

Application Number:	P/FUL/2024/07568
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land At Midgham Farm, Hillbury Road, Alderholt
Proposal:	Proposed extraction of sand and gravel with associated access, internal haul roads, processing plant, silt and freshwater lagoons, stockpiles, conveyors, offices, weighbridge, and other ancillary infrastructure, creation of a new permissive path, and restoration with inert materials to agriculture, amenity and nature conservation.
Applicant name:	Cemex UK Operations Limited
Case Officer:	Tony Cosgrove
Ward Member(s):	Cllr David Tooke

1.0 Recommendation

1.1 An application has been submitted by Cemex for the extraction of mineral and associated works at Midgham Farm, near Alderholt. It has been brought to the Strategic Planning Committee for comment as it relates to a cross-boundary planning application. The majority of the site is in Hampshire, with the remainder in Dorset Council. The determination of the application has been delegated to Hampshire County Council (HCC).

1.2 As Dorset Council is not the decision-making authority, there is no formal planning recommendation. However, the committee is invited to read this report (which provides context and details of the proposed development) and provide any observations it may have.

1.3 It is recommended that Dorset Council:

- 1) writes to Hampshire County Council OBJECTING to the proposed development setting out its concerns; and
- 2) in that letter, makes it clear that it wants to work with HCC, the applicant, and all other interested parties to proactively to see if an appropriate and sustainable solution can be developed.

1.4 The suggested letter to HCC is available as Appendix I to this document.

2.0 Introduction

2.1 It is proposed to extract approximately 3.6 million tonnes of sand and gravel from an area of land measuring 88.5 hectares near the village of Alderholt (Figure 1). Following extraction, the site is proposed to be progressively restored for agriculture, nature conservation and public access with importation of inert waste.

2.2 The village of Alderholt lies adjacent to the northwestern tip of the site approximately 2 km southwest of Fordingbridge and immediately northeast of Cemex's existing Hamer Warren Quarry. Ringwood lies approximately 7km to the south of the site, while Salisbury is located 17km to the north.

2.3 The site is on the Hampshire / Dorset boundary. Hampshire County Council are the Local Highway Authority (LHA) responsible for parts of Harbridge Drove / Alderholt Road to the south of the site and Lomer Lane, which divides the site and Dorset Council are the LHA for Hillbury Road in the immediate vicinity of the proposed site access.

2.4 The site is located to the southeast of Alderholt Village, to the east of Hillbury Road. The site is bordered to the west by Hillbury Road, by Midgham Farm to the north and on all other sides by open fields. The site is bisected by Lomer Lane, which provides access to Midgham Farm.

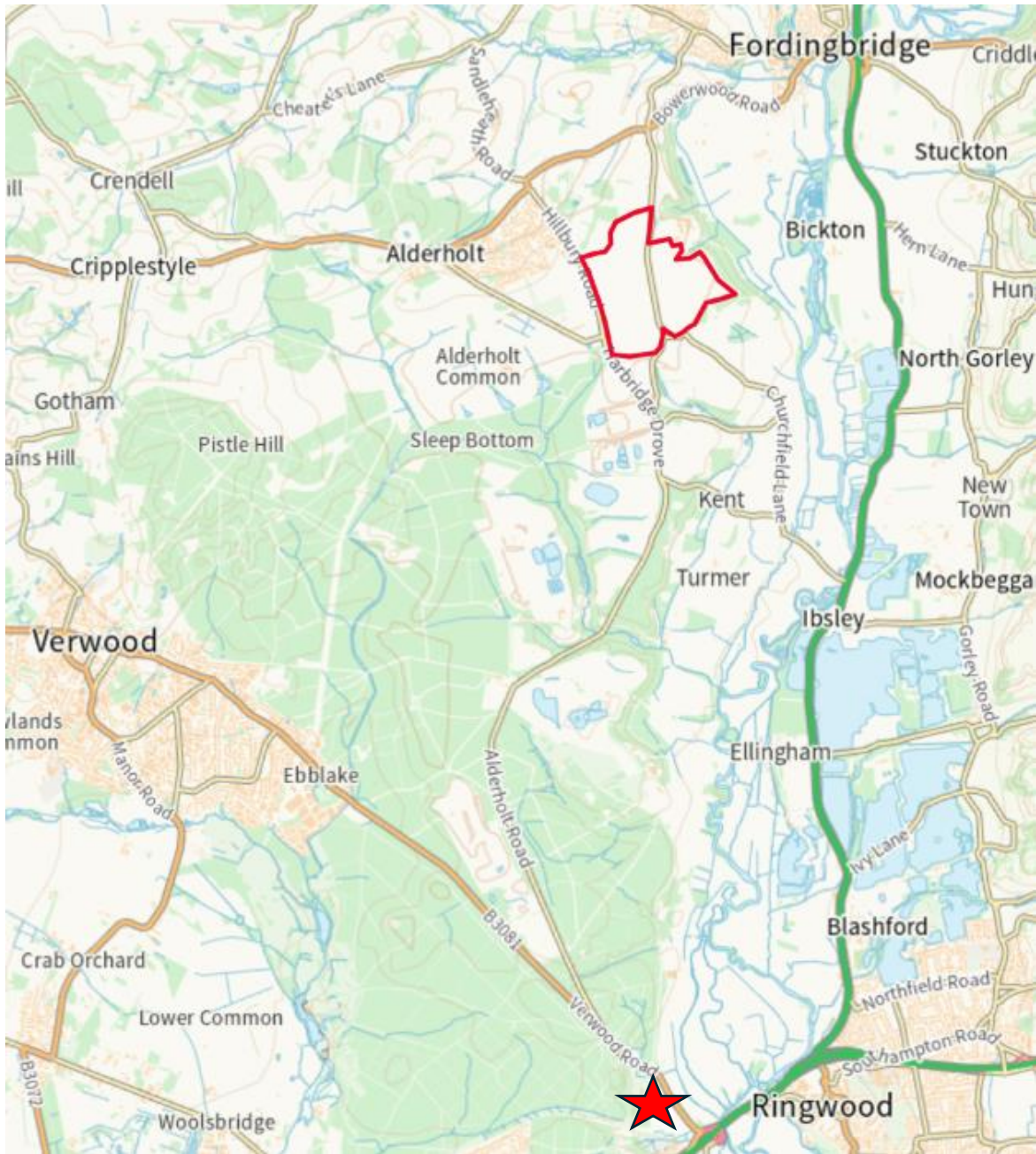


Figure 1: General location map of the Midgham Farm proposal. Alderholt Road/Hillbury Road/Harbridge Drove runs north-south from Alderholt and ends at Bakers Hanging (shown by red star).

2.5 The application Site area is 88.53 hectares in total. The majority of the land within the application site (over 99%) lies in Hampshire. A thin strip of land along the western site boundary which is the proposed access to the site, amounting to circa 0.77 hectares, lies within Dorset.

2.6 Where an application site falls on land that is within the boundary of more than one local planning authority, then identical applications are submitted to each planning authority. This is done in the interests of efficiency and ensures that two identical applications do not run concurrently.

