

NEW SERVICE STATION WILL BE A "SHOW PIECE"

C.T. July 12, 1957

Welcome news for motorists using the Hurn-Ringwood road was the Matchams Service Station opening on Monday.

Ambition of Mr. P. N. Duncalfe, proprietor of the new petrol filling station is to make it a "show piece". He is off to a good start for the station is sited on the Matchams Park Estate, just past the main entrance to Matchams Park stadium.

Built in a setting of firs and rhododendrons, the station, which has taken about three months to complete, is three miles from Ringwood and five from Christchurch.

Between two entrances to the 180ft. long forecourt runs a low wall, planted with flowers. A waterfall is also planned.

A proposed new main road will run past the station eventually. The forecourt has been raised 4ft. above the present road level for this purpose, said Mr. Duncalfe. "The station is the only one on the road," he added.

AIRCRAFT BUSINESS.

Married with two boys, the proprietor lives at "Little Matchams", at the rear of the station. In the aircraft business most of his life, he is at present Chief Quality Control Engineer at de Havilland's, where he has been for the last five years.

Running of the station will be in the hands of a manager, Mr. Reg. King, and Mr. Duncalfe's wife.



Local planners approve Hurn scheme **MOTELS CLASH**

Herald August 23, 1963

A CONFLICT of interest is developing between Bournemouth, Christchurch and Ringwood over a plan to build two motorway - style service areas at Week Common, Hurn, on the proposed 'Bournemouth Spur' from the A31 London Road.

The service areas, each of which would include a 24-bedroom motel, licensed restaurant, cafeteria, petrol station, and caravan "night port," would rob Bournemouth of custom.

Christchurch and Ringwood, over whose territories the road will run, would gain a new source of rate revenue and prestige.

The conflict reached the South-West Hampshire Area Planning Committee at Lyndhurst on Wednesday.

The committee—on which Christchurch Town Council and Ringwood and Fordingbridge RDC, but not Bournemouth Council, have representatives—heard Hampshire planning officials argue that there was no "overriding need" for the motels and service areas.

But the committee sent the plan forward to the County Planning Committee and added the recommendation that planning permission be given.

The Bournemouth Spur, which used to be known as the Matchams-lane scheme, is designed to take Bournemouth-bound traffic from Ringwood across Matchams and Hurn into Holdenhurst.

Vehicles would then cross Castle-lane, where a roundabout was recently made with provision for a flyover, and proceed down Holdenhurst-road.

A few days ago directors of Southern Motels Ltd, met Hampshire planning officials on the proposed site of the two service areas.

The areas would be opposite each other on the dual carriageway and completely unconnected and self-contained. One, on the western side, would cover 3.3 acres, and the other 2.8 acres.

In a letter read to the committee on Wednesday, Southern Motels Ltd. said that the service areas would be about three miles from Bournemouth—which was approximately in accordance with Ministry of Transport practice on the motorways.

FIVE REASONS

The sites had a "nil" agricultural value. The company chose them for five reasons:

There was a growing requirement for modern service facilities on new highways; the public preference was for motels and service areas outside crowded towns; motorists preferred accommodation on their route rather than just off it; the sites would serve both traffic using the highway and travellers using Hurn Airport; the proposal provided comprehensive service and motels in one properly controlled development.

One of the directors of the company owned adjoining land and it was possible for the company to meet any requirement of the highway authority for acceleration and deceleration lanes.

Referring to the fact that the motels were within the proposed Hampshire Green Belt, the letter said the Minister of Housing and Local Government had said on August 2 that he did not accept that such development must necessarily be prohibited by a Green Belt.

Mr. K. C. Jeremiah, area planning officer, told the committee the road led to Bournemouth where there were "very considerable facilities" for accommodation. People would not normally use the road on their way to somewhere else.

REFUSAL PLEA

The committee was told that the Ringwood and Fordingbridge Development Sub-committee had recommended approval of the proposals if it was accepted that motels should be permitted within a few miles of Bournemouth.

Mr. Jeremiah had suggested to the sub-committee that the proposals be refused on the grounds that: there was no overriding need that would justify the creation of additional traffic hazards; the use of the land would be seriously detrimental to amenities; it would be inconsistent with the county development plan; it would be out of character with the rural amenities; and it was inappropriate for a rural area in the proposed Green Belt of great landscape value.

