

# URBAN DESIGN PROOF OF EVIDENCE

Prepared on behalf:

**Dudsbury Homes (Southern) Ltd**

For the site on

**Land to the South of Ringwood Road, Alderholt**

**Ref: P/OUT/2023/01166**

**Appeal Ref: APP/D1265/W/23/3336518**

Prepared by

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



**ACADEMICIAN  
THE ACADEMY  
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**REV. A - 29.05.2024**

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# Chapter 1. Introduction

- 1.1. My name is Gary Worsfold. I am a Director of Scott Worsfold Associates Ltd – RIBA Chartered Architects & Recognised Practitioners – Urban Design Group. We are a practice of Architects, Urban Designers, Chartered Designers and Historic Building specialists, with offices in Longham, Dorset.
- 1.2. The practice is made up of several staff members with a vast experience in architecture, historic buildings and urban design.
- 1.3. I hold a Postgraduate Diploma (with Distinction) in advanced architectural design/conservation and a Diploma in Architectural Design (with Distinction). I have 35 years' experience of urban design, historic environments, and proposals for new housing and their architecture. I have a great deal of experience in the creation of architecture and urban design in context and within historic settings.
- 1.4. Our practice specialises in housing design schemes and a great deal of our past work is featured as exemplar in DETR, National Publications, English Heritage and Local Authority design guidance. Our practice regularly works on proposals for new housing, urban expansions, and large-scale place creation. This includes new village/town creations and major applications.
- 1.5. I am a member of:
  - a) Society of Architectural Historians of Great Britain MEMBER
  - b) Institute of Historic Building Conservation MEM No.1488MEM
  - c) Chartered Society of Designers MEM No. 16827
  - d) Fellow of The Royal Society of Arts FELLOWSHIP No. 6012261
  - e) Royal Institute of British Architects MEM No. 9115575
  - f) The Urban Design Group RECOGNISED PRACTITIONER
  - g) Architectural Humanities Research Association MEMBER
  - h) The Academy of Urbanism – ACADEMICIAN
- 1.6. Notable awards and distinctions:
  - a) 1990 Conservation/Civic Society Design Award – Royal Arcade, Bournemouth
  - b) 1994 National Civic Trust Design Award - Commendation - Abbotsbury
  - c) 1996 Housing Association Design Award - Broadwindsor & Wareham
  - d) 1996 North Dorset Conservation Award - Ashmore Chapel
  - e) 1997 Wessex RIBA - Countryside Design Award
  - f) 1997 National Civic Trust Design Award - Housing Design Award - NATIONAL WINNER – Abbots Cottages
  - g) 1997 RIBA Manser Medal for Housing Excellence – Nomination
  - h) 1998 Civic Society Award - Captains House

- i) 1999 East Dorset District Council Housing Design Award – Orchard Farm
- j) 2000 Housing Association Design Award - Weighbridge Court
- k) 2000 Dorset Architectural Design Award - Poundbury
- l) 2002 National Homebuilder Design Award
- m) 2003 Havant Borough Council - Winner - Hayling Island sailing Club
- n) 2003 National Civic Trust Design Award - Orchard Farm/Manor Farm
- o) 2004 Healthcare Design Awards - Best New Development - St. Monicas
- p) 2005 Poole Pride of Place - Design Award - Winner - Aspects, Poole
- q) 2005 Poole Pride of Place - Design Award - Winner – Strawberry Hill, Poole
- r) 2011 Dorset Architecture Awards – Best major development – ASPIRE, Poole.
- s) 2011 Dorset Architecture Awards – Overall Winner in all categories – ASPIRE, Poole.
- t) 2012 – RIBA Southwest Regional Design Awards – Winner

1.7. Along with the above, much of my work is featured as exemplar in National Design Guidance and in all of the following documents:

#### **1.8. NATIONAL DESIGN GUIDES**

CABE, DETR, HCA, LPA Design Guides & English Heritage

- a) Better Places to Live
- b) By Design
- c) Places, Streets & Movement
- d) The Urban Design Compendium
- e) RIBA & Civic Trust Design Exemplars
- f) Manual for Streets
- g) English Heritage National Design Guidance - Building in Context; New Development in Historic Areas.
- h) Urban Villages Forum
- i) Dorset County Council Design Manual
- j) West Dorset Design Guide
- k) New Forest District Council Housing Design Density and Character

#### **[See APP 1: National Design Guides – Featured Work]**

1.9. In the past, I was employed as Architectural Designer & Design Coordinator for Poundbury; an urban expansion being built on the fringe of Dorchester in Dorset for the Duchy of Cornwall.

At the same time, I was also responsible for many new major housing design proposals. Following this, I was an Associate Director within a large practice of Architects and Urban Designers where I headed a large team responsible for major urban design projects and bespoke (high-end) architectural designs.

- 1.10. Subsequently I was employed as Director of Architecture & Urban Design for a large development group and fund, where I was responsible for large-scale/major urban design proposals and new build projects.
- 1.11. For the past 14 years, I have owned my own practice, which specializes in large-scale urban design projects, as well as major housing schemes.
- 1.12. During this time, I was directly responsible for all urban design/architectural design elements and indeed much of my work, now built, has been taken as exemplar.
- 1.13. During my career I have gained an in-depth understanding of the operations of many housing developers and their involvement in the planning and housing delivery processes, as well as exemplar place creation, sustainable communities, urban regeneration and the creation of new places that will present an enduring, qualitative living environment and, an attractive place to live.
- 1.14. In recent years I have examined and reported on urban design and good architectural/urban design practice directly for Local Authorities, as well as for private clients. This includes assistance in drafting Urban Design Supplementary Planning Guidance directly for Local Authorities. I have also provided architectural and urban design evidence in the context of the planning appeal process. I have a thorough and comprehensive experience of urban design and architecture.
- 1.15. I have been instructed by Dudson Homes (Southern) Ltd., to provide the urban design evidence relating to the Public Inquiry, following the refusal of an outline planning application:

- **PLANNING AUTHORITY:** Dorset Council
- **APP REF:** P/OUT/2023/01166
- **APPLICATION SITE ADDRESS:** Land to the south of Ringwood Road, Alderholt
- **APPLICANT:** Dudson Homes (Southern) Ltd.
- **DESCRIPTION:** Outline application for a 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. (All matters reserved apart from access off Hillbury Road).
- **CASE OFFICER:** Ursula Fay

1.16. Our offices are local to the site, and I know the area well. I have visited the area local to the site and the wider setting on several occasions from 2022 onwards, and most recently, in March-May 2024 for the Inquiry. I have carried out a desktop study of OS data and physical and historic information, and undertaken site visits to appraise the site and its setting. This included an exploration of Alderholt's urban setting. A part of this appraisal included visits to surrounding towns/villages.

## Chapter 2. Scope of My Evidence

- 2.1. I am appointed by the Appellant, Dudsbury Homes (Southern) Ltd., to advise on matters relating to Urban Design.
- 2.2. In preparing my evidence I have had regard to the Committee Report commissioned and prepared by Dorset Council. I am familiar with Local Planning Policy insofar as it relates to design, the National Planning Policy Framework (NPPF) and Planning Practice Guidance (NPPG) No. 26 – DESIGN, as well as documents by the RTPI, TCPA, Urban Design Compendium, CABE, CIHT, DETR, NDG and the DETR, as they relate to best urban design and architectural practice.
- 2.3. The scope of my evidence relates specifically to the reason for refusal 3.
- 2.4. *The submitted masterplan does not demonstrate how the proposed uses will function well in terms of their relationship to each other and to the existing settlement of Alderholt. In particular, the positioning of the local centre is not considered to be optimised to accommodate and sustain an appropriate mix of development. Contrary to paragraph 135 of the NPPF (previously 130).*
- 2.5. The purpose of my evidence therefore, is to consider the proposed uses and how well they function in terms of their relationship to each other, and to the existing settlement of Alderholt.
- 2.6. As well as to consider the position of the Local Centre, as an optimal location, to accommodate and sustain an appropriate mix of development, consistent with paragraph 135 of the NPPF.
- 2.7. My evidence will therefore test the location of the Local Centre, alongside all proposed uses, the urban design format, and assess this against the relevant policy background and good design practice.
- 2.8. It would appear that Alderholt Neighbourhood Plan (April 2024) and Reason for Refusal No 3, both assign a belief that Alderholt needs a Local Centre offering a range of facilities, and its presence would be an enhancement to the current situation. The question would appear to be: where, and not if.
- 2.9. As such, the scope of my evidence will test the Local Centre position shown within the refused application, to ensure its location is optimal, to accommodate and sustain an appropriate mix of development.
- 2.10. In consultation, Dorset Council have suggested a location slightly further North, and within the application site ( a location that might reduce its pedestrian connectivity by circa 7 minutes from the North, but with a reciprocal increase in other directions). In evidence I will explore this location.
- 2.11. My evidence relates to the location and does not question the facilities it might provide.

- 2.12. Assessing texts from the time of the application, this place and its feature within the setting and total urban design offer has been called: a Neighbourhood Centre, a Village Centre and a Local Centre.
- 2.13. For the avoidance of doubt, I will assume the title given in the reason for refusal - Local Centre (LC). My evidence will therefore consider the following matters:
- The urban design format of the proposal.
  - The location of the Local Centre relative to its matrix of facilities and function, sat in combination with Alderholt, holistically.
  - The location of the Local Centre as a destination.
  - Alderholt Meadows suitability to achieve a sustainable place and setting, sitting in combination with the existing settlement of Alderholt.
  - In so doing, I have considered the existing settlement, and its evolution, along with its current facilities.
  - I will then consider these facilities with the addition of Alderholt Meadows, its community hubs, settings and journeys.
  - I have analysed a matrix of pedestrian and cycle connections, and have considered the combination with all of Alderholt Meadows place making, character, and total urban design narrative, as well as the location of the proposed Local Centre.
  - I am of the opinion, that the location of the Local Centre is indivisible from all other conscious design decisions and to isolate its position singularly, from the complete design offer, is flawed. As such, my evidence explores the total design proposal and its offer as a place of varied character, and facilities, experienced “on the way”.
  - In so doing I have examined and compared the location of the Local Centre and the total urban design rationale alongside best practice urban design theories of combined neighbourhoods, sustainable communities, the 20-minute neighbourhood, and finally the 15-minute city.
- 2.14. Considering all relevant matters with regard to the site, its setting, the urban design format, the design arrangement and its parameters, I am of the view that the Local Centre, its location on the indicative master plan and its place in combination with Alderholt will:
- Offer a sustainable, and easily accessible place with function, facility, and amenity as a part of the total design offer.
  - Sit in combination with all to provide a cognitive, attractive, sustainable and enduring place for the betterment of all.
  - Connect well with all of Alderholt, with easy and time compliant (20 minute walk) pedestrian connections, to offer a place “in the round” that is sustainable and enhanced.
  - That its location sits within a matrix and varied combination of community facilities (existing and new) that all combine symbiotically, for the betterment of the whole.
  - That in combination, the Local Centre is ideally placed.

## Chapter 3. Collaborations and Topic Papers

- 3.1. From notes of the Case Management Conference, it was encouraged that disciplines collaborate to discuss the potential to agree on certain matters, exclude areas of consideration, not required for the Inquiry or, to highlight any that were. This would then lead toward the production of a collaborative Topic Paper.
- 3.2. An online Teams meeting was arranged, with an initial invite to Ursula Fay – Planning Officer, and Sophie Duke - Principal Urban Design Officer.
- 3.3. As advised by Ursula Fay, Sophie Duke will not be preparing evidence or attending the Inquiry. As such, a Teams meeting occurred on the 16th of May 2024 at 2.30pm and attended by Ursula Fay, myself and Nigel Jacobs MRTPI - Intelligent Land.
- 3.4. The planned Topic Paper, at the time of proof submission, was still in process and is intended for submission, 11th June 2024, as directed.

# Chapter 4. Dorset Council Texts and Consultations

4.1. In considering my evidence I have examined the following:

- Urban designers' comments during application - Sophie Duke - Senior Urban Designer - Dorset Council - Dorset Council Consultation - 28/04/2023
- Committee Report - Eastern Area Planning Committee – 5th July 2023 by Ursula Fay.
- Statement of Case of Dorset Council as the Local Planning Authority.
- The Statement of Common Ground - Dorset Council

4.2. In the following, I have extracted parts and have provided commentary:

## **Sophie Duke - Senior Urban Designer -Dorset Council - Dorset Council Consultation - 28/04/2023**

*Land Use: The village square forms a central part of the vision for the new development creating a 'heart' to Alderholt Meadows where people can meet, pass time and access services all within a 15-minute walk of their home. While the location of the square is central to the new development, for those towards the north of Alderholt, it is less accessible.*

*Further consideration should be given to ensure integration of this new community and tools such as Space Syntax are useful in understanding how the design of new spaces can support economic and social activity as well as ensuring integration of users. Consideration may then be given as to whether the local centre is in the right location to best serve both the new community and the existing residents of Alderholt.*

4.3. To rely on the Local Centre as being the “Heart” and single heartland, isolates its function from a host of many other connections which are symbiotic.

4.4. My evidence will show that the Local Centre is not the “Heart” - singular. The location shown in the current parameters plan is for a Local Centre that is one of a whole matrix of heartlands, that connect. It is a hub, and a point that is the convergence of a multitude of journeys and experiences.

4.5. To consider it as a singularity, detaches its abilities and combination with a whole matrix of heartlands that unite and sit collectively, toward a truly sustainable place that has widespread community creation and facility in its DNA.



**Statement of Case of Dorset Council as the Local Planning Authority Statement Submitted on 7 March 2024**  
**Appeal Reference APP/D1265/W/23/3336518**  
**LPA reference P/OUT/2023/01166**

**Pg. 23 - Statement of Case:**

*Please see paragraph 11.2.*

- 4.6. My evidence will show that whilst a 15- or 20-minute neighbourhood is not defined in National or Local Planning Policy that, virtually all the existing settlement and all of Alderholt Meadows will achieve a 15-minute walking distance to the Local Centre and, that the whole settlement, in its entirety, achieves a 20-minute walk to and from it.

**This point is referenced in:**

**Committee Report - Eastern Area Planning Committee – 5th July 2023 by Ursula Fay.**

**"Limiting the need to travel"**

*Please see paragraph 16.168.*

*Please see paragraph 16.169*

- 4.7. The Committee report is indeed correct, a 15-minute neighbourhood is not defined in National or Local Planning Policy, and nor in the submitted Transport Assessment. The Local Planning Authority have also clarified that this permeability and ease of connection is by both walking and cycling.

Returning to the Statement of Case - Dorset Council:

*Please see paragraph 11.3.*

- 4.8. I wish to note that this was submitted post refusal and prior to the planned Inquiry, we await feedback. Finally, I wish to quote and highlight the following:

***Pg 27 – Statement of Case - Dorset Council- 7th of March 2024***

## 19. BENEFITS

*Please see paragraph 19.1*

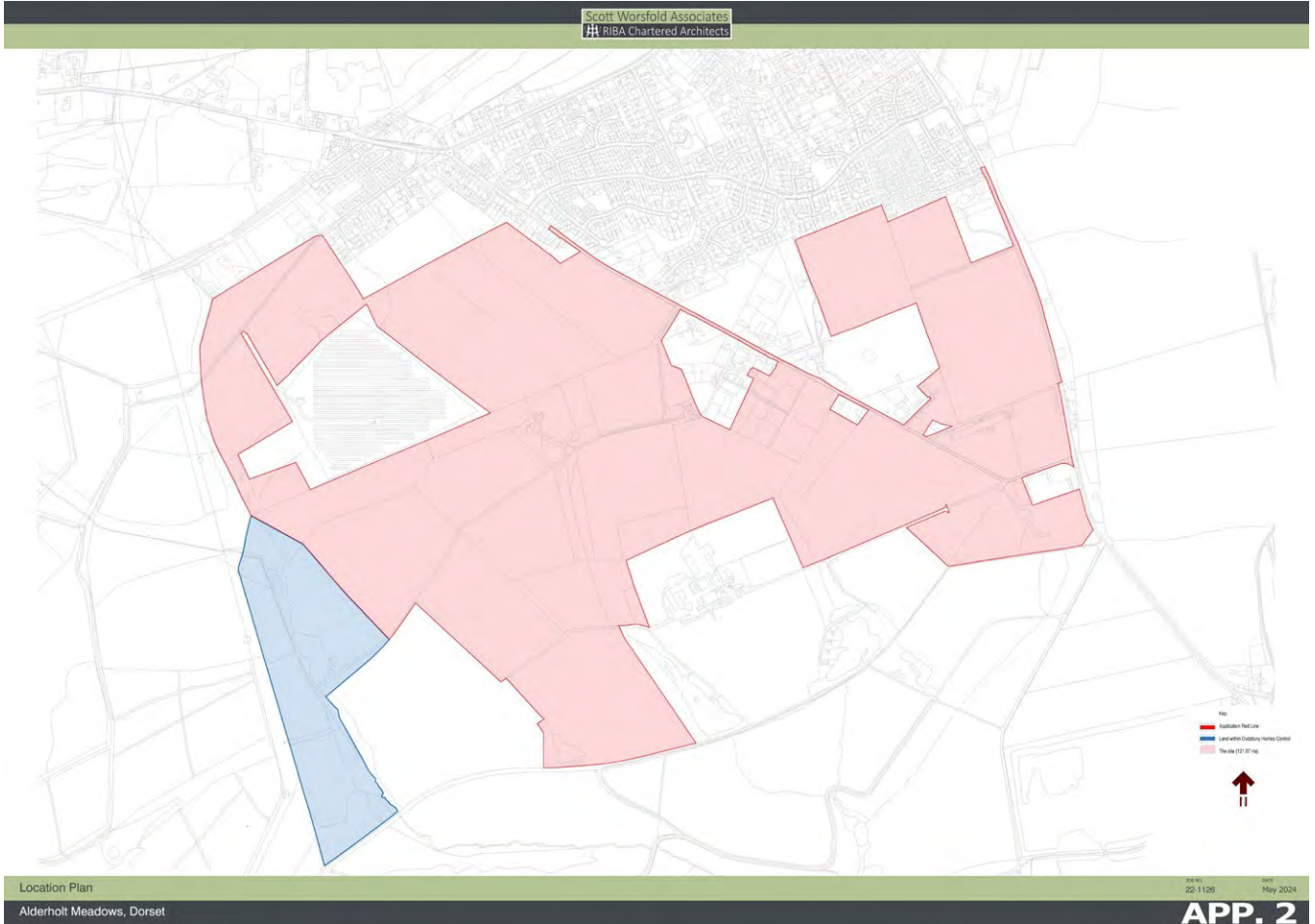
4.9. It is noted that in the Statement of Case of Dorset Council, submitted on the 7th of March 2024, that no benefit is awarded to the creation of a Local Centre, with all its potential for enhancement to the function and facilities of the village as a whole, and when compared and contrasted with the current everyday need for residents to travel some distance to achieve the same offerings.

It was clarified by Ursula Fay verbally during our Team's meeting on the 16th of May 2024, that she feels that the facilities do carry weight and benefit.

It will be my evidence that the offer of a Local Centre, in its current location, will be of significant benefit to Alderholt as a whole and all within an easy 20-minute walk from all parts of Alderholt or, a short cycle ride.

# Chapter 5. Location

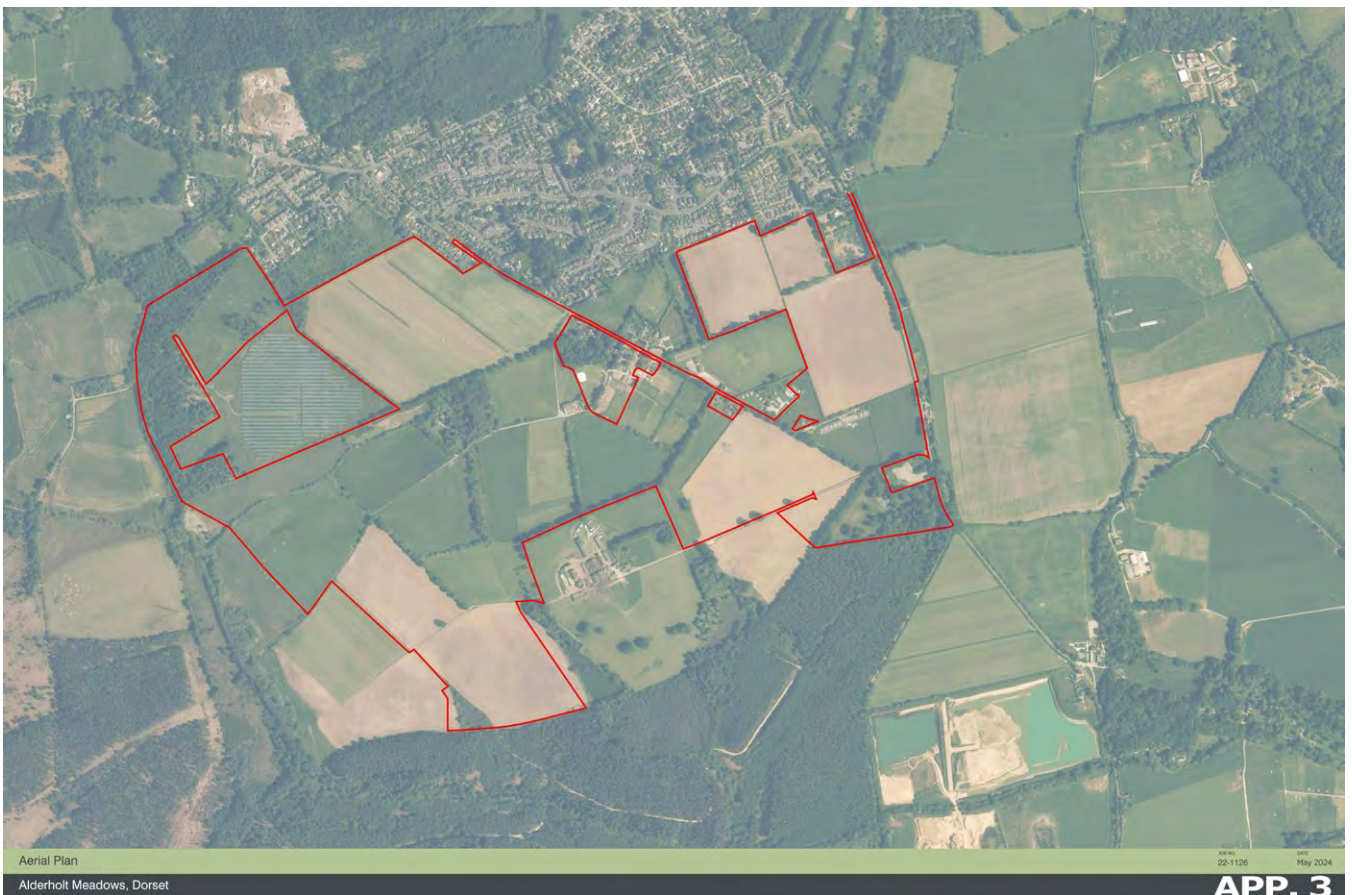
5.1. The application site is 122 hectares in area and lies to the South of Alderholt. Its extent merges with Hillbury Road to the West and Ringwood Road to the East, and continues to the edge of the Ringwood Forest. The site is accessed from Ringwood Road and Hillbury Road.



**Appendix 2 . Location Plan**

## Chapter 6. Site Characteristics

- 6.1. The site is the combination of two land parcels. Ringwood Road divides the two. On either side the land is made up of open fields and grasslands, divided by hedgerows and mature tree belts. Some clusters of woodland exist within.
- 6.2. The site, in both its parts, is reasonably well screened and with the tree belts sitting in back drop or breaking up clear view or vista across extents.
- 6.3. The site has gradual falls and is reasonably level.
- 6.4. To the North, the site junctions with the existing settlement of Alderholt. The junction does possess connection and permeability. The character is mostly of the bottom or sides of existing gardens. Boundaries are well-screened with mature hedges and trees.
- 6.5. Within the village there exists a small Co-op with a post office, some areas of amenity, a vet, a village hall, a first school, and a church.

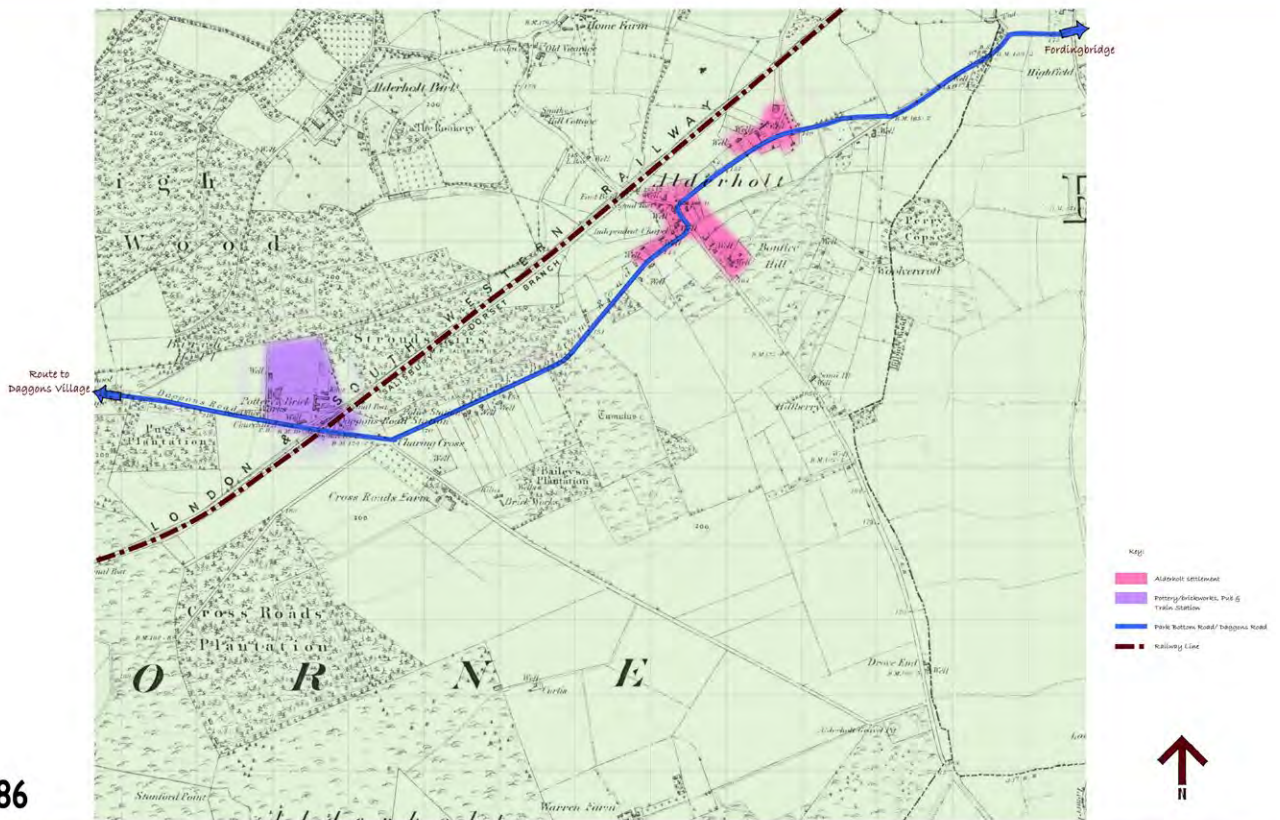


**Appendix 3 . Aerial Photo showing red line boundary.**

# Chapter 7. The Evolution of Alderholt - A Changing Anatomy of Place.

- 7.1. Through most of the 19th Century, Alderholt existed as a small hamlet, 1km to the East of the Churchill Arms. It was not a linear village, as it is currently described in the Neighbourhood Plan. Within common classification (The Anatomy of the Village – Thomas Sharpe – 1947) the early origins might be better described as a squared village. However, in the early 19th Century, it was little more than a hamlet of just a few dwellings, with a scattering of plantations and farmsteads around.
- 7.2. A small school was built in 1847. This is closer to Daggons Village and is now a pre-school nursery.
- 7.3. The local church, St James', was built and consecrated in 1849.
- 7.4. In 1855, the main road connecting Cranborne with Fordingbridge, was made up and named Alderholt Street. At that time, the different hamlets were separated by great stretches of common heath and bog land.
- 7.5. After the advent of the Salisbury and District Railway from Alderbury to West Moors (1866), Alderholt Street was renamed Station Road.
- 7.6. In the 1870's a branch line and railway station were built. This was called Daggons Street Station. Its locality was between Daggons Village - 1km West, and Alderholt Village – 1km East.





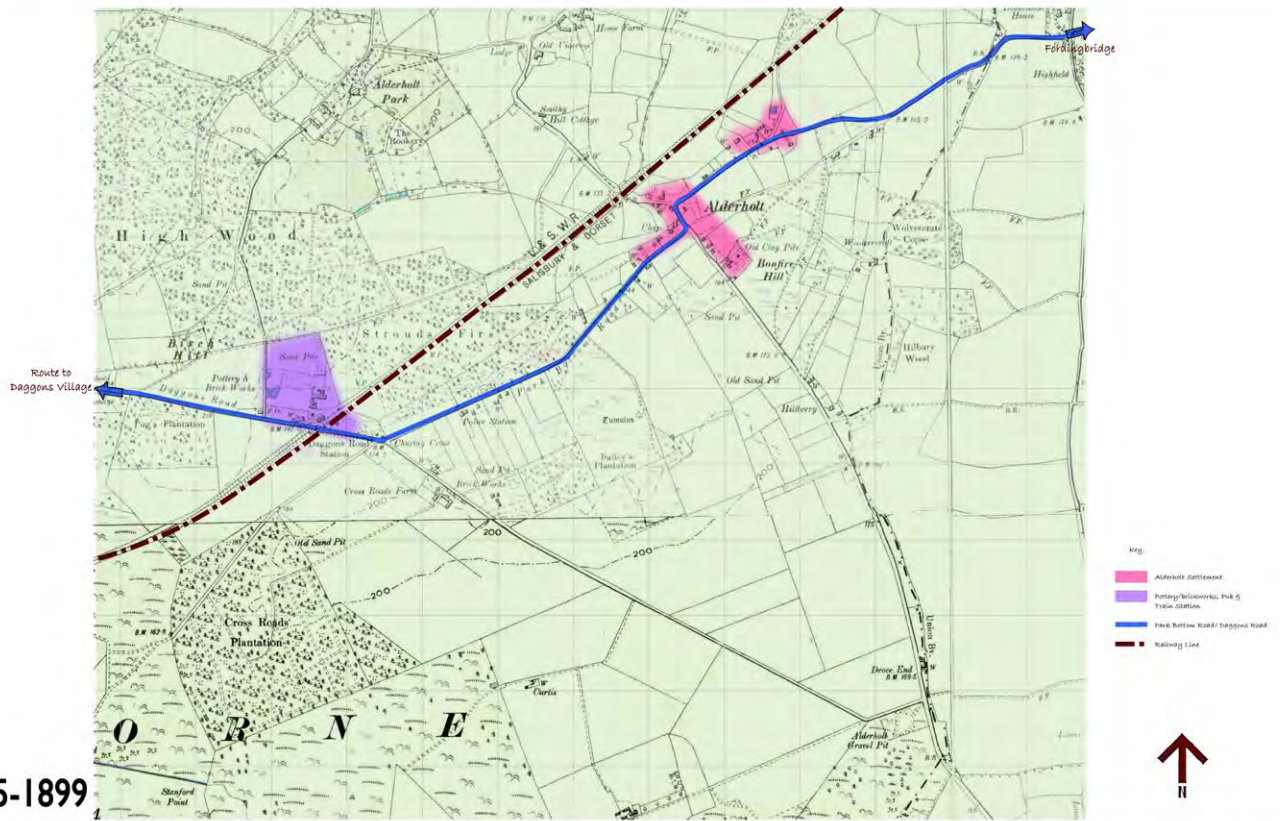
1886

Village Evolution Plan 1 - 1886  
Alderholt Meadows, Dorset

APP. 4

#### Appendix 4 . Village Evolution Plan 1 - 1886

- 7.7. The Daggons Street Station (L. & S.W.R. – 1874/1876) was located adjacent to a brick and clay works, as well as a nearby Post Office. It sat between the two villages with its primary function to receive produce/goods from the surrounding farmlands, surrounding plantations, and the produce from the local brick/clay works. Naturally, it would also have operated some passenger trains.
- 7.8. The adjacent public house (circa 1900) appeared alongside the station, as common convention, presumably to meet the needs of travellers, those needing accommodation, and to serve the scattered community around. In 1894, the Civil Parish of Alderholt was created.



1895-1899

Village Evolution Plan 2 - 1895 - 1899

Alderholt Meadows, Dorset

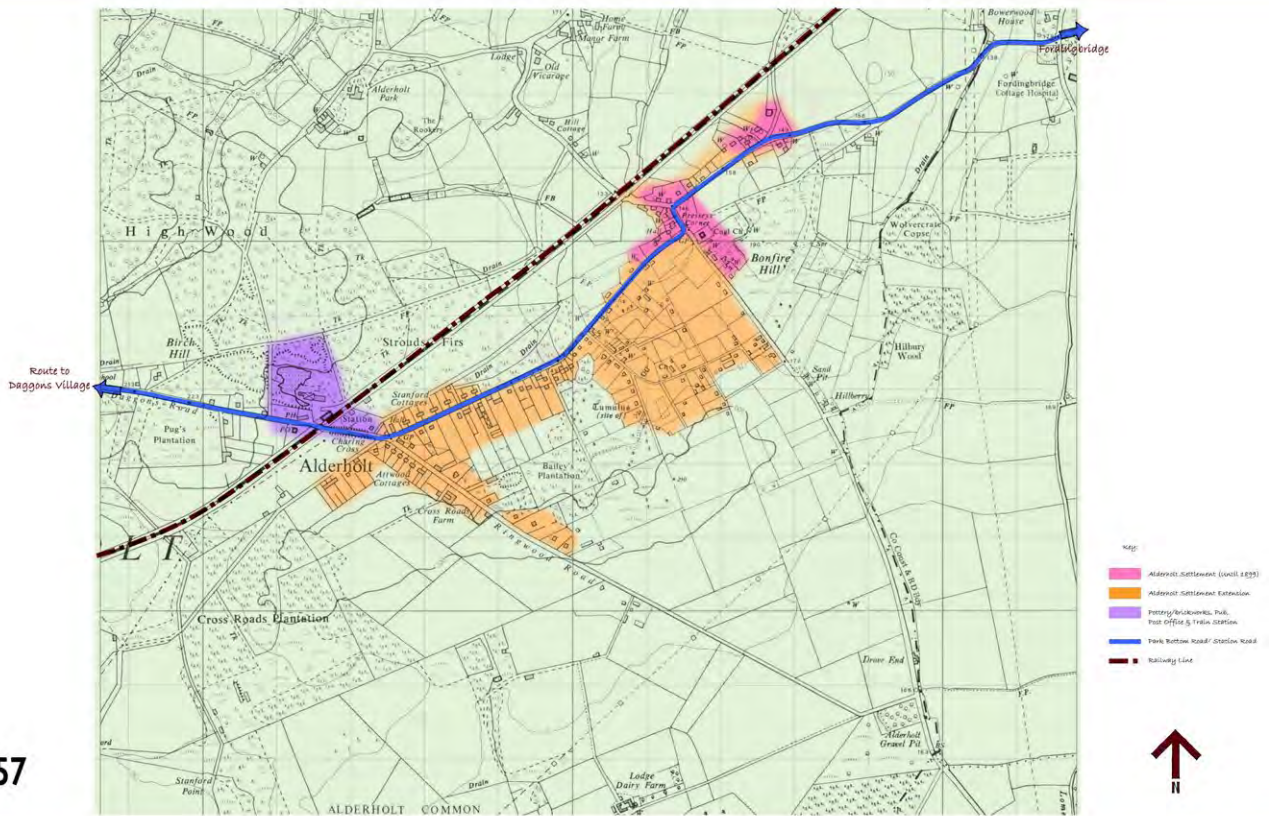
22-1126 May 2024

APP. 5

### Appendix 5 . Village Evolution Plan 2 - 1895-1899

- 7.9. The Reading Room was built in 1904, on Station Road, this being the easy connection between hamlets. The dwellings around the station were still a small formation of linear plots.
- 7.10. The first Village Hall was built in 1922, whilst the present hall was officially opened in 1968. After the war, high inflation and a shortage of materials restricted new development nationally, as the country tried to rebuild its war-torn cities, decayed infrastructure and a shortage of homes “fit for heroes”. During this time some minor infill occurred near to the station, but it was still a sparse collection of homes along the ribbon of Station Road (see historic plan 1957).