2.7 The determination of this application has been therefore delegated to Hampshire County Council.

3.0 Context

3.1 This is an area with existing mineral sites. Just to the south of the Site, mineral extraction at Cemex's Hamer Warren Quarry (Figure 2) is well established, dating back to the mid-1960s. Operations within the site were, up until recently, governed by planning permission from Hampshire (19/10014 - enabling extraction in up to the end of 2022), with ancillary permissions for an aggregate recycling plant (19/10015), for an office and messroom building (75645) and for the relocation of processing plant (916/10796).

3.2 The latest extension to Hamer Warren Quarry (known as Bleak Hill III) was recommended for approval at Hampshire County Council's Regulatory Committee on 16 September 2020. The application sought permission for an extension of mineral working at Hamer Warren Quarry, to extract some 600,000 tonnes of sand and gravel from Bleak Hill III, including works to create an extended haul road and back-filling with inert material and progressive restoration to agriculture with increased nature conservation and biodiversity enhancements until 31 December 2025 at Bleak Hill (application reference 19/11326).

3.3 Alongside this application, and recommended approval at the same committee, were two further submissions made to Hampshire, one to vary planning permission 19/10014 to allow for an extension of time for the working of minerals and the tipping of materials at Bleak Hill I and II until 31 December 2025 (application 19/11325) and a further application to vary permission 19/10015 to allow for an extension of time for an aggregate recycling plant and operations at Bleak Hill I until 31 December 2025 (application 19/11324).

3.4 Planning permission 19/11326 for Bleak Hill III was granted on 01 December 2021 and subject to a section 106 agreement dated 25 November 2021. 5.10 Two applications were recently submitted to Hampshire County Council (24/10405 & 24/10425) in April 2024, seeking to extend the dates for completion of sand and gravel extraction and restoration at Bleak Hill III and to amend the plant configuration and water management strategy within the wider site. Both applications were approved by Hampshire's Regulatory Committee held on 13 November 2024.

3.5 Midgham Farm is not in the current, extant Hampshire County Council 2013 Minerals and Waste Plan. It is included as a possible allocation in the Submission version of the Hampshire Minerals and Waste Plan Partial Update (2025) but, as yet, no formal decision has been made.

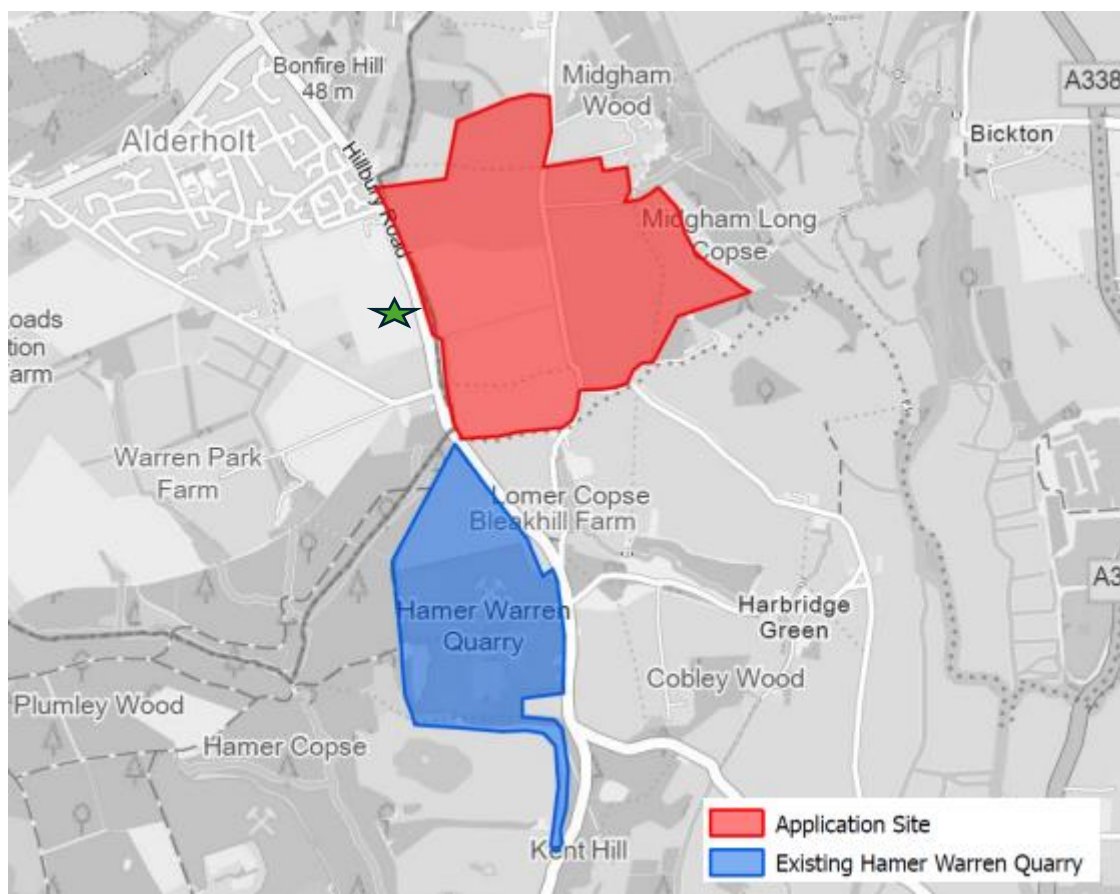


Figure 2: Relationship between Hamer Warren and Midgham Farm. The proposed access to the site is in Dorset and shown by the green star.

4.0 Proposed development

4.1 The proposed development would release approximately 3.6 million tonnes (Mt) of reserves over a period of approximately 15 years, at a rate of up to 250,000 tonnes per annum (tpa).

4.2 The Site would be progressively restored to a mix of agriculture and nature conservation, which would require the importation of approximately 2.9 Mt of inert material. These restoration materials would be imported at an initial rate of around 115,000 tpa concurrent with extraction, later increasing to 250,000 tpa once extraction has finished.

4.3 Once extraction ceases, remaining importation of restoration materials would take a further five years to complete, with an additional year to finalise planting.

4.4 The access to the proposed Site would be off Hillbury Road, to the south of Alderholt (see Figure 2). This access is in Dorset. HGV traffic arriving and entering the Site would do so from the south, avoiding the village of Alderholt, excepting any 'local deliveries' which would make up less than 1% of total movements.

4.5 Extraction would be undertaken on the western side of Lomer Lane for the first 8 years (Phases 1 – 8), working north to south, following which Phase 9 would be worked to create capacity for the second silt lagoon. The phasing would then continue on the eastern side of Lomer Lane (Phases 10 – 15), again working broadly north to south before moving back across to the west side of Lomer Lane to extract mineral from beneath the plant site, Phase 16.

4.6 Soils would be stripped prior to extraction of each phase and used to form bunds around the edges of the site. Topsoil would be managed separately from subsoil where necessary to ensure the longer-term restoration is achieved.

4.7 With the exception of the mineral from Phases 1 and 2, which would be transported by dump truck, all sand and gravel won and worked from the Site would be transferred from the extraction area to the processing plant via a series of conveyors, thereby significantly reducing the number of dump truck movements within the Site.

