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P/OUT/2023/01166

Date

9 May 2023

E-mail

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Dear Sir

P/OUT/2023/01166 - Land To The South Of Ringwood Road Alderholt

Mixed use development of up to 1,700 dwellings including affordable housing and care provision; 10,000sqm of employment space in the form of a business park; village centre with associated retail, commercial, community and health facilities; open space including the provision of suitable alternative natural greenspace (SANG); biodiversity enhancements; solar array, and new roads, access arrangements and associated infrastructure (Outline Application with all matters reserved apart from access off Hillbury Road)

Thank you for consulting the County Council on the above planning application. The County Council has provided comments annexed to this letter in respect of its statutory roles as a Local Highway Authority (including Public Rights of Way), Local Education Authority, and Minerals and Waste Planning Authority.

Hampshire County Council provided its response to the Dorset Council Local Plan Issues and Options Consultation in March 2021, setting out an objection to the to the principle of significant development in Alderholt due to its unsustainable location, poor transport connections and the impact on Hampshire's road network.

Hampshire County Council still has significant concerns about the application proposals and further information is needed. At this time the County Council would therefore recommend refusal of the application on highway grounds. Details of the concerns and the suggested reasons for refusal are set out in Annex 1 of this letter.

The County Council also has concerns regarding the impact of the proposal on school places. Demand for further school places equal to two forms of entry would be anticipated from the Alderholt development should it be linked to The Burgate School and Sixth Form in Fordingbridge. Further information is required regarding

the level of investment proposed by the applicant, detailing how much they hope to expand the Burgate school by and how any potential expansion and link with the Burgate school would be formalised. The full response is set out in Annex 2 of this letter.

Please do not hesitate to contact me if you have any questions or queries regarding the issues raised.

Yours sincerely

A handwritten signature in black ink, appearing to read 'LMC Culloch'.

Laura McCulloch
Head of Spatial Planning
Hampshire 2050

Annex 1 – Local Highway Authority

Existing Conditions

The Site lies very close to Hampshire County boundary and is accessed via Ringwood Road which links with two major roads - the B3078 (Daggons Road, Fordingbridge Road and Bowerwood Road) and a route consisting of Alderholt Road / Harbridge Drove / Hillbury Road. The B3078 to the east and Harbridge Road/ Alderholt Road to the south are within the Hampshire County boundary.

It is approximately two miles from the proposed development site to the nearest town, Fordingbridge, and approximately six miles to Ringwood. Both of these are within the Hampshire administrative boundary.

Local facilities in Alderholt are limited, with the majority of everyday facilities located outside Alderholt. For example, the nearest GP surgery, dental surgery and secondary school are all located in Fordingbridge. Public transport provision is poor, with only one community bus service running on Tuesday, Wednesday and Fridays, with a two-hourly frequency between 09:34 and 13:42 travelling between Ringwood, Verwood, Cranborne, Alderholt and Fordingbridge. The nearest railway station is in Salisbury, approximately 14 miles to the north.

There is no dedicated cycle infrastructure between Alderholt and Fordingbridge although the distance, at two miles, is considered as reasonable for cycling if a suitable cycling route can be provided. Para. 4.31 of the Transport Assessment (TA) states that there is the potential to improve footpaths between Hillbury Road and Midgham Lane to make them accessible to cyclists (see map below). This would provide an alternative to the use of Fordingbridge Road, instead utilising Midgham Lane and Ashford Road, to reach the western end of Fordingbridge. However, the County Council's Countryside Service team (responsible for these public rights of way) is concerned about the deliverability of this proposal and have requested that a financial contribution if the application is granted permission. This is covered by the separate response from Countryside Services to this application. Upgrading of this route to a good standard to allow year round cycling between the development and Fordingbridge should be confirmed as deliverable and secured in any future section 106 Agreement should the application come forward.

Para. 4.32 of the TA also states that “Given *Midgham Lane and Ashford Road are both lightly trafficked narrow roads, this would create a safer alternative route for cyclists to Fordingbridge [...]*”. The County Council does not agree with this statement. These roads are considered dangerous for cycling as they are too narrow for vehicles to pass cyclists, they have bends in several places with limited forward visibility and neither road is lit.

As such, under the current proposals, the County Council does not consider the proposed development complies with national, regional or local policies, which require developments to be sustainable, limit the need to travel by private car and offer a genuine choice of transport modes as set out below.