1957

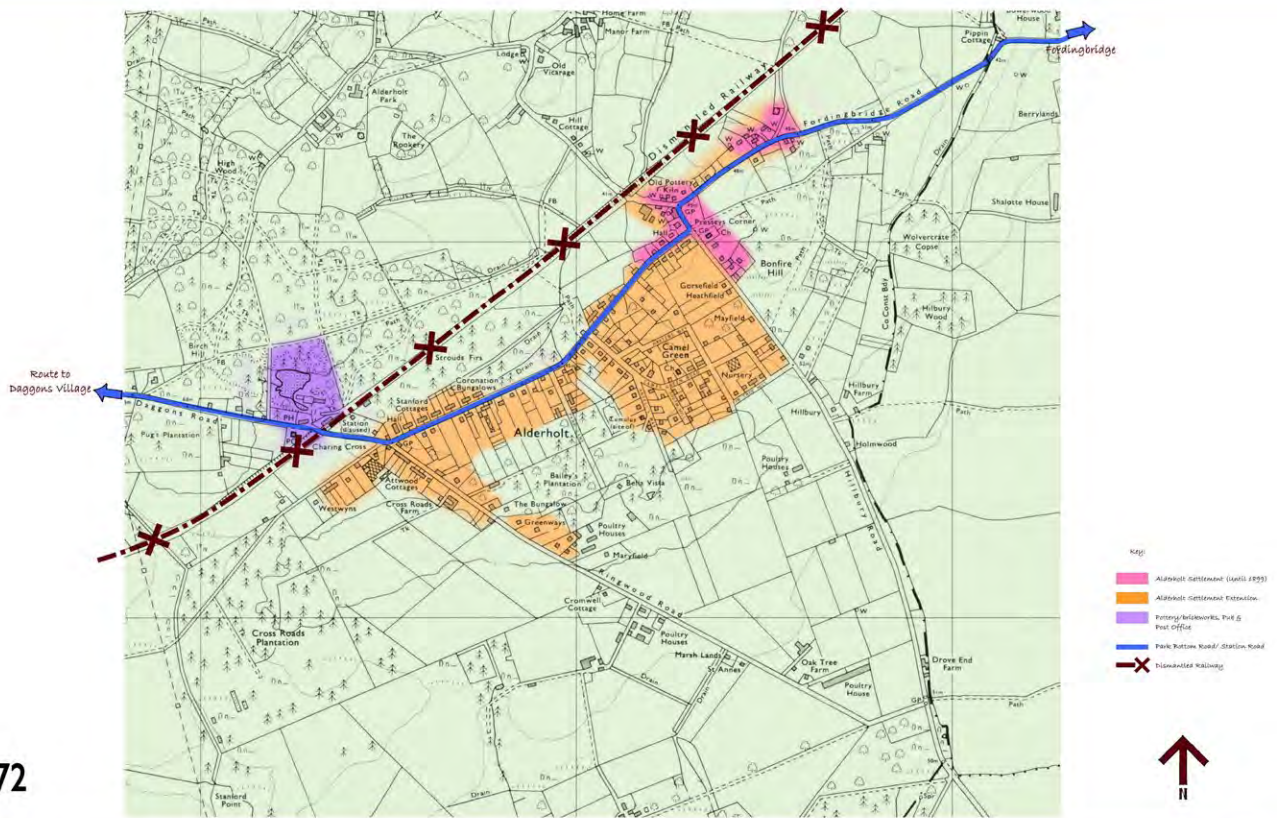
Village Evolution Plan 3 - 1957  
Alderholt Meadows, Dorset

APP. 6

**Appendix 6 . Village Evolution Plan 3 -1957**

- 7.11. By the start of the 1960s, the area was still relatively unchanged from its early 20th century format, with the station operating as a “STOP”, between the nearby cores of Daggon's and Alderholt hamlets.
- 7.12. In 1964 the station and branch line closed (Beeching Cuts – mid-1960s). This severed the small scattering of homesteads from the railway and left a place with a high dependency on bus and car travel.

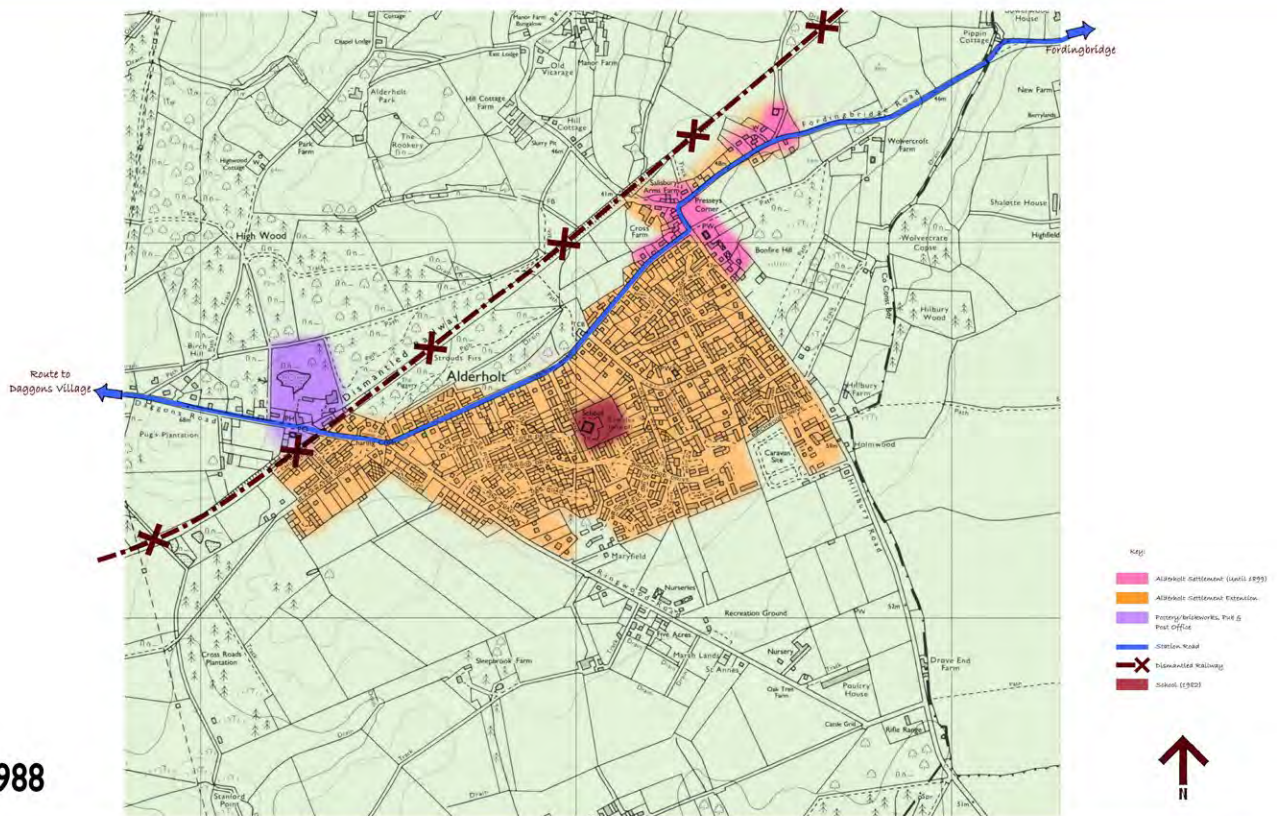




Village Evolution Plan 4 - 1972  
Alderholt Meadows, Dorset

### Appendix 7 . Village Evolution Plan 4 - 1972

7.13. This coincided with a major development initiative in the 1970s, and so it was that in period 1970-1990, that Alderholt grew.

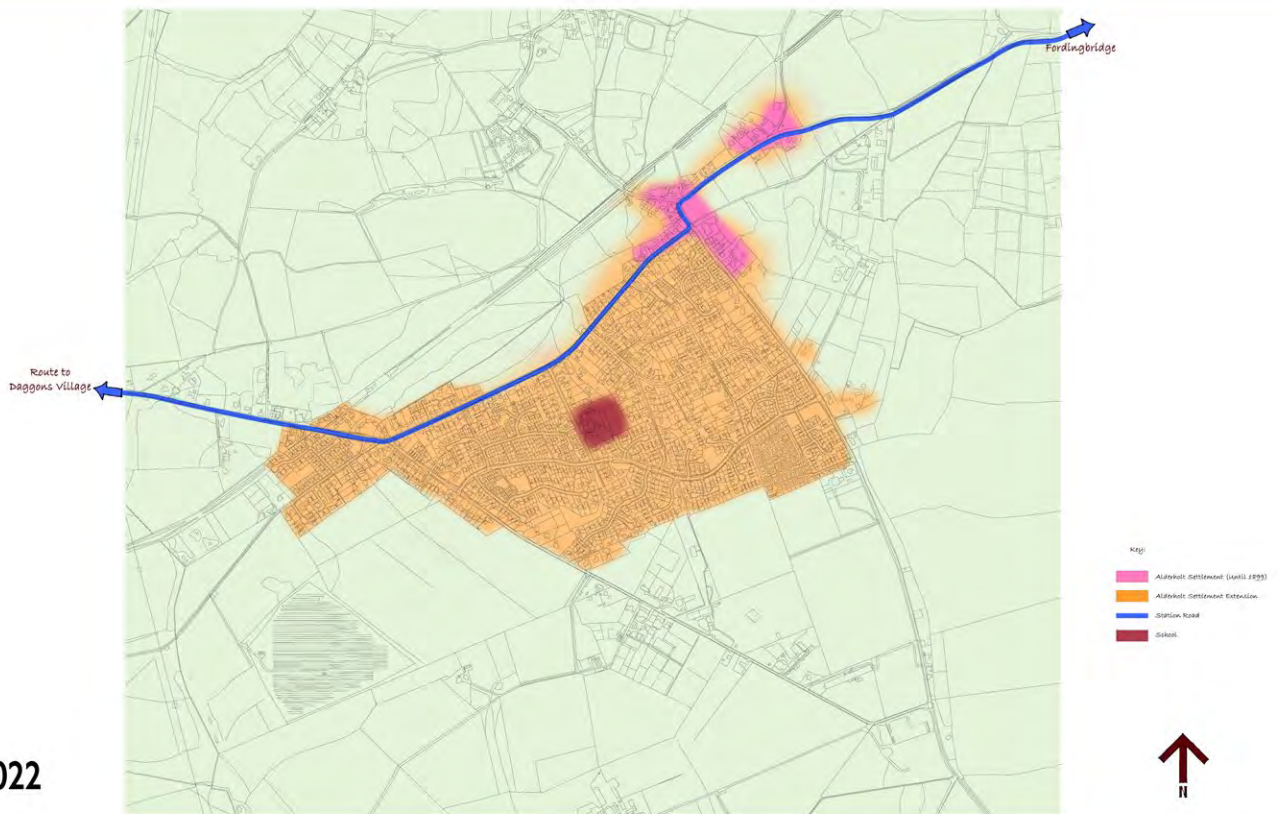


Village Evolution Plan 5 - 1988  
Alderholt Meadows, Dorset

### Appendix 8 . Village Evolution Plan 5 - 1988

- 7.14. It grew, not from its original historic heartland to the East, but from Station Road and heading South, with layer by layer of culs de sac. All was to no real plan and with no foundation of a place that grew over time. It grew with no heartland or a natural centre.
- 7.15. This growth possessed little by way of facility or urban design logic. Alderholt had bypassed organic growth over generations, which may have led it to possess a greater facility, sense of arrival, narrative, and sense of place.
- 7.16. Instead, it grew from the only legacy it had which was Station Road, as a vehicular arterial. Development extended South, from the linear event of Station Road and extending, within its remaining matrix of roads, heading South. Development occurred as infill, following a typical post-war urbanised format.
- 7.17. With no legacy of an historic core or evolved amenities, it grew with no real sense of arrival or a narrative other than, as a matrix of mostly 1970s and 1980s development.
- 7.18. It grew quickly, and in less than one generation, as a place dominated by the car, with a reliance on travel to remote facilities for retail, leisure, employment, continued education, sports, and most medical care. Most of its current facilities date from the post-war period.





2022

### Appendix 9 . Village Evolution Plan 6 - 2022

- 7.19. It is now a satellite place with hardly any employment and a single convenience shop. Its school (first occupied 1982 and replacing the original Victorian school) is now undersubscribed. Its only bus service stopped in December 2023.
- 7.20. It sits as an urbanised environment of no real vernacular. A place to migrate from, for function, facilities, most services, and employment.
- 7.21. It is, however, a place that has a strong community and with bonds that are forged from its detachment.
- 7.22. The doctor's surgery is still a building that exists, Although it is not operational. Any face-to-face attendance is directed to Fordingbridge.

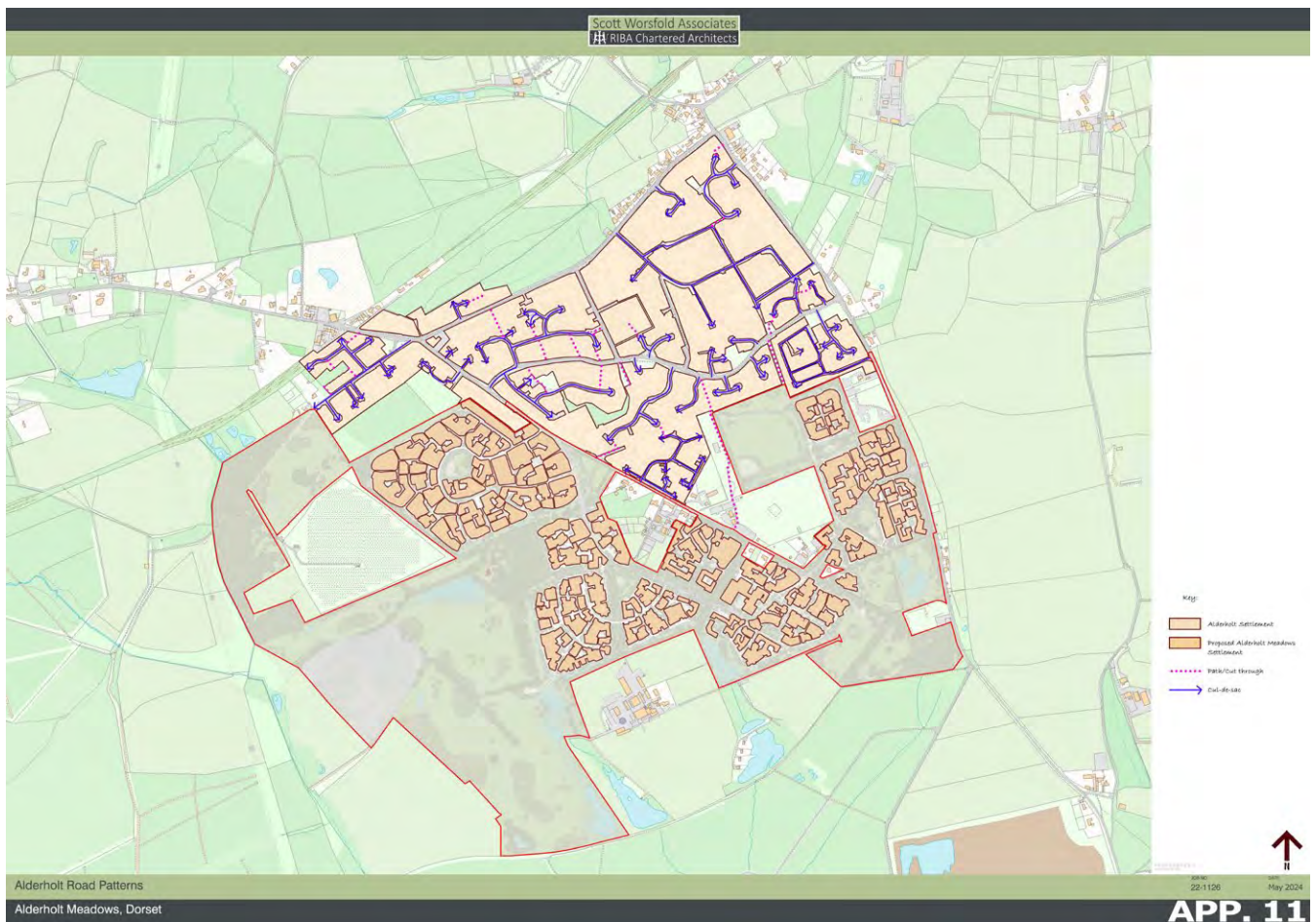
# Chapter 8. The Existing Urban Setting



## Appendix 10 . Urbanised setting

- 8.1. This diagram shows the general urban setting of Alderholt, as it exists. The radials are the matrix of culs-de-sac. The environment is generally locked. The epicentre is the area around the pub and local single store/post office. It is a plan to show the general urban setting. Later in my proof I will explore this graphic representation in combination with Alderholt Meadows.

# Chapter 9. Relationship to Settlement

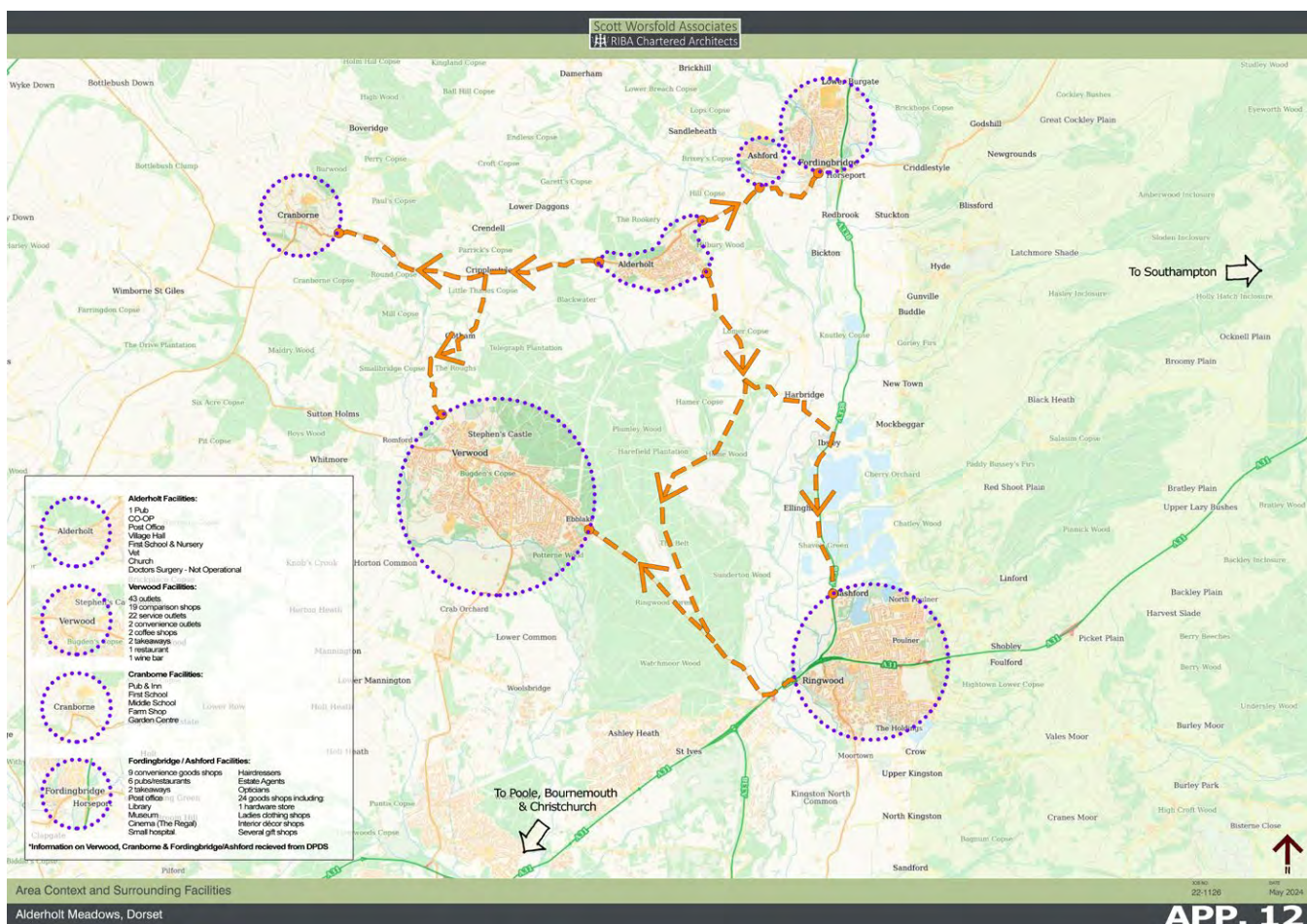


## Appendix 11 . Road patterns

- 9.1. Here one can see all of the culs- de-sac plotted in the existing settlement. Some possess path linkages and routes South are possible.
- 9.2. Station Road & Hillbury Road form a ring and connect which allows migration around. To the south, the character is fractured. The recently approved development on Ringwood Road, currently under construction, is shown.  
Here, I have also shown the block structure and format of Alderholt Meadows. The more permeable morphology is clearly evident.



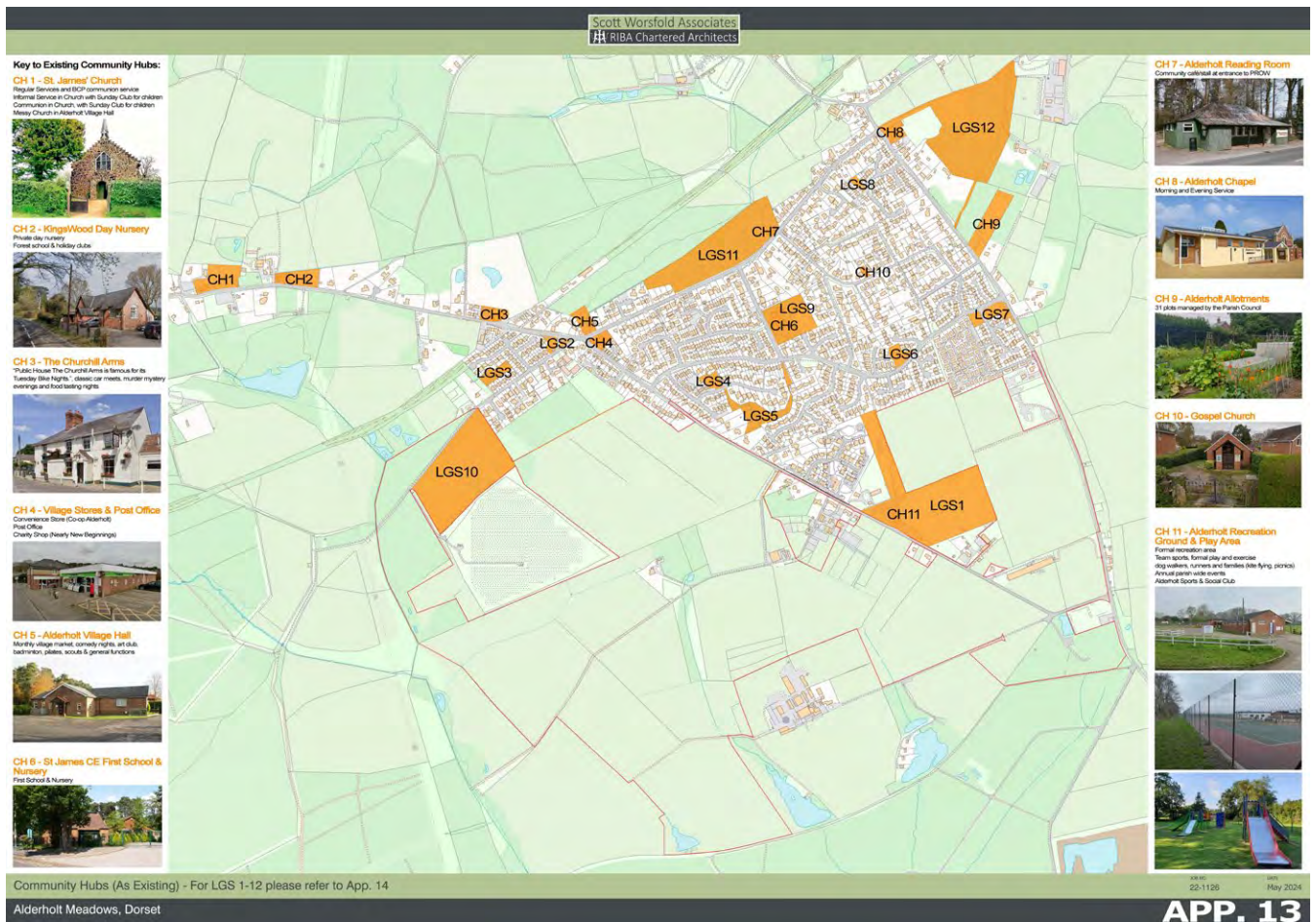
# Chapter 10. Wider Setting



## Appendix 12 . Area context and surrounding facilities

- 10.1. This plan shows the current settlement of Alderholt in its wider context. It details the current facilities in Alderholt.
- 10.2. A great deal of the existing Alderholt community do travel to outlining districts for additional retail, education, leisure and other facilities.
- 10.3. The disparity between Alderholt, what exists around and the need to migrate to achieve more, is evident.
- 10.4. Facilities in neighbouring towns / villages are also shown.

# Chapter 11. Existing Settlement Analysis



## Appendix 13 . Community Hubs as existing

11.1 This plan shows the existing settlement of Alderholt and its current range of community places, hubs and facilities.

As can be seen, they sit in a variety of locations, spread through the village. A photographic detail of each and a short description is offered.



**Key to Existing Local Green Spaces:**

**LGS 1 - Alderholt Recreation Ground & Play Area**  
 Formal recreation area  
 Team sports, formal play and exercise  
 Big adults, tennis and fitness table tennis  
 Annual parish wide events  
 Annual Sports & Soccer Cup



**LGS 2 - Blackwater Grove Triangle**  
 Green space off Doggers Road, close to the junction with Ringwood Road, arguably the 'heart' of the village, with a number of mature oak trees adding to its wildlife and landscape value.



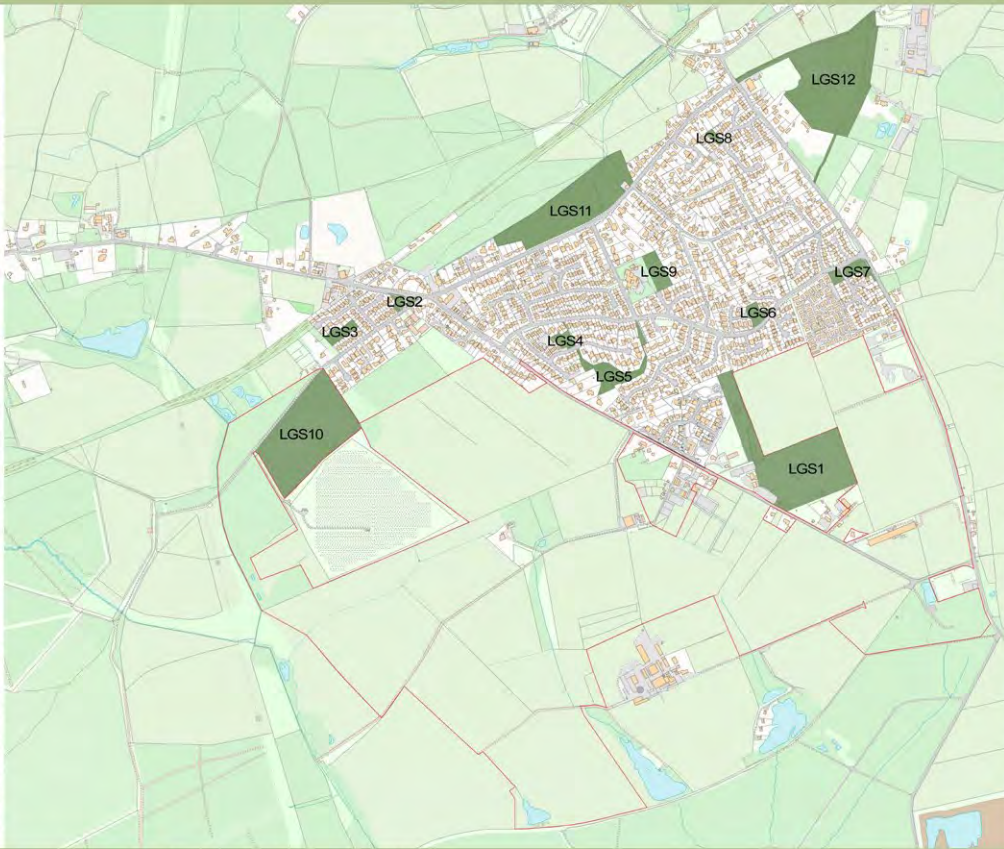
**LGS 3 - Churchill Close Kioskabout Area**  
 Important recreational space for the residents of Churchill Close and Blackwater Grove, allowing for informal recreation on the development in some distance from the recreation ground. Dog walking takes place at all times, with occasional informal events held here.



**LGS 4 - Earlewood Drive Amenity Space**  
 Apartment greenspace within the 1970s/1980s development, including several trees. Used by dog walkers and for informal play by children.



**LGS 5 - Oak Road southern woodland corridor**  
 An early wooded area, visible from many points in the village as it forms up the garden front fences 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 greenspace in the 1971 Village Plan, and is a remnant of some historic routes in understanding the village's history.



**LGS 6 - Tudor Close Amenity Area**  
 Green space in the 1970s/1980s development, used by residents for dog walking.



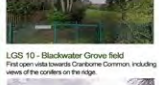
**LGS 7 - Kestrel Way Amenity Area (2 parcels)**  
 Green space within the 1970s/1980s development. Recently planted with trees, with the intention of softening the development edge.



**LGS 8 - Winchlow Valley Kioskabout area**  
 Valued open space used by children for informal play. As part of the design that is some distance from the Recreation Ground.



**LGS 9 - Alderholt School Playing Field**  
 Children's informal play. Mature trees around the site boundary can be seen in the background to views in this area and maintain the rural feel of the village.



**LGS 10 - Blackwater Grove field**  
 First open area towards Cranborne Common, including views of the commons on the ridge.



**LGS 11 - Stroud Firs**  
 A deciduous woodland forage along Station Road bringing the country side into the village.



**LGS 12 - Bonfire Hill**  
 Bonfire Hill is designated SSSI and about the SSSI site and is therefore important for the extensive wildlife in the area.



Green Spaces (As Existing) - Description of Local Green Spaces based on the Alderholt Neighbourhood Plan

Alderholt Meadows, Dorset

DATE: 22-11-2024

DATE: May 2024

**APP. 14**

**Appendix 14 . Green spaces as existing**

11.2. This plan shows the existing public green areas. They are a combination of woodland, recreation areas and grassland. A photograph and brief description is given.



# Chapter 12. The Origins of Sustainable Neighbourhood Theory

Scott Worsfold Associates  
RIBA Chartered Architects



A LOCKED AND URBANISED ENVIRONMENT WITH ONE EPICENTRE, POST-WAR THINKING



NEW URBANISM MODEL. NEIGHBOURHOODS THAT CO-JOIN. A PLACE THAT IS TRAVELLED AND EXPERIENCED AND THAT ALLOWS PEOPLE TO TAKE OWNERSHIP AND FORM A COMMUNITY.



THE PROPOSED MASTERPLAN

Poundbury Design Theory Graphic

Alderholt Meadows, Dorset

Scale: 22-1120

Date: May 2024

**APP. 15**

## Appendix 15. The Sustainable Neighbourhood Design theory Leon Krier – Architect (1992)

Scott Worsfold Associates  
RIBA Chartered Architects



Poundbury Local Centre  
Alderholt Meadows, Dorset

Scale: 25-1120  
Date: May 2024  
**APP. 16**

**Appendix 16 – A design vision for a Local Centre, sat within a matrix of other connections, facilities and community places.**

**Source - Architecture in Arcadia - 1992. RIBA Symposium.**

- 12.1. The connected neighbourhood is not a new concept, it is in the very DNA of places, as they have grown and evolved here for centuries. In urban design, it can be traced more honestly to the Garden City Movement - Ebenezer Howard 1898 – To-Morrow - A Peaceful Path to Real Reform and then in post-war texts such as Anatomy of a Village, Thomas Sharpe - 1947.
- 12.2. As a design concept after WW2, it faced challenges, during the advent of the 1960s large-scale flatted housing developments and then, the mass-produced housing estates of the 1970s and 1980s. With such massive shortages in housing, the zeal to build did not place a high bar on design or place creation.
- 12.3. In 1992, a symposium was organised at the Royal Academy of Arts, to explore how community, character, and narrative could indeed return to place-making, alongside the need for new homes. This symposium was called Architecture in Arcadia.
- 12.4. It occurred at a time before urban designers had emerged as a separate profession. It was a gathering of minds that had all evolved theories of place-making and architecture, as an antidote to the “anywhere/everywhere” housing estates constructed by the 1970s/1980s house-builders, and their formula of a repetitive enfilade of standard house types with garages alongside, extending along ribbons or arranged around culs-de-sac.
- 12.5. The symposium was arranged to explore thoughts and theories for how place-making could be planned with character, narrative, connection, and a desire to explore. A place where every street, lane, community facility, and landscape event joined symbiotically to create a connected event, formed of experiences and connected neighbourhoods. Not a place of halves or zones.
- 12.6. Indeed, it was the very antithesis of zonal planning.
- 12.7. The design diagrams by Leon Krier above (Appendix 15 and 16), graphically show this theory.
- 12.8. A central theme of the discussion was the creation of places that possessed recreation, leisure, shops, employment, facilities and amenities.
- 12.9. An overarching concept was the idea of permeability with variety, where the discovery of spatial settings and journeys were engaged and, that promoted exploration. So that ALL would be seen as a collective experience, as a community that is appreciated in the round. This collective experience would enable all to take ownership and with ownership, comes community.
- 12.10. All places that we enjoy, and that we appreciate, are understood and loved for their story (and the changing narrative of that story) as well as their differences. These differences can be subtle, contemplative, and serendipitous.

- 12.11. Spatial sensations and architecture sit with a compulsion, to visit the narrative that each street or facility offers and step around that moment, to explore a little further, as more story is revealed.
- 12.12. As such, it was discussed and later evolved, that the very DNA of these places we enjoy could be designed into visions for new places, that might possess topophilia, with a strong sense of place and identity. This collective experience would require that all be designed so that journeys and neighbourhoods were engaged, to create a total place that was appreciated in the round, holistically.
- 12.13. This was not a theory of creating places that one might dip in and out of. It was and still is a tested urban design logic where spatial events and reasons for journeys are all linked so that the journey is always engaged with variety and layers of function.
- 12.14. This would require that destinations be carefully planned and arranged to conjure experiences, on the way, as routes are walked.
- 12.15. These experiences should give options for permeability, allowing different routes to arrive at the same destination, creating varieties for engagement, beauty, discovery, play on the way, and amenity to be a changing dynamic of each journey, so that each journey might embrace many reasons - EXPECTED OR NOT.
- 12.16. In the theories of New Urbanism, these events were termed contemplatory counterpoints.
- 12.17. It is in essence a plan that every journey might enable fresh and varied experiences, but that every journey should engage and allow for these choices to be available. These would be planned for known and anticipated journeys. However, the organic nature with options for routes would enable the community to travel in different ways and toward the same setting, should they choose.
- 12.18. Such a journey might be to a place of work, a shop, a market, a doctor's surgery or a walk to a park. It should enable many options and even a sequence, where a journey might include many reasons and needs. These journeys should enable options, even unplanned ones, where the chance to visit an allotment, engage play, walk a new route or, the chance of social interaction would all be organic and available.
- 12.19. These journeys would allow engagement and engagement creates community which enables ownership.
- 12.20. The location of a Local Centre, any hub, a place for social events, rest or amenities, employment, and just a simple exploration to and from a variety of places was, and still is, a central theme. This is now founded in current theories of a 15-Minute City or a 20 Minute Neighbourhood.
- 12.21. It was, and still is, a theory that most journeys would enable a whole range of spatial events and fundamental needs to be experienced in around 20 minutes of most homes. Some of these

experiences would be achieved in less time but each would allow experience. The urban design should not be a simplistic desire to limit the journey time, experiences might be missed, or even worse, not discovered.