4.8 A conveyor spine would run parallel with Lomer Lane, with a mobile spur into the extraction phase that would be moved in line with the progression of phasing.

4.9 A new crossing point would provide vehicular access between the western and eastern areas bisected by Lomer Lane.

4.10 Once extraction is complete in Phases 1 - 8, the spine and spur conveyors would be transferred across to the east side of Lomer Lane. The mineral extracted from each phase would be transferred via conveyor up to the Lomer Lane crossing point located between phases 10 and 11. At that location, a connecting conveyor would be housed in a tunnel constructed beneath Lomer Lane to enable the transfer of mineral directly to the processing plant.

4.11 The 'as raised' mineral reserves would need to be washed prior to screening, resulting in the production of silt. The proposed development involves the creation of a silt and freshwater lagoon complex. These will be in the voids created through extraction in Phases 1, 2 and 9. Silt would be pumped from the processing plant to the lagoons via a pipeline. Water from the freshwater pond will be pumped back to the plant for aggregate washing.

4.12 Approximately 95% of the water on site would be recycled. The silt component would settle out within the lagoons, with 'clean' water being decanted off to the freshwater pond, thereby creating an enclosed loop system for effective water management. A circular thickener tank would be installed adjacent to the processing plant to further improve water efficiency.

4.13 As the development proceeds the silt lagoon capacity in Lagoon A will be reached. A new silt lagoon (Lagoon B) would then be introduced following extraction in Phase 9 located to the

north of the processing plant. Lagoon B would provide sufficient silt capacity to accommodate all silt arisings from the remaining phases within the extraction programme.

4.14 The plant site and office area would comprise: an aggregate processing plant with a radial stocking conveyor, which washes and sorts extracted sand gravel into various sizes; a conveyor and hopper; a thickener tank; site office and welfare cabins; car, cycle and HGV vehicle parking; double The routine mineral extraction operations would involve an excavator and loading shovel, plus the hopper to feed the conveyors.

4.15 Extraction will require working below the water table and therefore dewatering will be required for the safe and efficient recovery of mineral. As part of the wider water management system, water from the working phase would be pumped to the freshwater lagoon for use in the processing plant. The only exception to this is working in Phase 2 (Lagoon A), which will be worked 'wet' with no dewatering.

4.16 In keeping with the present land use, the restoration would involve returning much of the land back to agricultural use. However, biodiversity enhancements would be made in several parts of the Site including ecological corridors and improved habitats. There will be new native hedgerows, scrub and woodland and small areas of wetland habitat created to provide additional valuable habitat.

4.17 With the exception of the access point of Hillbury Road and the crossing point on Lomer Lane, all existing boundary vegetation is proposed to be retained.

5.0 Assessment of potential impacts

Transport

5.1 One of the biggest Dorset concerns is transport. This includes the movement of HGVs, impacts on footpaths and deterioration in road quality.

5.2 The Alderholt Road/Hillbury Road/Harbridge Drove Road south from the development is a single carriageway, two-way road and is a national speed limit road. This rural road accommodates no specific pedestrian or cycle facilities. Around 7km to the south of the site the Alderholt Road meets Verwood Road, known as Bakers Hanging, a priority-controlled junction.

5.3 Eastward from Bakers Hanging, Verwood Road provides an onward connection to the A31 while to the west it leads to Verwood, Somerley Household Recycling Centre, Veolia Waste Management site and the proposed quarry at Purple Haze.

5.4 In terms of the width of Alderholt Road (which commences around 2km south of the site), a car and HGV can pass in 'free flow' conditions. Cemex say two HGVs can pass 'slowly' along Alderholt Road but do not define what 'slowly' means. There are locations along this road where HGVs find it difficult to pass even slowly.

5.5 Lomer Lane runs north-south through the proposal. It is a rural, single-track road with informal passing places along its length. A national speed limit (60mph) it is 2.0m wide with grass verges either side of the carriageway with hedges and/or trees at the back of the verge. There are no footway or cycle facilities along the road.

5.6 There are around 2500 existing vehicle movements along the Alderholt Road/ Hillbury Road/Harbridge Drove every weekday. At the busiest period (Morning Peak 08.00-09.00) there are 163 southbound movements and 63 northbound movements along the Alderholt Road.

5.7 The existing HGV flow on Alderholt Road (this is the area south of Hamer Warren which generates HGV traffic) equates to around 15% of two-way traffic movements; some 360 movements a week or around 70 per day (presuming no movements on a Saturday or Sunday which is the norm here).

5.8 In the morning and evening peak Alderholt Road currently accommodates one HGV movement every two – three minutes. During these peak periods there are around three to four vehicle movements every minute.

5.9 Vehicle movements along Lomer Lane are low, around one every six minutes.

5.10 Turning to movements on the Bleak Hill site, the current HCC permissions governing the main operations there are **19/11325** (Bleak Hill I and II) and **19/11326** (Bleak Hill III). In the accompanying Section 106, there is a routing agreement and a requirement for an annual financial contribution to Hampshire CC towards the maintenance of Harbridge Drove but no limit on HGV numbers.

5.11 Cemex sought to extend the end dates of these two permissions by four years, to end on 31 Dec 2029 (application references: 24/10425 (BH I and II); and 24/10426 (BH III)). In the draft decision notices, HCC did impose a condition limiting the number of HGVs.

5.12 Once BHI and BH II are complete (circa 2027) HGV movements will be infill only for BH III. This is expected to be around 36 per day for three years.

5.13 Cemex have broken the proposed traffic movements for Midgham Farm into three Traffic Phases:

- Traffic Phase I - Export of mineral only
- Traffic Phase II – Export of mineral + Import Infill
- Traffic Phase III – Import Infill only

5.14 Traffic Phase 1 - there is a potential overlap here in HGV movements between Bleak Hill III and the projected start of Midgham (with a built-in assumption of a 2028 start date for Midgham).

5.15 In 2028 and 2029, HGV movements associated with BH III restoration would be in the region of 36 (18, 18 out). At Midgham this is an 'extraction only' time which generates 90 (45 In, 45 Out) movements, giving an estimated total of 126 movements (Figure 3).

5.16 Traffic phase 2 - infilling for restoration at Midgham would not commence until approx. year 4, by which time BH III restoration should be completed. At that point ('Traffic Phase 2'), Midgham HGV movements are proposed to be slightly higher, 90 (Extraction) plus 42 (Infill), 132 total (66 In, 66 out). This period runs from Year 5-15.

5.17 Traffic Phase 3 - as the extraction ceases, this final phase, Years 15-20, is infill only at Midgham for restoration. This equates to 90 vehicles per day.

	Traffic Phase I Midgham			Traffic Phase II Midgham			
	2028	2029	2030	2031	2032	2033	2034
Export Bleak Hill	0	0	0	0	0	0	0
Infill Bleak Hill	36	36	0	0	0	0	0
Total Bleak Hill	36	36	36	0	0	0	0
Export Midgham	90	90	90	90	90	90	90
Infill Midgham	0	0	0	42	42	42	42
Total Midgham	90	90	90	132	132	132	132
Total HGV Movements	126	126	126	132	132	132	132

Figure 3: Projected HGV movements.