- The development does not accord with paragraph 110a) or paragraph 112 a), b) and c) of the National Planning Policy Framework. Appropriate opportunities for travel by sustainable modes are not available, priority has not been given to pedestrian and cycle movements from the site to amenities, the needs of vulnerable road users have not been addressed in relation to all modes and the off-site routes to amenities are not considered safe, secure or attractive.
- The proposed development does not comply with the policy C6 and policy HP1 of Hampshire County Council's emerging Local Transport Plan (LTP)4, which encourages sustainable travel behaviour and delivery of the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips.
- The site does not accord with Policy KS11 of Christchurch and East Dorset Local Plan which states development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes. Development must be designed to: provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport.

Furthermore, given the uncertainty surrounding the delivery of a suitable cycle link, the County Council does not consider the proposals as submitted would significantly reduce the volume of vehicular traffic travelling to Fordingbridge, exacerbating the severe impact on the highway network set out below.

Personal Injury Accident Data (PIAs)

The TA includes Personal Injury Accident (PIA) data for the period from 1/1/17 to 31/12/21. The wider study area includes some of the highways within Hampshire's County boundary including the eastern part of B3078 Bowerwood Road, Provost Street, High Street and Bridge Street in Fordingbridge, the Harbridge Drove and the majority part of Alderholt Road.

The County Council requires the applicant to update the PIA data to the most recent five year period. This should be obtained from Hampshire Constabulary for the sections of highways within the county of Hampshire. A further review should be carried out and submitted once the PIA data is updated.

Detailed PIA analysis should be carried out to identify if there is a pattern, common cause or cluster of accidents that warrant casualty reduction measures through improvement of any highway infrastructure and potential improvements to mitigate the impact of the proposed development. Until this information is provided, the County Council cannot confirm there is no unacceptable impact on highway safety.

Traffic Impact on Hampshire Highway Network

Trip Generation

The TA presents the proposed trips that could be expected for the proposed development during both the AM (08:00-09:00) and PM (17:00-18:00) weekday peak periods. These are shown below.

Proposed Residential: AM Peak 617, PM Peak 835
 Proposed Employment: AM Peak 224, PM Peak 217
 Sub-Total: AM Peak 841, PM Peak 1052
 Existing residential trips removed AM -332, PM, -168

Net Total: AM Peak 510, PM Peak 884

Based on the above, the trip rates used in the TA are calculated and listed in the Table below. To assess the acceptability of these trip rates, these have been compared to trip rates agreed by the County Council for the strategic developments in Fordingbridge and Ringwood. These are also listed in the Table below, together with the number of trips considered to be more realistic.

| | Trip Rates used in the TA | | Average Trip Rates HCC accepted for Fordingbridge and Ringwood | |
|---|---------------------------|------------|--|-------------|
| | AM | PM | AM | PM |
| Residential | 0.353 | 0.477 | 0.586 | 0.617 |
| Employment | 1.12 | 1.085 | 1.916 | 1.509 |
| Resultant trips based on 1750 dwellings and 2 ha employment | | | | |
| Residential trips | 617 | 835 | 1025 | 1079 |
| Employment trips | 224 | 217 | 383 | 302 |
| Existing residential trips removed | -332 | -168 | 7% of total trips is considered internal trips - 99 (AM) 97 (PM) | |
| Net Total | 510 | 884 | 1309 | 1284 |

The above Table shows that the trip rates used by the applicant are significantly lower than the ones used for the developments in Fordingbridge or Ringwood. Consequently, the amount of traffic forecasted for the proposed development (510 vehicle movements during AM Peak and 884 vehicle movements during PM peak) is significantly lower than the forecast using the trip rates accepted for the developments in Fordingbridge and Ringwood which indicates 1309 vehicle movements during AM peak and 1284 during PM peak.

The applicant's justifications for the low trip rates are that the proposed development would provide some facilities within the site, reducing the need to travel outside of Alderholt, and that middle school children would not need to travel to Cranborne as result of expansion of the first school in Alderholt. Whilst a level of internalisation is acceptable, it is not considered a robust approach to remove exiting trips from existing dwellings in Alderholt due to the new facilities proposed with the site, which are predominantly to serve the new development. Furthermore, the trip rates agreed by

the County Council for developments in Ringwood and Fordingbridge already have various local facilities as well as junior and secondary schools in the vicinity. The justification is not therefore considered valid, and the forecast trip generation in the TA is considered to be significantly under-estimated.