- 12.22. There are natural focal points in any journey. However, if the place is made of a matrix, a trip might be a precursor to a continued journey or a whole sequence, achieved “on the way”. The place of employment, a visit to the park or the need to visit a shop or enjoy a coffee, might all be a collective experience.
- 12.23. It was and still is, a complex matrix of creative thought, now embraced, tested and built, with award-winning accolades. Many of those built have now become world-famous as examples of exemplary place creation.
- 12.24. This should involve creating a narrative, a story of a place, that is so fascinating and so seductive that living, walking, or visiting was all an experience with variety and some addiction.
- 12.25. Theories of cognition, visual connection, views & vistas revealed as the journey, places discovered, enjoyed, and owned holistically, within a shared community experience might all merge, with thoughts on an architecture that was born of place and not in spite of it.
- 12.26. Street patterns, mews areas, shared surfaces, hierarchy, articulation, and how the function and appearance of the car might be managed, all evolved.
- 12.27. Even then (the late 1980s/early 1990s) we were all imagining times (perhaps a generation or more ahead of us) when energy needs might be different, and that car use may have declined.
- 12.28. We had to imagine places not dominated by the car, but still facilitating the use of the car, and for a time when its use might not be as it was then.
- 12.29. This concept of New Urbanism was for a holistic place that might offer services, facilities, amenities, care, and landscape events that changed with serendipitous delight, all connected as a place of chapters that, as revealed, one wanted to read more.
- 12.30. This design theory became the model for Poundbury for The Duchy of Cornwall and HRH The Prince of Wales, now our King.
- 12.31. I was fortunate to be a part of the initial design team, from the first phase. After two years I was made coordinating architect. I performed this duty for a decade.
- 12.32. This has stood the test of time and functions exceptionally well with walking enabled through a variety of routes , toward destinations, that embrace many other opportunities and characters, for enjoying a journey or recognizing others, that may not have been seen or ventured.

# Chapter 13. New Urbanism and Transition to Modern Urban Design Theory

- 13.1. These complex theories of place creation required instruction and practical use, if they were to offer place creation on a national scale.
- 13.2. The theory was enabling an urban renaissance here in the UK, which was born in the mid-1990s.
- 13.3. This coincided with the need for a profession to embrace all, to seize place creation and to spread the message. To do so, it was also required, that Local Planning Authorities and Central Government, all allied toward the chance of these visions. Urban Design was born as a profession.
- 13.4. For the next twenty years, these design theories evolved into National Design Guidance.

This gave rise to publications such as:

- By Design
  - Better Places to Live
  - Places, Streets and Movement
  - Design Bulletin 32
  
  - **The Urban Design Compendium - Llewelyn - Davies (2000)** – Drew many factors together in an initiative to raise the bar of urban design generally.
  
  - **Manual for Streets (2007)** - Created so that a more universal application of design management, as it related to vehicular movement, and management of the car could sit with urban design theories and for all planning authorities. There was then a great disparity between design models across the UK. I contributed to the initial drafts and indeed some of my work is still featured.
- 13.5 Over recent years, even though it's a design investment that is neither new nor revolutionary, the creation of places, bound by neighbourhoods and self-reliance, has been given different names by different communities and academics: 15-minute cities, 20-minute neighbourhoods, and complete communities, to name but a few.

# Chapter 14. Alderholt Meadows - A Design Vision

- 14.1. Alderholt Meadows will connect to offer a place that will enrich and offer choices to Alderholt, that were hitherto unviable.
- 14.2. Homes, local facilities, employment, amenity, play, parklands, and SANG, all sit in combination with community hubs, that are all stitched together into a rich matrix.
- 14.3. This matrix offers a multitude of options, that are woven into a fabric that actively promotes exploration and experiences of not any one part, but all.
- 14.4. Through every lane, road, or mews area and across every park or alongside every community hub, it weaves options and serendipitous delight into a setting that possesses narrative and variety.
- 14.5. Each neighbourhood creates intimate experiences and “pockets of place” where architecture is varied, articulated, and subtly arranged to create characters that unfold, in a changing story.
- 14.6. A sense of arrival, enclosure, unfolding vistas, and connections that entice and inspire a journey, to step a little further and to engage, are a conscious and comprehensive design decision and, an integral part of its promise.
- 14.7. The car is subtly figured into settings where it does not dominate. Instead, through the fabric of every part and whether affordable home provision, open market, care, or sheltered accommodation; all are forged into “intimate” settings where community will be fostered and endure.
- 14.8. This design proposal, in all its subtlety, offers a “shared experience” where Alderholt and Alderholt Meadows, seamlessly unite into one physical association, to the advantage of both and for the enhancement of the whole.

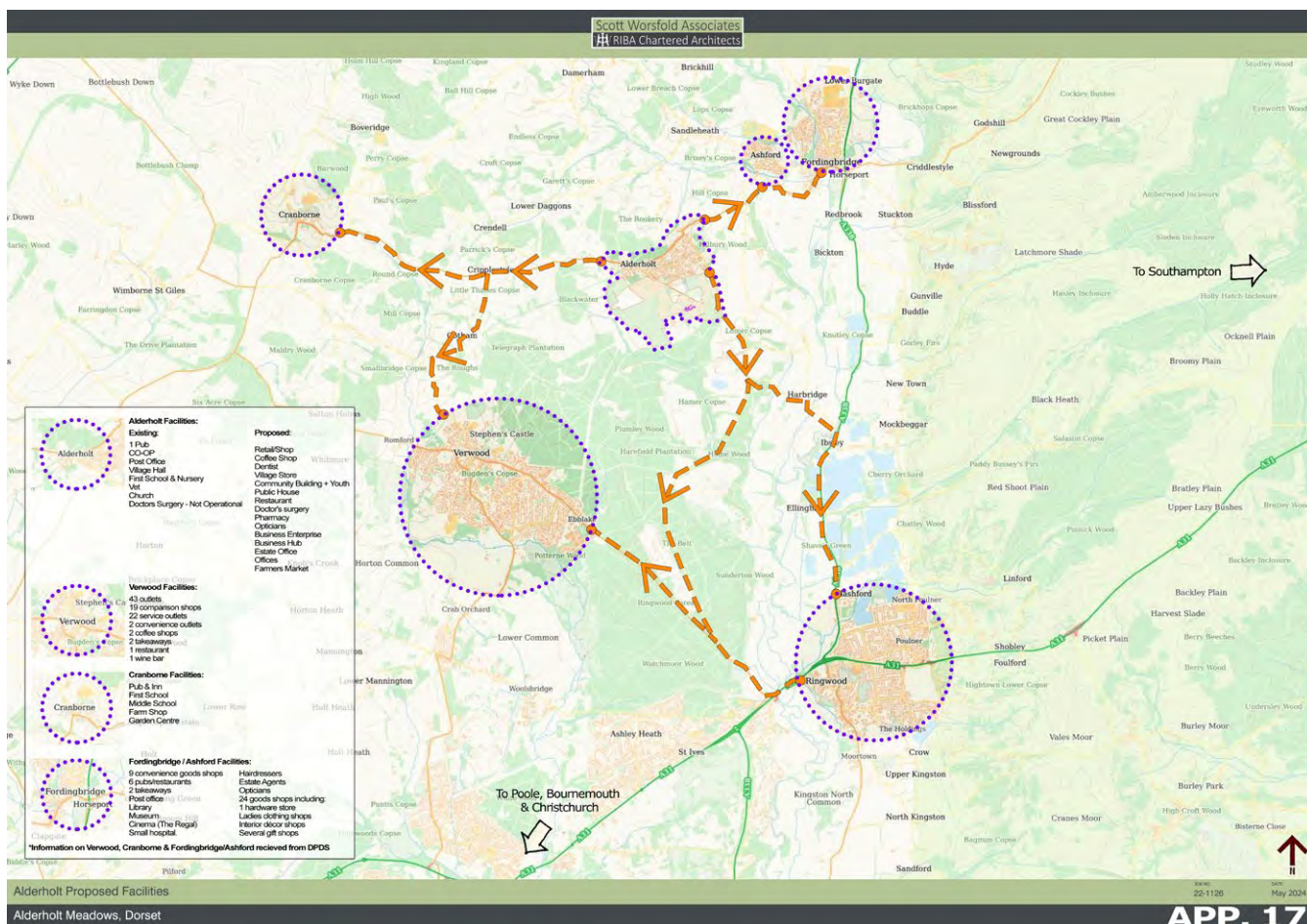


Appendix 41. Indicative masterplan with design cameos 1-7.



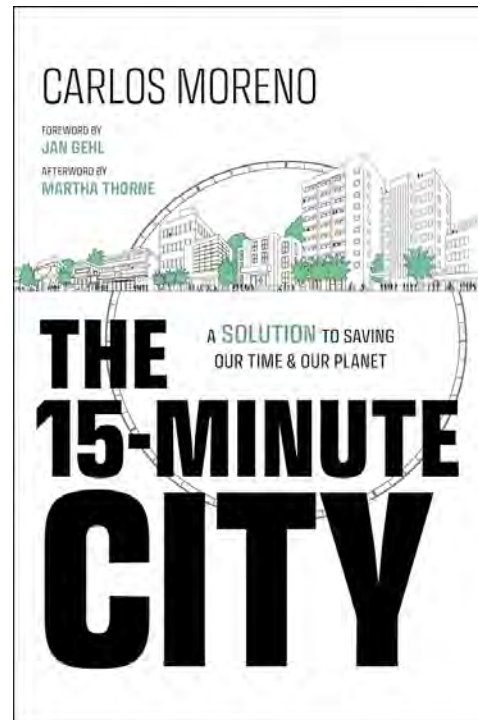
# Chapter 15. Alderholt and its need for a Local Centre, Facilities, and Function.

- 15.1. Dorset Council agrees that a Local Centre, with a range of facilities to support Alderholt, would be of benefit.
- 15.2. From the evolving Neighbourhood Plan, the residents of Alderholt also advocate the need for greater facilities.
- 15.3. Their focus is within a setting that exists and they have suggested that Station Road might evolve into a High Street for Alderholt. This location is approximately 15 -20 minutes walking distance North, from the Local Centre planned with Alderholt Meadows.
- 15.4. The aspiration for a new northern High Street has physical limitations that do not exist, in the current Local Centre proposal.
- 15.5. Notwithstanding, I can see no reason that even with Alderholt Meadows Local Centre insitu why, regeneration might not occur at Station Road. Indeed, I am of the opinion that should Alderholt Meadows and its Local Centre be allowed as planned , that renaissance might occur North and with all sitting in harmony.



Appendix 17. Alderholt Proposed Facilities and those that exist in the surrounding area

# Chapter 16. What is a Permeable/Connected Neighbourhood, a 15-minute City & a 20-minute Neighbourhood?



**The 15-minute City-** *published May 2024*

- 16.1. Having reviewed all papers to date, it would appear that 15 minutes has become a false benchmark.
- 16.2. My evidence has explored how the theory of a sustainable, community-driven place, is not new and that its foundations are already in our DNA and place-making principles.
- 16.3. In 2015 Carlos Moreno – a scientist and urban theorist (born in Columbia, currently resides in Paris - Professor at IAE - Paris1 Sorbonne University) coined the term a “15-Minute City” at the Paris United Nations Climate Change (COP21).
- 16.4. He explained a theory of the ‘15-minute city,’ where inhabitants have access to all the services they need to live, learn, and thrive within their immediate vicinity - and shared ideas for making urban areas adapt to humans, not the other way around.

## **Carlos Moreno 2024**

*"The idea at its core is that cities should be designed – or redesigned- so that residents of all ages, backgrounds, and abilities in all parts of the city are able to access their daily needs (housing, work, food, health, education, and culture and leisure) within the distance of a 15-minute walk or bike ride.*

*The model does not call for a return to village life, however. Instead, the 15-minute city is a decidedly urban theory that heralds urban life with all its advantages: vibrancy, creativity, diversity, innovation, active citizenship, and technology used for the common good. The 15-minute city model reintroduces the qualities of older cities, adapted to contemporary lifestyles."*



- 16.5. Moreno became a scientific advisor to Paris's Mayor, Anne Hidalgo, who embraced the Ville du quart d'heure concept, and made it a key part of her election campaign and mayoral policy.
- 16.6. In 2022, Moreno launched the Global Observatory of Sustainable Proximities. The 15-Minute City was a notable recommendation in UN-Habitat's World Cities Report that year.
- 16.7. It is not a theory bound to any nation or any culture, it is a theory that could be seized the world over and is an urban planning concept that, as its name suggests, aims to create communities where people can access key amenities by travelling no more than 15 minutes on foot or by cycling.
- 16.8. However, the "15 minutes" has become a catchphrase amongst some, and bizarrely the number itself has become more of a focus, than the actual theory.
- 16.9. Carlos Moreno has vehemently tried to correct many of the misconceptions that exist. Speaking to Dezeen Magazine in March 2023, he said:

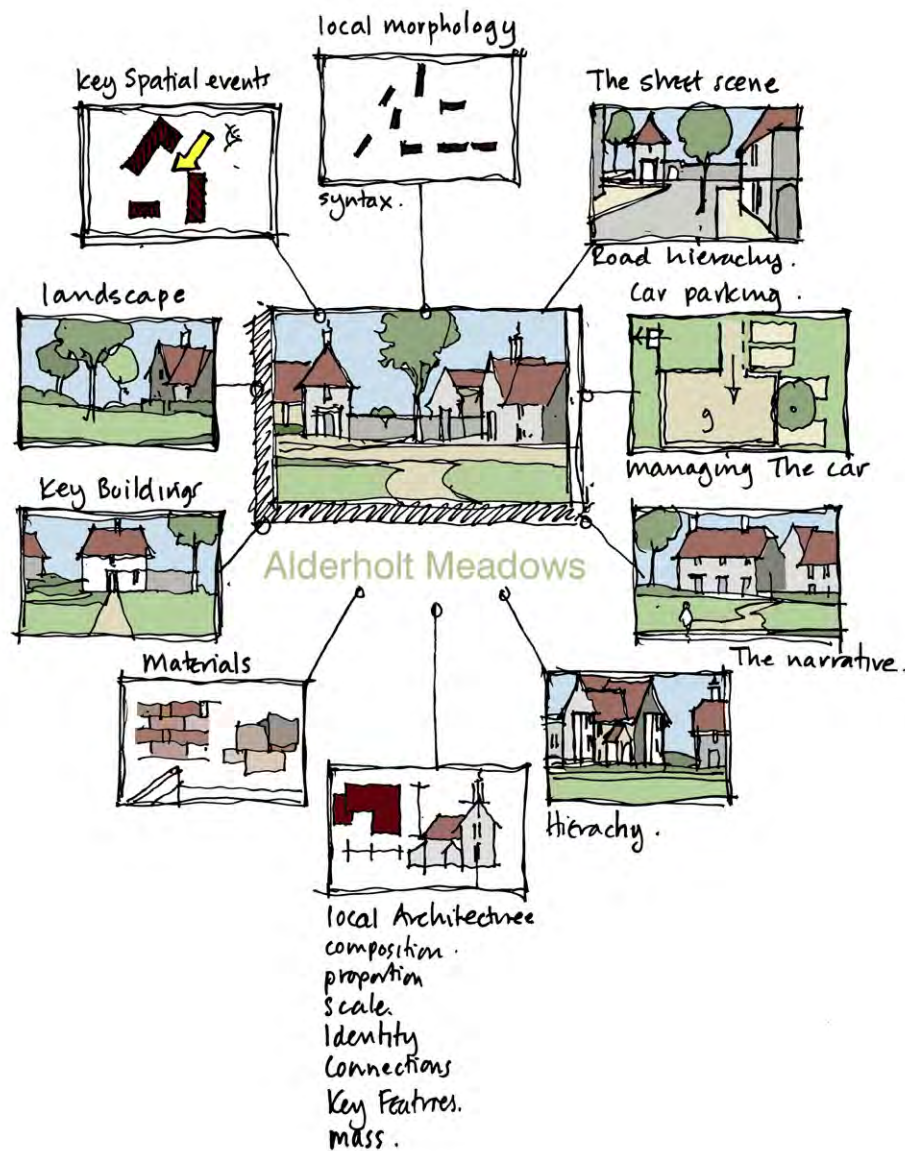
***"In our concept, the most important point is not 15 or 30. We could have 10, or 18, Or 25 or 39. The question is not the time. The real question is a new model for urbanism."***

- 16.10. Additionally, in his book published in May 2024, he states:

***"By encouraging the emergence of dynamic neighbourhood life, we promote individual and collective fulfilment, while creating spaces where there is a strong sense of well-being and community. Greater consideration for the common good. By recognizing the value of the common good, we encourage the active participation of citizens in creating and preserving an urban environment that is equitable, sustainable, and conducive to a quality of life for all."***

- 16.11. The early origins of our urban design model for sustainable communities, pre-date that of Carlos Moreno by 30 years. The ingredients in each setting will vary as need and the ability to provide varies however, the united aspiration is for facility, community and sustainability.
- 16.12. I feel that the theories of Carlos Moreno are met within Alderholt Meadows design proposal and the location of the Local Centre enables interconnections and an urban environment that is equitable and sustainable.

# Chapter 17. The 20 Minute Neighbourhood



17.1 The 20-minute neighbourhood is a similar concept to that of Carlos Moreno's theory. It is an effort to promote 'living locally' and enable people to meet most of their daily needs within a 20-minute walk from their home.

These following documents all explain the theory of a 20-minute neighbourhood:

- RTPI - 20 - Minute Neighbourhoods - 2021
- The Urban Design Compendium - 2000
- TCPA - 20 - Minute Neighbourhoods - 2021
- CIHT - Planning for walking - 2014
- Sustainable Residential Quality - 2000
- The National Design Guide – 2021 ( general principles)

**Introducing the ten characteristics**

36 Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

37 The ten characteristics set out in Part 2 are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



The ten characteristics of well-designed places

Diagram from National Design Guide Page 8

# Chapter 18. The Connected Neighbourhood

- 18.1 The name or exact number of minutes is flexible, and in the concept of the Connected Neighbourhood, the idea is in essence, the same.
- 18.2 The focus can be a circa 20-minute walk. This is in the region of 1.6 km (1 mile). Cycling is a travel option, and clearly, 1 mile can be travelled much quicker (circa 5 - 6 minutes). The choices of travel (after walking and cycling) embrace all modes of transport. E-scooters and E-bikes form a part of that as does access for those who might jump onto a bus for a few stops.
- 18.3 The Connected Neighbourhood is fundamentally assigned to the benefit of creating places that allow people to live locally more of the time. The focus is that they should contain most of the things that people need for their everyday lives within easy access from their homes, by walking or cycling.
- 18.4 As well as the need for sensations of home, neighbourhood, and belonging, it is that access to community facilities, amenities, care, education, medical facilities, shopping, leisure, and employment, all unite into a collected experience.
- 18.5 The common theme is flexibility and the embrace of a holistic place where community, interaction, wayfinding, and destination are within the DNA of place-making.
- 18.6. A common theme is that the journey, that is enjoyed, is engaged all the more. Just as in all of those towns and villages we have grown to love.**
- 18.7 20-minute neighbourhoods differ from low-traffic neighbourhoods, in that they seek to address local needs and priorities in a holistic way rather than only focusing only traffic management and vehicle movement. 20 minutes can of course vary. Topography and context are variants, and whilst the variables are exponential, the aspiration is not:
- Connection
  - Facility
  - Amenity
  - Enjoyment
  - Character
  - Narrative
  - Ownership
  - Community
- 18.8 All places are appreciated and understood by their differences and the discoveries, the facilities, and the journey they allow, with beauty and connect.



18.9. Places connect, journeys are engaged, a series of events and chances are discovered, it all adds to the narrative, to the experience. Experience creates ownership and ownership creates community. Discovering on a journey, is not about reducing travel time. The layers of experience and options are more subtle than that, allowing other experiences to be a part of the destination. A Local Centre is but one of these.

## The Connected Neighbourhood and the Proposed Location of the Local Centre

18.10. The location of the proposed Local Centre, embraces all those options for connection, and a multitude of journeys which are varied, serendipitous and enjoyable. The location of the Local Centre is within a 15-20 minute walk, and a 5-6 minute cycle journey, of the whole settlement. As such, I believe the Local Centre is in an ideal place and setting, as a part of the total design offer. The urban design offer and its matrix of community hubs and facilities, subtly stitches all together, old and new. The Local Centre and the total place creation will, in my opinion, result in a more sustainable connected community, where people can meet most of their daily needs and live more locally.

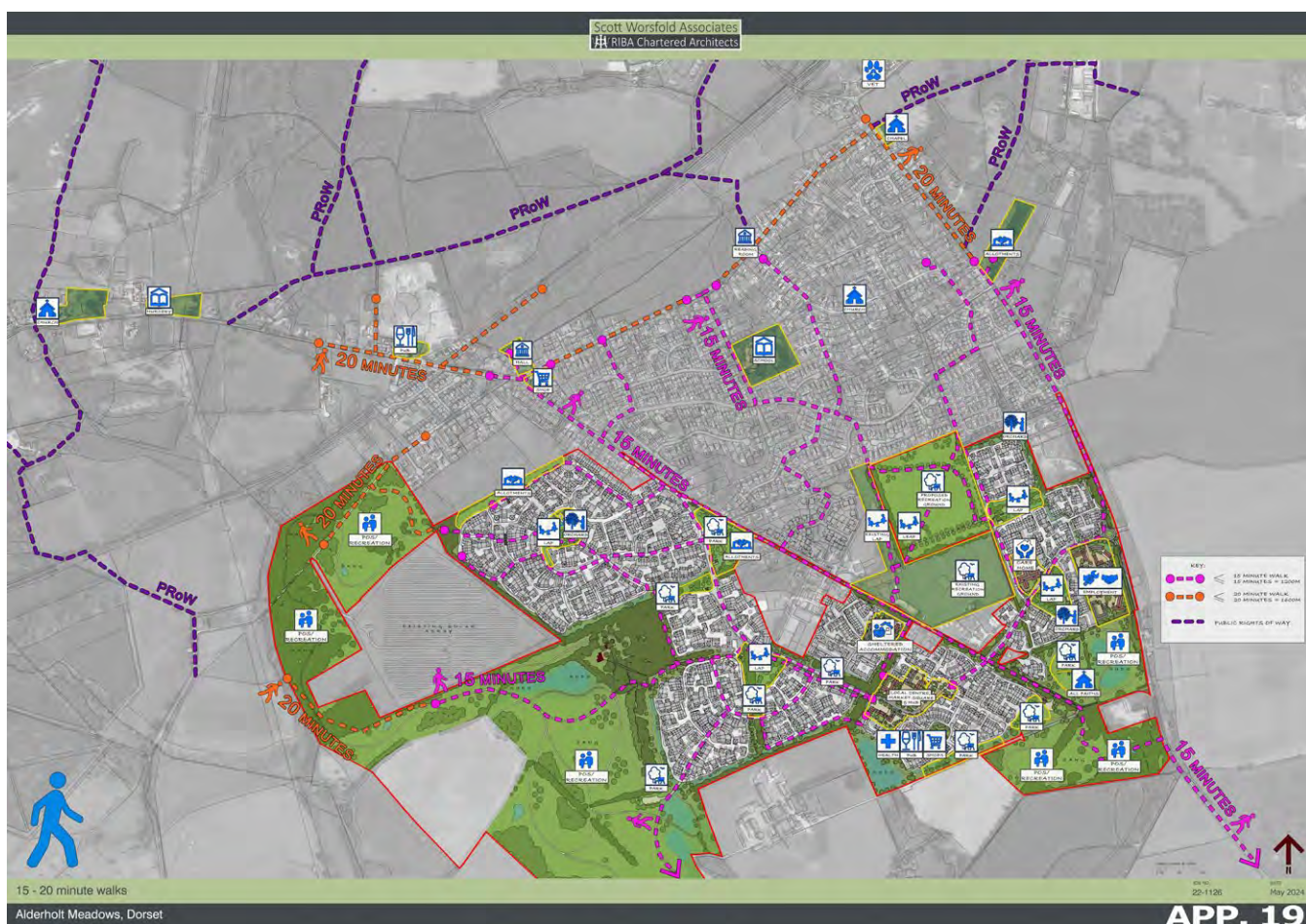


### Appendix 18 . Distribution of Connected Hubs

This urban design diagram, shows the urbanised setting of Alderholt, and its facilities, with Alderholt Meadows and its community hubs, in combination. The location of the Local Centre is a part of all, sat in synergy with other experiences.

# Chapter 19. What Locates a Neighbourhood Centre, and What is the Logic?

- 19.1. The following design studies have already been submitted. They show a variety of permeable connections through settings, to the edges of Alderholt and Alderholt Meadows.
- 19.2. Importantly, markers have been placed to show the facilities and settings each journey could embrace. They show a multitude of routes where each journey, within a 20 minutes walk from the furthest edge of the settlement to the Local Centre, achieves a whole connect of possibilities for leisure, activity, employment, and amenity.



Appendix 19. 15-20 minute walk

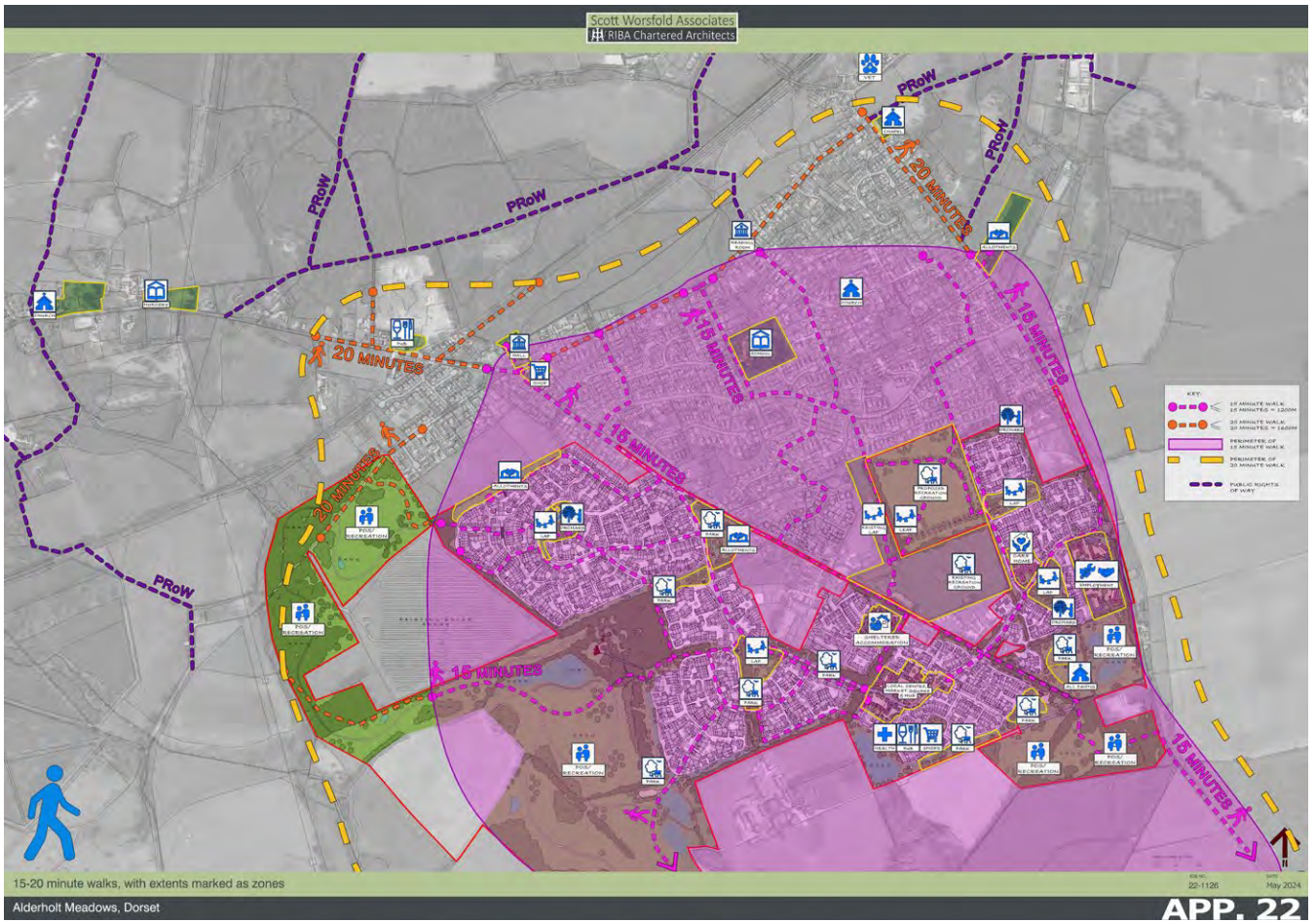




**Appendix 20. 15-20 minute walks, with 15-20 minute radials, shown as the crow flies.**



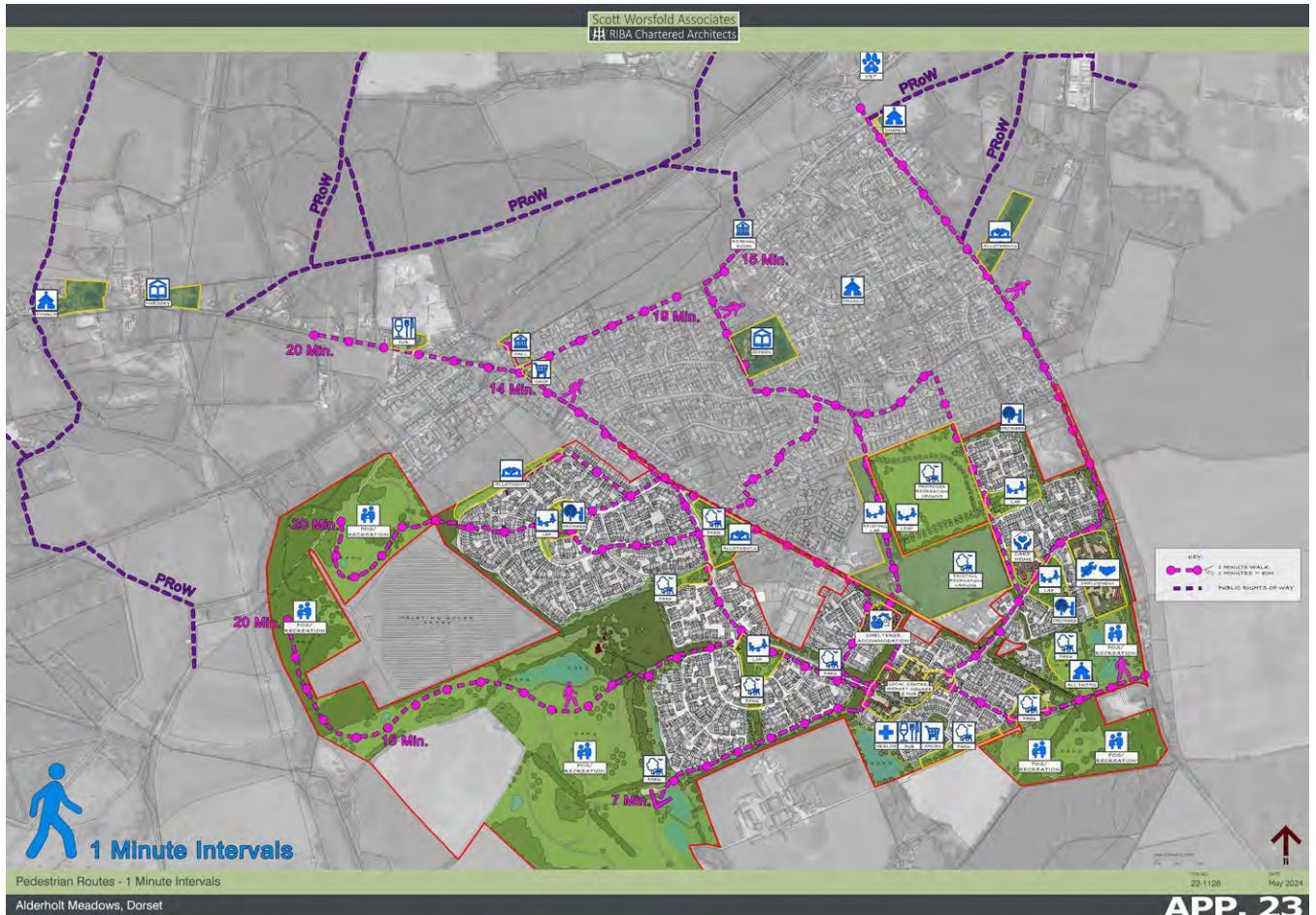




**Appendix 22. 15-20 minute walks, with extents marked as zones.**

# Chapter 20. A Journey with Options

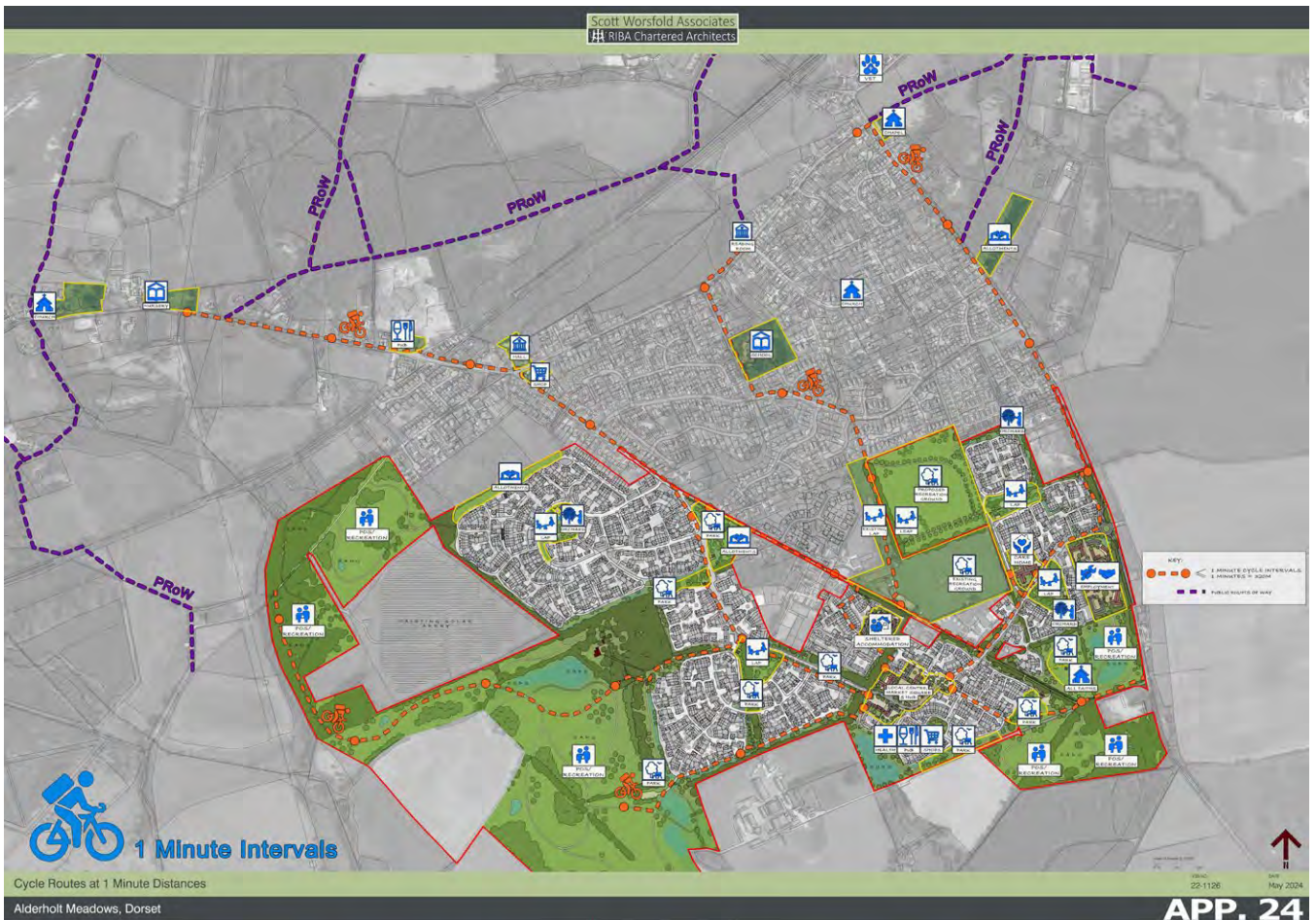
20.1. The following have 1-minute intervals placed as dots on the routes shown. The routes extend to 15 and 20 minutes, however, what can be seen is that in every journey and in just a few minutes, whilst the journey embraces the 20 minutes theory, a whole myriad of other experiences, options and opportunities for the journey are facilitated "on the way".