5.18 During the peak period of HGV movement (Traffic Phase 2), the proposed development would increase HGV flows on Alderholt Road in the morning peak from 25 vehicles to circa 40. This is a change from one HGV every two to three minutes, to one HGV every one to two minutes.

5.19 Overall, the maximum increase in traffic (Traffic Phase II) associated with the development is 6.5%

Public Rights of Way

5.20 As well as road transport, a number of public footpaths also run across the proposed site. Public Footpath E34/7 connects with Hampshire footpath 090/2/1 in the northern portion of the site and connects Hillbury Road with Lomer Lane (Figure 5). This connects with the Avon Valley Path which provides a long distance route to the south.

5.21 A north-south Hampshire footpath, 090/8a/3, connects this northern footpath with an east-west one, 090/3/1 near Drove End Farm. Nearby Public Footpath 078/43/1 provides access into the wider countryside and a network of paths within forest to the south and west managed by the Forestry Commission.

5.22 The three public footpaths crossing the proposed site would have to be temporarily diverted and linked with the existing right of way network, to enable continued recreational use while any extraction takes place.

5.23 Additionally, running parallel to the western and northwestern boundaries, a permissive path would be created at the outset of the development, which would provide walkers, cyclists and horse riders with an off-road route linking Lomer Lane and Alderholt village with the Drove End Forestry Commission land to the immediate southwest of the Site. The permissive path is intended to remain for at least the duration of mineral working, infilling and restoration.



Figure 5. Footpaths in and around Midgham Farm. Note these are Hampshire footpaths but are widely used by Dorset residents.

Environmental Health

5.24 Turning to Environmental Health comments, observations are based on the potential for the development to cause a nuisance, or impact on the amenity, of relevant receptors. Comments are limited to the development operations “on-site”, and do not include noise, vibration and dust associated with activities “off-site” such as vehicle movements. The principal concerns are Noise and Air Quality / Dust.

5.25 Having reviewed Chapter 7 Noise of Midgham Environmental Statement by Walker Beak Mason Limited (WBM) Dorset Council Environmental health has no adverse comments to make in relation to the standards or methods used to assess noise impacts from the proposal.

5.26 However, should permission be granted conditions should be used to ensure machinery and plant use is limited to the normal working hours.

5.27 Similarly, conditions should be used to ensure total noise attributable to all workings here does exceed background noise level (LA90,1h) by more than 10dB(A) during normal working hours. For any dewatering operations during the evening (19:00-22:00) noise limits should not exceed 44dB(A) LAeq,1h (free field) at any noise sensitive properties.

5.28 For dewatering operations during the period 22.00 – 07.00 noise limits should be set to reduce to a minimum any adverse impacts. In any event the noise limit should not exceed 33dB(A) LAeq,1h (free field) at any noise sensitive properties.

5.29 Daytime noise levels during essential short-term operations (soil stripping, bund construction and bund removal) should not exceed 70 dB LAeq, 1h (free field) at noise-sensitive properties and be limited to a period not exceeding 8 weeks at any one property in any calendar year. Written records of the duration of such works shall be kept on site and made available for inspection by the Mineral & Waste Planning Authority upon request.

5.30 All plant and vehicles under the control of the operator should employ white noise (broadband) reversing alarms when operating on the site.

5.31 The barrier attenuation in the form of bunding used in the noise calculations as described in Chapter 7 Noise of the Environmental Statement by Walker Beak Mason Limited (WBM) must be implemented and maintained.

5.32 Before use of the development commences, a Noise Management Plan (NMP) should be submitted in writing and approved in writing by the Minerals and Waste Planning Authority detailing measures that will be implemented to ensure that noise emanating from the site is minimised. The approved scheme shall be reviewed annually from commencement of the development with the Mineral & Waste Planning Authority to ensure that its effectiveness is maintained.

5.33 Before use of the development commences a scheme for the monitoring of noise levels at the noise sensitive premises as illustrated in Table 7.10. of the submitted Environmental Statement shall be submitted to the Mineral Planning Authority for approval.

5.34 Dorset Council Environmental Health has reviewed Chapter 12 of the Environmental Statement and Appendix 6 and have no adverse comments to make in relation to the guidance, assessments methodologies, and modelling used.

5.35 The working assumption is the vast majority of traffic will go north-south toward Bakers Hanging avoiding the village of Alderholt. The route site traffic takes is vital to minimising the effect of Air Quality and the impact in Alderholt village.

5.36 This routing should be part of a Traffic Management Plan which should be agreed before any development commences.

5.37 Prior to the commencement of development a site-specific Dust Management Scheme should also be submitted to and approved in writing by the Mineral & Waste Planning Authority. The scheme shall be produced in accordance with the Institute of Air Quality Management (IAQM) 'Guidance on the Assessment of Mineral Dust Impacts for Planning' (2016), include mitigation measures and be implemented as approved for the duration of the permission. The approved Scheme shall be reviewed annually from commencement of the development with the Mineral & Waste Planning Authority to ensure that its effectiveness is maintained.

5.38 If permitted, liaison meetings with the local community are necessary to ensure the impacts listed above are suitably managed and mitigated.

6.0 Planning background and policy

Emerging draft Dorset Council Local Plan:

6.1 Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

6.2 The Dorset Council Local Plan Options Consultation took place between January and March 2021.

6.3 Being at an early stage of preparation, the relevant policies in the draft Dorset Council Local Plan should be accorded very limited weight in decision making. However, the East Dorset Local Plan (2014) is extant and relevant here.

Bournemouth, Dorset and Poole Minerals Strategy (2014)

6.4 Although largely outside Dorset, our response to this delegated application should still be guided by our extant policies. As the extant minerals strategy for the area, the Bournemouth, Dorset and Poole Minerals Strategy (2014) is an important material consideration. Relevant policies include (these are discussed in more detail below):

Policy AS1 - Provision of Sand and Gravel

Policy SS1 - Presumption in Favour of Sustainable Development.

Policy DM1 - Key Criteria for Sustainable Minerals Development Proposals

Policy DM2 - Managing Impacts on Amenity Proposals

Policy DM8 - Transport and Minerals Development Minerals

Policy DM10 - Planning Obligations

National Planning Policy Framework 2024 (as amended 2025):

6.5 Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent, or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted. Other relevant NPPF sections include:

- Decision making (paragraphs 48 and 51)
- Building a strong, competitive economy (paragraph 85-89)
- Supporting a prosperous rural economy (paragraphs 88 and 89)
- Conserving and enhancing the natural environment (paragraphs 187-191)
- Conserving and enhancing the historic environment (paragraphs 202-212)
- Facilitating the sustainable use of minerals (paragraphs 222 to 227)

6.6 The NPPF reminds us that the purpose of the planning system is to contribute to the achievement of sustainable development, including supporting infrastructure in a sustainable manner. This needs to be delivered through a strong economy, supporting strong, vibrant and healthy communities and protecting and enhancing our environment.