Traffic Distribution and Assignment

The TA states that the distribution of vehicular trips has been based on Census 2011 Journey to Work data and trip assignments assumed on the routes within Hampshire boundary are set out as follows:

- B3078 Fordingbridge Road – 19%
- Sandleheath Road – 19%
- Harbridge Drove – 35%
- A31 West – 21%
- A31 East - 14%

The County Council disagrees with the above assignment assumed as it is inconsistent with the assignment used in the Paramics modelling. Further information needs to be submitted to justify how the assignment was assumed.

Traffic Modelling

Notwithstanding the underestimation of trip generation, the County Council reviewed the traffic modelling undertaken by the applicant's transport consultant and the Paramics traffic modelling, which was commissioned by Dorset Council.

The Paramics modelling includes central Fordingbridge for a forecast year of 2033. The modelling was done for a range of development scenarios, 500, 1,000, 1,750 and 2,500 homes. It identified that the most sensitive area of the road network is Provost Street in Fordingbridge. Within the 1,000 dwelling scenario the modelling identified significant queuing at Provost Street/High Street junction.

It is worth noting that, while the Paramics modelling does take account of sites allocated in the New Forest Local Plan, the number of dwellings on those sites used in the Paramics model is c.76% of number of dwellings proposed or already approved. As such, it appears the traffic flows used within the Paramics modelling are an underestimation.

Based on the result of the Paramics modelling, the transport consultant only carried out detailed junction modelling (PICADY) on the junction of Provost Street/High Street. The summary of that modelling is as follows:

- The applicant's modelling forecasted that in the future year 2027, during AM peak with the proposed development, Provost Street/High Street junction would operate above capacity with queues of 25 cars on Provost Street waiting to turn right with delay of 330 seconds.

- The modelling results are worse for the 2033 future year, with a queue of 53 cars and delay of 734 seconds on Provost Street forecast.

It worth noting that the above findings were based on the low trip generation forecast for the proposed development. If the higher trip generation forecasted by Hampshire County Council were to be used, the modelling results for this junction would be significantly worse. Furthermore, committed development in Fordingbridge (Local Plan sites SS16, SS17 and SS18 (a total of 1270 dwellings)) have not been specifically included; the traffic generated by these sites should be added to the future year background traffic flows. It has been noted TemPro program had been used for “grow” background traffic flows, however the TemPro program did not include Fordingbridge zone which means the obtained “growth factor” has not taken account of the developments in Fordingbridge. Should development traffic from these sites be included in the modelling, the results will likely further deteriorate from those presented in the TA.

The applicant has proposed mitigation works at Provost Street/High Street junction. The proposal comprises the widening of the junction at the give way line to provide space for two lanes (one normal lane + 1 flare). It is noted no Road Safety Audit (RSA) was submitted for this proposal and it is required.

Regardless, the County Council does not believe that this mitigation proposal would greatly improve the capacity of this junction, as the added flare length is so short (circa three cars) that it would be quickly blocked by right-turning traffic and would not be fully utilised in reality. The modelling results for this junction with the mitigation proposal, even with the unrealistically low forecast traffic flows (as set out above) still show the junction operating above its optimum capacity (RFC of 0.93) for year 2033, with a queue of seven cars and delay of 124s.

Given the traffic flows forecast, even within the underestimated scenario presented, the County Council believes the following junctions within Fordingbridge should also be modelled in detail:

- The mini roundabout of Salisbury Road/ Bridge Street / High Street
- Station Road / Normandy Way junction

Based on the above, the County Council does not consider the traffic impact to the highway network in Fordingbridge has been correctly and adequately assessed, nor does it agree that the mitigation proposal would adequately address the impact at the junction of Provost Street/High Street. The County Council believes that the proposed development as presented would cause significant congestion and delays on the highway network of Fordingbridge, which is considered unacceptable and a severe impact on Hampshire’s highway network.

Highway Link Analysis

The applicant has undertaken a swept path analysis for the surrounding link roads, which have narrow widths. Two routes within the Hampshire boundary, Harbridge Drove/Alderholt Road and the B3078 Fordingbridge Road/Bowerwood Road, have been included.