The Deputy County Planning Officer, Mr. Hockley, said they all recognised the need for motels and service areas at the appropriate places

The County Surveyor and Planning Office had discussed the problem with Bournemouth officials, and their views were that ample facilities existed on the roads into Bournemouth.

Other roads, such as the A31 and the A338, should also be considered and probably one service area for the whole area would be needed.

Coun. W. E. Tucker, Christchurch Planning chairman, said the site was ideal for a motel. There was an over-riding need, for there was no accommodation in Bournemouth for "one night people."

Coun. Tucker moved the recommendation which was carried.

The committee recommended the County Committee to refuse planning permission for two other proposals to erect three filling stations on the Bournemouth Spur—one at Blackwater and two Avon Common.

THEY LIKE NEW MOTEL SITE

C.T. May 29, 1964

Plans for a motel on the Bournemouth-Ringwood spur road, which is due to start in the autumn, have had a generally favourable reception by the South-West Area Planning Committee.

Meeting at Lyndhurst, the committee agreed that if the Dorset spur road is built, the motel—on either side of the road at Holdenhurst would be in a good position: but they feel the lay-out could be improved.

Planning officer Mr. K. C. Jeremiah said the site was about three miles north of the other site for a motel on Matchams Lane, concerning which an appeal was in abeyance while the new proposal was being considered.

If approved by the County Council, the motel will be in two parts, each with 36 double bedrooms, licensed restaurant, cafeteria, car parking area, service station, toilets, hard standing and overnight facilities for six caravans.

Opposition came from the Ministry of Agriculture and the River Board. Bournemouth Corporation opposed the plan because it was against their policy of keeping the Stour valley open.

No road—but he can build motel there

C.T. June 12, 1964

FOUR applications for motels on an eight-mile stretch of road which hasn't yet been built have been considered by Hampshire County Planning Committee in the last few years.

The road, a motorway-style dual carriageway, costing £1,300,000 and running from Ashley on the A31 to the new big Holdenhurst roundabout in Bournemouth, is due to be built during the next two years. Work will start this autumn. This Christchurch Times map shows the route.

It is fairly obvious that the planners want only one motel on the road, although the committee has never decided this in so many words. However, members are in general agreement that one is enough, a county spokesman told the CT.

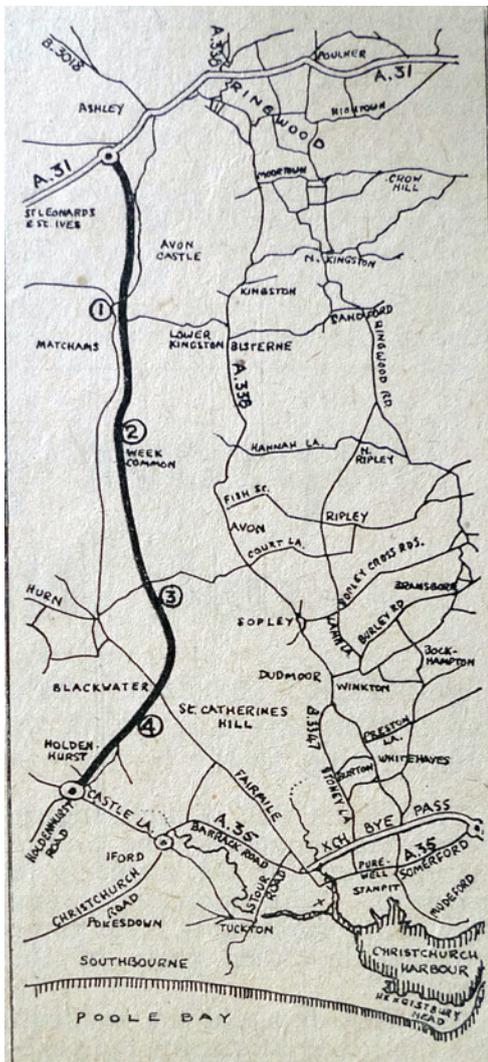
The problem seems to be where to put it. The only one which has received planning permission at the moment isn't even on the road. This came about because the line of the road has been moved since the application was granted five years ago. So garage owner Mr. Percy Duncalfe, of Little Matchams, Hurn, was left with permission for his site (No. 1 on the map) about 30 yards away from where it would be any good to him, as his site has no access onto the road. Mr. Duncalfe built his garage in 1957 the first part of his motel and service area on the advice he says, of a senior planning officer who suggested it would be a good idea to get established. It is on Hurn Road, which runs parallel to the new road, but at that time, the new road was planned to go along the same route at this point.