6.7 So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. However, when adverse impacts of an application significantly outweigh the benefits permission should not be granted.

6.8 Local planning authorities should approach decisions on proposed development in a positive and creative way. Decision-makers at every level should seek to approve applications for sustainable development where possible.

6.9 Chapter 17 of the NPPF covers the sustainable use of minerals. It sets out the strategic importance of mineral supply underlining the benefits of mineral extraction and the fact that minerals can only be worked where they are found. Paragraph 224 requires unacceptable adverse impacts be avoided, cumulative impacts from individual sites and/or a number of sites be considered in any assessment and restoration to the highest standards. Paragraphs 226 also requires authorities to plan for a steady and adequate supply of aggregates.

Supplementary Planning Document/Guidance

6.10 The area is outside the Cranborne Chase National Landscape consultation area.

Consultation Responses

6.11 There are no consultation responses to share as we are a consultee to the HCC application. However, it should be noted that Dorset Council has been copied into a number of objections from local (Dorset) residents that have been sent to Hampshire County Council. The most common material matter raised is the impact on the road south to Bakers Hanging.

6.12 Local Parish and Dorset Councillors have also expressed significant concerns over the development citing the same issue.

Relevant Planning History

03/86/1539/FUL Extension And Garage	-	Decision: GRA	-	Decision Date: 26/01/1987
03/92/0728/FUL Access To Accommodate Mineral Traffic From Processing Plant To Public Highway,	-	Decision: WIT	-	Decision Date: 18/07/1995
3/08/0006/FUL Extension to Dwelling	-	Decision: REF	-	Decision Date: 19/02/2008
3/17/0061/FUL Conversion of redundant farm buildings into a Live/Work unit. (Mixed Use - B1 General Office or Light Industrial and C3 Residential Dwellinghouse.)	-	Decision: GRA	-	Decision Date: 14/06/2017
3/18/1251/CLP Temporary placement of a Shepherds Hut to be used in conjunction with small hobby farming.	-	Decision: WIT	-	Decision Date: 17/09/2018
3/19/1170/CONDR Vary Condition 2 (Approved Plans) of application PA/17/0061/FUL (Conversion of redundant farm buildings into a Live/Work unit. Mixed Use - B1 General Office or Light Industrial and C3 Residential Dwellinghouse) to remove chimney and amend internal layout, fenestration changes)	-	Decision: GRA	-	Decision Date: 23/07/2019
3/21/0696/HOU Proposed double storey extension to side.	-	Decision: GRA	-	Decision Date: 27/08/2021
P/OUT/2023/01166	-	Decision: REF	-	Decision Date: 07/07/2023

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 green space (SANG); biodiversity enhancements; solar array, and new roads, access arrangements and associated infrastructure (Outline Application with all matters reserved apart from access off Hillbury Road)

P/HOU/2024/01639 - Decision: INV - Decision Date: 16/05/2024
Erect single storey extension to existing annex. Construct a timber framed studio/home office, to replace an existing shed.

P/HOU/2024/02961 - Decision: GRA - Decision Date: 19/08/2024
Erect single storey extension to annexe and erect detached studio/ home office (demolish existing shed)

Constraints

LP - East Dorset Local Plan part 1- Dorset Heathlands (5km buffer) - Distance:
LEGAL - Legal Agreements S106 - Distance: 0
DESI - Natural England Designation - Nutrient Neutrality Catchments - Distance: 0
DESI - Wessex Water Treatment Works Catchment - Distance: 0
NELA - Hampshire County - Distance: 0
NELA - Dorset - Distance: 0
PAR - Alderholt CP - Distance: 0
PAR - Ellingham, Harbridge and Ibsley CP - Distance: 0
PAR - Fordingbridge CP - Distance: 0
WARD - Cranborne & Alderholt Ward - Distance: 0
WARD - Fordingbridge, Godshill & Hyde Ward - Distance: 0
WARD - Ringwood North & Ellingham Ward - Distance: 0
WW - Wessex Water Risk of foul sewer inundation 2023 Medium Risk of Foul Sewer Inundation - Distance: 0
WW - Wessex Water Risk of foul sewer inundation 2023 High Risk of Foul Sewer Inundation - Distance: 0
DESI - Bournemouth Water Consultation Area - Distance: 0
EA - Groundwater – Susceptibility to flooding; NULL; NULL; - Distance: 0
DESI - Ancient Woodland: MIDGHAM LONG COPSE; Ancient Replanted Woodland - Distance: 0
DESI - Ancient Woodland: MIDGHAM LONG COPSE; Ancient & Semi-Natural Woodland - Distance: 84.36
DESI - Existing ecological network (Polygons) - Distance: 0
DESI - Higher Potential ecological network - Distance: 0
DESI - Natural England Designation - RAMSAR: Avon Valley (UK11005); - Distance: 585.63
DESI - Natural England Designation - RAMSAR: Dorset Heathlands (UK11021); - Distance: 1773.28

DESI - Natural England Designation - RAMSAR: New Forest (UK11047); - Distance: 2003.58

DESI - Agricultural grade: Other; - Distance: 0

DESI - Agricultural grade: Grade 3b; - Distance: 0

DESI - Agricultural grade: Grade 3a; - Distance: 0

DESI - Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

DESI - Dorset Heathlands - 5km Heathland Buffer; - Distance: 0

EA - Risk of Surface Water Flooding Extent 1 in 30 - Distance: 0

EA - Risk of Surface Water Flooding Extent 1 in 100 - Distance: 0

EA - Risk of Surface Water Flooding Extent 1 in 1000 - Distance: 0

FLD - Surface water flooding - 1 in 100 year event plus 20% allowance - Distance: 0

FLD - Surface water flooding - 1 in 100 year event plus 40% allowance - Distance: 0

DESI - Minerals and Waste Safeguarding Area - ID: 5710; - Distance: 0

DESI - Minerals and Waste Safeguarding Area - ID: 5924; - Distance: 0

DESI - Minerals and Waste Safeguarding Area - ID: 5710; - Distance: 0

DESI - Minerals and Waste Safeguarding Area - ID: 5924; - Distance: 0

DESI - Minerals and Waste Safeguarding Area - ID: 5710; - Distance: 0

DESI - Minerals and Waste Safeguarding Area - ID: 5924; - Distance: 0

DESI - Minerals and Waste - Sand and Gravel - Name: NULL; - Distance: 0

BIA - Aerodrome safeguarding: Consult 235/285 on all development 90+ metres in height; - Distance: 0

DESI - National Air Traffic Services (NATS) NATS - Technical Site Safeguarding Map for Windturbine Development Only - Distance: 0

MOD - MOD Wind Farm: MOD - Windfarm Planning Application Consultation Area, Details: The MOD should be consulted if a proposed wind turbine is 11 metres to blade tip or taller, or has a rotor diameter of 2 metres or more - Distance: 0

DESI - Dean Hill Zone - Criteria: Consultation required for any building, structure or works exceeding 91.4m in height above ground level - Distance: 0

DESI - Dean Hill Zone - Criteria: Consultation required for any building, structure or works exceeding 91.4m in height above ground level - Distance: 0

RAD - Radon: Class: Class 1: Less than 1% - Distance: 0

DESI - PROPOSED Dorset suitable alternative natural greenspace (Record ID 97.0) - Distance: 7.62

7.0 Planning assessment

Transport

7.1 The proposed development would increase the number of HGVs using this road. The potential impacts of this could therefore be considerable and long-term, at least 20 years. This issue requires a thorough assessment before the application is determined. Policy DM1 requires all proposals to satisfactorily address a range of issues, including cumulative impacts resulting from other developments, mineral or non-mineral.