For the route of Harbridge Drove/Alderholt Road, the swept path analysis shows in some areas two large vehicles or one large vehicle and a car are unable to pass each other. The applicant has proposed highway widening in these locations.

For the route of the B3078 between Alderholt and Fordingbridge, the swept path analysis shows there are several areas where two buses could not pass (which is significant as the part of the B3078 modelled will form part of the new bus route between Cranborne, Alderholt and Ringwood). The applicant has proposed local highway widening in these locations, except for the pinch point at the centre of the link between the properties of Restharrow and Appleyards. The applicant has proposed to resolve this issue by introducing priority working arrangement.

However, as a topographical survey has not been done, the widening design is based on Ordnance Survey mapping. As such, the County Council cannot confirm at this stage if the widening at these places can be achieved or is deliverable within highway ownership. Further information is required.

Regarding the proposed priority working arrangement, the applicant's transport consultant has not previously discussed this with the County Council and there is no Road Safety Audit or traffic modelling submitted in support of this proposal. The County Council therefore is unable to confirm whether this proposal is acceptable at this stage; further information is required.

Recommendation

Having regard to the above, further information is required to confirm the proposals are acceptable. Should the Local Planning Authority wish to determine the application at this stage, the County Council as Local Highway Authority would recommend refusal for the following reasons:

The proposal is likely to generate an unacceptable increase in vehicular traffic on the local highway network in Fordingbridge. The proposed development would lead to increased queuing and delay and the deterioration of highway safety resulting in a severe cumulative impact on the highway network. The proposal is considered in this regard to be contrary to both NPPF and Development Plan policies KS11.

In the opinion of Hampshire County Council as Local Highway Authority, the proposal involves development that cannot be reconciled with the National Planning Policy Framework and Development Plan policies in that there is insufficient evidence submitted to demonstrate that the proposed cycling and public transport infrastructure serving the site is adequate to promote sustainable transport modes and provide safe and suitable access to the site to the development. This would also result in the users of the development being unable to make use of sustainable transport opportunities and would result in a greater number of trips by private car which will exacerbate the severe impact on the local highway network and environment contrary to the NPPF and Policy KS11 of Christchurch and East Dorset Local Plan.

Should the planning authority be minded to grant permission for the application at this stage, in the absence of the above being addressed, further work is clearly required

in order to establish the necessary planning conditions and section 106 obligations. Dorset Council should contact Hampshire County Council to discuss these requirements before a decision is made.

Annex 2 – Education

Hampshire County Council as Local Education Authority provides the following comments on this planning application. The proposed development of 1,377 eligible dwellings (2+ bed) would be expected to generate a total of 289 additional secondary age children, or 60 per year group (two forms of entry). This is based on a figure of 0.21 secondary age children per new dwelling which was derived by conducting demographic surveys of developments that have been completed within Hampshire and calculating the average number of secondary age children on those developments. It is predicted that the development would yield approximately 413 primary age students and it is assumed they will be accommodated within Alderholt, subject to agreement with Dorset Council.

In addition, a further 183 secondary age Hampshire students are predicted to be generated through developments allocated within the New Forest District Council Local Plan 2016 – 2036 part 1: Planning strategy (July 2020).

The Burgate School in Fordingbridge has historically admitted students from Hampshire, Wiltshire and Dorset, whilst already accommodating several children from the Alderholt area. The school has an admission number (PAN) of 190 and takes approximately 120 pupils (four forms of entry) of students from a linked Hampshire school, of which approximately 90 pupils (three forms of entry) are Hampshire catchment. As the school is an academy, Hampshire County Council cannot be certain of the accommodation currently available, so cannot confirm whether it has sufficient accommodation to meet its current PAN. However, the County Council's historical data would suggest that the school may not have optimum accommodation available.

Hampshire County Council would like to begin discussions with The Burgate School in regard to their appetite for future expansion, and with Dorset Council in regard to their proposed strategy to mitigate the secondary age impact from this development. Please note there are statutory consultations and approvals that are required in relation to any proposed school expansion.

Initial Conclusions:

The Burgate School currently admits students from outside of its catchment area and outside of Hampshire. It is anticipated that from Hampshire alone, there will be approximately 4-5 form entry demand once planned local development has been completed. A Further 2 form entry would be anticipated from the Alderholt development should it be linked to The Burgate School.