Appendix 23. 1 minute intervals



Here the same journey but cycling, again at 1 minute intervals.



**Appendix 24.** Cycling with 1 minute intervals.

- 20.2. The application includes confirmation that a new bus service will be provided. This is a part of the global design offer and a part of a travel option for the whole village.
- 20.3. This new bus service has a variety of stops where discovering a place, hopping on/off, traveling further, or using in combination with walking is all available. The local Centre is a hub for this, it is a part of the journey, not a centralized theme of it. The traveller will experience more as the journey is engaged, this is a fundamental feature of a connected neighbourhood. The Location of the Local Centre does not conflict and is strategically placed to trigger the connections. As such, I am of the opinion that its location is harmonious and indeed advantages to the whole.



Bus Routes (Existing & Proposed)

Alderholt Meadows, Dorset

Appendix 25. Bus routes (existing & proposed)



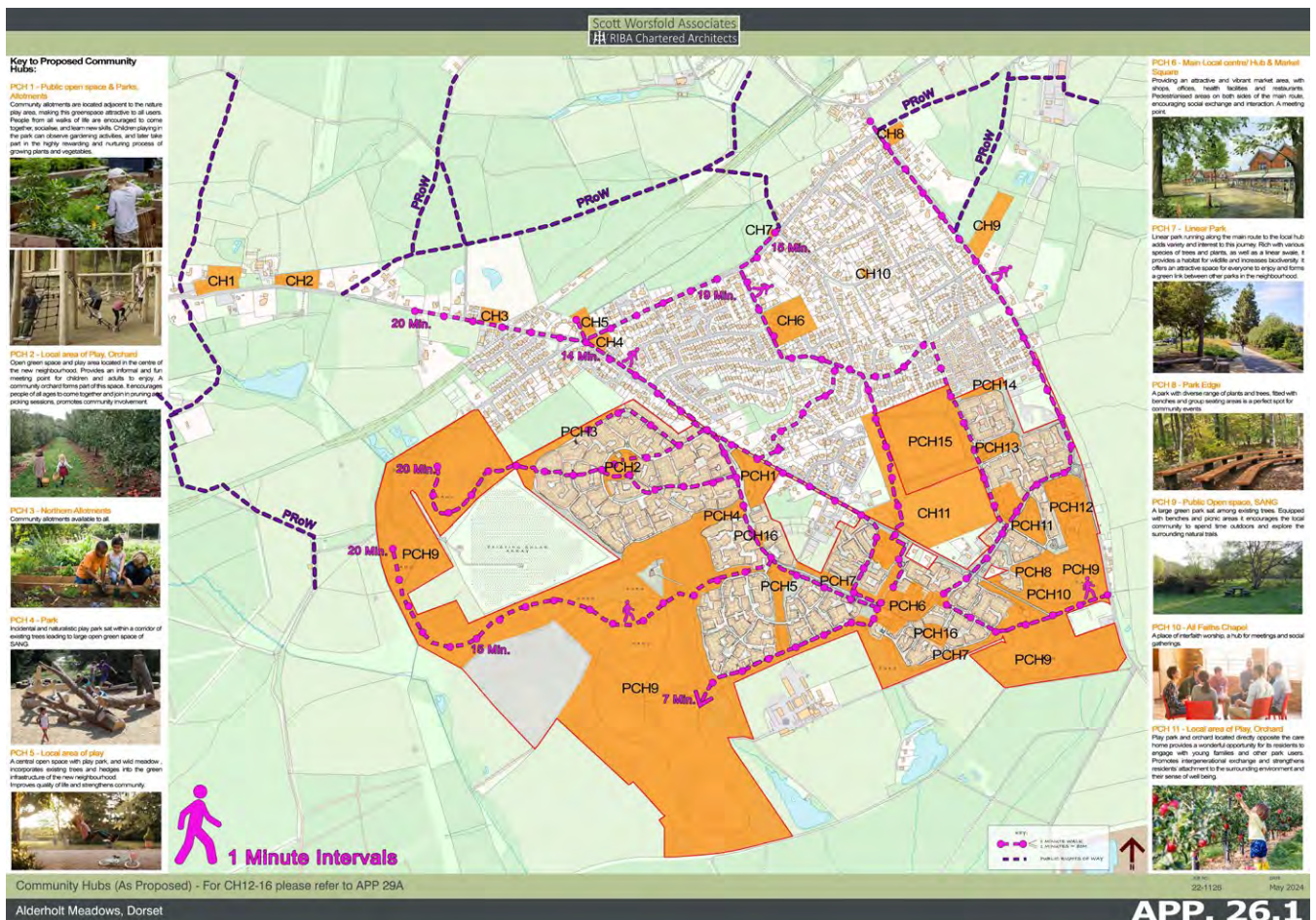
# Chapter 21. Experiences

To quote an urban design common rule:

*“The journey that is enjoyed, is engaged all the more.”*

21.1. These graphics show the matrix of experiences and the choices any journey enables. The Local Centre, in its proposed location, is one part of the experience.

The journey to the Local Centre is not a linear event, it is organic, varied, and full of character that possesses choice.



## Appendix 26.1. Community Hubs as proposed

21.2. This graphic shows existing and proposed community hubs in the Alderholt Village. 1 minute intervals are marked within the routes, showing the frequency of various experiences and destinations, achieved in combination.



**Key to Proposed Community Hubs:**

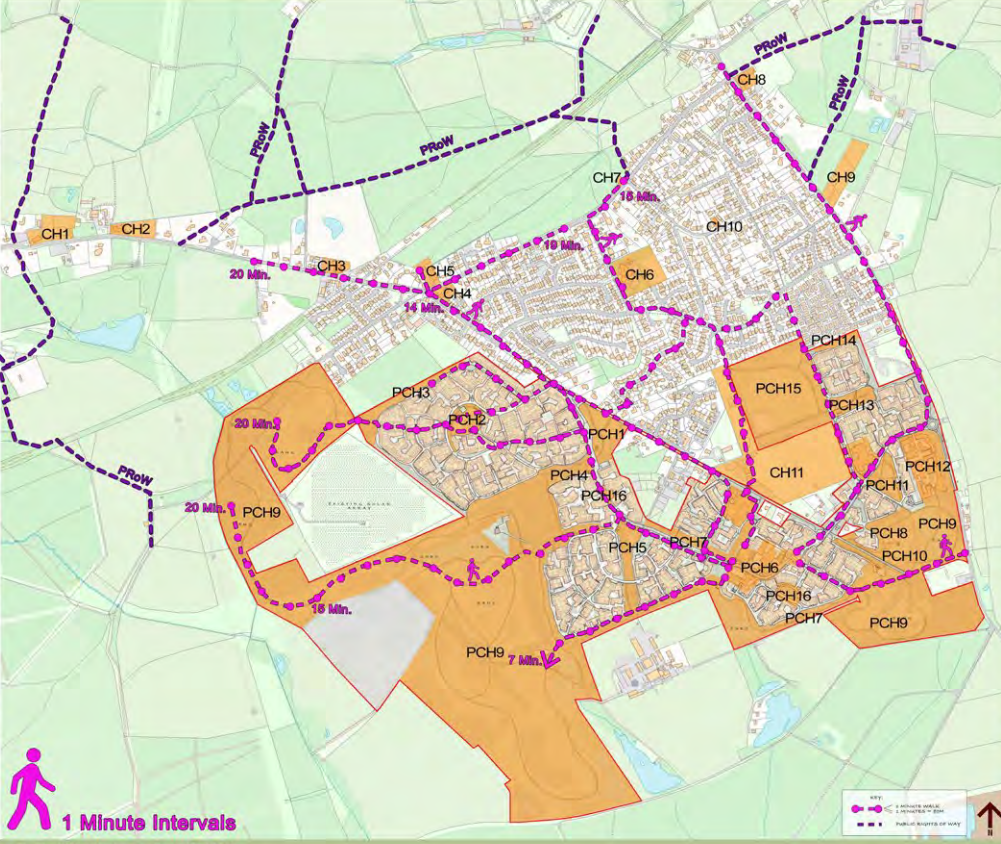
**PCH 12 - Employment Centre**  
10,000sqm of enterprise space providing a multitude of employment opportunities for the local community, a hub to meet and collaborate. Situated in convenient location close to access roads, near local centre with services and shops, as well as park.



**PCH 13 - Local area of play**  
Adjoining the large recreation grounds this smaller pocket park for younger children offers a range of creative challenges set within the backdrop of existing trees and hedges.



**PCH 14 - Orchard**  
A community orchard for working and harvesting together. Deepens the understanding of the value of community cooperation and sharing.



**PCH 15 - Alderholt Meadow Recreation Park Local Equipment Area for Play**  
Extension to the existing Alderholt Recreation Ground doubling in size from approx. 9ha to 19ha. The new recreation area is to include 2 adult and 2 children football pitches, as well as a state-of-the-art tennis facility (in collaboration with LTA). The grounds will also have an equipped area for play offering accessible natural wood play experiences through a variety of frames and slides.



**PCH 16 - Plaza (Public square)**  
An attractive, and designed with people in mind, shared space along the main route to the neighbourhood hub. A place of social interaction, enhanced with street furniture and shaded areas to sit, relax and get to know each other.



**1 Minute Intervals**

Community Hubs (As Proposed) - For CH1-11 please refer to APP 29A

Alderholt Meadows, Dorset

APP. 26.2

Appendix 26.2. Continuation of proposed hubs, with 1 minute walk intervals.

**Key to Proposed Community Hubs:**

**PGS 1 - Public open space & Parks, Alderholt**

Community allotments are located adjacent to the nature play area, making the green space attractive to all users. People from all walks of life are encouraged to come together socially and learn new skills. Children playing in the park can observe gardening activities, and later take part in the highly rewarding and nurturing process of growing plants and vegetables.



**PGS 2 - Local area of Play, Orchard**

Open green space and play area located in the centre of the new neighbourhood. Provides an informal and fun meeting point for children and adults to enjoy. A community orchard forms part of the space. It encourages people of all ages to come together and join in planting and caring for trees, providing community involvement.



**PGS 3 - Northern Allotments**

Community allotments available to all.



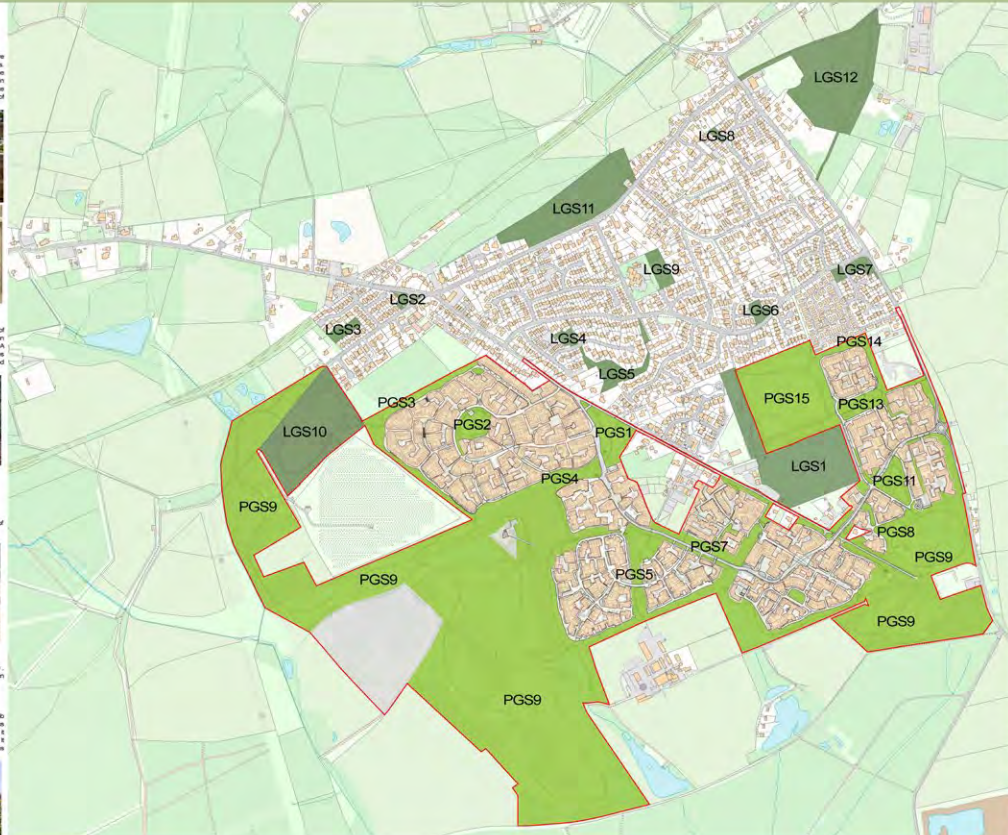
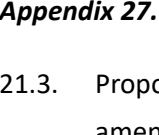
**PGS 4 - Park**

Informal and naturalistic play park set within a corridor of trees leading to large open green spaces of SANG.



**PGS 5 - Local area of play**

A central open space with play park, and wild meadow, incorporates existing trees and hedges into the green infrastructure of the new neighbourhood. Improves quality of life and strengthens community.



**PGS 8 - Park Edge**  
A park with diverse range of plants and trees. Filled with benches and grass seating areas is a perfect spot for community events.



**PGS 9 - Public Open space, SANG**  
A large green park set among existing trees. Equipped with benches and picnic areas it encourages the local community to spend time outdoors and explore the surrounding natural trails.



**PGS11 - Local area of Play, Orchard**  
Play park and orchard located directly opposite the care home provides a wonderful opportunity for its residents to engage with young families and other park users. Promotes intergenerational exchange and strengthens residents' attachment to the surrounding environment and sense of place.



**PGS 13 - Local area of play**  
Adjacent to the large recreation grounds the smaller pocket park for younger children offers a range of creative facilities set within the backdrop of existing trees and hedges.

**PGS14 - Orchard**  
A community orchard for working and harvesting together. Strengthens the understanding of the value of community, cooperation and sharing.

**PGS15 - Alderholt Meadows, Recreation Park, Local Equipment Area for Play**  
Extension to the existing Alderholt Recreation Ground, doubling its size from approx. 0.6 to 1.0ha. The new recreation area is to include 2 adult grass football pitches, as well as a multi-use area for tennis, badminton in collaboration with LTA. The grounds will also hold an equipped area for play offering accessible natural wood play experiences through a variety of frames and slides.



Green Spaces (As Proposed) - For LGS1 - 12 please refer to APP 14

Alderholt Meadows, Dorset

22-11-2023 May 2024

**APP. 27**

**Appendix 27. Green Spaces as proposed**

21.3. Proposed and existing green spaces / community hubs. Each offers an option for social interaction, amenity, and recreation. They all sit in combination with the matrix of spatial events and settings, that are within an easy migration of the whole village.





Key Plan with Sketches

Alderholt Meadows, Dorset

APP 28

### Appendix 28. Key plan with sketches

21.4. This plan shows a story board for a walking journey along the spine road. It is a journey that includes passing through the Local Centre. Each Moment is an option, where the trip could end, or continue. The spatial setting is then shown in a 3D design cameo (each referenced on the plan) with a description of that setting, and its part in the journey. Heading West, we continue toward the care facility and the employment site. The location of the Local Centre is a part of the global experience. A place that is achieved "on the way".

# Chapter 22. Convergence of Routes

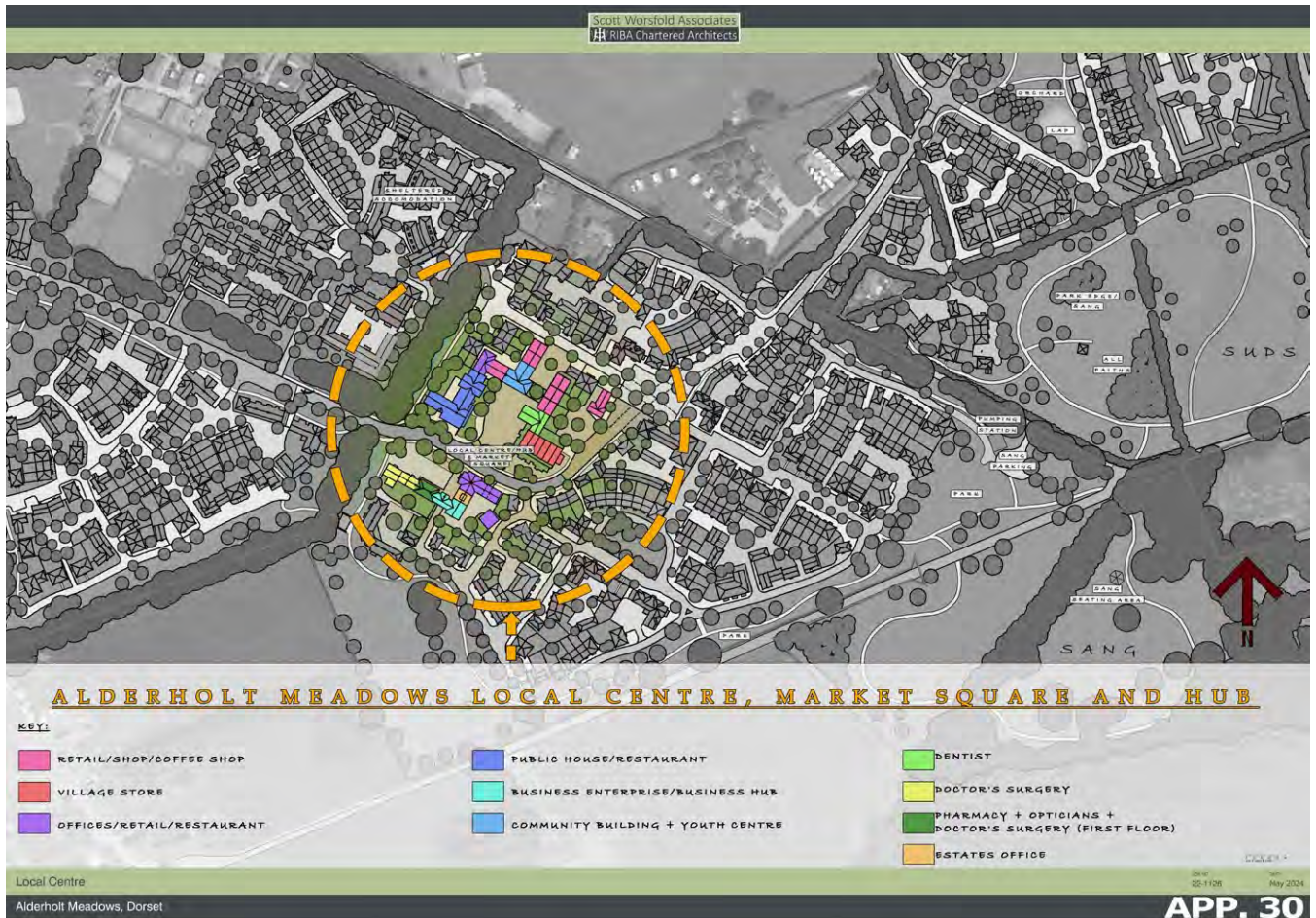
- 22.1. The location of the Local Centre is placed on the convergence of routes, it sits on the principal spine road, encouraging its use, and recognition. It is within an easy 20-minute pedestrian migration to all, but the location sits naturally on the bend of the road and the connection from Hillbury Road, with its merge to the new Ringwood Road from the East.
- 22.2. It sits at a natural node, not a singular and centrally themed heartland. Its location enables all of the journeys and experiences we seek to be achieved and engaged globally but, its location at a more macro level enables an easy connection to Care, Sheltered Accommodation, flats, SANG, Recreation, Employment, and Play, that is available to all as a united design offer.



**Appendix 29. Local Centre - primary route and localised provisions.**



# Chapter 23. Review of the Facilities in the Proposed Local Centre and Their Part in Alderholt



Appendix 30. Alderholt Meadow Local Centre, Market Square and Hub.





Local Centre - View 1

Alderholt Meadows, Dorset

22-1126  
May 2024

**APP. 31**

Appendix 31. Visual 1 of Local Centre



Local Centre - View 2

Alderholt Meadows, Dorset

22-1120

May 2024

**APP. 32**

### **Appendix 32. Visual 2 of Local Centre**

- 23.1. Our design vision shows a Local Centre set out around a square on either side of the internal spine and access road. This spine road connects with all neighbourhoods and with each neighbourhood presenting an attractive explore and journey with a host of facilities.
- 23.2. Alongside the spine road are a whole host of permeable connections, which enable other destinations to be a part of any journey.
- 23.3. All of these journeys reach into the existing settlement and connect with its facilities.
- 23.4. From the Local Centre itself, a variety of other connections are available with an easy walk to employment, care, sheltered accommodation, SANG areas, an All-Faiths Chapel and play/recreation.
- 23.5. These are naturally reciprocal and with those in care, working in the employment area or living in the sheltered accommodation, easily being able to walk into the Local Centre in a matter of minutes.
- 23.6. The Local Centre is a hub. It has an extent and area which possesses a sense of enclosure, which might encourage social interaction and many events.

- 23.7. The spatial event of the square is capable of holding a weekly “farmers market”, which will add to the success of its facilities and the village as a whole, creating a community event, a draw and variety.
- 23.8. Permeability diagrams have shown that its location sits on the natural convergence of surrounding facilities, both existing and new. All within a 20-minute walk or 6-minute cycle of the whole settlement. To facilitate walking and cycling, pedestrian and cycling routes are planned.
- 23.9. The spine road and its routes and options for permeability are purposefully cognitive, easily identified and understood, with facilities and spatial events, which assist in way finding and place making.
- 23.10 The square will also be a stop for a new hourly bus service with stops throughout the village. This will add to the transport options for easy migration through the settlement, as well as travel beyond to outlying districts.

### **Proposed Uses**

The illustrative plans, drawings and schedule show a number of individual buildings in the centre. Commercial and community buildings mentioned are :-

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

Uses could be controlled by condition in consultation with Dorset Council.

- 23.11. Residential occupation within the village centre is included with 15 flats above some retail and facilities. Alongside the community facilities and an estates office, it will be a place to live, work, and enjoy, with social interaction and supervision.



## Local Centre as a Hub

- 23.12 Whilst the Urban Design Consultation (Sophie Duke 28/04/2023) describes the Local Centre as a heart, it is not. It is not a singular event and its part is more subtle than that.
- 23.13. The location shown in the current parameters plan is for a Local Centre that is one of a whole myriad of heartlands, that connect. It is a hub and a point that is the convergence of a multitude of journeys and experiences. Each journey is a connection with a host of common activities, and elements of a story which engage, as a series of events and chances that are discovered. Some are serendipitous.
- 23.14. The deflection of a road to limit forward visibility, to entice that journey or enable a pause, to breathe in the very fabric of place or enjoy a part of the setting, are all a subtle but intentional part of the Local Centre's location, and the journeys to and from it.

As Carlos Moreno explained in his own text (published May 2024)

*“The design essence is far more sophisticated and is (as with New Urbanism) a far-reaching model, to create urban spaces and environments that arouse positive emotions and strengthen the ties between residents and the places where they live.*

*“Topophilia plays a crucial role by generating interconnections of mutual support and solidarity.”*

*“By encouraging the emergence of dynamic neighbourhood life, we promote individual and collective fulfilment, while creating spaces where there is a strong sense of well-being and community.*

*Greater consideration for the common good. By recognizing the value of the common good, we encourage the active participation of citizens in creating and preserving an urban environment that is equitable, sustainable, and conducive to a quality of life for all.”*



# Chapter 24 - An Alternative Location to the North? – Consider

- 24.1. The reason for refusal asks that it is demonstrated how the proposed uses will function well in terms of their relationship to each other, and to the existing settlement of Alderholt. In particular, the positioning of the Local Centre is not considered to be optimal, to accommodate and sustain an appropriate mix of development.
- 24.2. Dorset Council has suggested that a location for the Local Centre could be further North, and one presumes they feel that this would function well and overcome their concern. As such I have considered this option.
- 24.3. This location might appear more central to the whole settlement, but all we have achieved is to shorten the favourable 15- 20-minute walk from the Northern edge of Alderholt by 7 minutes, compared to the location showed within the refused Parameters Plan.
- 24.4. This northern location of the Local Centre could, in my opinion, become a place to dip in and out of. It does not harmonise the two settings and has a potential to segregate, as it would reduce the need for the current population of Alderholt to venture South.
- 24.5. All of the other chances for community hub and activity are now set beyond and could be missed. The current location, strategically allows all to unite and therefore I conclude that the proposed location achieves a greater benefit for a place, which is connected and sustainable.

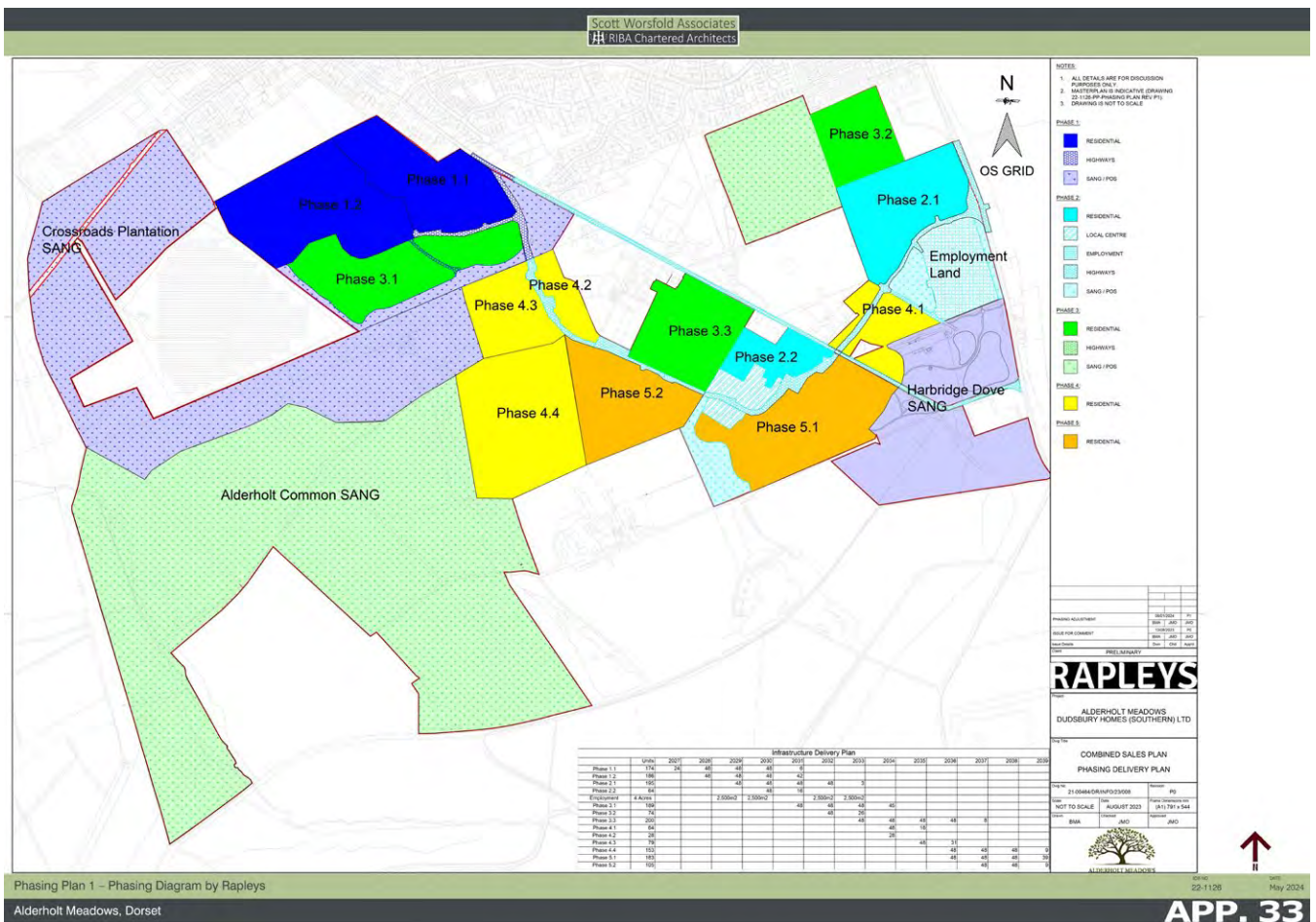
The table below compares and contrasts 3 locations for the Local Centre.

At the Co-op, the location shown on the parameters plan and finally, a more northern location, as suggested by Dorset Council.

Context / Condition	Existing Co-op and hub	Local Centre setting as proposed	Alternative northern location
Proximity to existing school	✓	✓	✓
Viability of both Co-op and new centre existing together	N/A	✓	✗
Proximity to sheltered accommodation / care home, promoting intergenerational exchange and social interaction	N/A	✓	✗
Balanced and optimal coverage of infrastructures and services across the whole territory	✗	✓	✗
Community integration and strengthening by encouraging travel through the new development and experiencing the character, subsequent neighbourhoods, social hubs / facilities on the way	N/A	✓	✗
Proximity to the employment area, strengthening its viability and pedestrian / cycle connection to and from	N/A	✓	✗
Promoting travel through recreation grounds, rather than along the road, for the majority of existing Alderholt households	✗	✓	✗
Journey to the local centre introduces various stop points on the way, enhanced with opportunities for POS, amenity, benches, encouraging social interaction. A holistic place.	✗	✓	✗
A natural node sitting on the intersection of all main transport links with ease of connection to all principle facilities	N/A	✓	✗

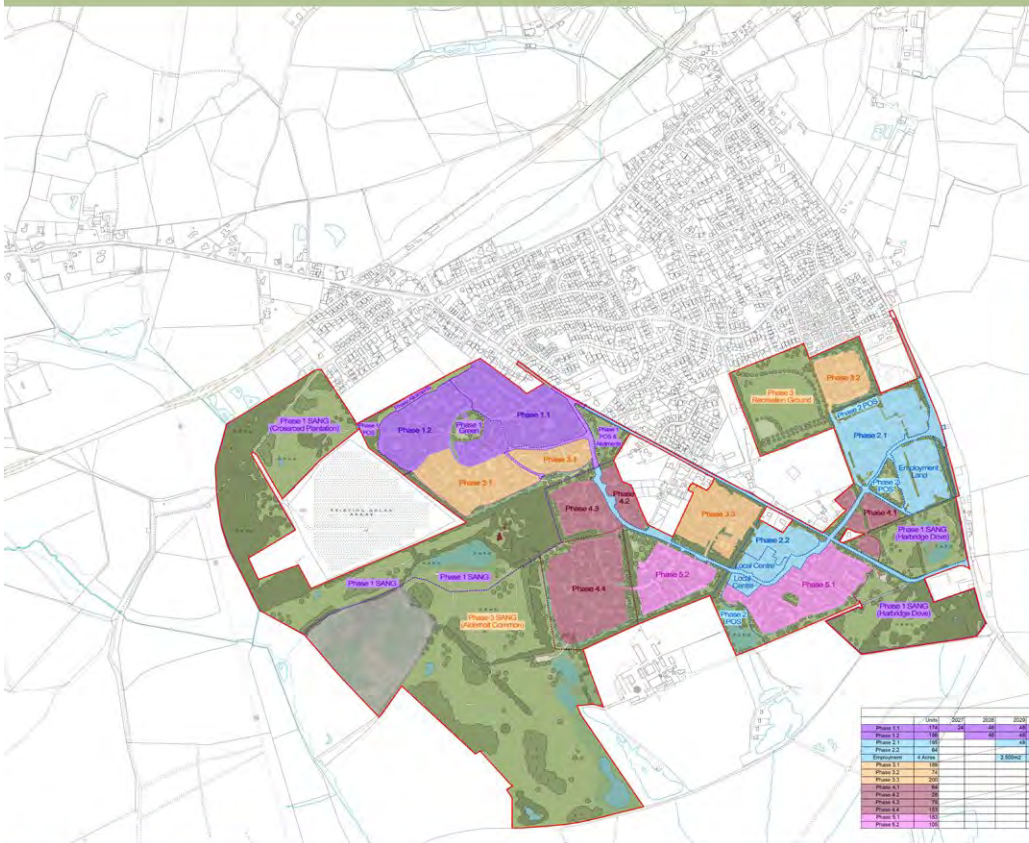
# Chapter 25. Phasing

- 25.1. Alderholt Meadows will be built in phases.
- 25.2. These are detailed in the following plans and tables.
- 25.3. To aid appreciation, I have shown the phases on the indicative Masterplan.
- 25.4. I have then shown them as they might be planned and constructed by years, starting in 2027.
- 25.5. Finally, I have shown each phase year by year and occurring sequentially, so that the growth of Alderholt Meadows, might be understood in a time line.
- 25.6. As can be seen, the initial phases establish the spine road with new homes, with SANG, and the Local Centre (first 4 years).