7.2 Policy DM2 says, amongst other issues, that site related traffic impacts that are adverse must be avoided and/or adequately mitigated. It requires an assessment of the potential impacts over the entire life cycle of a proposal and for all impacts, including those such as HGV traffic which may extend for considerable distances beyond the boundaries of the proposed development.

7.3 The current submitted Transport Assessment does not cover the whole road relevant network, including Bakers Hanging. Nor does it provide a comprehensive assessment of the cumulative impacts of developments which have been agreed or which it is prudent to include (for example Purple Haze quarry to the south west, the allocated development sites contained within the Alderholt Neighbourhood Plan, the 2021 Local Plan options consultation plans for Alderholt and, of course, any new identified development sites in Fordingbridge).

7.4 Turning to road width, the Inspector at the recent Alderholt Meadows Appeal drew attention to guidance for minimum road widths. A width of 6.0 metres is appropriate for lengths with occasional use by buses or heavy goods vehicles.

7.5 The Guidance the Inspector refers to says a width of 6.8 metres should be used for roads where buses or heavy goods vehicles are likely to pass on a 'regular' basis. With a maximum of 132 HGVs per day, there is no doubt this is a road where HGVs will pass on a regular basis.

7.6 The Alderholt Inspector is clear that the guidance advising a width of 6.8m should be considered along roads with highest and most mixed flows is relevant here. There is no doubt that large parts of the road network south to the A31 are less than this width. Cemex have offered to widen a 250m stretch south of the Kent Lane junction to 6.0m. It is currently less than 5m wide here.

7.7 In their application, other than the Kent Lane improvements to 6.0m, Cemex make no suggestions as to how this conundrum of the narrow road can be solved.

7.8 Dorset Highways has a variety of concerns which they feel should be addressed; these are presented here from 7.8 to 7.19. It is considered that there needs to be a full assessment of the restrictions on HGV using all of that road. This includes the provision of a survey drawing to locate any locations where there is restricted passing.

7.9 The Transport Assessment (TA) indicates that the bus stop on Birchwood Drive is served by bus route no. 97. This service was withdrawn in December 2023. Now only community public transport operates within Alderholt. The application should be amended to reflect this.

7.10 The TA suggests that the most recently available five-year collision data has been provided. However, this period ends 30/09/2022. The PIC data should be updated accordingly.

7.11 There is a swept path analysis for a 10.2m large rigid tipper truck in the TA. Either no vehicles larger than 10.2 m should be permitted or, if this is not possible, a new analysis undertaken using larger vehicle sizes.

7.12 The applicant proposes to implement a mitigation scheme along a section of Harbridge Drove to widen it 6.0m for a length of around 250m to the north and south of the existing Kent Lane junction. The full mitigation scheme is shown on an OS base. We request that it be provided on a topographic survey map to ensure it is wholly deliverable.

7.13 A Stage 1 Road Safety Audit (RSA) should also be submitted at this Planning stage for that widening scheme.

7.14 A Stage 1 Road Safety Audit (RSA) should be submitted at this Planning stage to support the footpath works south of Hillbury Park.

7.15 A new pedestrian crossing is suggested in the TA p across Hillbury Road, at the southern extent of the site, to provide direct access to Drove End Forest and the wider PROW network. Visibility splays in accordance with the recorded speed survey result requires significant amounts of vegetation and mature trees be removed. The highway consultant makes reference to the Highway Code when suggesting that the visibility splays can be reduced, which is not acceptable to the Dorset Highway Authority. It is suggested that this proposed crossing be relocated to a position where appropriate visibility can be achieved or a new plan for here developed.

7.16 PIC analysis indicates that the Bakers Hanging junction, to the south of the site, has historically been a problem location. The TA shows the proposed development would increase HGV flows on Hillbury Road in the morning peak from 18 HGVs to circa 33 HGVs during the peak period of operation (Traffic Phase 2). This is almost double the number of HGV trips along Hillbury Road. Hence, the proposed development will be cumulatively generating more traffic movements, primarily of slower-moving HGVs, through Bakers Hanging junction. It will, therefore, be necessary for the applicant to provide full junction modelling for this intersection, to prove that it can adequately cater for its increased use without detriment to road safety.

7.17 The Cemex assessment does not fully assess potential impacts on the strategic highway network and potential cumulative impacts with Purple Haze and the link to the A31.

7.18 The TA mentions that" two HGVs can pass 'slowly'". The definition of 'slowly' needs to be clarified.

7.19 Non-motorised user (NMU) surveys were undertaken at three locations on Hillbury Road / Harbridge Drove in November 2022. The survey data should be provided for consideration. An analysis of the potential for seasonal variations (in summer NMU movements maybe higher) should be provided.

7.20 Policy DM8 of the 2014 Minerals Strategy encourages a sustainable approach to transport in an attempt to minimise distances travelled by road. The use of a conveyor belt would allow

extracted mineral to move from the application site (Midgham Farm) to the existing Bleak Hill site for processing. A conveyor belt (which is technology the extraction industry is well versed in using in this area) linking the southern end of Midgham Farm to the existing Cemex site at Bleak Hill over Harbridge Drove would reduce the movement of HGV vehicles in and around the north-western part of Midgham/southern part of Alderholt where a lot of local traffic movements occur.

7.21 Cemex do refer to the potential of a conveyor in their application but dismiss it on the grounds of it requiring agreement from third parties. Cemex also point out the continued use of Bleak Hill as a location to process material from Midgham Farm would compromise the restoration of that site.

7.22 The Cemex application does not examine the pros and cons of a conveyor belt sufficiently. If permitted, this quarry is a major 20-year project and a more detailed examination into the benefits of a conveyor belt should be shared.

Public Rights of Way

7.23 The suggested changes to the Public Rights of Way Network are moderate and temporary. Any harm is offset by the diversions which are local and easy to follow and by the new permissive route in the south west.

Environmental Health

7.24 There are a number of Environmental Health concerns raised but these can be dealt with through conditions which can be negotiated with colleagues from HCC as part of the normal planning process.

Community Fund

7.25 Policy DM10 of the 2014 Minerals Strategy encourages the MPA to seek a planning obligation mitigate the impacts of extraction. This is a significant application, in a community which has already had a long history of sand extraction. Midgham Farm brings extraction closer to the village centre, interrupts local footpaths, increases road traffic and extends the time period of extraction in the area and with it long term impacts for decades.

7.26 If it were deemed necessary to allow the application to process, a community Fund, to run while Midgham Farm is under construction, extraction and infill, delivered under a s106 Planning Obligation, would allow local residents to support local projects.