Despite a PAN of 190, further investigation is required to determine whether the Burgate School has sufficient accommodation available to support a full school (i.e. less than five percent pupil places left unfilled), and further discussions with the school will be required to ascertain what additional accommodation may be required to meet both short and / or long-term pressure.

If the Alderholt development were to be linked to The Burgate School, it is anticipated that there could be a short-term pressure due to those who have already obtained places at the school in higher year groups, who may live further outside of the school's catchment area than Alderholt.

Further information is therefore required regarding the level of investment proposed by the developer of the Alderholt planning application, detailing how much they hope to expand the Burgate school by and how would any potential expansion and link with the Burgate school be formalised.

Hampshire County Council is available to discuss the points raised above further with Dorset Council, as well as the applicant.

Annex 3 - Public Rights of Way (PROW)

Hampshire County Council is responsible for the Public Rights of Way (PROW) network in Hampshire adjacent to this planning application. A copy of the Definitive Map of Rights of Way and Definitive Statement and Countryside Sites for Hampshire can be found at <https://maps.hants.gov.uk/rightsofwaydefinitivemap/> and <https://www.hants.gov.uk/landplanningandenvironment/rightsofway/definitivemap>

The application site lies with 25m of the Hampshire county boundary. Alderholt only has three roads in and out of it; the B3078 being the highest designation. Two of these routes, B3078 Fordingbridge road (north-east to Fordingbridge) and Harbridge Drove, to the southeast of the development site, both route into Hampshire. Both these routes are likely to take significantly more traffic from this development. Alderholt has no alternative transport infrastructure (rail, etc). Active traveller safety on these roads is also highly significant due to the large number of quarry sites coming forward in the area (within Hampshire), further driving up HGV movements on Harbridge Drove and the road network towards Ringwood.

The application includes the following information regarding the PROW network:

- Pages 13-17 of the Travel Plan refer to the exiting PROW network.
- The Travel Plan contains no meaningful proposals in its strategy regarding the Public Rights of Way [PROW] network.
- The Walking, cycling and horse-riding assessment Review, October 2022, refers to the very immediate PROW network in section 3. It highlights the pedestrian use of country lanes, some only 3.5m wide with no way for vehicles to safely allow pedestrians, cyclists or horse riders to pass. The assessment presumes a low use of walking, cycling and horse riding beyond the settlement of Alderholt and a low level of traffic on surrounding minor roads. This does not fairly reflect either the policy of encouraging active travel, the deterrent of danger of actively travelling along UK roads with no segregation (pavements), such as those surrounding the site, a detrimental assumption that none of the proposed residents will want to actively travel beyond the settlement of Alderholt (therefore perpetuating the problem) and completely ignores the significant impact of high dependency on private vehicles the proposed scheme has and this impact on the traffic levels of local roads (intensifying the problem).

Hampshire County Council consider that the following policy applies to the PROW network in respect of this planning application:

- Development shall protect and enhance the PROW network (NPPF (2021) para 100).
- Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (NPPF (2021) para 105).
- Development shall prioritise pedestrians and cyclists in their scheme (NPPF (2021) para 112).
- Hampshire County Council Local Transport Plan 4 (LTP4) sets out rural transport policies, RT1, requiring maintaining accessibility in rural areas and

realistic alternatives to reduce dependency on the private car and RT2, ensuring sustainably access to the countryside.

- Hampshire County Council LTP4 also sets out Policies (AM1 and AM2) to ensure sustainable maintenance for new and existing highways (PROW are public highway infrastructure).



Public Rights of Way in Hampshire

With regard to the Hampshire Public Rights of Way [PROW] network, there is a significant network of Footpaths in the area of the site. The network's immediate proximity to the proposed development will result in a very significant increase in its use by the new residents, both for recreation and access to the countryside. 1700 dwellings is going to result in an increase in population of approximately 5000-6000 people (based on around 3 per dwelling). Alderholt had a population of 3,196 in the 2021 census. Therefore, particularly as the new population is closer to the Hampshire PROW network than the existing population, this is likely to see an approximately three-fold increase in use of Hampshire PROW. It is therefore considered reasonable and justified to seek mitigation and compensation for the associated impacts from this significant increase in use.