Appendix 33. Phasing Diagram by Rapleys

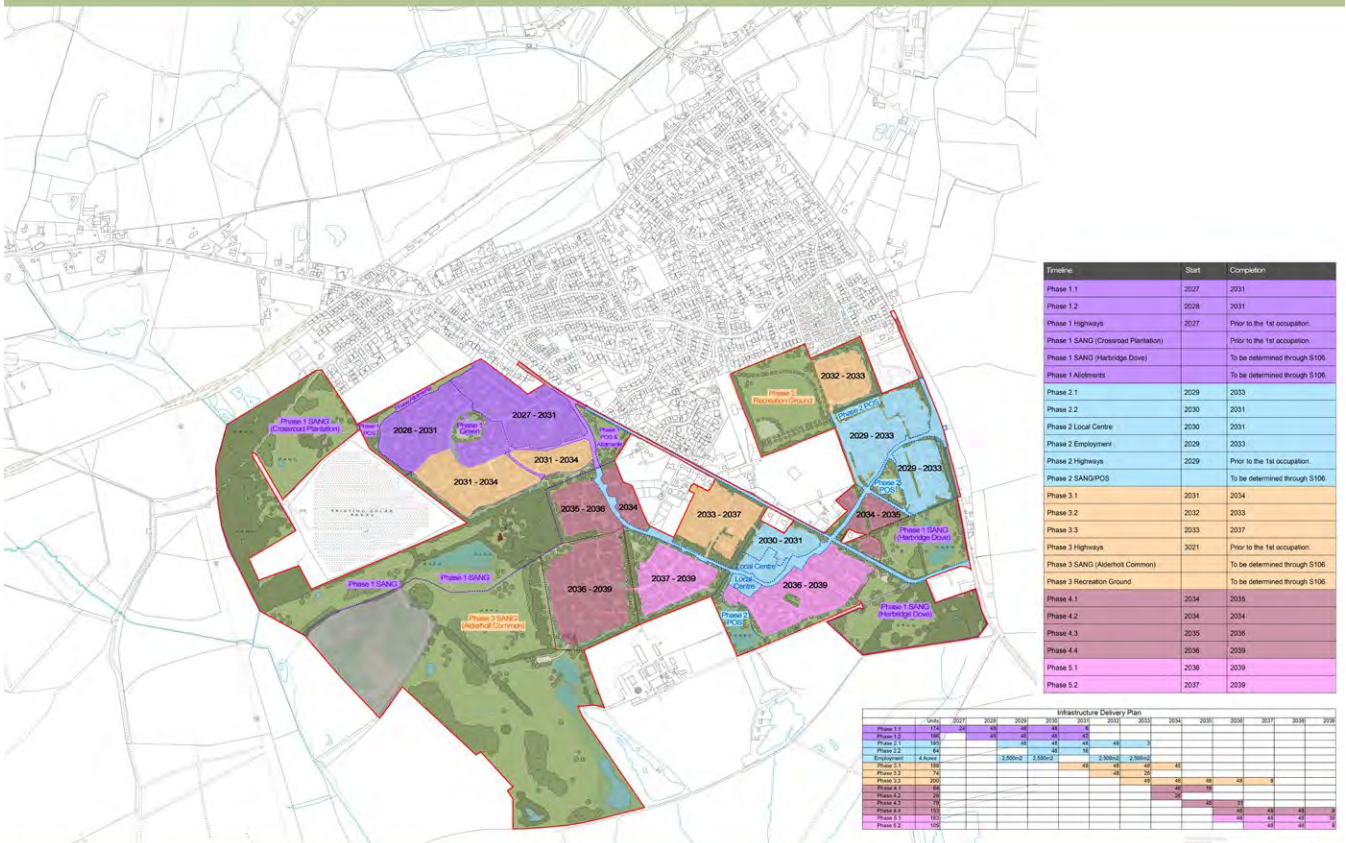




Timeline	Start	Completion
Phase 1.1	2027	2031
Phase 1.2	2028	2031
Phase 1 Highways	2027	Prior to the 1st occupation.
Phase 1 SANG (Crossed Plantation)		Prior to the 1st occupation.
Phase 1 SANG (Hartbridge Drive)		To be determined through S106
Phase 1 Allotments		To be determined through S106
Phase 2.1	2029	2033
Phase 2.2	2030	2031
Phase 2 Local Centre	2030	2031
Phase 2 Employment	2029	2033
Phase 2 Highways	2029	Prior to the 1st occupation.
Phase 2 SANGPOS		To be determined through S106
Phase 3.1	2031	2034
Phase 3.2	2032	2033
Phase 3.3	2033	2037
Phase 3 Highways	2021	Prior to the 1st occupation.
Phase 3 SANG (Alderholt Common)		To be determined through S106
Phase 3 Recreation Ground		To be determined through S106
Phase 4.1	2034	2035
Phase 4.2	2034	2034
Phase 4.3	2035	2036
Phase 4.4	2036	2039
Phase 5.1	2036	2039
Phase 5.2	2037	2039

Infrastructure Delivery Plan												
Phase	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Phase 1.1	140	40	40	40	40	40						
Phase 1.2	140											
Phase 2.1	140											
Phase 2.2	140											
Phase 3.1	140											
Phase 3.2	140											
Phase 3.3	140											
Phase 4.1	140											
Phase 4.2	140											
Phase 4.3	140											
Phase 4.4	140											
Phase 5.1	140											
Phase 5.2	140											

Appendix 34. Phases shown on the Masterplan, taken from Rapleys phasing diagram.



**Appendix 35. Phasing by years.**

**Phasing diagrams starting Phase 1 / Year 1.**



**Appendix 36. Phase 1**





Timeline	Start	Completion
Phase 1.1	2027	2031
Phase 1.2	2028	2031
Phase 1 Highways	2027	Prior to the 1st occupation
Phase 1 SANG (Crossroad Plantation)		Prior to the 1st occupation
Phase 1 SANG (Heritage Dowel)		To be determined through S106
Phase 1 Absements		To be determined through S106
Phase 2.1	2029	2033
Phase 2.2	2030	2031
Phase 2 Local Centre	2030	2031
Phase 2 Employment	2029	2033
Phase 2 Highways	2029	Prior to the 1st occupation
Phase 2 SANG/POS		To be determined through S106

Infrastructure Delivery Plan												
	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Phase 1.1	100	40	40	40	40	40	40					
Phase 1.2	100	40	40	40	40	40	40					
Phase 2	100	40	40	40	40	40	40					
Phase 2.1	100	40	40	40	40	40	40					
Phase 2.2	100	40	40	40	40	40	40					
Employment	1,000	1,000	1,000	1,000	1,000	1,000	1,000					

**Appendix 37. Phase 1+2**



Timeline	Start	Completion
Phase 1.1	2027	2031
Phase 1.2	2028	2031
Phase 1 Highways	2027	Prior to the 1st occupation
Phase 1 SANG (Coarsest Plantation)		Prior to the 1st occupation
Phase 1 SANG (Heritage Drove)		To be determined through S106
Phase 1 Allotments		To be determined through S106
Phase 2.1	2029	2033
Phase 2.2	2030	2031
Phase 2 Local Centre	2030	2031
Phase 2 Employment	2029	2033
Phase 2 Highways	2029	Prior to the 1st occupation
Phase 2 SANG/POD		To be determined through S106
Phase 3.1	2031	2034
Phase 3.2	2032	2033
Phase 3.3	2033	2037
Phase 3 Highways	2021	Prior to the 1st occupation
Phase 3 SANG (Alderholt Common)		To be determined through S106
Phase 3 Recreation Ground		To be determined through S106

Infrastructure Delivery Plan												
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Phase 1.1	144	24	48	48	48	48	48	48	48	48	48	48
Phase 1.2	144	24	48	48	48	48	48	48	48	48	48	48
Phase 2.1	144	24	48	48	48	48	48	48	48	48	48	48
Phase 2.2	144	24	48	48	48	48	48	48	48	48	48	48
Employment	144	24	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
Phase 3.1	144	24	48	48	48	48	48	48	48	48	48	48
Phase 3.2	144	24	48	48	48	48	48	48	48	48	48	48
Phase 3.3	144	24	48	48	48	48	48	48	48	48	48	48

**Appendix 38. Phase 1+2+3**



Timeline	Start	Completion
Phase 1.1	2027	2031
Phase 1.2	2028	2031
Phase 1 Highways	2027	Prior to the 1st occupation.
Phase 1 SANGS (Crossed Plantation)		Prior to the 1st occupation.
Phase 1 SANGS (Hatchbridge Down)		To be determined through S106
Phase 1 Allocations		To be determined through S106
Phase 2.1	2029	2033
Phase 2.2	2030	2031
Phase 2 Local Centre	2030	2031
Phase 2 Employment	2029	2033
Phase 2 Highways	2029	Prior to the 1st occupation.
Phase 2 SANGUPOS		To be determined through S106
Phase 3.1	2031	2034
Phase 3.2	2032	2033
Phase 3.3	2033	2037
Phase 3 Highways	2021	Prior to the 1st occupation.
Phase 3 SANGS (Alderholt Common)		To be determined through S106
Phase 3 Recreation Ground		To be determined through S106
Phase 4.1	2034	2035
Phase 4.2	2034	2034
Phase 4.3	2035	2036
Phase 4.4	2036	2036

Infrastructure Delivery Plan											
Phase	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Phase 1.1	144	44	44	44	44	44					
Phase 1.2	144		44	44	44	44					
Phase 2.1	64			44	44	44	44				
Phase 2.2	64			44	44	44	44				
Employment	1,400			1,000	1,000	400					
Phase 3.1	144					44	44	44			
Phase 3.2	144					44	44	44			
Phase 3.3	144							44	44	44	
Phase 4.1	64								44	44	
Phase 4.2	64								44	44	
Phase 4.3	64									44	44
Phase 4.4	112										44

Appendix 39. Phase 1+2+3+4





Timeline	Start	Completion
Phase 1.1	2027	2031
Phase 1.2	2028	2031
Phase 1 Highways	2027	Prior to the 1st occupation.
Phase 1 SANGS (Crossed Plantation)		Prior to the 1st occupation.
Phase 1 SANGS (Hartbridge Drove)		To be determined through S106
Phase 1 Allocations		To be determined through S106
Phase 2.1	2029	2033
Phase 2.2	2030	2031
Phase 2 Local Centre	2030	2031
Phase 2 Employment	2029	2033
Phase 2 Highways	2029	Prior to the 1st occupation.
Phase 2 SANGUPOS		To be determined through S106
Phase 3.1	2031	2034
Phase 3.2	2032	2033
Phase 3.3	2033	2037
Phase 3 Highways	2021	Prior to the 1st occupation.
Phase 3 SANGS (Alderholt Common)		To be determined through S106
Phase 3 Recreation Ground		To be determined through S106
Phase 4.1	2034	2035
Phase 4.2	2034	2034
Phase 4.3	2035	2036
Phase 4.4	2036	2039
Phase 5.1	2036	2039
Phase 5.2	2037	2039

Infrastructure Delivery Plan												
	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Phase 1.1	144	44	44	44	44	44	44	44	44	44	44	44
Phase 1.2	144	44	44	44	44	44	44	44	44	44	44	44
Phase 2.1	44	44	44	44	44	44	44	44	44	44	44	44
Phase 2.2	44	44	44	44	44	44	44	44	44	44	44	44
Phase 3.1	144	44	44	44	44	44	44	44	44	44	44	44
Phase 3.2	144	44	44	44	44	44	44	44	44	44	44	44
Phase 3.3	144	44	44	44	44	44	44	44	44	44	44	44
Phase 4.1	44	44	44	44	44	44	44	44	44	44	44	44
Phase 4.2	44	44	44	44	44	44	44	44	44	44	44	44
Phase 4.3	44	44	44	44	44	44	44	44	44	44	44	44
Phase 4.4	44	44	44	44	44	44	44	44	44	44	44	44
Phase 5.1	44	44	44	44	44	44	44	44	44	44	44	44
Phase 5.2	44	44	44	44	44	44	44	44	44	44	44	44

Appendix 40. Phase 1+2+3+4+5

## Chapter 26. Energy

- 26.1. Finally, a vital part of any communities sustainability potential, is its relationship to sustainable energy solutions.
- 26.2. Alderholt Meadows will incorporate the latest technologies in renewable energy innovation.
- 26.3. High levels of thermal efficiency and a “fabric first” approach will ensure that energy needs are kept low.
- 26.4. This will sit in synergy with an intelligent managed energy system.
- 26.5. This system is a connected relationship between energy source, use, and need, and is a system engineered by SNRG, an external design consultant and provider.
- 26.6. SNRG is a NextGen infrastructure company, with great expertise in designing, funding, building, and operating smarter grid connections, empowered by place-based, renewable energy systems.
- 26.7. SNRG designs and operates, site-based electrical distribution systems that integrate renewable energy, storage, and smart controls to reduce grid connection challenges, eliminate carbon emissions, and provide a lifetime saving on energy bills.
- 26.8. This sits within an Energy Services Company which will be operated on behalf of the community.
- 26.9. This is called a “SmartGrid”.
- 26.10. SmartGrids embody a paradigm shift in energy management, operating as self-contained power ecosystems at a smaller scale.
- 26.11. They can integrate distributed energy resources (DERs) like solar panels, wind turbines, and batteries to balance local energy production and consumption.
- 26.12. They offer a cleaner, more sustainable net-zero energy alternative by generating power close to where it is used.
- 26.13. These systems maintain a connection to the main grid for resilience, but the true innovation lies in their ability to operate independently, ensuring reliability even during outages. Smartgrids are managed through sophisticated control systems, optimizing energy use and providing a seamless, efficient service.
- 26.14. Smartgrids can make energy procurement decisions. A SmartGrid can make smart decisions by using on-site generated electricity at peak hours and purchasing energy when prices are low and to store for use when prices are high – this will reduce energy bills for homeowners throughout the community.

- 26.15. At the core of these systems are advanced Energy Management Systems (EMS), which perform real-time analysis and automated decision-making, ensuring optimal energy distribution.
- 26.16. A SmartGrid will be incorporated across all uses and will benefit the entire new community.
- 26.17. The SmartGrid will also ensure that as Alderholt Meadows is delivered over the coming years with a total commitment to sustainable energy uses. As technology improves, the system can adapt and embrace new technology developments.
- 26.18. For residents and businesses within Alderholt Meadows, the Smartgrid will be an energy source that is consistent and reliable, in combination with a greener, more resilient future.
- 26.19. The SmartGrid will provide a lifetime reduction to energy bills for the community, compared to utilising power from the main grid. Alderholt Meadows will possess on-site solar generation of electricity.
- 26.20. This will ensure that all benefit from “affordable living”.
- 26.21. 55% of all electricity used in Alderholt Meadows will be derived from true net zero on site solar generation and battery storage.
- 26.22. The remaining 45% can be imported from the main grid and comprise of REGO certified net-zero grid electricity.
- 26.23. This will ensure Alderholt Meadows is at the forefront of becoming a sustainable, low carbon, energy efficient and smart community.
- 26.24. Compared to a traditional dual-fuel residential unit and an all-electric home supplied by a SmartGrid, CO2 emissions will be reduced by 95%.



# Chapter 27. Urban Design - Good Practice - Key Texts

## Sustainability/Energy

### **Planning for climate change, Interim guidance and position statement, December 2023**

Page 13:

Planning Practice Guidance (PPG)

1.2.1. *"The PPG expands on national policy and in relation to climate change, reminds us that effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gas emissions and increase resilience to climate change impact through the location, mix and design of development."*

1.2.2. *"Notable points include guidance on what planning can do to mitigate climate change. These are:*

- Reducing the need to travel and providing for sustainable transport*
- Providing opportunities for renewable and low carbon energy technologies*
- Providing opportunities for decentralised energy and heating*
- Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design*
- Retrofitting and adapting historic (i.e. traditionally-constructed) buildings in a way consistent with their conservation."*

## **Urban Design - Good Practice**

### **Urban Design Compendium – 1**

Page 39:

*"Table 3.1 The benefits of mixed development*

- *More convenient access to facilities*
- *Travel-to-work congestion is minimised*
- *Greater opportunities for social interaction*
- *Socially diverse communities*
- *Visual stimulation and delight of different buildings within close proximity*
- *A greater feeling of safety, with 'eyes on streets'*
- *Greater energy efficiency and more efficient use of space and buildings*
- *More consumer choice of lifestyle, location and building type*
- *Urban vitality and street life*
- *Increased viability of urban facilities and support for small business (such as corner shops)*

#### *3.2.1 the neighbourhood unit*

*Build walkable neighbourhoods Mixed use development can best be promoted by using the distance most people will walk to daily facilities, the corner shop or the bus stop as a starting point. The neighbourhood unit can provide a useful organising device - but only when it is overlaid on an integrated movement framework and conceived as a piece of town or city whose activities and forms overlap."*

#### *3.2.2 character areas*

*"A patchwork of different activities In many towns and cities, there is scope for strengthening existing neighbourhoods where identity is based on a particular activity or mix, (a market place or college campus for example), or devising new areas of special character. Such 'character areas' can reinforce local identity."*

#### *3.2.3 compatible uses*

*"Maximise synergy, minimise conflict*

*In considering the widest possible mix of uses that can be introduced to add vitality an economic feasibility study should be undertaken to check viability. This should be undertaken in conjunction with an evaluation of the relative compatibility between the proposed uses and their existing neighbours, and then each use positioned to promote compatibility and avoid conflict."*

## By Design: Urban Design in the Planning System - Towards Better Practice (DETR)

### Urban design

"Urban design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes for ensuring successful villages, towns and cities.

Urban design is a key to creating sustainable developments and the conditions for a flourishing economic life, for the prudent use of natural resources and for social progress. Good design can help create lively places with distinctive character; streets and public spaces that are safe, accessible, pleasant to use and human in scale; and places that inspire because of the imagination and sensitivity of their designers."

### National Design Guide

Page 8:

#### Introducing the ten characteristics

36 Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

37 The ten characteristics set out in Part 2 are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



The ten characteristics of well-designed places



## National Design Guide

Page 20:

### B3 - Destinations

*"Destinations provide opportunities for people to meet, share experiences, and come together as a community - see also Uses. By bringing existing and new together, destinations become a place for everyone.*

*They create valuable opportunities for the built form to strengthen the local character of a place. The choice of site, layout, form, and scale of built form, together with good design and well-considered materials, all help to add to local distinctiveness and create a sense of community.*

*In this way, local destinations become recognisable features that help people find their way around and feel a sense of identity. Involving potential users in the design process also helps to achieve this."*

Page 30:

*"The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.*

*Well-designed places:*

- *Include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion;*
- *Have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks;*
- *Have public spaces that feel safe, secure and attractive for all to use; and*
- *Have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation."*

Page 36:

*U3 \* Socially inclusive*

*"Good design promotes social inclusion by:*

*Contributing to creating balanced and mixed neighbourhoods that are suitable and accessible for all;*

*Maximising the potential for social integration in the layout, form and appearance of types of development;*

*Avoiding features that could create actual or perceived barriers, or contribute to segregation, both within the development and with its surroundings;*

*Providing a consistent level of design quality across tenures, to support social integration; and*

*Using local resources such as schools, nurseries, community facilities, parks, other open spaces, health, and religious or cultural facilities as destinations in layouts to promote social interaction and integration, and help combat loneliness."*

## **Local Centres**

### **Urban Design Compendium – 1**

Page 42:

#### 3.2.5 centres

*Focus centres on public transport nodes*

*"Highest concentrations of activity (particularly the retail core) emerge naturally along principal routes or points of convergence."*

## **Transport & Movement:**

### **Urban Design Compendium – 2, Page 65**

Page 65:

#### 2.2.1 Movement

*Pattern and location*

*"Movement is perhaps the most significant aspect of urban form. Historic places have shown that patterns of movement that have been established over a long time to accommodate human behaviour are often capable of meeting changing needs. Cities are produced by the design of the built environment in response to social and economic pressures. New urban forms, developed to meet the challenge of sustainability, can be informed by an understanding of historic towns which often made efficient use of resources out of necessity."*

## **20 Minute Neighbourhoods**

### **TCPA 20-Minute Neighbourhood**

Page 10:

*"In simple terms, what are 20-minute neighbourhoods? 20-minute neighbourhoods seek to provide facilities and services through access to safe walking and cycling routes or by frequent, affordable and reliable public transport and local transport facilities and connections nearby. Facilities might include shops, schools, amenities, GP practices, play space, greenery/ parks, and ideally workplaces too. To achieve this, the 20-minute neighbourhood needs a large enough population to make all these economically and socially viable. And to be successful, it needs a population which is willing to embrace the goals that underpin the idea: i.e., increased inclusivity, equality, safety and accessibility, especially for non-car users. The local population must also be willing to reduce short car journeys, as this will reduce carbon dioxide emissions."*

Page 12:

What are the challenges to introducing 20-minute neighbourhoods?

*"Many post-war suburban developments have been designed around and predicated on car use and ownership. There is often a great deal of on-street parking, front garden parking or front of dwelling curtilage. Car journeys require wide streets which often fail to provide a sense of place, unlike more traditional streets, and lack identity. Such suburban developments often have segregated and designated areas for cars, which prioritise cars over pedestrians. Re-engineering the balance between people and motorised vehicles in order to improve pedestrian and cyclist safety can be difficult on numerous levels."*

*"Design: Given the existing configurations of roads and the layout of streets, not all neighbourhoods can be remodelled into 20-minute neighbourhoods. Also, many areas have been created without basic community facilities like shops, healthcare, GP surgeries and workspace. It is difficult to enforce design requirements if they are not adopted and made mandatory for developers."*

Page 22:

*"The 20-minute neighbourhood ideal:*

*Although no definition exists, we consider 20-minute neighbourhoods to have the following attributes:*

- *Liveability and living well locally with access to services, health care, schools, parks and green space and public space;*
- *Provide more choice locally, e.g., shops, specialist services, library, community centre;*
- *A vibrant local economy - a flourishing 'foundational economy';*
- *A diversity of housing and building types and tenures;*
- *Reduced congestion and carbon emissions because of fewer car trips;*
- *Greatly reduced environmental impact from vehicle use;*
- *An efficient use of land enabling preservation of the countryside from development, and protecting natural features;*
- *Be walkable/cyclable and therefore promote active travel;*
- *Healthy people and wellbeing - reduced air pollution and noise, increased exercise and socialising and improved quality of life;*
- *Identity - more localised sense of self and community and a strong character and sense of belonging, social engagement and safety; and*
- *A variety of local employment opportunities."*

Page 35:

*"A neighbourhood needs to contain a mix of uses working together to encourage formal and informal transactions between people and to be capable of sustaining activity throughout the day that strengthens social integration and civic life. Mixing dwellings, workplaces, businesses and services will help to ensure that there are people in a neighbourhood at all hours."*



Page 51:

*"So, beyond discussion of numbers – and of proximity, density and accessibility, 'design quality' is also crucial, both in terms of the journey and the destination. And the mix of uses (whether within a building, a street or an area) can help determine how well-used a place is, and what economic and social activities it will support. Overlapping and interweaving of activities crucially impacts on the vitality of neighbourhoods by creating more active street life."*

Page 59:

*"Developers and designers should:*

- Provide a variety of housing and building types, sizes and tenures to accommodate the diversity of community, business and household needs.*
- Balance design for vehicle usage with design for children, women, disable and elderly people.*
- Create much more attractive streets, which include trees and landscape social spaces and play areas. It is not just destinations that are important, but the streets and spaces that encourage social life and interaction in between them.*
- Create places that enrich local businesses and the quality of life of local people."*

Page 47:

*"4.2 Maximising the benefits of urban extensions and new settlements*

*New extensions to existing settlements provide an opportunity to take a holistic approach to the whole area – old and new – by designing new developments to improve connectivity and add much needed local facilities in locations that benefit existing residents, as well as the new community. Planning urban extensions and the creation of new settlements offer the opportunity to link into existing infrastructure networks, such as for transport, employment, and social infrastructure. However, such developments must be effectively planned in order to reduce the risk that they will become isolated 'bolt-on estates' that only increase levels of car dependency."*

Page 55:

*"5.3. The National Planning Policy Framework and Planning Practice Guidance*

*The National Planning Policy Framework (NPPF) sets out the overarching planning policies for England, and how they are expected to be applied by local planning authorities in their local plan-making.*

*The 20-minute neighbourhood aligns with many of the policies set out in the NPPF, with those most relevant to councils seeking to justify applying the concept locally outlined in the box below.*

*NPPF (As published 2023) policies that can justify the creation of 20-minute neighbourhoods:.."*

### **NPPF policies that can justify the creation of 20-minute neighbourhoods**

- **Paragraph 85:** The importance of strong neighbourhood centres is recognised, and planning policies should support the role that town centres play at the heart of local communities.
- **Paragraph 91:** Planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction through mixed-use developments, strong neighbourhood centres and street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods. Safe and accessible green infrastructure, local shops, access to healthier food and layouts that encourage walking and cycling should also be provided.
- **Paragraph 92:** Planning policies and decisions should:
  - plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities;
  - guard against the unnecessary loss of these facilities; and
  - ensure that they are able to develop and modernise for the benefit of the community.
- **Paragraph 104:** Planning policies should support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for different activities.
- **Paragraph 110:** Priority should first be given to pedestrian and cycle movements, and secondly (as far as possible) to facilitating access to high-quality public transport.
- **Paragraph 149:** Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

## Manual for Streets 2

Page 22:

Connected Streets & Mixed Use



Figure 2.4 - Connected Development

2.5.8 "Figure 2.4 illustrates how new development which embraces and connects with these routes, changing the form of them to reduce speed and make them more humane can help to deliver integrated growth."

### Planning for walking (Institute of Highway Incorporated Engineers)

Page 7:

"2.2 Why do people walk? Historically the most common reason for walking was to go shopping, but the number of shopping trips has declined sharply over the past two decades, roughly halving in number. Now, approximately equal numbers of walk trips are made for shopping, leisure, education and education escort, and going for a walk/ or other. Roughly half this number of trips is made for commuting and business purposes."

### Urban Villages – a concept for creating mixed-use urban developments on a sustainable scale - published 1992

(Urban Villages Forum)

"To achieve a successful balance of uses, our "urban village" needs to have buildings providing public facilities spread throughout its area rather than concentrated into a single civic enclave.

These three diagrams, based on a concept developed by master planner Leon Krier, show how public and private buildings together make up a balanced whole."

(Note - For graphic see Appendix Number 15)

# Chapter 28. Conclusion



Appendix 41. Indicative masterplan with design cameos 1-7.

I have demonstrated that the Local Centre is within a 15 – 20-minute walk of the whole of Alderholt, and an easy cycle.

I have shown that Alderholt Meadows DNA and urban design embraces a collection of experiences and options that are achieved, and enjoyed, on the way. One is not divisible from another.

The Masterplan, and its relationship to Alderholt, is for a holistic place that sits in unity and which is fundamentally assigned to the benefit of creating a whole setting that allows people to live locally, more of the time.

As well as the need for sensations of home, neighbourhood, and belonging, access to community facilities and hubs are strategically a part of the journey and engagement. The position of the Local Centre is a part of that and its very location, encourages those journeys.

The common theme is flexibility and the embrace of a place where choice, variety, community, interaction, wayfinding, and destination are fundamental to its place-making principals.

The location of the Local Centre is but one heartland amongst many, within the existing setting of Alderholt and Alderholt Meadows. It does not seek to dominate or usurp, it is not the single heart or a village centre, it is a hub, whose part sits in symbiosis with all, existing and new.



To enable the journey we must facilitate the journey. The proposed location of the Local Centre, enables those desire lines to emerge. The place creation Alderholt Meadows offers is holistic. It is a sustainable setting that meets all models and the concept of a place where people can meet most of their needs locally.

The urban design of Alderholt Meadows achieves this with subtlety.

I believe the location of the Local Centre, as shown, is so carefully and strategically placed that it will act in symbiosis with all, existing and proposed. Each will connect to the mutual advantage of the whole.

In my opinion, the Local Centre location is part of a plan where community, sustainability, and ownership are achieved because all is a part of every journey and the promotion of walking or cycling that journey. To negate those experiences or chances would be stunted.

As such, I believe the submitted masterplan does demonstrate that the proposed “uses” will function well in terms of their relationship to each other and the existing settlement of Alderholt.

I note the term “uses” in the reason for refusal. The masterplan and the location of the Local Centre is deliberately placed to enable all uses to connect in characterful journeys that are varied and serendipitous. Experience is not a linear event, and in my opinion the urban design plan and location of the Local Centre, connect community places for the betterment of Alderholt and the total community.

The very creation of the Local Centre, and its synergy with the existing and proposed facilities will enable a community that is less reliant on travel and the car.

In my opinion, the position of the local centre is in an optimal location to accommodate and sustain an appropriate mix of development - In compliance with paragraph 135 of the NPPF.

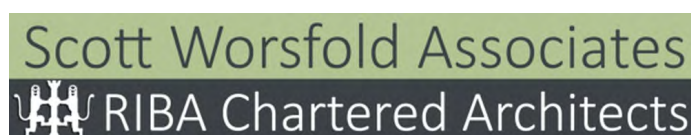
Gary Worsfold P.G.Dip.(dist.),Arch.Hist., IHBC, FRSA, MCSD, AoU.

**Director**

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# APPENDICES

(as Referenced in Architectural and Urban Design Proof of Evidence)

Prepared on behalf:  
**Dudsbury Homes (Southern) Ltd**

For the site on  
**Land to the South of Ringwood Road, Alderholt**

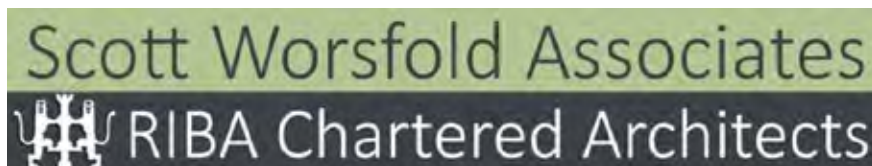
**Ref: P/OUT/2023/01166**  
**Appeal Ref: APP/D1265/W/23/3336518**

Prepared by

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



**ACADEMICIAN  
THE ACADEMY  
OF URBANISM**



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## National / Local Design Guides - Featured Work

Council for Architecture & the Built Environment (Architectural Advisory Council to the Government) & The Department of the Environment Transport & Regions National Design Guidance:

### Better Places to Live

Poundbury – Case Study + Affordable design +Block, Set Backs, Access.

### By Design

Poundbury - Pg. 23

### Places, Streets & Movement

Poundbury – pg. 13,25,30,31,55,64,66,68,75.

Broadwindsor – 37&67.

Abbots Cottages – 40. Abbotsbury – 43.

### The Urban Design Compendium

Poundbury – pg. 76,79,89

RIBA & Civic Trust Design Exemplars – See Awards

### Manual for Streets

Poundbury – pg. 46,67,82,94,107,123.

### English Heritage National Design Guidance - New Design in Conservation Areas

Abbots Cottages – Cover + pg. 6 & 7.

### Dorset County Council Design Manual

Poundbury + Abbotsbury – Cover + pg. 3,4,6,7,8,14,17,20

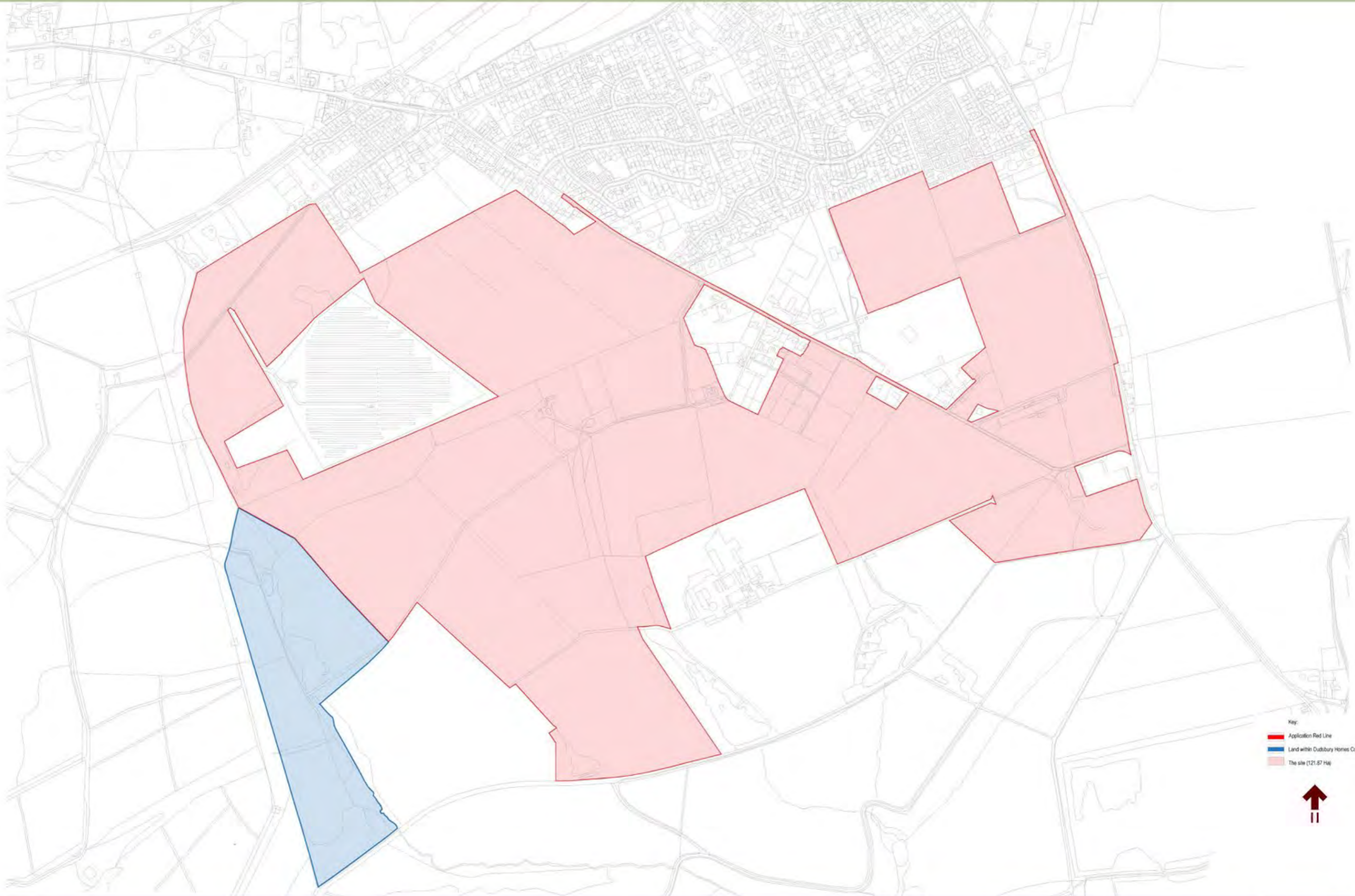
### New Forest District Council - Housing Design, Density & Character.