7.27 Working with HCC, the need for a fund, fully funded contributions from Cemex, should be explored with Dorset Minerals Planning Authority (possibly in partnership with colleagues from HCC) before any development begins.

7.28 Similarly, Policy DM8 of the 2014 Minerals Plan requires developers to provide funding for any transport improvements necessary to mitigate or compensate for adverse impacts caused by using the highway, cycleway or rights of way network. If permitted, this development should explore the need for a s106 to deliver and fund these works.

8.0 Discussion

8.1 AS1 underlines the need to maintain a landbank of sand and gravel reserves to ensure there is an adequate and steady supply of material. Although this application is not in Dorset, as a Mineral Planning Authority, Dorset Council recognises the need for neighbouring authorities to do the same. There is an understanding that proposed sites like Midgham Farm need to be advanced and examined to see if they are suitable. Dorset Council has a duty to co-operate with this process and provide advice, support and challenge to help ensure the correct decision is made. This includes providing high quality advice in response to the consultation and ongoing engagement with HCC (and other stakeholders) after the consultation period is over.

8.2 Policy SSI requires Dorset Council, when considering development proposals to deliver sand and gravel, to take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). We should always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

8.3 Policy DM1 - Key Criteria for Sustainable Minerals Development Proposals – underlines the need for minerals development proposals to support the delivery of social, economic and environmental benefits. Adverse impacts should also be avoided or mitigated to an acceptable level. In order to achieve this, Policy DM1 requires all proposals for minerals development must satisfactorily address a range of issues. Of particular importance to our response on Midgham Farm are:

- protection and, where appropriate, enhancement of local amenity
- protection and, where possible, enhancement of biodiversity
- efficient use of water resources on the site
- avoidance of cumulative impacts resulting from minerals or other development, whether current or proposed
- restoration, aftercare and after-use proposals and compliance with the strategy for restoration.

8.4 Before any minerals development is permitted DM2 Managing Impacts on Amenity Proposals, requires proposals to demonstrate for the life cycle of the proposed development, potential adverse impacts associated with a range of considerations are avoided and/or adequately mitigated. These include:

- noise levels
- dust levels
- air emissions

- lighting
- visual and landscape impacts
- vibration levels
- site related traffic impacts.

8.5 The concerns from colleagues in Dorset Environmental Health Team as set out above need to be addressed to meet this concern.

8.6 The assessment, together with any required mitigation, must consider impacts over the entire life cycle of the proposed development. The fact that impacts of mineral extraction, including those resulting from HGVs and other traffic servicing the proposed development, may extend for considerable distances beyond the boundaries of the proposed development site must be taken into consideration and appropriately mitigated.

8.7 It is not felt the applicant has provided sufficient information within their Transport Assessment to meet these requirements.

8.8 Development which could have an adverse impact as a consequence of the traffic generated by it will only be permitted (Policy DM8 - Transport and Minerals Development Minerals) where it is demonstrated, through a Transport Assessment that:

- a safe access to the proposed site will be provided
- there will be no adverse impact on the Strategic, Primary and/or Local road network
- developers will provide the funding for any highway and transport network improvements necessary to mitigate or compensate any adverse impact on the safety, capacity and use of a highway, railway, cycleway or public right of way and that these improvements will be delivered in a timely manner
- the proposal, where possible, has direct access or suitable links with the Dorset strategic highway network or primary route network

8.9 It is not felt the applicant has provided sufficient information within their Transport Assessment to meet this requirement. In particular, the potential impacts of the increase of HGV traffic on the residents of Aderholt and others who use the Alderholt Road/Hillbury Road/Harbridge Drove, Bakers Hanging and the surrounding area not fully understood.

8.10 Sustainable transportation should be used where possible and practical (Policy DM8), including through minimising distance travelled by road and maximising the use of transport means such as rail, water, pipelines or conveyor belts to transport minerals where practicable and environmentally acceptable.

8.11 It is not felt the applicant has provided sufficient information within their Transport Assessment to meet this requirement, particularly as it relates to the potential use of a conveyor belt for some of the transport.

8.12 In cases where: a. restrictions upon, or measures required to mitigate the impacts of, the winning or working or handling of minerals and the recycling of aggregates are essential for proper planning; and b. such measures lie outside the normal scope of conditions which could be attached to the planning permission, the Mineral Planning Authority will seek to establish planning obligations with the developer and landowner through unilateral undertakings or legal agreements (Policy DM10)

8.13 If HCC is minded to agree the proposal, working with Dorset Council and other stakeholders, a series of s106 should be explored possibly creating a community Fund, to run while Midgham Farm is under construction, extraction and infill.

8.14 Similarly, a s106 should be explored for funding any transport improvements necessary to mitigate or compensate for adverse impacts caused by using the highway, cycleway or rights of way network.

9.0 Recommendation

9.1 It is recommended that Dorset Council:

- 1) writes to Hampshire County Council OBJECTING to the proposed development setting out its concerns; and
- 2) in that letter, makes it clear that it wants to work with HCC, the applicant, and all other interested parties to proactively to see if an appropriate and sustainable solution can be developed.

The suggested letter to HCC is available as Appendix I to this document.

Appendix I – Letter to HCC

Application ref: 25/10023

Midgham Farm, Near Fordingbridge, Hampshire SP6 3DA

Proposed extraction of sand and gravel with associated access, internal haul roads, processing plant, silt and freshwater lagoons, stockpiles, conveyors, offices, weighbridge, and other ancillary infrastructure, creation of new permissive path, and restoration with inert materials to agriculture, amenity and nature conservation at Midgham Farm, Near Fordingbridge, Hampshire SP6 3DA

Dear Jane,

Thank you for consulting Dorset Council in relation to this application.

I know as part of your statutory duties you will be considering the full range of potential impacts of this application both in Hampshire and in Dorset but, as this is a delegated response, we will limit ourselves to matters which concern Dorset and its residents.

Dorset Council OBJECTS to this proposal.

Transport

The biggest single issue is transport, particularly the movement of HGVs on the local road network, their potential impact on the Bakers Hanging junction and on access to and from the A31 near Ringwood.

Accepting that, if permitted, the vast majority of HGV traffic would travel south along the Alderholt Road/ Hillbury Road/Harbridge Drove, assessing HGV impacts here is critical. This single carriageway, two-way, national speed road has no specific pedestrian or cycle facilities. It is so narrow, in places it is less than 6.0 m wide, HGV's often find it difficult to pass and it is well below the recommended width of 6.8 m required for areas where HGV's regularly pass.

Cemex estimates current HGV movements along this road to be less than 80 per day. If permitted, this development would lead to a peak number of 132, a 60% increase. This is a significant increase along a road like this. Although Cemex have offered to widen a small stretch near Kent Lane to 6.0m this does not address the challenge that large parts of the rest of the road are also too narrow for this volume of HGV traffic.

Before any development is permitted, we would like to know how HCC suggests this situation will be addressed.

