
LGS7	Kestrel Way Amenity Area (2 parcels)	0.4ha	A pleasant greenspace within the 1970s / 1980s development. Recently planted with trees, with the intention of softening the development edge as it abuts the countryside. Used by local residents for dog walking and informal play.	Landscape Recreational
LGS8	Windsor Way kickabout area	0.1ha	Valued open space used by children for informal play, in a part of the village that is some distance from the Recreation Ground.	Recreational
LGS9	Alderholt School Playing Field	0.4ha	Valued open space used for many years by the children for informal play, in a part of the village that is some distance from the Recreation Ground. Mature trees around the site boundary can be seen in the backdrop to views in this area and maintain the rural feel of the village.	Landscape Recreational
LGS10	Strouds Firs	3.5ha	A deciduous woodland frontage along Station Road bringing the countryside into the village. The area has abundant wildlife (and is a priority habitat), to the eastern edge is a public footpath, and the woodland is criss-crossed by many informal tracks which have been used for many years by dog walkers and people taking gentle exercise.	Landscape Recreational Wildlife
LGS11	Bonfire Hill	5.3ha	Bonfire Hill is designated SSSI and abuts the SSSI site and is therefore important for the extensive wildlife in the area including bats – very rare Greater Horseshoe and Barbastelle, slow worms, common lizards and grass snakes. Whilst much of the area is fenced off, footpath E34/6 that runs through the site is an important access point from the village to the Wolvercroft garden centre and café well used by residents.	Recreational Wildlife

Local Green Spaces	Alderholt		
	Author:	 Scale: 1:8000	
	Date: 03/09/2024		



LGS

 Proposed

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Appendix 4: Local History

*Extract from the "The History and Antiquities of the County of Dorset"
by John Hutchins, 1868 (page 383)*

HAMLETS, &c. BELONGING TO CRANBORNE.

Alderholt,

Cranborne Alderholt,

a tithing, manor, and hamlet, four miles east from Cranborne, and in the hundred. It always belonged to the lords of that place, and went with the manor in all the grants, 32, 35 Hen. VIII. and 16 Eliz. Here was formerly a park, which generally went with the manor, as in 16 Eliz. A. D. 1315, 8 Edw. II. Gilbert de Clare held of the King in chief the manor of Cranborne; and there were in the park of Alderholt within the ditch by estimation 154 a. It was disparked and the deer destroyed temp. Hen. VIII. This was also one of the walks of the chase. 8 Jac. I. inclosed lands, called Alderholt Park, were granted to Anthony Gooche, &c. Here was anciently a chapel dedicated to St. Clement, mentioned in the grant of 16 Eliz. and in use 1650 according to Ecton, but since desecrated.

St. James's church, here, was built by the

Marquess of Salisbury, and consecrated in 1849; a district was assigned, and an endowment of 100*l.* per annum with a residence settled on it in the gift of the Vicar of Cranborne. Alfred James Lowth, M.A. inst. May 15, 1850; William Randolph, M.A. Feb. 17th, 1854; Richard Hooker Edward Wix, M.A. Oct. 24, 1857; William Eger-ton Tapp, B.A. Feb. 18, 1867, on the resignation of Wix.

An estate and mansion here, which formerly belonged to George Reade, esq. was sold in 1841, to Jonathan M. Key, esq. and resold in 1854, to George Churchill, esq. who is the present owner (1869.)

A farm called Bulhill, formerly belonging to William Reade, esq. is now the property of the Marquess of Salisbury, and some land, formerly belonging to Thomas Bartlett, esq. of Wareham, has been sold to Mr. Churchill. In 1858, Lord Salisbury caused some part of Alderholt heath to be inclosed, which provoked much opposition on the part of small occupiers, who considered it an invasion of their common rights.

There was a semaphore telegraph station on Pistle Down Hill, near here.