Aspects, Poole + Waterford lane, Lymington – Cover + pg. 2,5,12,22,49

### (Dorset Council) West Dorset District Council – Design and Sustainable Development Planning Guidelines

Poundbury + Abbotsbury





Key:

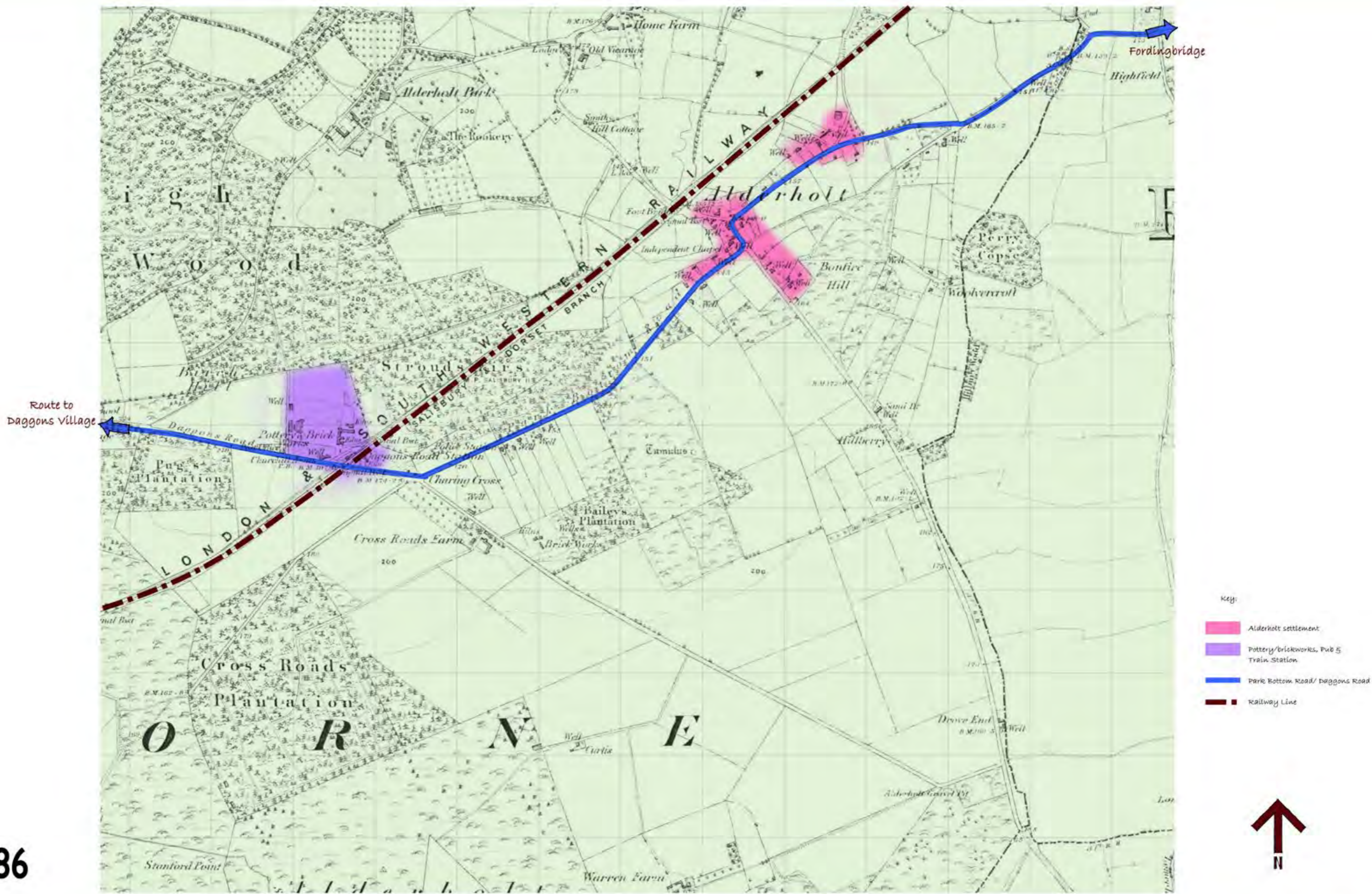
- Application Red Line
- Land within Oudbury Homes Control
- The site (121.87 Ha)





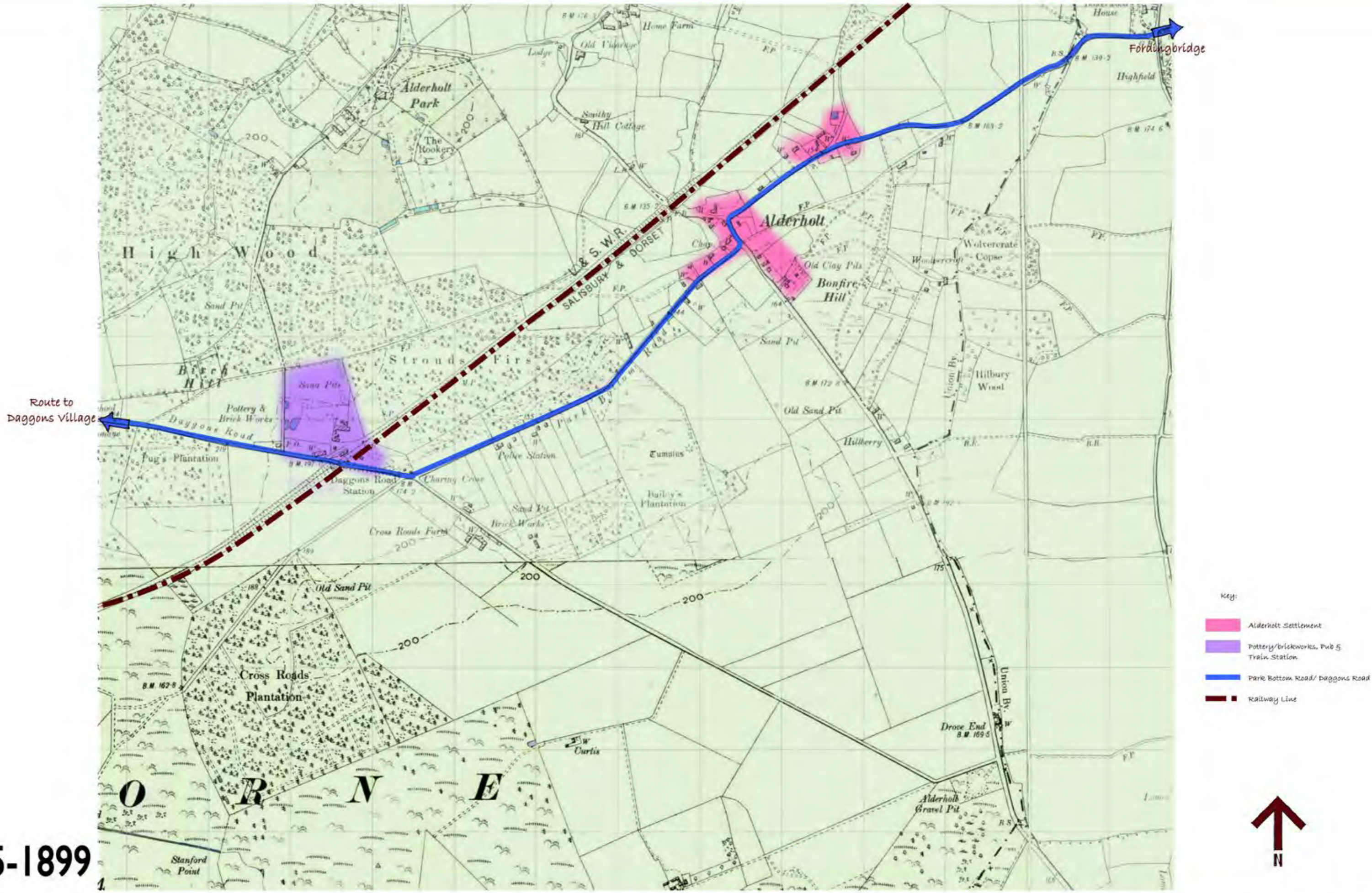




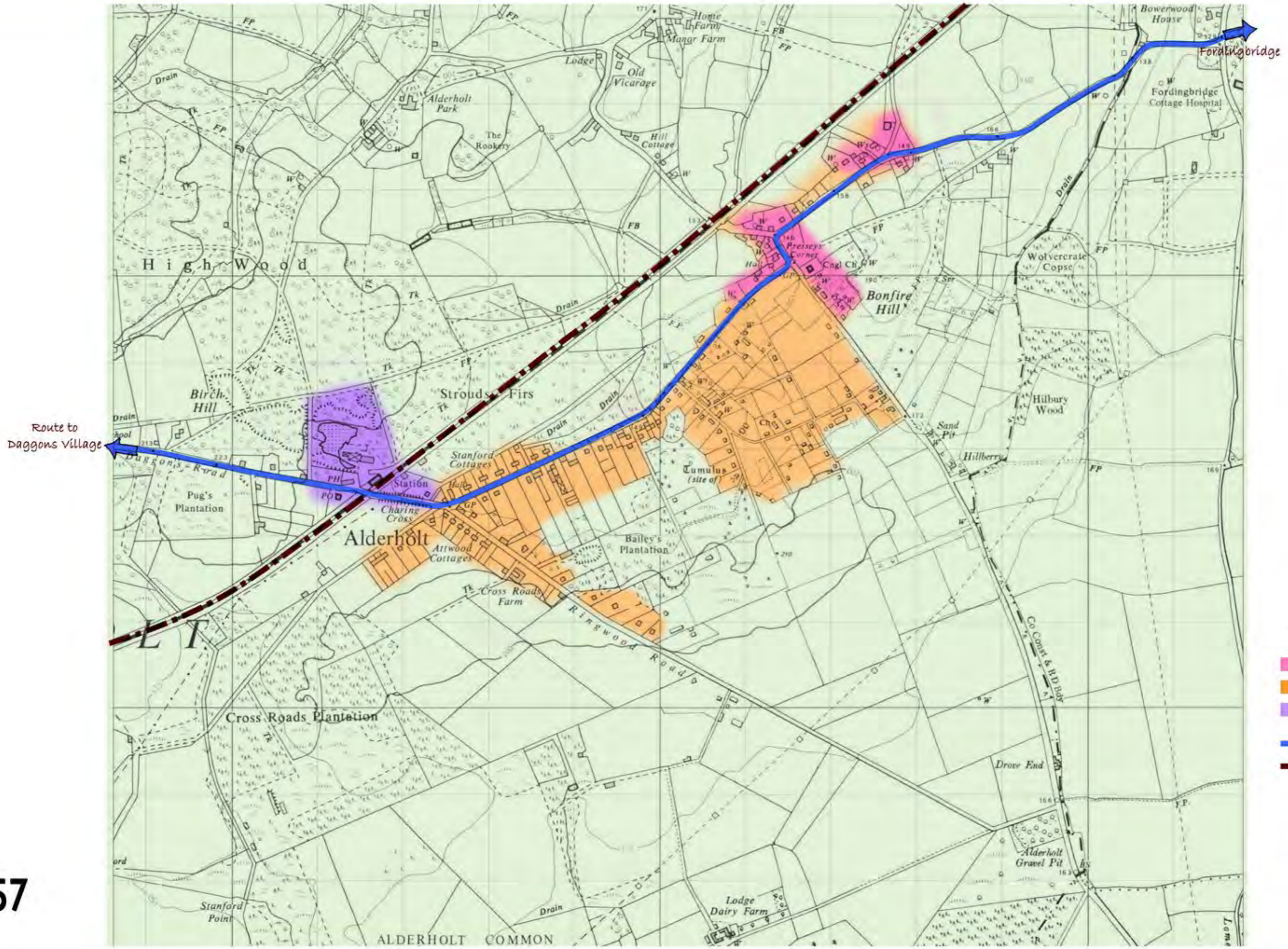


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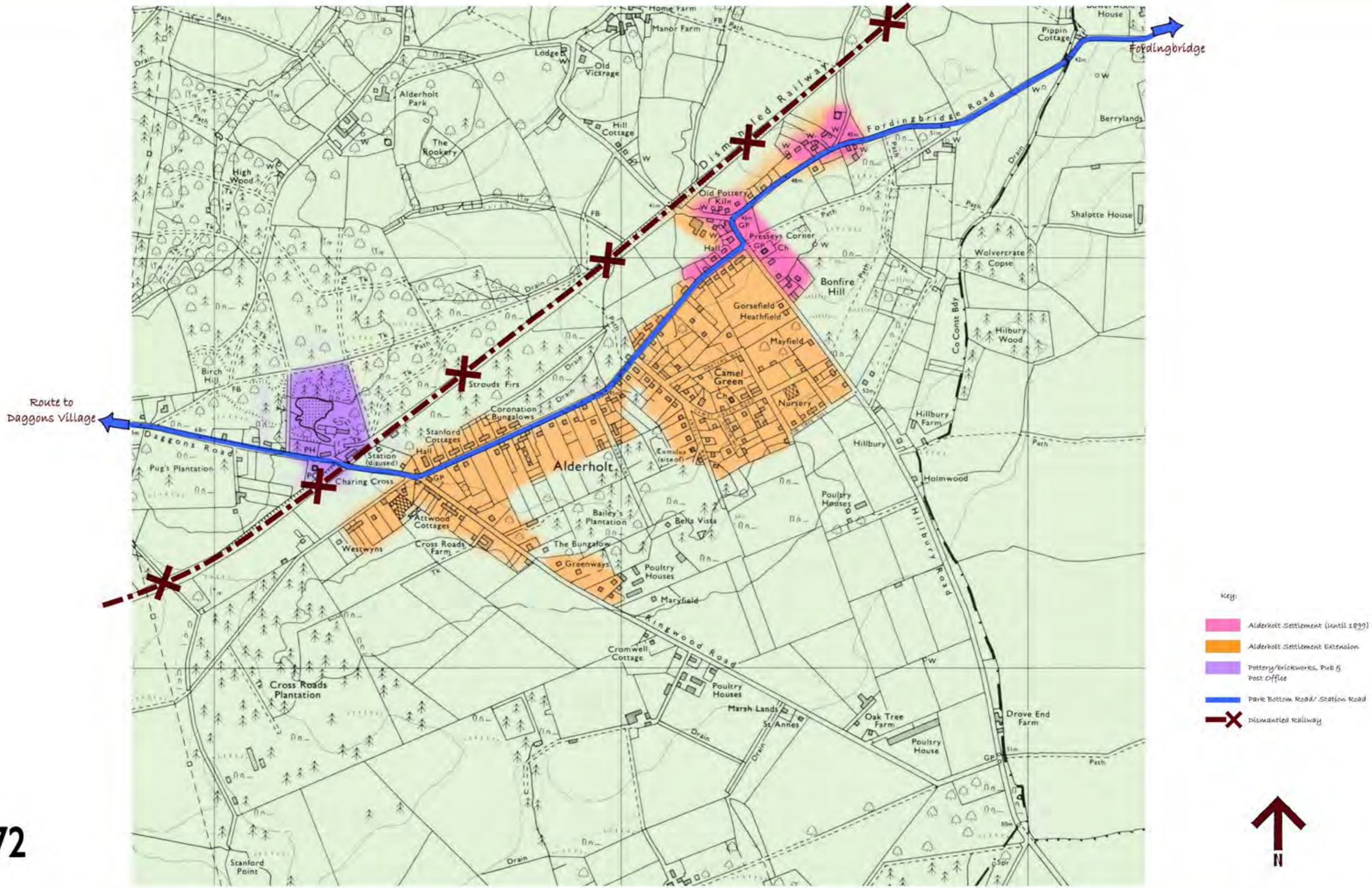




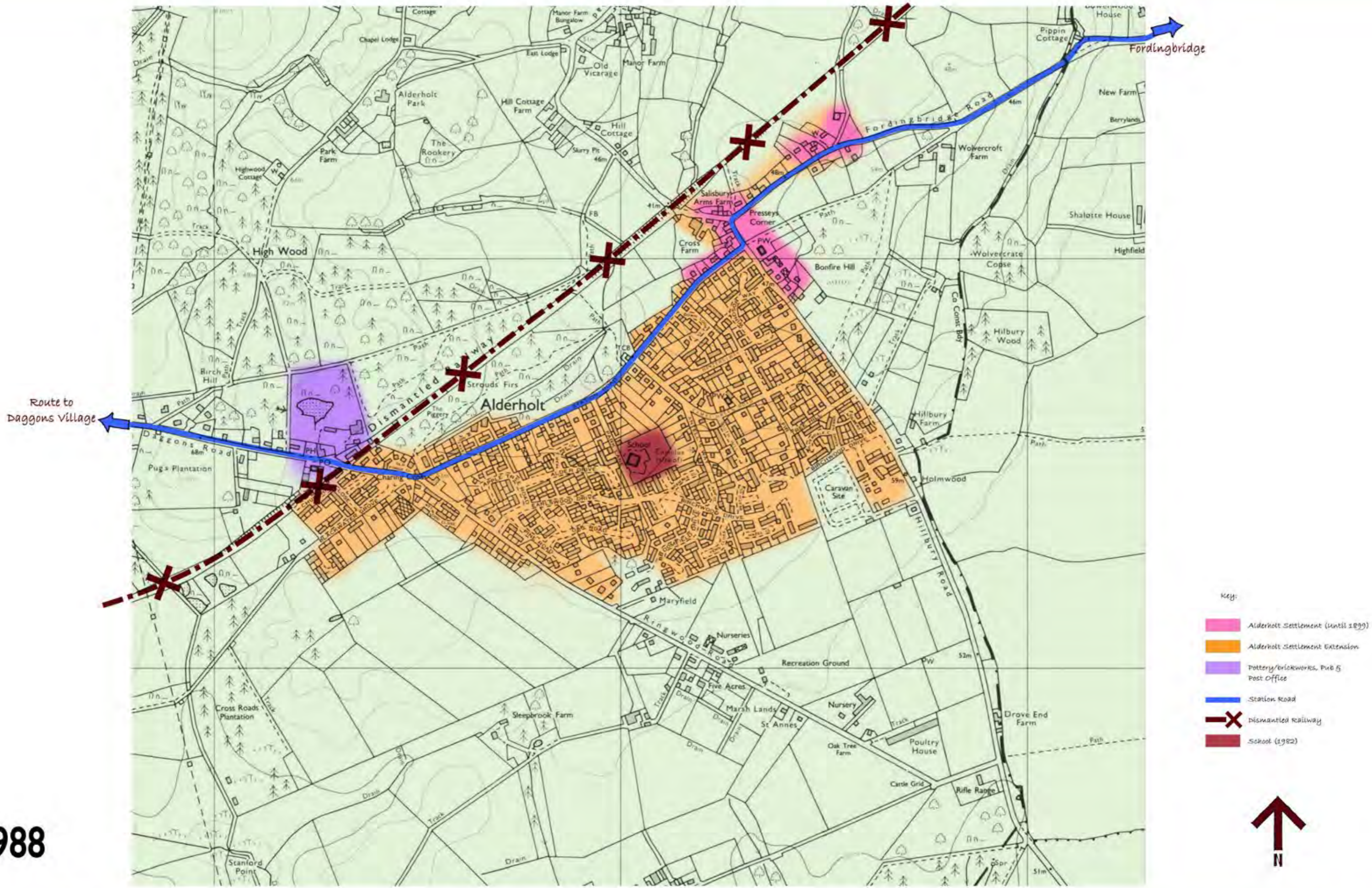






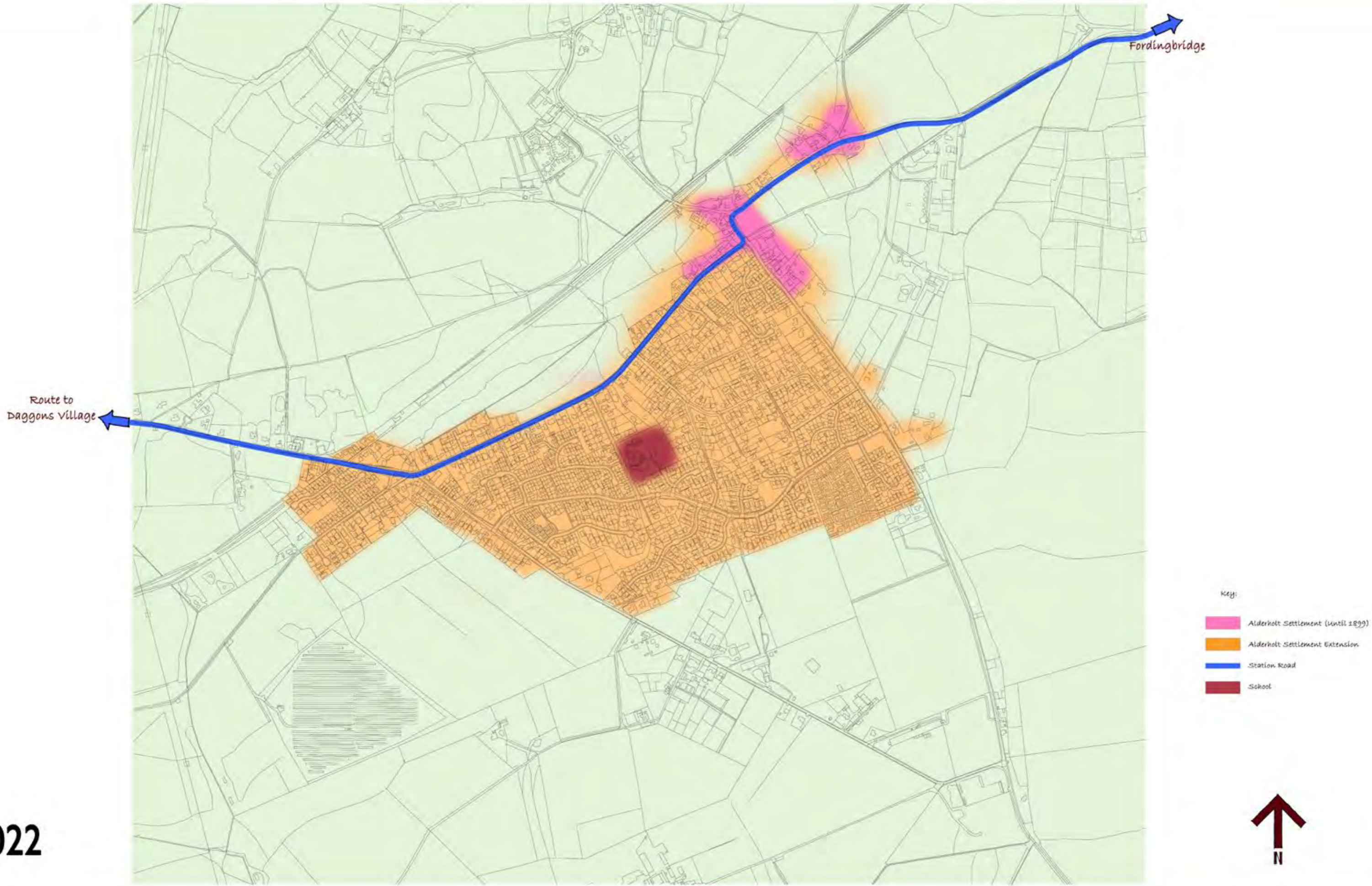






1988





2022

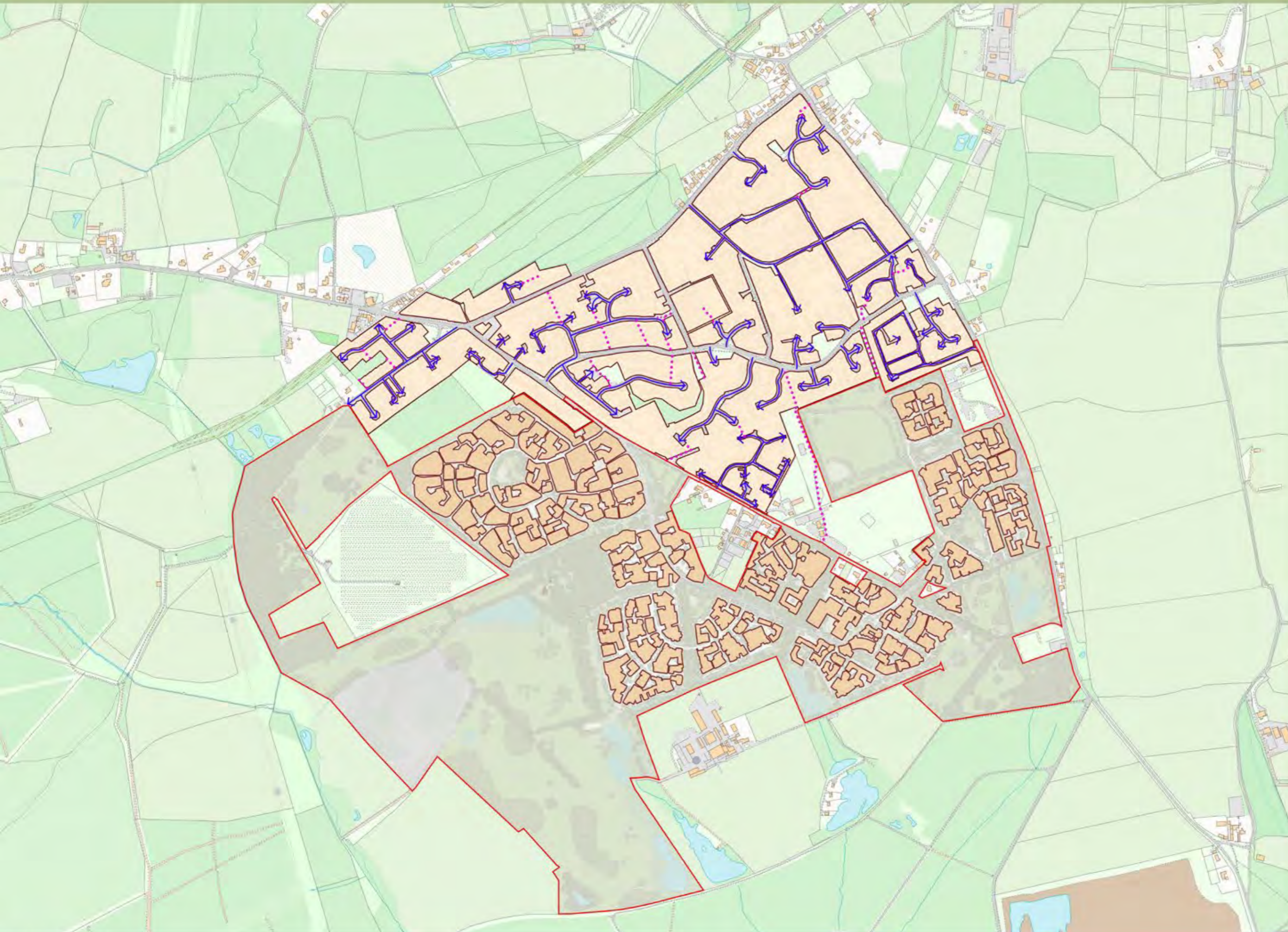




Key:  
 Alderholt Existing  
Anti Urban Pattern





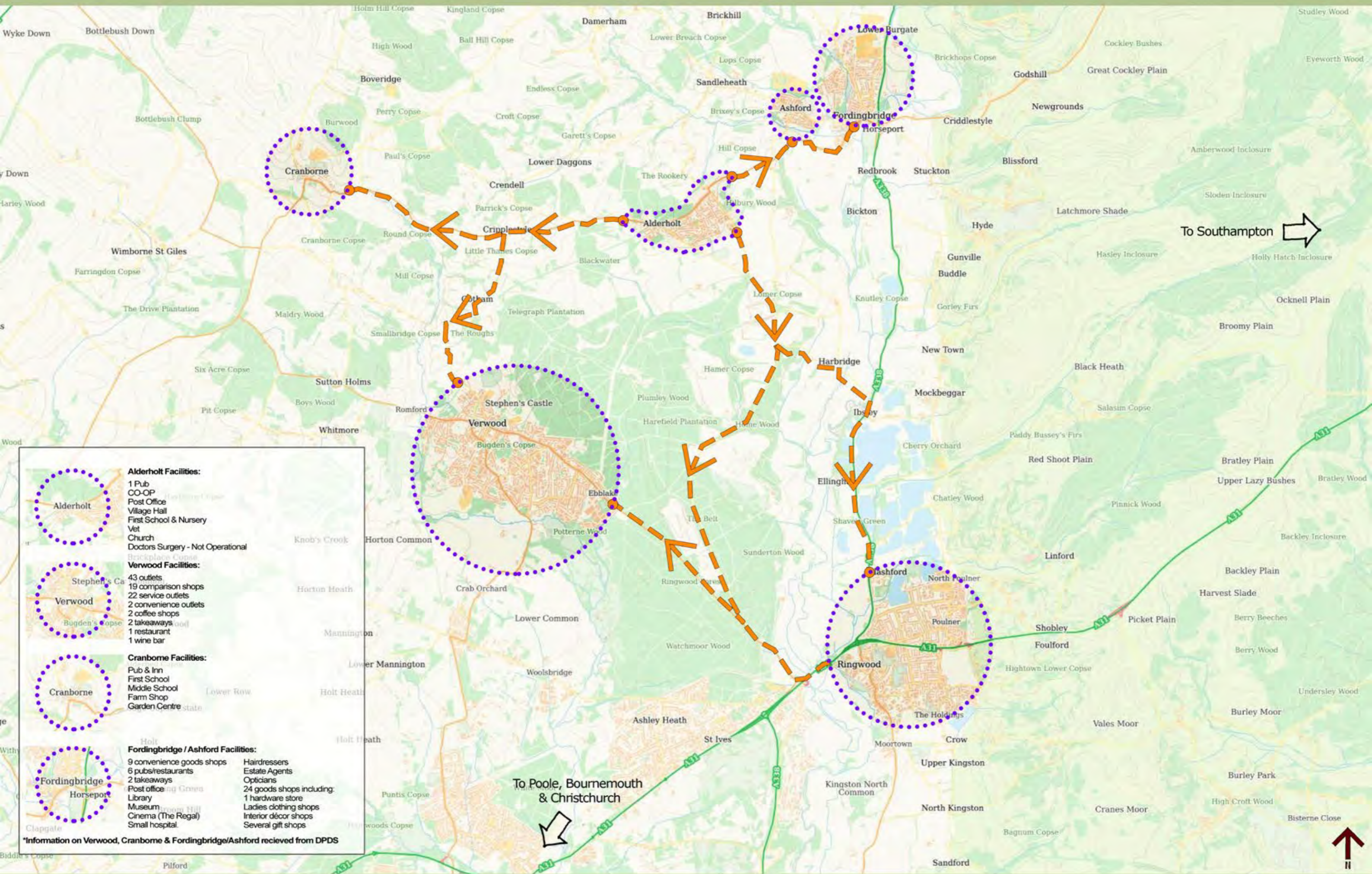


Key:

-  Alderholt Settlement
-  Proposed Alderholt Meadows Settlement
-  Path/Cut through
-  Cul-de-sac





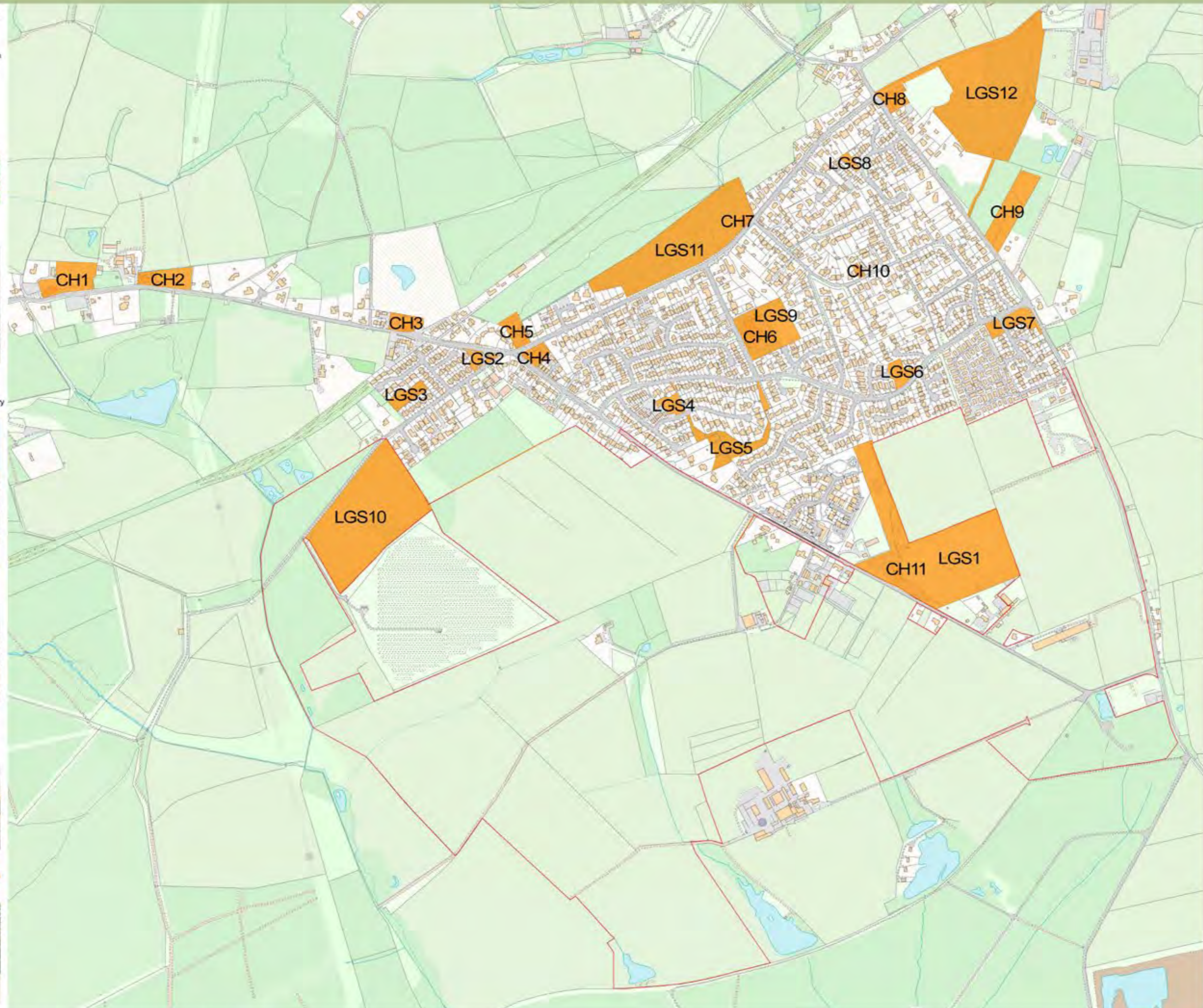


- Alderholt Facilities:**
    - 1 Pub
    - CO-OP
    - Post Office
    - Village Hall
    - First School & Nursery
    - Vet
    - Church
    - Doctors Surgery - Not Operational
  - Verwood Facilities:**
    - 43 outlets
    - 19 comparison shops
    - 22 service outlets
    - 2 convenience outlets
    - 2 coffee shops
    - 2 takeaways
    - 1 restaurant
    - 1 wine bar
  - Cranborne Facilities:**
    - Pub & Inn
    - First School
    - Middle School
    - Farm Shop
    - Garden Centre
  - Fordingbridge / Ashford Facilities:**
    - 9 convenience goods shops
    - 6 pubs/restaurants
    - 2 takeaways
    - Post office
    - Library
    - Museum
    - Cinema (The Regal)
    - Small hospital.
    - Hairdressers
    - Estate Agents
    - Opticians
    - 24 goods shops including:
      - 1 hardware store
      - Ladies clothing shops
      - Interior décor shops
      - Several gift shops
- \*Information on Verwood, Cranborne & Fordingbridge/Ashford recieved from DPDS**



**Key to Existing Community Hubs:**

- CH 1 - St. James' Church**  
 Regular Services and BCP communion service  
 Informal Service in Church with Sunday Club for children  
 Communion in Church, with Sunday Club for children  
 Messy Church in Alderholt Village Hall
- CH 2 - KingsWood Day Nursery**  
 Private day nursery  
 Forest school & holiday clubs
- CH 3 - The Churchill Arms**  
 "Public House The Churchill Arms is famous for its  
 Tuesday Bike Nights," classic car meets, murder mystery  
 evenings and food tasting nights
- CH 4 - Village Stores & Post Office**  
 Convenience Store (Co-op Alderholt)  
 Post Office  
 Charity Shop (Nearly New Beginnings)
- CH 5 - Alderholt Village Hall**  
 Monthly village market, comedy nights, art club,  
 badminton, pilates, scouts & general functions
- CH 6 - St James CE First School & Nursery**  
 First School & Nursery



- CH 7 - Alderholt Reading Room**  
 Community cafe/ stall at entrance to PROW
- CH 8 - Alderholt Chapel**  
 Morning and Evening Service
- CH 9 - Alderholt Allotments**  
 31 plots managed by the Parish Council
- CH 10 - Gospel Church**
- CH 11 - Alderholt Recreation Ground & Play Area**  
 Formal recreation area  
 Team sports, formal play and exercise  
 dog walkers, runners and families (kite flying, picnics)  
 Annual parish wide events  
 Alderholt Sports & Social Club



**Key to Existing Local Green Spaces:**

**LGS 1 - Alderholt Recreation Ground & Play Area**  
Formal recreation area  
Team sports, formal play and exercise  
dog walkers, runners and families (kite flying, picnics)  
Annual parish wide events  
Alderholt Sports & Social Club



**LGS 2 - Blackwater Grove Triangle**  
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.



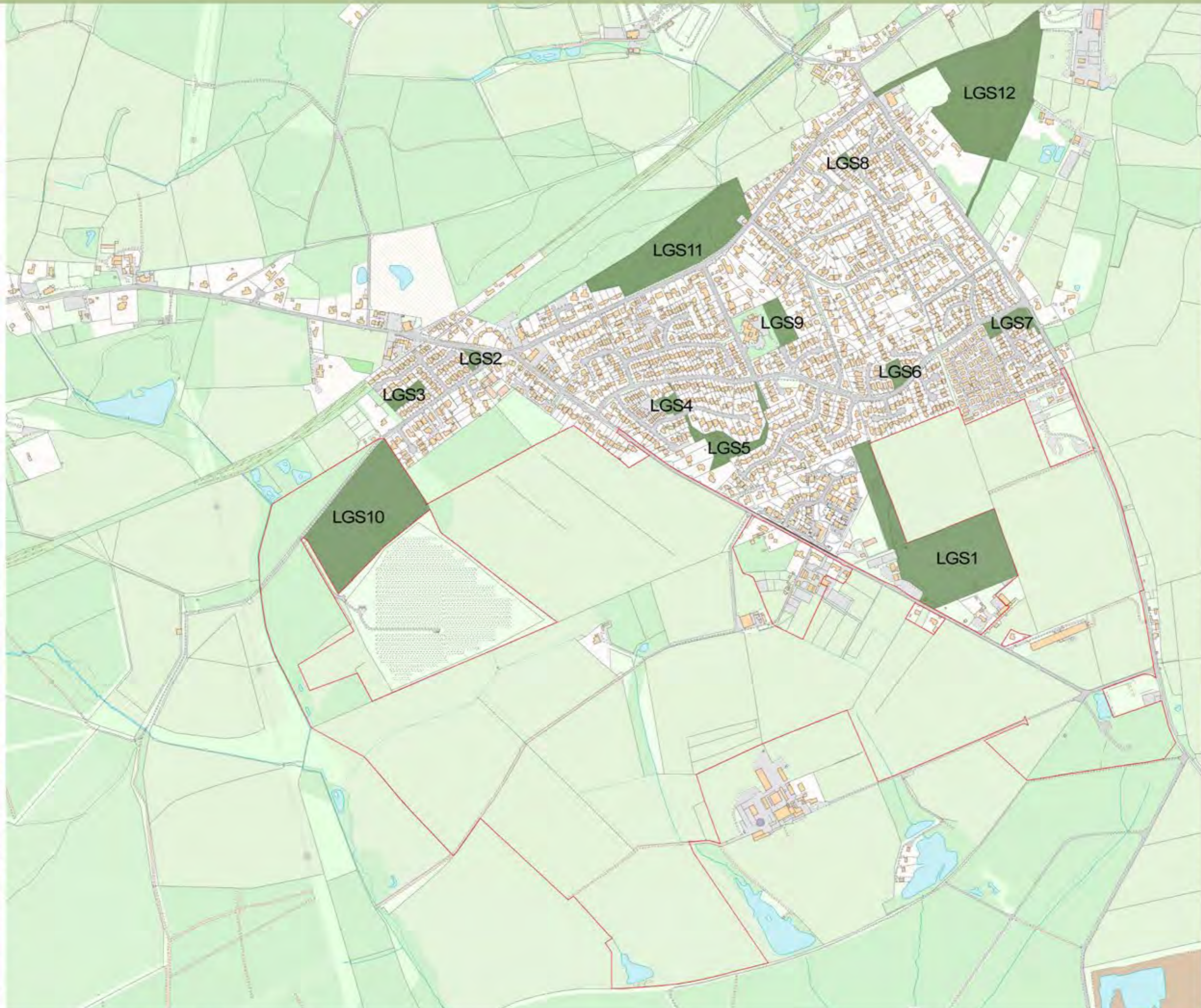
**LGS 3 - Churchill Close Kickabout Area**  
Important recreational space for the residents of Churchill Close and Blackwater Grove, allowing for informal recreation as the development is some distance from the recreation ground. Dog walking takes place at all times, with occasional informal events held there.