When the new road is built, the petrol station he already has won't be very much use to him either.

Having received planning permission for the motel, he had detailed plans drawn up by an architect. Then the road engineers changed their minds about where the road should run, and he was left high and dry. One thing he can't understand is why the permission for his motel was renewed this January, long after the line of the road had been moved.

But Mr. Duncalfe didn't rest there. He found another site (No. 3 on the map) and put in an application for permission for a motel there. This was deferred because the county were still deciding on another application a little further up the road, so Mr. Duncalfe is going to appeal to the Minister against the decision, which in these circumstances he regards as a refusal.

The application the county were still deciding on was No. 2 on the map, at Week Common.



The Ringwood - Bournemouth road showing the sites of four motels for which plans have been considered by Hampshire planning committee. The applications, in the order they were submitted, were by: 1, Mr. Percy Duncalfe, Little Matchams, Hurn; 2, Southern Motels Ltd., Hinton Admiral; 3, Mr. Duncalfe; 4, Southern Motels.

Mr. Duncalfe is to appeal to the Minister for a decision on No. 3, so the whole question of motels on this road will probably be considered at a local inquiry into this appeal.

EITHER SIDE

This plan came from Southern Motels Ltd., of the Meyrick Estate office at Hinton Admiral, who wanted to build two 24 bedroom motels, two 80-place restaurants, two cafeterias, two petrol stations, two car parks and two night halts for five caravans — one of each on either side of the road.

However, this turned out to be the site of a junction where another road, the Dorset spur, which may never be built owing to changed highway plans, was planned to join the new road. So it was deferred, and finally refused

The committee were hoping then that Southern Motels would appeal to the Minister, who would then be able to consider all the applications for motels together and sort it out himself.

But instead, Southern Motels put in another application (No 4) so the planning committee have been left with the problem of deciding themselves. They have got as far as deferring it, and a sub-committee is looking at the site.

They aren't the only ones: the Avon and Dorset River Board and the Ministry of Agriculture have raised objections, one because it could increase the danger of flooding to the village of Holdenhurst across the river, and the other because the site is on agricultural land,

INSPECTOR HEARS RIVAL CLAIMS ON MOTEL PLANS

Local interests in bids for sites

C.T. October 1, 1965

TWO separate developments proposed on the projected Ringwood to Bournemouth spur road at Hurn are the subject of an inquiry at Ringwood, which opened on Tuesday and was expected to last three or four days, by Housing Ministry Inspector Mr. E. L. Crawford.

The county council had referred to the Minister an application by Southern Motels Ltd., Lansdowne House, Bournemouth, for the construction of service areas including a motel with 36 double bedrooms, licensed restaurant, car parking area, petrol service station, toilets and hard standing and overnight halt for six caravans, on each side of the road at Holdenhurst Farm, Hurn.

The Inspector is also hearing an appeal by Mr. Percy N. Duncalfe, Little Matchams, Hurn Road, Ringwood, against planning refusal of an outline application for two filling stations, one each side of the road and on land adjoining the disused railway track south of the Avon Causeway.

It was stated that since Mr. Duncalfe built his present petrol filling station in 1955 at Matchams Park, two and a half miles north of the site under appeal, when it was understood it would be adjacent to the westbound carriageway of the spur road, the line of the road had been moved so that the filling station would become isolated on what would become a service road with no connection at any place with the spur road. He also had planning permission for an hotel on land adjacent to the filling station but this had not been built owing to the uncertain position of the road.

Mr. A. D. G. Smart, County Planning Officer, said the reason for refusal of Mr. Duncalfe's application was that it was premature until such time as the new road was constructed.

He stated that the county council had approved the scheme at a cost of £1,420,000 for the construction of the new road to lead from the A31 west of Ringwood into Bournemouth. This formed part of the long-term overall plan for Hampshire to deal with the traffic problem at Lyndhurst, Christchurch and in the New Forest on the A35, and to generate traffic from London to Bournemouth on to the A31.