Around 7km to the south of the site, Alderholt Road meets Verwood Road at the junction known locally as Bakers Hanging, a priority-controlled T-junction. The current Transport Assessment does not assess the impacts of the traffic on this junction. At peak use, Cemex predict a vehicle every four minutes or so through here. At the crest of a modest hill and with a

right hand turn for traffic moving to the proposed site the impact of the development on this junction needs to be assessed.

Before any development is permitted, we would like HCC to commission a transport study assessing the impact of the proposed development on this junction.

There are a range of proposed developments which should be examined for cumulative impacts. These include the proposed quarry at Purple Haze where westbound traffic to Purple Haze would come up the hill past Bakers Hanging. Similarly, there are developments under way in Alderholt which should be factored into the transport numbers. (We can provide more detail on their location if required).

Before any development is permitted, we would like HCC to commission a transport study assessing the cumulative impact of the proposed development on road network in this area.

Colleagues from Dorset Transport Team have set out a number of concerns which they feel should be addressed before any permission is granted.

There needs to be a full assessment of the restrictions on HGVs using all of the road south from the proposed entrance to Midgham Farm. This includes the provision of a survey drawing to locate any locations where there is restricted passing.

The Transport Assessment (TA) indicates that the bus stop on Birchwood Drive is served by bus route no. 97. This service was withdrawn in December 2023. Now only community public transport operates within Alderholt. The application should be amended to reflect this.

The TA suggests that the most recently available five-year collision data has been provided. However, this period ends 30/09/2022. The PIC data should be updated to reflect this. There is a swept path analysis for a 10.2m large rigid tipper truck in the TA. Either no vehicles larger than 10.2 m should be permitted or, if this is not possible, a new analysis undertaken using larger vehicle sizes.

The applicant proposes to implement a mitigation scheme along a section of Harbridge Drove to widen it 6.0m for a length of around 250m to the north and south of the existing Kent Lane junction. The full mitigation scheme is shown on an OS base. We request that it be provided on a topographic survey map to ensure it is wholly deliverable.

A Stage 1 Road Safety Audit (RSA) should also be submitted at this Planning stage for that widening scheme.

A Stage 1 Road Safety Audit (RSA) should be submitted at this Planning stage to support the footpath works south of Hillbury Park.

A new pedestrian crossing is suggested in the TA p across Hillbury Road, at the southern extent of the site, to provide direct access to Drove End Forest and the wider PROW network. Visibility splays in accordance with the recorded speed survey result requires significant amounts of vegetation and mature trees be removed. The highway consultant makes reference to the

Highway Code when suggesting that the visibility splays can be reduced, which is not acceptable to the Dorset Highway Authority. It is suggested that this proposed crossing be relocated to a position where appropriate visibility can be achieved or a new plan for here developed.

PIC analysis indicates that the Bakers Hanging junction, to the south of the site, has historically been a problem location. The TA shows the proposed development would increase HGV flows on Hillbury Road in the morning peak from 18 HGVs to circa 33 HGVs during the peak period of operation (Traffic Phase 2). This is almost double the number of HGV trips along Hillbury Road. Hence, the proposed development will be cumulatively generating more traffic movements, primarily of slower-moving HGVs, through Bakers Hanging junction. It will, therefore, be necessary for the applicant to provide full junction modelling for this intersection, to prove that it can adequately cater for its increased use without detriment to road safety.

The Cemex assessment does not fully assess potential impacts on the strategic highway network and potential cumulative impacts with Purple Haze and the link to the A31.

The TA frequently mentions (for example in Para 5.8.8) that "two HGVs can pass 'slowly'". The definition of 'slowly' needs to be clarified.

Non-motorised user (NMU) surveys were undertaken at three locations on Hillbury Road / Harbridge Drove in November 2022. The survey data should be provided for consideration. An analysis of the potential for seasonal variations (in summer NMU movements maybe higher) should be provided.

The Traffic Assessment must also consider the cumulative impact on the highway network from the allocated development sites contained within the Alderholt Neighbourhood Plan, the 2021 Local Plan options consultation plans for Alderholt and, of course, any new identified development sites in Fordingbridge.

It is reasonable to assume the significant HGV movements along this road have caused harm to the road and road verges. If the application is approved, we believe before any development commences the applicant should enter into a planning obligation (s106) to support the continued up-keep of the road over and above the occasional making good of localised potholes and verges.

Footpaths

The footpath network in this area is an important local resource and provides access to the attractive countryside, rivers and forests of the area. The temporary diversion of those footpaths is unfortunate, but we accept also necessary if the development is permitted. The new permissive path planned for the west of the proposed site is welcome and makes a valuable contribution connecting a number of areas. We believe it should become a permanent feature, and a planning obligation should support its continued upkeep.

Before any development is permitted, we would like a planning obligation to ensure this footpath is retained and a contribution made toward its upkeep.

Environmental Health

If the development is permitted, a Noise Management Plan (NMP) should be submitted in writing and approved in writing by the Minerals and Waste Planning Authority detailing measures that will be implemented to ensure that noise emanating from the site is minimised. The approved scheme shall be reviewed annually from commencement of the development with the Mineral & Waste Planning Authority to ensure that its effectiveness is maintained.

This plan ensure machinery and plant use is limited to the normal working hours and the total noise attributable to all workings here does not exceed the generally accepted norms. All plant and vehicles under the control of the operator should employ white noise (broadband) reversing alarms when operating on the site.

The working assumption is the vast majority of traffic will go north-south toward Bakers Hanging avoiding the village of Alderholt. The route site traffic takes is vital to minimising the effect of Air Quality and the impact in Alderholt village. This routing should be part of a Traffic Management Plan which should be agreed before any development commences.

Prior to the commencement of development, a site-specific Dust Management Scheme should also be submitted to and approved in writing by the Mineral & Waste Planning Authority. The approved Scheme shall be reviewed annually from commencement of the development with the Mineral & Waste Planning Authority to ensure that its effectiveness is maintained.

If permitted, liaison meetings with the local community are necessary to ensure the impacts listed above are suitably managed and mitigated.

Community Fund and Planning obligations

There is no doubt this development could lead to local harm. It is a significant application, in a community which has already had a long history of sand extraction. The proposed development brings extraction closer to the village centre, increases road traffic, extends the time period of extraction in the area and with it long-term impacts for decades. There is also disruption of daily lives through transport, noise and dust. The temporary disruption of the local footpath network is also regrettable.

A Community Fund, to run while Midgham Farm is under construction, extraction, infill and aftercare, established under a S106 Planning Obligation would allow local residents to support projects to offset some of the residual harm associated with the proposed development. A s106 might be an important step in making this application acceptable and should be explored.

Similarly, a s106 to fund transport improvements necessary to mitigate or compensate for adverse impacts caused by the traffic associated with this development using the highway, cycleway or rights of way network should also be explored.

As a Mineral Planning Authority ourselves we understand the need to provide a steady and predictable supply of material and to do so in a sustainable manner. Therefore, notwithstanding this objection, Dorset Council wants to underline its commitment to work with HCC, the applicant and all other interested parties to proactively to find a sustainable solution.

You will of course understand that until and unless HCC hears from Dorset Council to say all objections have been withdrawn, please assume our objections to the proposed development remain.

Yours etc