**LGS 4 - Earlswood Drive Amenity Space**  
A pleasant greenspace within the 1970s / 1980s development, including several trees. Used by dog walkers and for informal play by children.



**LGS 5 - Oak Road southern woodland corridor**  
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 greenspace in the 1971 Village Plan, and is therefore of some historic note in understanding the village's history.



**LGS 6 - Tudor Close Amenity Area**  
Greenspace in the 1970s / 1980s development, used by residents for dog walking



**LGS 7 - Kestrel Way Amenity Area (2 parcels)**  
Greenspace within the 1970s / 1980s development. Recently planted with trees, with the intention of softening the development edge



**LGS 8 - Windsor Way kickabout area**  
Valued open space used by children for informal play, in a part of the village that is some distance from the Recreation Ground.



**LGS 9 - Alderholt School Playing Field**  
Children's informal play. 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.



**LGS 10 - Blackwater Grove field**  
First open vista towards Cranborne Common, including views of the conifers on the ridge.



**LGS 11 - Stroud Firs**  
A deciduous woodland frontage along Station Road bringing the countryside into the village.



**LGS 12 - Bonfire Hill**  
Bonfire Hill is designated SSSI and abuts the SSSI site and is therefore important for the extensive wildlife in the area.







A LOCKED AND URBANISED ENVIRONMENT WITH ONE EPICENTRE,  
POST-WAR THINKING



NEW URBANISM MODEL. NEIGHBOURHOODS THAT CO-JOIN. A PLACE  
THAT IS TRAVELLED AND EXPERIENCED AND THAT ALLOWS PEOPLE TO  
TAKE OWNERSHIP AND FORM A COMMUNITY.



THE PROPOSED MASTERPLAN

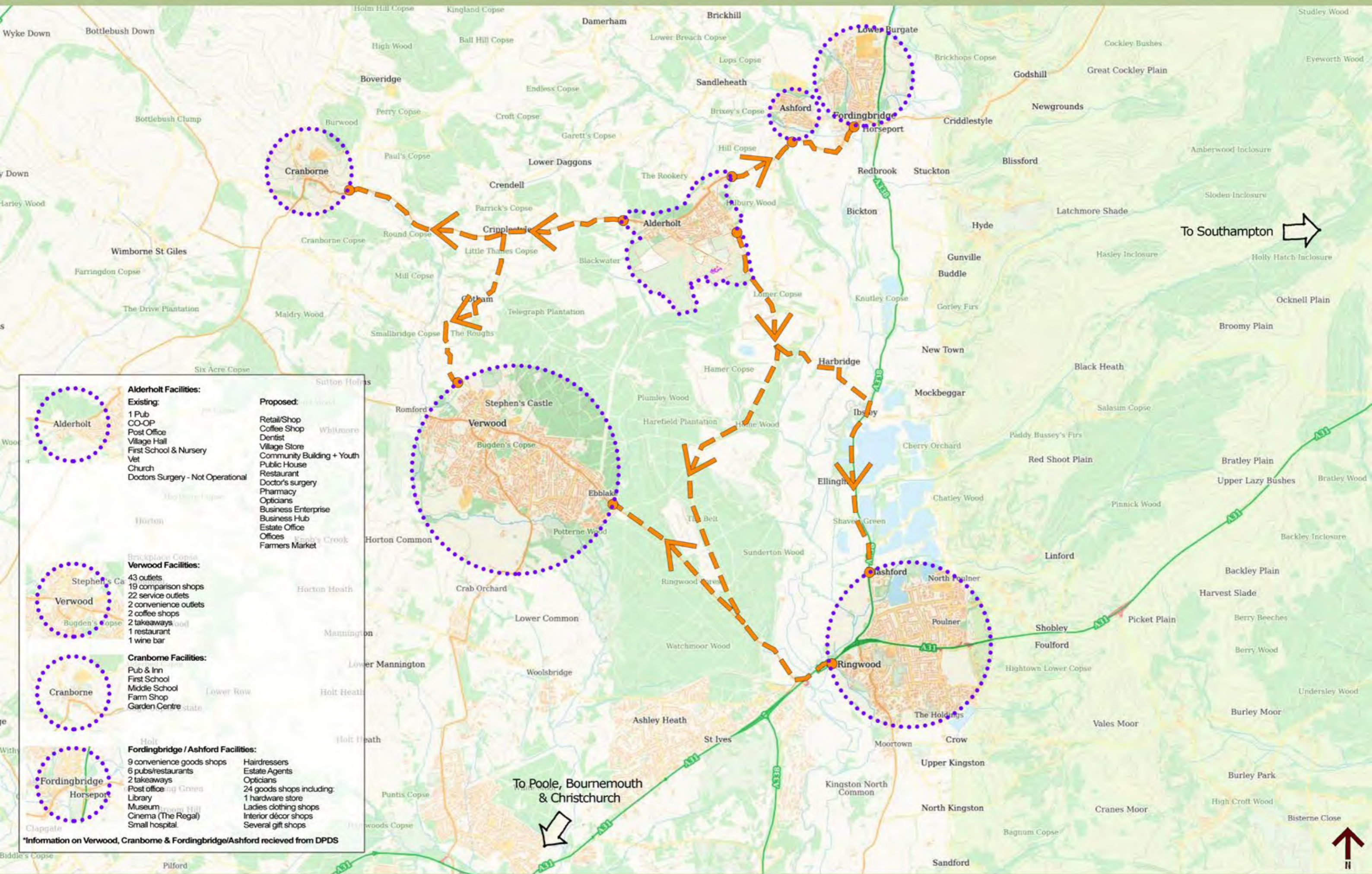




Poundbury Local Centre By Leon Krier - Architect (1992)

Alderholt Meadows, Dorset









Key:

-  Alderholt Existing Anti Urban Pattern
-  Proposed Community Hubs - A Journey to the Local Centre
-  Existing Community Hubs





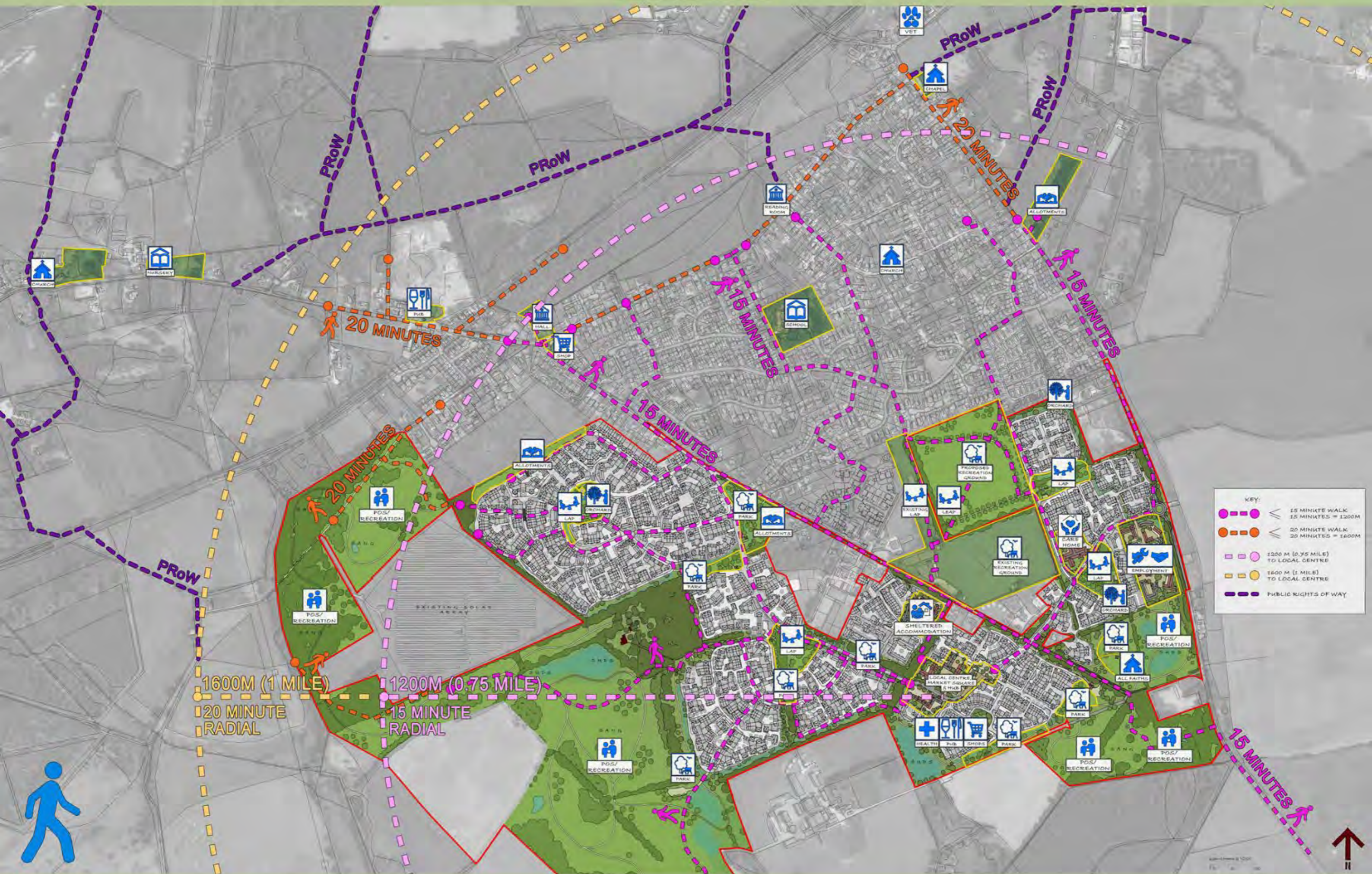


KEY:

	15 MINUTE WALK 15 MINUTES = 1200M
	20 MINUTE WALK 20 MINUTES = 1600M
	PUBLIC RIGHTS OF WAY

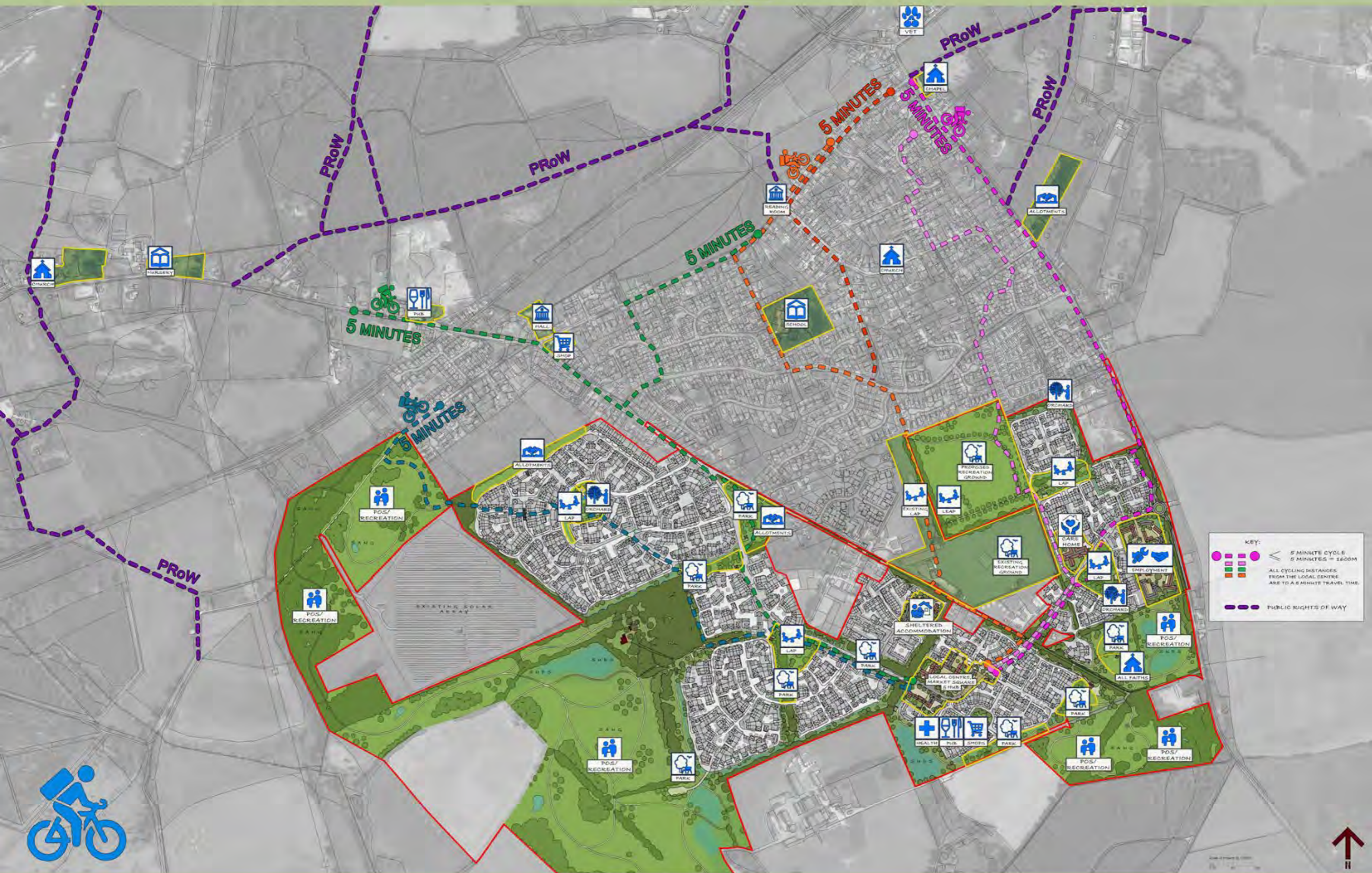






15-20 minute walks, with 15-20 minute radials, shown as the crow flies





**KEY:**

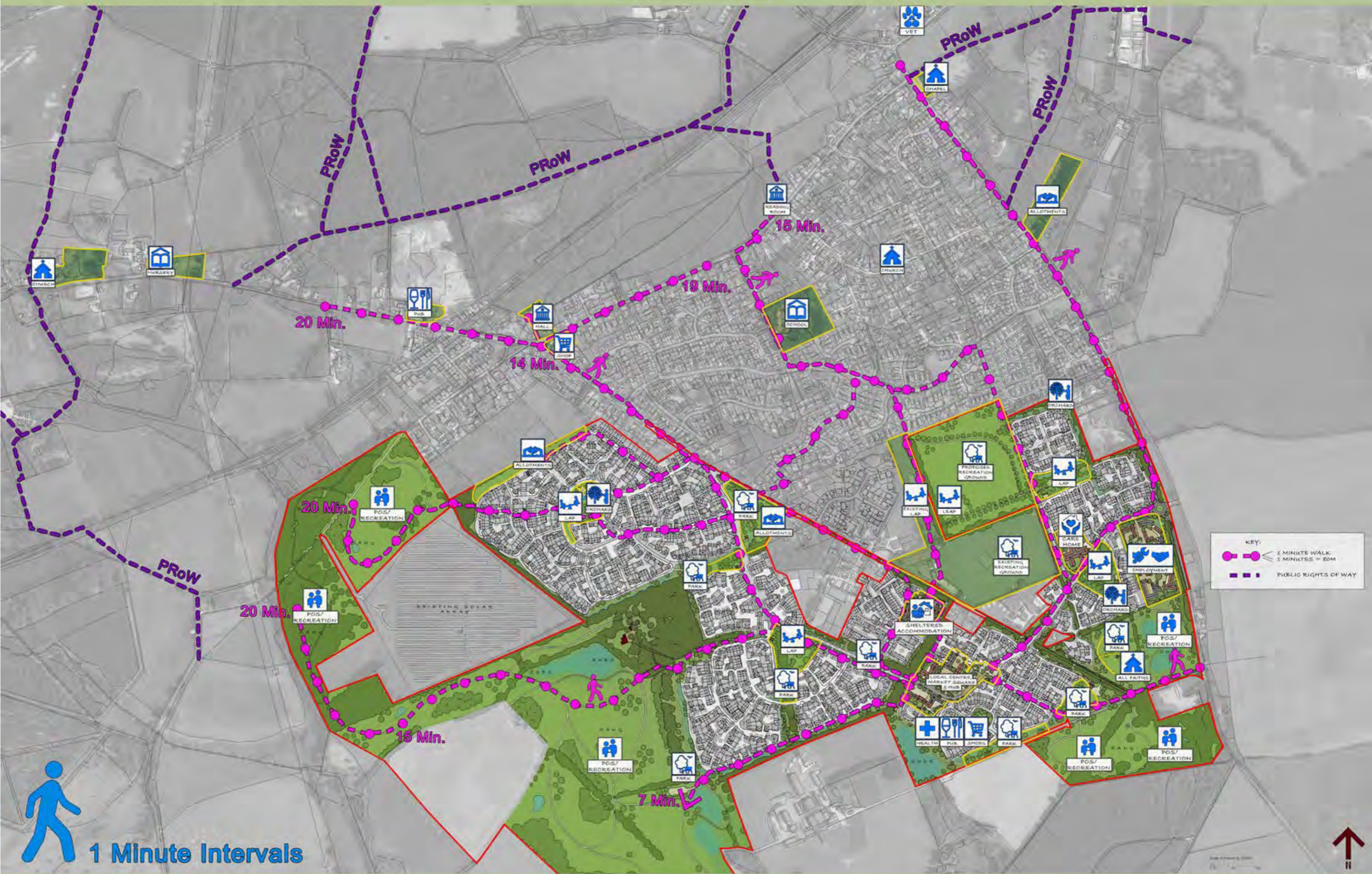
- 5 MINUTE CYCLE  
 5 MINUTES = 1600M
- ALL CYCLING DISTANCES FROM THE LOCAL CENTRE ARE TO A 5 MINUTE TRAVEL TIME.
- PUBLIC RIGHTS OF WAY







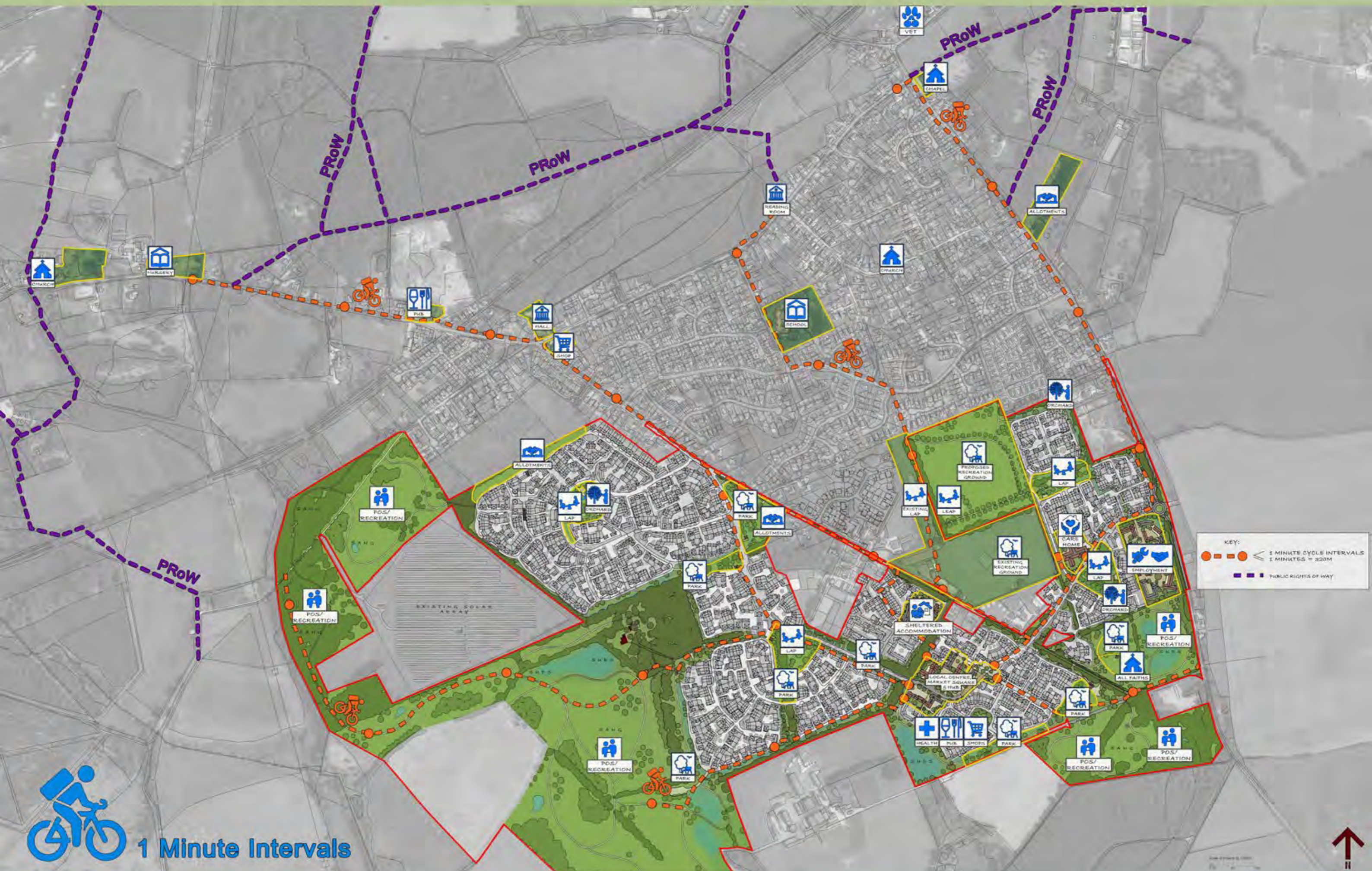




 **1 Minute Intervals**

KEY:  
— 1 MINUTE WALK  
1 MINUTE = 80M  
- - - PUBLIC RIGHTS OF WAY

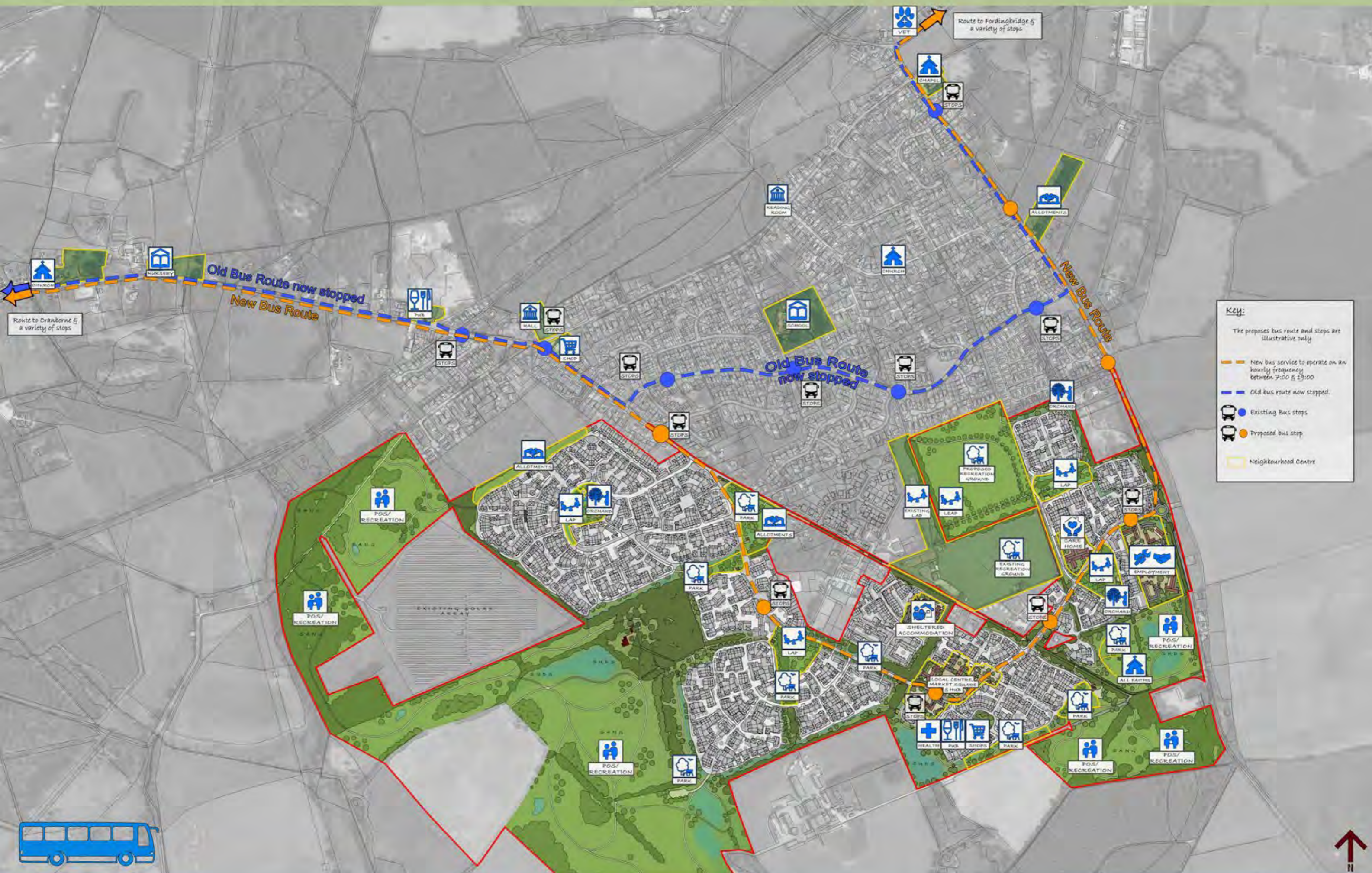




 1 Minute Intervals

KEY:  
● 1 MINUTE CYCLE INTERVALS  
1 MINUTE = 320M  
- - - PUBLIC RIGHTS OF WAY





**Key:**

The proposed bus route and stops are illustrative only

- New bus service to operate on an hourly frequency between 7:00 & 19:00
- - - Old bus route now stopped
- Existing Bus stops
- Proposed bus stop
- Neighbourhood Centre



Bus Routes (Existing & Proposed)



**Key to Proposed Community Hubs:**

**PCH 1 - Public open space & Parks, Allotments**

Community allotments are located adjacent to the nature play area, making this greenspace attractive to all users. People from all walks of life are encouraged to come together, socialise, and learn new skills. Children playing in the park can observe gardening activities, and later take part in the highly rewarding and nurturing process of growing plants and vegetables.



**PCH 2 - Local area of Play, Orchard**

Open green space and play area located in the centre of the new neighbourhood. Provides an informal and fun meeting point for children and adults to enjoy. A community orchard forms part of this space. It encourages people of all ages to come together and join in pruning and picking sessions, promotes community involvement.



**PCH 3 - Northern Allotments**

Community allotments available to all.



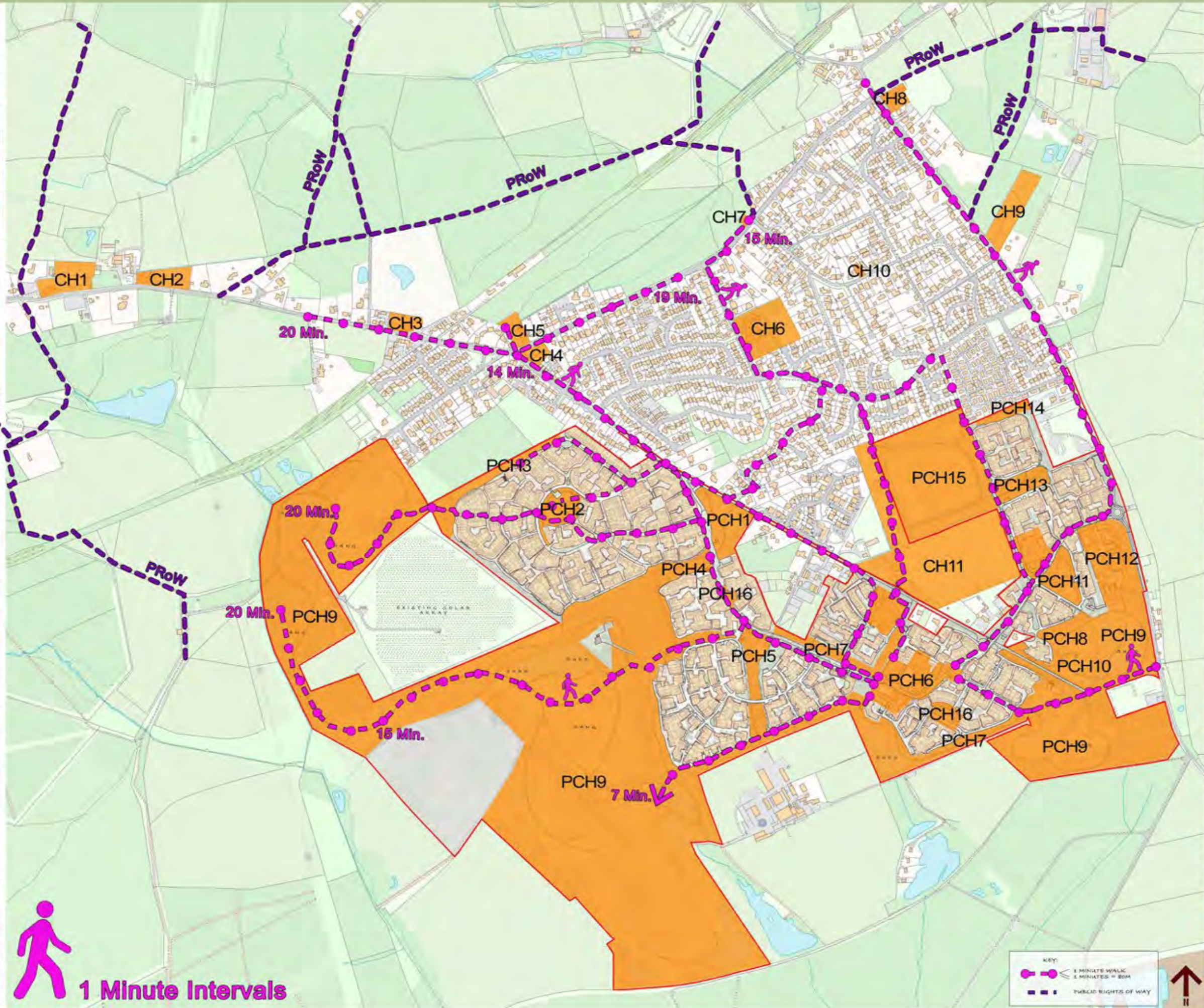
**PCH 4 - Park**

Incidental and naturalistic play park set within a corridor of existing trees leading to large open green space of SANG.



**PCH 5 - Local area of play**

A central open space with play park, and wild meadow, incorporates existing trees and hedges into the green infrastructure of the new neighbourhood. Improves quality of life and strengthens community.



 **1 Minute Intervals**

KEY:  
 1 MINUTE WALK  
 5 MINUTES WALK  
 PUBLIC RIGHTS OF WAY

**PCH 6 - Main Local centre/ Hub & Market Square**

Providing an attractive and vibrant market area, with shops, offices, health facilities and restaurants. Pedestrianised areas on both sides of the main route, encouraging social exchange and interaction. A meeting point.



**PCH 7 - Linear Park**

Linear park running along the main route to the local hub adds variety and interest to this journey. Rich with various species of trees and plants, as well as a linear swale. It provides a habitat for wildlife and increases biodiversity. It offers an attractive space for everyone to enjoy and forms a green link between other parks in the neighbourhood.



**PCH 8 - Park Edge**

A park with diverse range of plants and trees, fitted with benches and group seating areas is a perfect spot for community events.



**PCH 9 - Public Open space, SANG**

A large green park set among existing trees. Equipped with benches and picnic areas it encourages the local community to spend time outdoors and explore the surrounding natural trails.



**PCH 10 - All Faiths Chapel**

A place of interfaith worship, a hub for meetings and social gatherings.



**PCH 11 - Local area of Play, Orchard**

Play park and orchard located directly opposite the care home provides a wonderful opportunity for its residents to engage with young families and other park users. Promotes intergenerational exchange and strengthens residents' attachment to the surrounding environment and their sense of well being.





**Key to Proposed Community Hubs:**

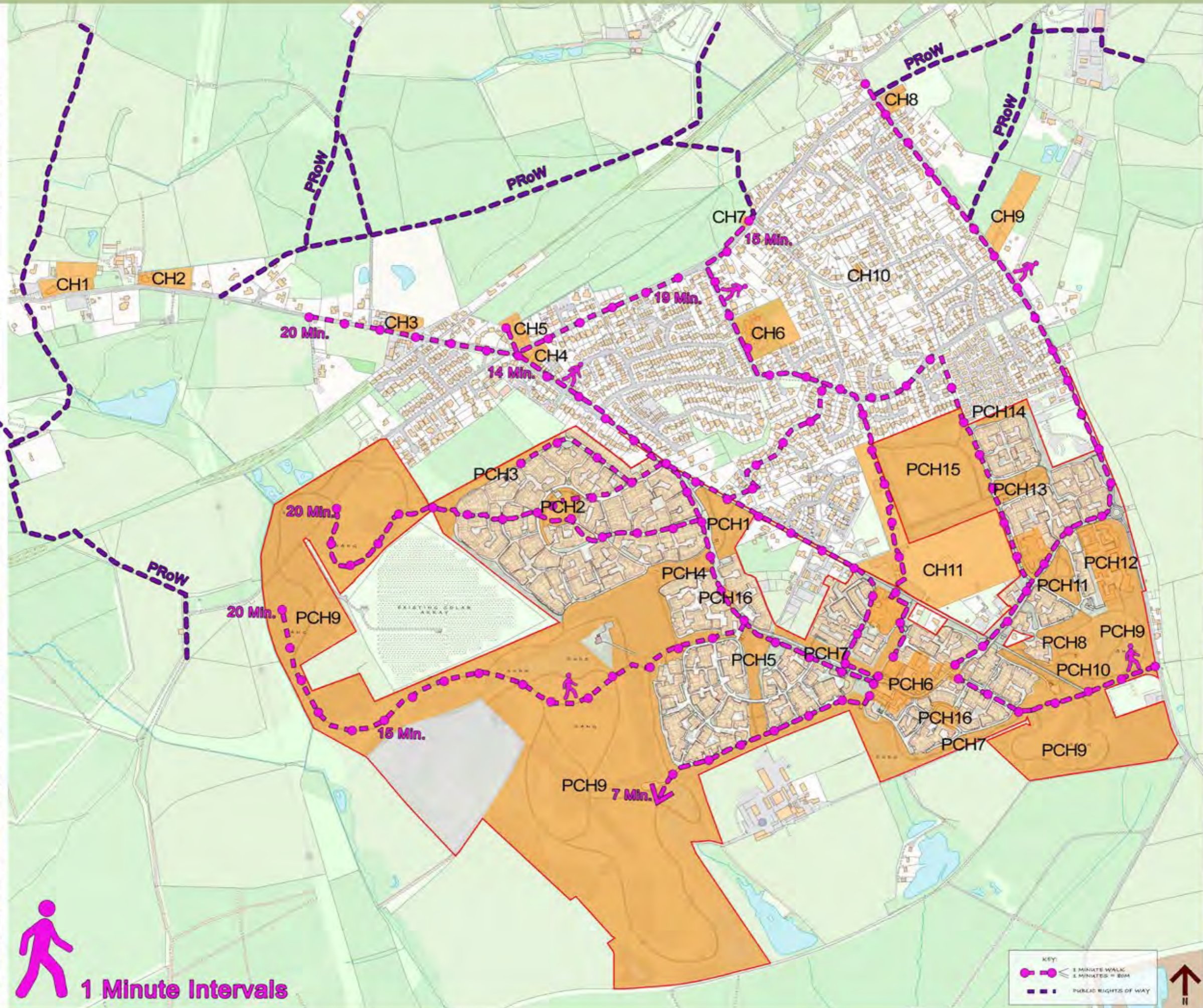
**PCH 12 - Employment Centre**  
10,000sqm of enterprise space providing a multitude of employment opportunities for the local community, a hub to meet and collaborate. Situated in convenient location close to access roads, main local centre with services and shops, as well as park.