FREE-FLOW

It was highly desirable that free-flow conditions be maintained for traffic using this route. Consequently the Ringwood-Bournemouth spur road was being designed as a free-flow road with side roads carried over and under the main road. Connections would only be provided at its junction with the A31 near Ringwood and the Hurn airport road near its southern extremity.

Mr. Smart said the local planning authority had indicated willingness to grant permission for a service area, including motel, restaurant, petrol filling stations, etc., on a site to be agreed by them on the spur road but no formal consent could be granted until the alignment of the road had been settled by the highway authority and approved by the Ministry of Transport. The Ministry had not yet given the starting date for this scheme and, while it had been expected this year, the present financial stringency might mean further delay.

Mr. Barrington Myers, representing Mr. Duncalfe, said his application at present only concerned two petrol stations but he had an option on adjoining land and additional facilities such as a restaurant could be provided if it were desirable.

Mr. F. F. Freeth, planning consultant, and former South West Hampshire Area Planning Officer, giving evidence for Mr. Duncalfe, said it was doubtful if he would have considered erecting a filling station in its present position at Matchams had there not been prospects of main road traffic to support his trade. On hearing of the new alignment he was advised by the highway authority to look for another site and the present appeal was the result. It was possible that he would have been content to have his application deferred until a later stage, but for the application of Southern Motels of a similar nature on a site fairly close.

ONLY ONE

Mr. Freeth spoke of the need for a filling station on the site, which was about a mile and a half from the Bournemouth boundary and a mile from the Christchurch boundary and he contended that it was the only one suitable for a filling station on the spur road where all the highway requirements could be met and there would be no injury to the visual amenities or disturbance of agricultural land uses.

The case for Southern Motels Ltd., in their application, opened on Wednesday.

This followed the completion of the evidence on behalf of Mr. Duncalfe.

Mr. F. H. B. W. Layfield, counsel, is appearing for the motel company, which he said was comprised exclusively of local men. They proposed to take full architectural advice to see that the motels were as attractively designed as architectural skill made it possible.

PRIVATE COMPANY

Lt.-Col. Sir George Meyrick, Hinton Admiral, said he was a director of the private company which was incorporated on January 2, 1963. In reply to Mr. Barrington Myers, representing Mr. Duncalfe, he said the other directors beside himself were Maj. John Mills, of Bisterne House, Bisterne, and Mr. Ernest Henry Moore, 19 Argyll Road, Boscombe, who was joint general manager.

Sir George gave details of the proposal, including a licensed restaurant for 80 persons besides the motor inns and petrol service stations, and said the company had been formed for the purpose of developing the site. He agreed that if they did not obtain planning permission a very large portion of the purpose of the company would be "washed out".

Mr. Hedley Farrow, architect, of Cumberland Place, Southampton, said the general character of the development would be a number of low buildings spread evenly over a relatively large site, which could be satisfactorily integrated with the surrounding landscape by normal planting measures. The site would not be

seen from Bournemouth except from four cottages at Holdenhurst, and only from a group of five houses in Christchurch. It was not proposed to close two short gaps in the existing trees alongside the Hurn road which gave pleasant glimpses of the River Stour below. Within the site the vehicle parking areas would be relieved with an informal layout of trees such as ash and scarlet oak, to provide shade for parked vehicles and to reduce the visual impact of large expanses of paved surface.

The hearing continued yesterday.

Among those attending the inquiry are Mr. D. R. K. Adamson, assistant solicitor, Bournemouth Corporation, who are stated to be opposing both applications, as also are members of the Jumpers Residents Association and Mr. L. Brocklebank on behalf of Holdenhurst villagers.

SPUR ROAD COST TOPS £1½m.

Up and up goes the estimated cost of the Ringwood-Bournemouth spur road — by £340,000 in four years.

When the estimate for the scheme was approved by Hampshire County Council in 1961, it stood at £1,350,000, but when authority to acquire land was given by the Council's Roads and Bridges Committee last November, a figure of £1,420,000 was reported.

At Winchester on Monday the committee were told that the final estimate, based on prepared bills of quantities, was £1,696,000. The aim is to start the scheme next year.

It was agreed that the Council's Finance Committee should be recommended to approve the estimate and that an application for Ministry of Transport grant should be made.

MOTELS WOULD SPOIL VALLEY'S BEAUTY—Inquiry told

C.T. October 8, 1965

ABOUT 100 houses in Jumpers overlooked the site of a motel planned to be built in the Avon Valley at Holdenhurst, a public inquiry into objections to the motel plan was told last Friday.