Hampshire County Council is concerned about public safety of pedestrians accessing the PROW network as a result of the significant increase in vehicles on the road network from which the PROW are accessed.

Hampshire County Council is also concerned about the need for improved active travel routes – in regard to the PROW network. There are no PROW of higher status than footpaths in the area (within Hampshire), for example, Bridleways. Therefore, there is no off-road provision for cyclists, or equestrians (within Hampshire). None is proposed as part of this scheme. Hampshire Countryside Service [HCS] might support the re-dedication of a footpath to a bridleway, or the creation of a new one, perhaps to better link to Fordingbridge, Ringwood and/or the New Forest National Park. This would be challenging, as all routes would be over others' land.

Collaboration with the potential local quarry sites maybe beneficial here, as these land activities could provide an opportunity to improve the PROW network to the east of the site hereby being considered. It is presumed prior extraction of any minerals is included in the scheme, if/where mineral is present, to aid in alleviating quarry impacts on the PROW network and the wider countryside.

Mitigation and compensation

As all Hampshire PROW are outside of the site and ownership area of the application, mitigation of the sites impacts to Hampshire PROW would comprise of:

- financial contribution for improvements to the PROW network. This would include surfacing, drainage improvements and access improvements, including review of safe access points of the Footpaths at Hillbury Road and Harbridge Drove.
- commuted sum for the public maintenance of the above mentioned improvements and to cover to addition wear caused by the additional use.

Accurate numbers can be provided, following onsite assessment by the Area Countryside Access Team. However, an approximate (subject to change) figure can be calculated by the length of Footpaths Fordingbridge 2 and 3, and Ellingham, Harbridge and Ibsley 43, those in immediate proximity to the site. This is using HCS standard costings and maintenance calculation. Based on 1900m of PROW resurfacing, a contribution of around £200,000 (~ £118 per dwelling) would be expected. In addition, a commuted sum in the region of £400,000 would be asked for to cover the ongoing maintenance at public expense of those works. This would be secured via a s106 legal agreement. This is in addition to any mitigation sought from Dorset Council for PROW within Dorset.

In regard to Hampshire Countryside Sites, there are no countryside sites managed by Hampshire County Council with the vicinity of the site. Although such a significant population increase will have an adverse impact on major countryside recreation sites, such as country parks, it is considered that the location of the site leaves Dorset Council to seek for suitable mitigation for these impacts rather than Hampshire County Council.

In conclusion, it is not considered that this application is in accordance with relevant National and Hampshire Policy regarding the PROW network. It does not demonstrate sustainable, genuine alternatives to the private car, it does not propose

how it protects and enhances the PROW network, nor how it ensures public safety for users of the PROW network. It is considered that the proposed scheme perpetuates and intensifies traffic issues in the area.

However, the Countryside Services team has no objection subject to financial contributions, secured via a s106 legal agreement, to allow for the delivery of protection and enhancement of the PROW network. This would be in the region of £200,000 and a commuted sum for improvement works to the local PROW network, allowing it to accommodate the significant increase in use, improve accessibility and safety, and the associated commuted sum to cover the cost of public maintenance of that local PROW network under these new use levels.

There are specific legislative requirements for the highway authority, planning authority, developers and landowners in regard to the PROW network. Even where no changes are proposed to Public Rights of Way, the local planning authority should be aware of the following, and Hampshire County Council request that the applicant is made aware of the following requirements through informative planning conditions where appropriate:

1. *Where Public Rights of Way are close to application sites or are used for access to the development site, applications must show these Rights of Way on the submitted plans and detail how they will be accommodated within the proposals. Government guidance requires that applications should not be validated unless such a plan has been submitted.*
2. *Nothing connected with the development, or its future use, shall have an adverse effect on the Public Rights of Way, which must always remain available for safe public use at all times.*
3. *Should the developer identify the need to temporarily close or adjust a PROW, they should follow the guidance on the Hampshire County Council website. This includes further information on the duties as a land owner and/or developer, found at [Landowners guide to public rights of way | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/landowners-guide-to-public-rights-of-way).*
4. *No vehicles (including builder's and contractor's), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the public right of way at all times.*
5. *There must be no surface alterations to a Public Right of Way without the consent of Hampshire County Council as Highway Authority. Planning permission under the Town and County Planning Act (1990) does not provide this and separate consent is required. To carry out any such works without this permission would constitute an offence under Section 131 of the Highways Act (1980).*
6. *No works to the surface of the Public Right of Way shall be carried out without prior approval of the Area Countryside Access Manager. Any damage*

caused to the surface of the Public Right of Way by construction traffic will be required to be restored to the satisfaction of the Area Countryside Access Manager on the completion of the build.