**PCH 13 - Local area of play**  
Adjoining the large recreation grounds this smaller pocket park for younger children offers a range of creative installations sat within the backdrop of existing trees and hedges.



**PCH 14 - Orchard**  
A community orchard for working and harvesting together. Strengthens the understanding of the value of community, cooperation and sharing.



 **1 Minute Intervals**

**KEY:**  
 1 MINUTE WALK  
 PUBLIC RIGHTS OF WAY

**PCH 15 - Alderholt Meadow, Recreation Park, Local Equipment Area for Play**  
Extension to the existing Alderholt Recreation Ground, doubling it in size from approx. 5ha to 10ha. The new recreation area is to include 2 adult grass football pitches, as well as a state-of-the-art tennis facility (in collaboration with LTA). The grounds will also hold an equipped area for play offering accessible natural wood play experiences through a variety of frames and slides.



**PCH 16 - Plaza (Public square)**

An attractive, and designed with people in mind, shared space along the main route to the neighbourhood hub. A place of social interaction, enhanced with street furniture and shaded areas to sit, relax and get to know each other.





**Key to Proposed Community Hubs:**

**PGS 1 - Public open space & Parks, Allotments**

Community allotments are located adjacent to the nature play area, making this greenspace attractive to all users. People from all walks of life are encouraged to come together, socialise, and learn new skills. Children playing in the park can observe gardening activities, and later take part in the highly rewarding and nurturing process of growing plants and vegetables.



**PGS 2 - Local area of Play, Orchard**

Open green space and play area located in the centre of the new neighbourhood. Provides an informal and fun meeting point for children and adults to enjoy. A community orchard forms part of this space. It encourages people of all ages to come together and join in pruning and picking sessions, promotes community involvement.



**PGS 3 - Northern Allotments**

Community allotments available to all.

**PGS 4 - Park**

Incidental and naturalistic play park set within a corridor of existing trees leading to large open green space of SANG.

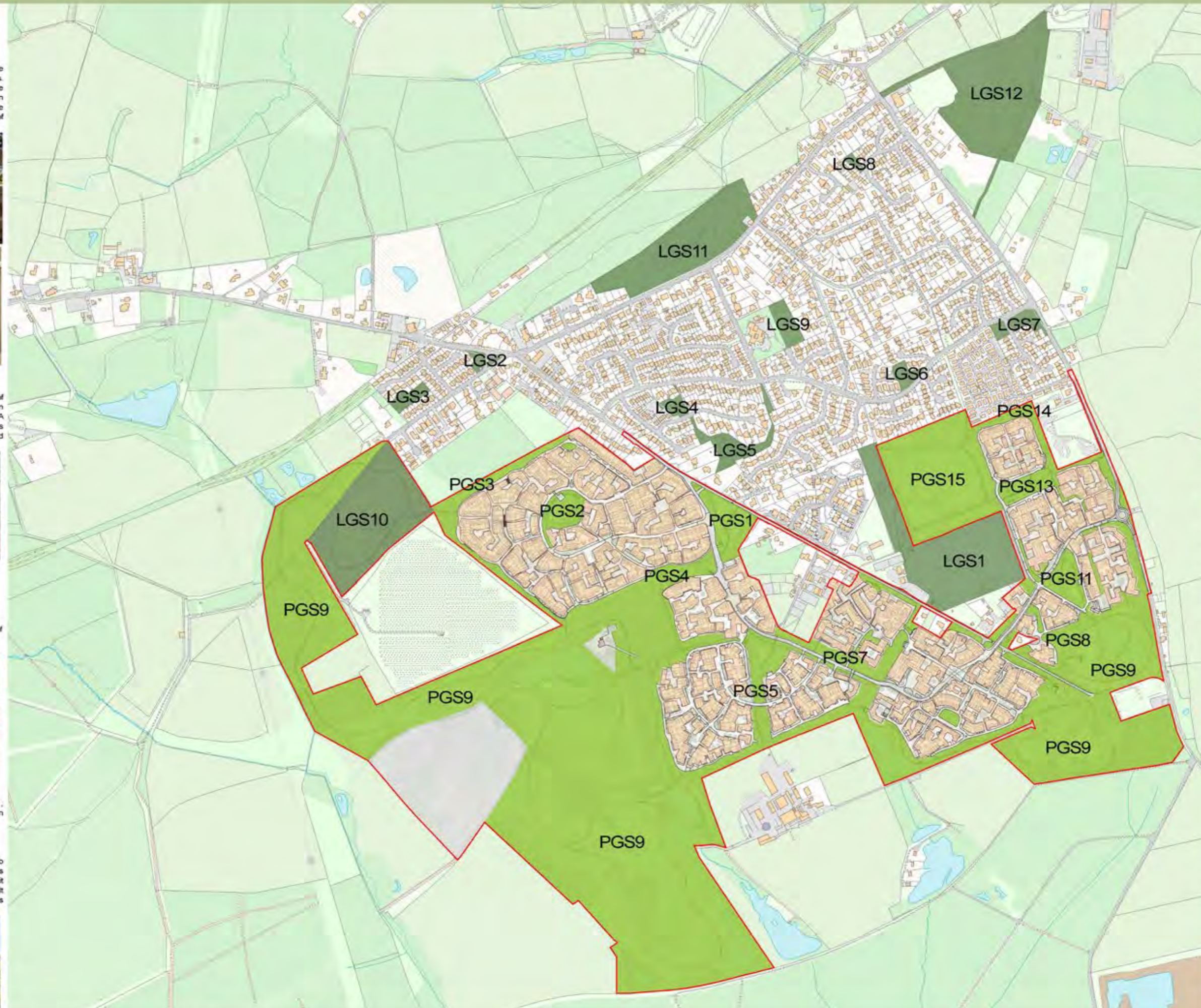


**PGS 5 - Local area of play**

A central open space with play park, and wild meadow, incorporates existing trees and hedges into the green infrastructure of the new neighbourhood. Improves quality of life and strengthens community.

**PGS 7 - Linear Park**

Linear park running along the main route to the local hub adds variety and interest to this journey. Rich with various species of trees and plants, as well as a linear swale it provides a habitat for wildlife and increases biodiversity. It offers an attractive space for everyone to enjoy and forms a green link between other parks in the neighbourhood.



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A large green park set among existing trees. Equipped with benches and picnic areas it encourages the local community to spend time outdoors and explore the surrounding natural trails.



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Play park and orchard located directly opposite the care home provides a wonderful opportunity for its residents to engage with young families and other park users. Promotes intergenerational exchange and strengthens residents' attachment to the surrounding environment and



**PGS 13 - Local area of play**

Adjoining the large recreation grounds this smaller pocket park for younger children offers a range of creative installations set within the backdrop of existing trees and hedges.

**PGS 14 - Orchard**

A community orchard for working and harvesting together. Strengthens the understanding of the value of community, cooperation and sharing.

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Extension to the existing Alderholt Recreation Ground, doubling it in size from approx. 5ha to 10ha. The new recreation area is to include 2 adult grass football pitches, as well as a state-of-the-art tennis facility (in collaboration with LTA). The grounds will also hold an equipped area for play offering accessible natural wood play experiences through a variety of frames and slides.







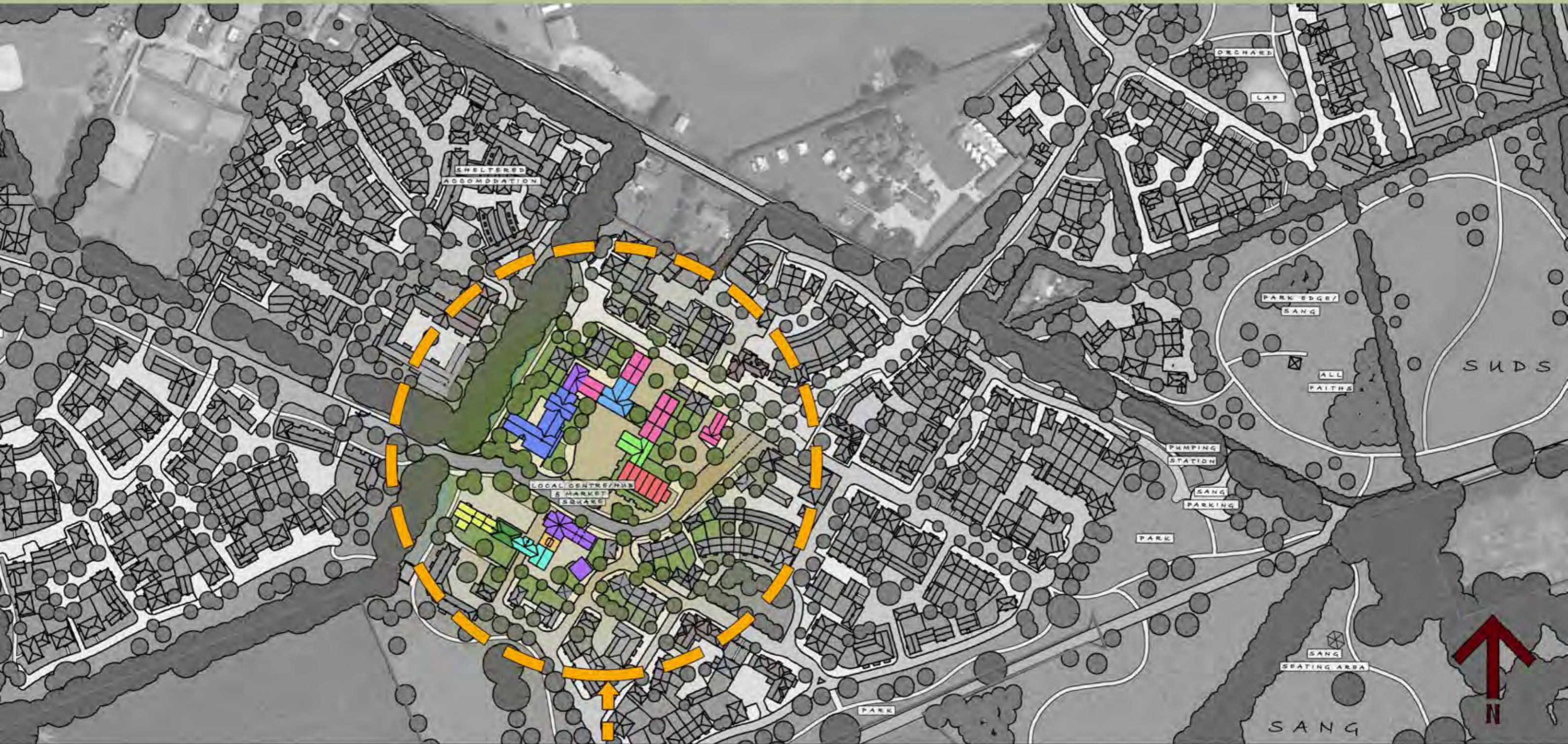




Key:






<span style="color: purple;">■</span>	Care Home
<span style="color: pink;">■</span>	Flat Blocks
<span style="color: orange;">■</span>	Accommodation above Commercial unit
<span style="color: blue;">■</span>	Sheltered Accommodation
<span style="color: cyan;">■</span>	Employment Centre





**ALDERHOLT MEADOWS LOCAL CENTRE, MARKET SQUARE AND HUB**

**KEY:**

- |  |   |   |
|--|---|---|
|  RETAIL/SHOP/COFFEE SHOP   |  PUBLIC HOUSE/RESTAURANT           |  DENTIST   |
|  VILLAGE STORE             |  BUSINESS ENTERPRISE/BUSINESS HUB  |  DOCTOR'S SURGERY                                      |
|  OFFICES/RETAIL/RESTAURANT |  COMMUNITY BUILDING + YOUTH CENTRE |  PHARMACY + OPTICIANS + DOCTOR'S SURGERY (FIRST FLOOR) |
|  |   |  ESTATES OFFICE  |





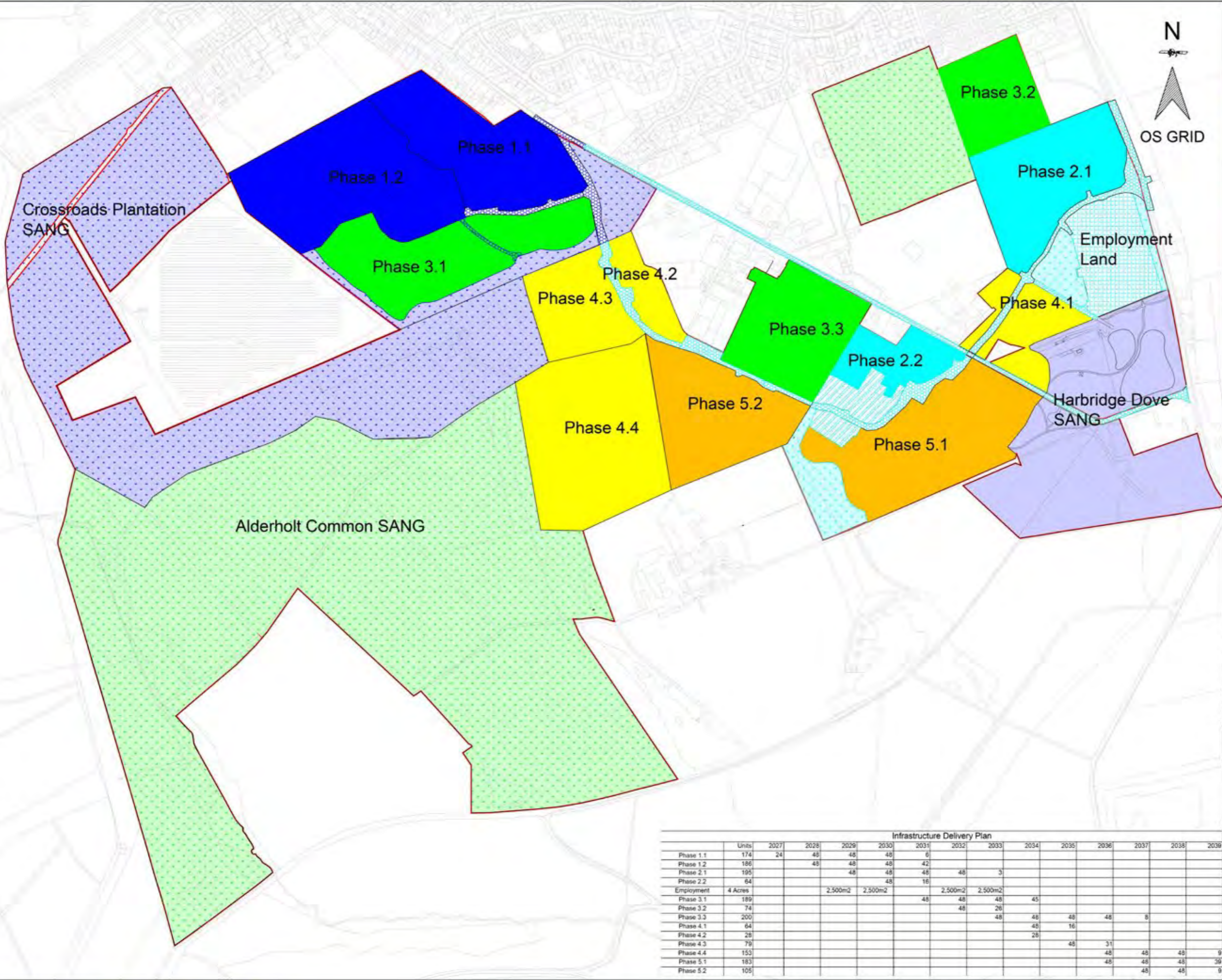
Local Centre - View 1  
Alderholt Meadows, Dorset





Local Centre - View 2  
Alderholt Meadows, Dorset





- NOTES:**
- ALL DETAILS ARE FOR DISCUSSION PURPOSES ONLY
  - MASTERPLAN IS INDICATIVE (DRAWING 22-1126-PP-PHASING PLAN REV P1)
  - DRAWING IS NOT TO SCALE
- PHASE 1:**
- RESIDENTIAL
  - HIGHWAYS
  - SANG / POS
- PHASE 2:**
- RESIDENTIAL
  - LOCAL CENTRE
  - EMPLOYMENT
  - HIGHWAYS
  - SANG / POS
- PHASE 3:**
- RESIDENTIAL
  - HIGHWAYS
  - SANG / POS
- PHASE 4:**
- RESIDENTIAL
- PHASE 5:**
- RESIDENTIAL

PHASING ADJUSTMENT	28/07/2024	PI
ISSUE FOR COMMENT	13/08/2023	PO
Issue Details	Draw	Chk
Client	PRELIMINARY	



Project  
**ALDERHOLT MEADOWS  
DUDSBURY HOMES (SOUTHERN) LTD**

Draw Title  
**COMBINED SALES PLAN  
PHASING DELIVERY PLAN**

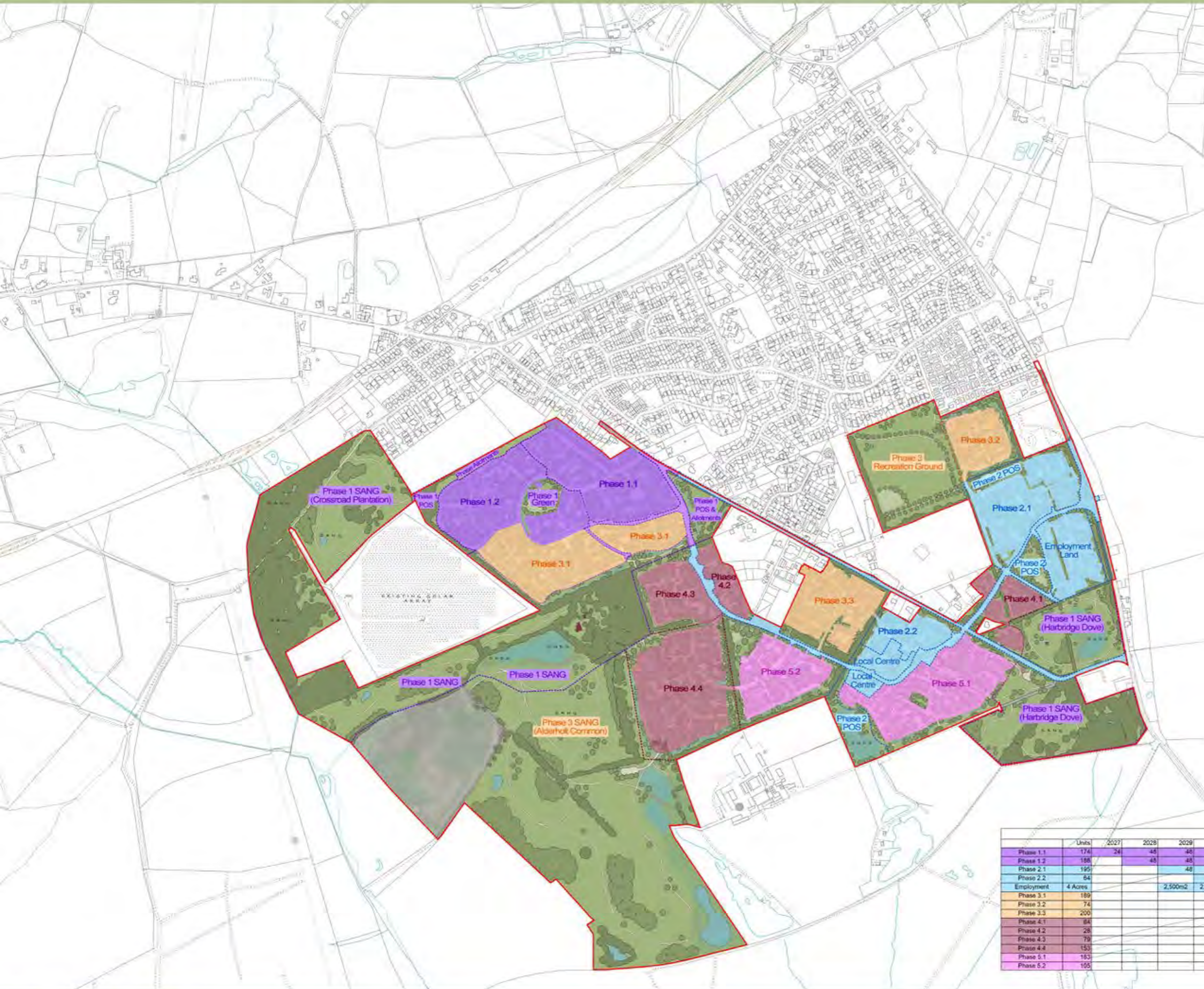
Draw No.	21-00464/DR/INF023/008	Revision	PO
Scale	NOT TO SCALE	Date	AUGUST 2023
Drawn	BMA	Checked	JMO
Approved		Approved	JMO



	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Phase 1.1	174	24	48	48	48	0								
Phase 1.2	186		48	48	48	42								
Phase 2.1	195		48	48	48	48	48	3						
Phase 2.2	64					16								
Employment	4 Acres		2,500m <sup>2</sup>	2,500m <sup>2</sup>			2,500m <sup>2</sup>	2,500m <sup>2</sup>						
Phase 3.1	189					48	48	48	45					
Phase 3.2	74						48	26						
Phase 3.3	200							48	48	48	48	8		
Phase 4.1	64								45	16				
Phase 4.2	28								28					
Phase 4.3	79									48	31			
Phase 4.4	153										48	48	48	9
Phase 5.1	183										48	48	48	30
Phase 5.2	105											48	48	9



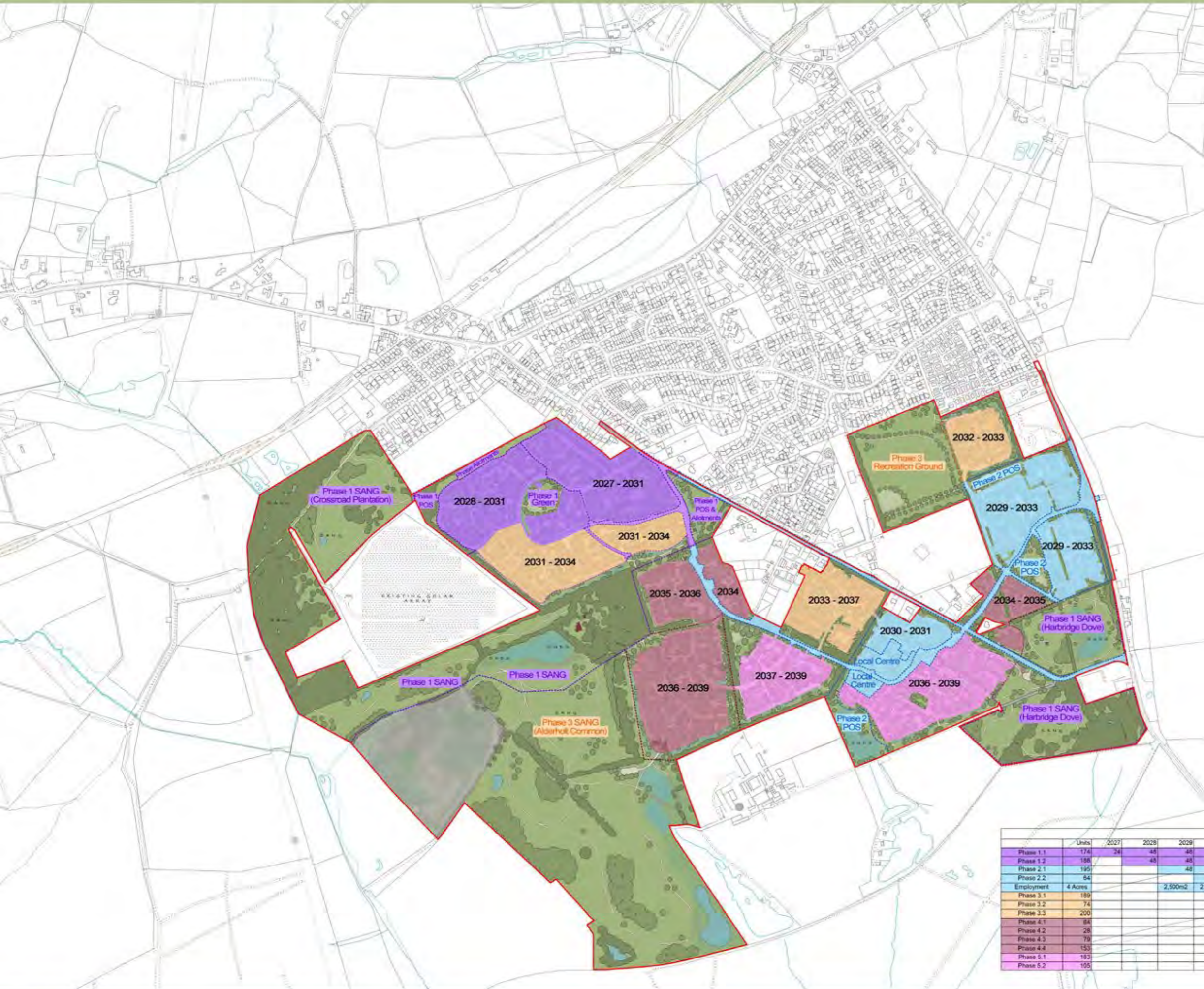




Timeline	Start	Completion
Phase 1.1	2027	2031
Phase 1.2	2028	2031
Phase 1 Highways	2027	Prior to the 1st occupation.
Phase 1 SANG (Crossroad Plantation)		Prior to the 1st occupation.
Phase 1 SANG (Harbridge Dove)		To be determined through S106.
Phase 1 Allotments		To be determined through S106.
Phase 2.1	2029	2033
Phase 2.2	2030	2031
Phase 2 Local Centre	2030	2031
Phase 2 Employment	2029	2033
Phase 2 Highways	2029	Prior to the 1st occupation.
Phase 2 SANG/POS		To be determined through S106.
Phase 3.1	2031	2034
Phase 3.2	2032	2033
Phase 3.3	2033	2037
Phase 3 Highways	2021	Prior to the 1st occupation.
Phase 3 SANG (Alderholt Common)		To be determined through S106.
Phase 3 Recreation Ground		To be determined through S106.
Phase 4.1	2034	2035
Phase 4.2	2034	2034
Phase 4.3	2035	2036
Phase 4.4	2036	2039
Phase 5.1	2036	2039
Phase 5.2	2037	2039

	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Phase 1.1	174	24	48	48	48	6								
Phase 1.2	188		48	48	48	42								
Phase 2.1	195			48	48	48	48	3						
Phase 2.2	94				48	18								
Employment	4 Acres			2,500m <sup>2</sup>	2,500m <sup>2</sup>		2,500m <sup>2</sup>	2,500m <sup>2</sup>						
Phase 3.1	189					48	48	48	45					
Phase 3.2	74						48	26						
Phase 3.3	200							48	48	48	48	8		
Phase 4.1	84								48	18				
Phase 4.2	28													
Phase 4.3	79									48	31			
Phase 4.4	153										48	48	48	9
Phase 5.1	183											48	48	39
Phase 5.2	105												48	9





Timeline	Start	Completion
Phase 1.1	2027	2031
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Phase 3 Highways	2021	Prior to the 1st occupation.
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Phase 4.1	2034	2035
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Phase 4.3	2035	2036
Phase 4.4	2036	2039
Phase 5.1	2036	2039
Phase 5.2	2037	2039

	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Phase 1.1	174	24	46	46	48	6								
Phase 1.2	188		48	48	48	42								
Phase 2.1	195			48	48	48	48	3						
Phase 2.2	84				48	18								
Employment	4 Acres			2,500m <sup>2</sup>	2,500m <sup>2</sup>		2,500m <sup>2</sup>	2,500m <sup>2</sup>						
Phase 3.1	189					48	48	48	45					
Phase 3.2	74						48	26						
Phase 3.3	200							48	48	48	48	8		
Phase 4.1	84								48	18				
Phase 4.2	28								28					
Phase 4.3	79									48	31			
Phase 4.4	153										48	48	48	8
Phase 5.1	183											48	48	39
Phase 5.2	105												48	8





Timeline	Start	Completion
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Phase 1 SANG (Harbridge Dove)		To be determined through S106.
Phase 1 Allotments		To be determined through S106.

		Infrastructure Delivery Plan												
	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Phase 1.1	174	26	46	46	48	6								
Phase 1.2	196		48	48	48	42								





Timeline	Start	Completion
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Phase 2 Employment	2029	2033
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Phase 1.1	174	24	46	46	48	6								
Phase 1.2	188		40	48	48	42								
Phase 2.1	195			48	40	48	48	3						
Phase 2.2	84				48	18								
Employment	4 Acres			2,500m <sup>2</sup>	2,500m <sup>2</sup>		2,500m <sup>2</sup>	2,500m <sup>2</sup>						

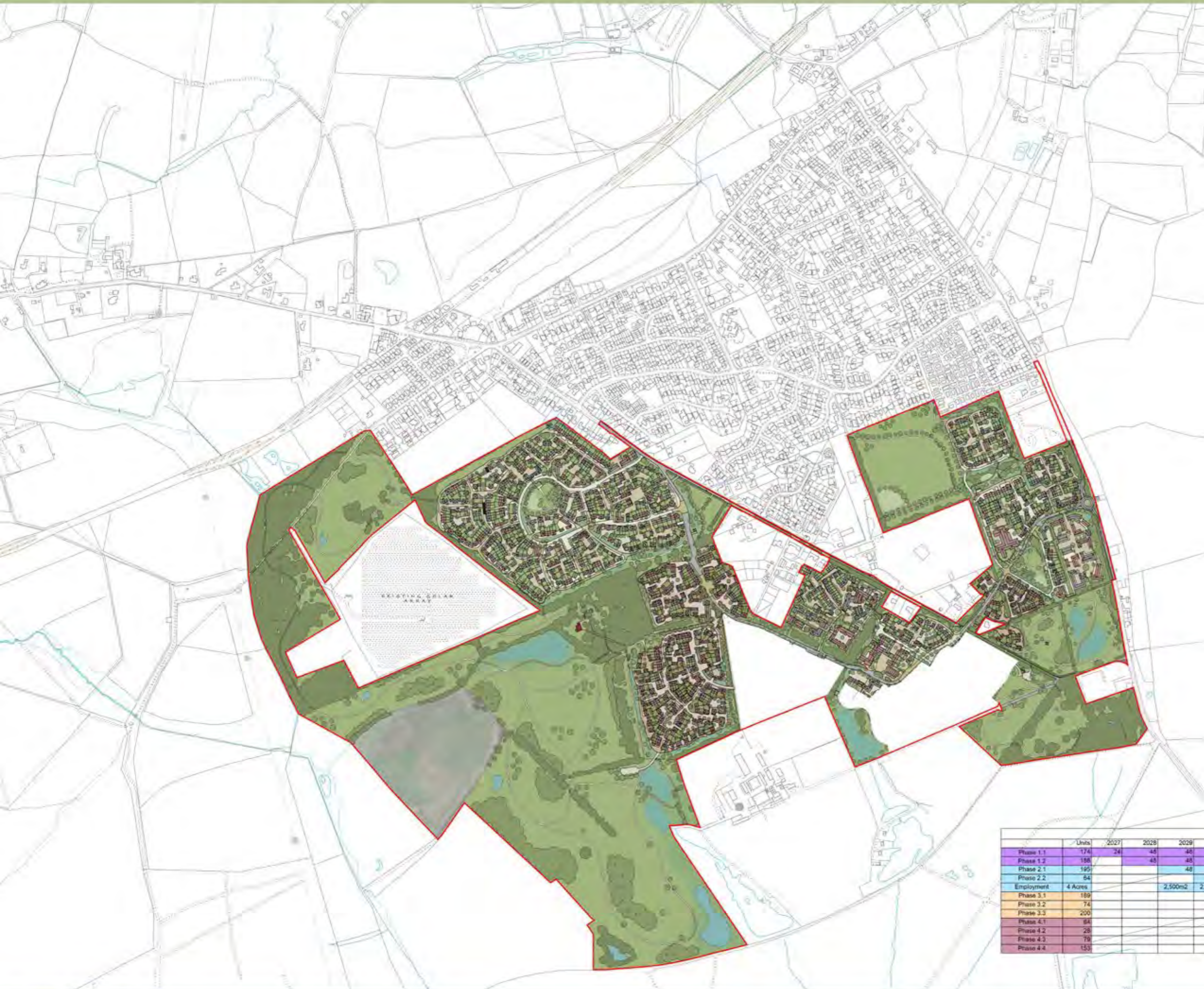




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Phase 3.3	2033	2037
Phase 3 Highways	2021	Prior to the 1st occupation.
Phase 3 SANG (Alderholt Common)		To be determined through S106.
Phase 3 Recreation Ground		To be determined through S106.

	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
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Employment	4 Acres			2,500m <sup>2</sup>	2,500m <sup>2</sup>		2,500m <sup>2</sup>	2,500m <sup>2</sup>						
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Phase 4.2	2034	2034
Phase 4.3	2035	2036
Phase 4.4	2036	2039

	Units	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Phase 1.1	174	24	46	46	48	6								
Phase 1.2	188		40	48	48	42								
Phase 2.1	195			48	48	48	48	3						
Phase 2.2	94				48	18								
Employment	4 Acres			2,500m <sup>2</sup>	2,500m <sup>2</sup>		2,500m <sup>2</sup>	2,500m <sup>2</sup>						
Phase 3.1	189					48	48		45					
Phase 3.2	74						48							
Phase 3.3	200							48	48	48	48	8		
Phase 4.1	84								48	18				
Phase 4.2	28								28					
Phase 4.3	79									48	31			
Phase 4.4	153										48	48	48	8





Timeline	Start	Completion
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Phase 3 Recreation Ground		To be determined through S106.
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Phase 4.2	2034	2034
Phase 4.3	2035	2036
Phase 4.4	2038	2039
Phase 5.1	2036	2039
Phase 5.2	2037	2039

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Phase 1.1	174	24	48	48	48	48	6							
Phase 1.2	188		48	48	48	42								
Phase 2.1	195			48	48	48	48	3						
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Employment	4 Acres			2,500m <sup>2</sup>	2,500m <sup>2</sup>		2,500m <sup>2</sup>	2,500m <sup>2</sup>						
Phase 3.1	189					48	48	48	45					
Phase 3.2	74						48	26						
Phase 3.3	200							48	48	48	48	8		
Phase 4.1	84								48	18				
Phase 4.2	28								28					
Phase 4.3	79									48	31			
Phase 4.4	153										48	48	48	9
Phase 5.1	183										48	48	48	39
Phase 5.2	105											48	48	9





**View 1** Local Centre, Hub and Market Square  
**View 2** Overlooking the Market Square  
**View 3** Primary Route Leading to Park  
**View 4** Houses Opposite the Orchard  
**View 5** View from the Local Area of Play  
**View 6** Cottages Overlooking Green  
**View 7** Gateway Leading to Parkland