*Extract from An Inventory of the Ancient and Historical Monuments in East Dorset
(Volume 5), 1975, pages 1 – 2 (Alderholt*

Secular

(3) **Alderholt Park** (11411338), house, of two storeys with attics, has brick walls and slate-covered roofs. It was advertised as new-built in *Salisbury Journal*, Dec. 17th, 1810, but it is not shown on O.S. 1811. The plan is of class U. The early 19th-century E. front appears to have been symmetrical and of three bays, with a round-headed central doorway and square-headed three-light sashed windows. Later in the 19th century the house was extended on the S. and W., the windows were altered and the roof was rebuilt.

Examples of typical Cranborne Estate Cottages



(5) **Cottage** (11981359), of one storey with attics, is built with materials similar to the foregoing and is of the 17th century.

(6) **Cottage** (11891392), of two storeys, with brick walls and a tiled roof, is of the first half of the 18th century.

(8) **Cottages** (12501330), two adjacent, are single-storeyed with attics and have rendered walls and thatched roofs; they are of the late 18th century.

(9) **Cottages** (12631263), pair, of two storeys with cob and brick walls and with thatched roofs, are of the late 18th century. The plans are uniform and of class S.

(11) **Cottages** (08321341), pair, with brick walls and tiled roofs, are of the late 18th century and have recently been combined as a single dwelling. The N. front has a plat-band and a moulded brick cornice.

List of Cob Buildings of Alderholt Parish, Dorset, compiled by Stanley Broomfield

Location		Grid Ref	Condition	Notes
Crendell	Old Pond Farm House	SU0852213203	Part only due to additions	
	House adj Crendell Methodist Chapel	SU0897713228	Part only due to additions	
	Lower Daggons Cottage	SU0978313461!	Part only due to additions	
Cripplestyle	Ebenezer Chapel	SU0905912117	Collapsed and demolished	A Memorial Site marks the location
	Cottage rear of Ebenezer	SU0904912110	Demolished	
	Higher Bull Hill Farm	SU1059313857	Part only due to additions	
	Hawk Hill Mill	SU1146714573	Part only due to additions	
Daggons Road	School Classroom	SU1068212628	Demolished	
	Church Farmhouse	SU1039412528	Part only due to additions	
	House between Church and Woodside	SU1030312552	Demolished	Features in an early picture viewed from Church Corner, with King Barrow is in the distance
	Barn at Woodside	SU1017212637	Demolished	
	Fern Hill Farm	SU1002012599	Demolished and rebuilt	
Fordingbridge Road	Red Lion Cottage	SU1249713297	Part only due to additions	
	Martha's Cottage	SU1245013284	Demolished and rebuilt.	
	Vine Cottage	SU1235213169	Part only due to additions	

Fordingbridge Road (cont'd)	Rose Cottage grounds	SU1238113252	Demolished	Some original cob still exists in the garden
	Plot opposite Red Lion Cottage	SU1232513244	Demolished	
Hillbury Road	Hillbury Cottage / Wren Cottage	SU1263312632	Part only due to additions	
Sandleheath Road	Cross Farm	SU1223013079	Demolished	
	Holly Cottage	SU1202113235	Demolished	
	Blacksmiths Shop at Hill Farm Cottage	SU1191813332	Demolished	
	Home Farm	SU1202513611	Part only due to additions	
	Hillside Cottage	SU1195413782	Part only due to additions	
Station Road	159 Station Road – Double Dwelling	SU1220012934	Demolished	
	Evergreen Cottage	SU1179912571	Demolished	
Wolvercroft	Wolvercrate Cottages 2x	SU1280512945	Demolished	

Traditional Post Box



Traditional Fingerpost



Appendix 5: Supporting Documents

Documents prepared specifically for the Neighbourhood Plan can be viewed on the Parish Council website

<http://www.alderholtparishcouncil.gov.uk/>

Alderholt and the East Dorset Local Plan Review, February 2020, Dorset Planning Consultant Ltd,
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