Annex 4 - Minerals and waste planning authority

Hampshire County Council welcome and support the position of Dorset Council with regard to the safeguarding of mineral resources underlying the site, as outlined in Yvonne Wiacek's email (dated 4 January 2023). Hampshire County Council strongly supports the requirement for a mineral assessment on this site, and the consideration (by the applicant) for the prior extraction of mineral resources.

Safeguarded minerals and waste sites

The applicant notes, in the submitted Planning Statement, the presence of Bleak Hill Quarry (also known as Hamer Warren) to the south of the development site. Bleak Hill and its northern extension are safeguarded mineral sites under Policy 16 (Safeguarding – mineral infrastructure) of the currently adopted Hampshire Minerals and Waste Plan (2013) (HMWP). Bleak Hill is operated by CEMEX UK.

The south eastern corner of the proposed development lies within the safeguarding buffer zone of the Bleak Hill extension and as such the Hampshire County Council mineral and waste consultation area (MWCA).

The purpose of HMWP Policy 16 is to protect current and potential minerals sites from pressures to be replaced by other forms of development, including through 'encroachment' where nearby land-uses impact their ability to continue operating.

It is often the case that appropriate buffers and mitigation measures can make potential nearby development compatible. Any mitigation measures would need to be undertaken by the proposed non-minerals development and reduce potential impacts to and from the safeguarded site to levels that would ensure the safeguarded site could continue its intended minerals use.

Usually, the mitigation measures would need to focus on impacts such as noise, dust, visual impact, odour and traffic movements. They can take a variety of forms, including landscape design, tree planting, barriers, building design and orientation and use of different building materials (such as double glazing for windows).

The appropriate mitigation measures are best informed through direct discussions with the operator of the safeguarded site as they will be most aware of operational requirements. However, the County Council is also available for further discussions, as well as facilitation, if required.

In order to discharge the requirements of the safeguarding policy, the County Council would expect to see how the nearby safeguarded site was considered, how operator comments were taken into account and what impacts that had on the proposed development design. If the details of mitigation are to follow in a future application, the County Council would expect to see a condition requiring such details.

In the unlikely event that it is not possible to agree appropriate mitigation measures, the County Council will be seeking evidence that the minerals or waste management capacity can be relocated or provided elsewhere and delivered.

HMWP – Partial Update

The Hampshire Minerals and Waste Plan – Partial Update has recently been through the Regulation 18 Draft Plan stage. Within the Draft Plan are three proposed site allocations within close proximity to the proposed development site. While the County Council are still processing information from the recent Draft Plan consultation, and considering whether these proposed allocations remain within the Partial Update to the HMWP, the County Council asks that these sites are considered as part of the proposed development and that the applicant is made aware of the following site information. Further information can be found in the [Hampshire Minerals and Waste Plan – Partial Update: Draft Plan](#) and the supporting [HMWP – Partial Update – Minerals and Waste Site Proposal Study](#).

Midgham Farm

The Midgham Farm site is located immediately east of Hillbury Road, directly opposite the proposed development. This proposed allocation consists of an 89 ha site covering the fields on both sides of Lomer Lane. The proposal for this site is to extract circa 4 million tonnes of sand and gravel with a proposed restoration to agriculture at existing levels.

CEMEX UK are the promoter of this site and have created the following webpage to explain their proposals to the wider community. The webpage outlines that the site would be operational for approximately 16 years and that CEMEX intend to apply for planning permission.

<https://midghamfarm.consultationonline.co.uk/>

Cobley Wood

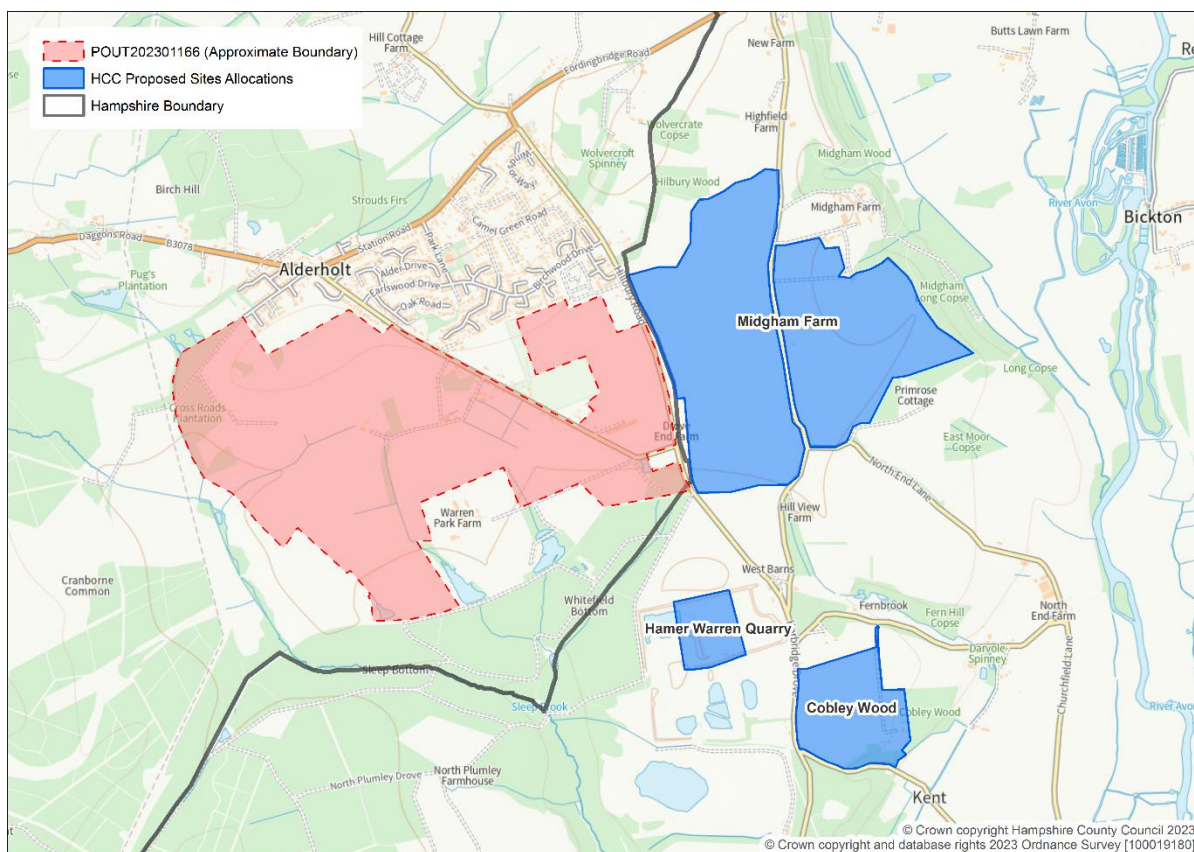
The Cobley Wood proposed allocation lies approximately 850 m to the south east of the proposed development site. This site is situated opposite Bleak Hill Quarry, east over Harbridge Drove.

This site consists of an approximately 15 ha site with the proposal to extract up to 1 million tonnes of sand and gravel. Restoration to agriculture at existing levels is also proposed. This site is proposed to be operated as an eastern extension to the Bleak Hill Quarry site. CEMEX UK are the promoter of this site.

Hamer Warren Quarry

This proposed allocation forms part of the Bleak Hill Quarry site, with the proposed northern boundary being approximately 420 m south of the proposed development site.

The Hamer Warren Quarry proposed allocation consists of utilising a 6.25 ha area of extracted land for the creation of a hazardous landfill cell. It is proposed that the cell will be used for the deposition of asbestos contaminated waste. This cell will then be restored as per the currently permitted restoration scheme. CEMEX UK are the promoter of this site.



Hampshire County council – Proposed Minerals Sites

Should any of the above sites come forward to application prior to the adoption of the HMWP – Partial Update, they will be assessed under the policies of the currently adopted HMWP and determined by Hampshire County Council’s Regulatory Committee.

While the HMWP – Partial Update is currently at the Draft Plan stage, as Hampshire County Council progress through the plan-making process, the Plan, it’s policies and allocated sites will become material considerations.

Should you have any questions, Hampshire County Council is available to discuss the points raised above further with Dorset Council, as well as the applicant.