Jumpers Residents' Association representative, Mr. W. Scott Atkinson, told the Ministry of Housing Inspector: "These houses would be as much as 50 feet above it. We hope it is possible, with the assistance of Bournemouth Council, to have the area of the site declared an area of outstanding natural beauty".

The inquiry, held by Ministry inspector, Mr. E. L. Crawford, began in Ringwood on September 28, transferred to Bournemouth for Friday, and was adjourned then until November 1 at Winchester. It is into a plan for two motels and petrol service stations, costing a total of £350,000, on either side of the proposed Bournemouth spur road from Ringwood to Castle Lane roundabout. Also involved is an appeal by Mr. Percy Duncalfe, of Little Matchams, Ringwood, against Hampshire County Council's planning refusal for petrol service stations near where the road will cross Avon Causeway.

As well as objecting to the Holdenhurst motel plan on the grounds of the beauty of the area, Mr. Scott Atkinson also pointed to the danger to traffic he claimed would result from allowing a motel within 250 yards of the Hurn Road flyover on a 70 mph road.

He also mentioned that the land was liable to flooding. In fact, in 1959 — a bad year for flooding in the Avon Valley — he and his next door neighbour had rowed across the site to Hurn Court Bridge in a boat. He estimated it was then under two feet of water.

HANDED OVER

Also objecting were Bournemouth Council the land in question is intended to be handed over to Bournemouth under a boundary revision agreement between Bournemouth and Hampshire. At present it is in the Ringwood and Fordingbridge RDC area.

Bournemouth Publicity Officer, Mr. John Robinson, told the inquiry that the town could already accommodate 70,000 guests at peak summer periods. In next year's edition of the Bournemouth guide there were 740 hotels advertising. He indicated that any accommodation shortage in the town was in the cheaper range, rather than the more expensive class of hotels.

As for a motel at Holdenhurst being an advantage to airlines taking diversion flights at Hurn, he thought that it would be "insignificant" by comparison with what was available in Bournemouth.

Mr. Eric Whitaker, Bournemouth surveyor, engineer and town planner, agreed there was a shortage of parking space at Bournemouth hotels.

The building of a motel and service station on the Holdenhurst site would have an adverse effect on the amenities of the valley, he said. It would be far more obtrusive than the Holdenhurst sewage works. The spur would be a fast road, and he would like to see entrances on to it cut to a minimum.

CONVINCED

At Thursday's hearing, Councillor Ernest Henry Moore, 19, Argyll Road, Boscombe, a member of Bournemouth Borough Council, as a director and general manager of Southern Motels, told the inspector: "We are convinced of the need for the comprehensive facilities which are the subject of this application and are satisfied that the need and demand is fully sufficient to warrant the expenditure of a capital sum of over £350,000 on this development".

Mr. Moore said the company intended to operate the whole of the enterprise themselves. The directors had arranged to finance the whole enterprise from their own resources. It was proposed to have four petrol pump islands with not less than 16 pumps in each service area.

After speaking of the advantages of siting motels on the outskirts of a town, Mr. Moore had said that most of the hotels in Bournemouth were converted from old private houses and being in the congested town area they were unable to provide the necessary parking facilities or to meet the parking requirements of the Bournemouth planning authority for new buildings in the borough. Many of the old type hotels did not accept transient visitors for one or two nights. No additional hotels had been built in Bournemouth for the last 20 or 30 years, while some of the principal hotels had been converted to other uses.

Mr. W. H. Crocker, chief engineer to the Avon and Dorset River Authority, said part of the Holdenhurst development area was in fact within the flood plain of the river. Provided a certain area was not changed in level or developed in any way the remainder could be raised to any extent desirable above flood level without any detrimental effect on the flood regime of the river as a whole. The new road would be a barrier which would intercept any possible flooding.

BOURNEMOUTH WANTS MOTEL SITE FOR BUILDING—CLAIM *Ministry probe into rival plans*

C.T. November 5, 1965

AN allegation that Bournemouth "has its eyes" on land at Holdenhurst for a "building land reservoir" was made at the resumed planning inquiry at Winchester this week over two plans to build on sites on the projected Bournemouth spur road.

The inquiry was opened at Ringwood in September, was part heard in Bournemouth and adjourned to Winchester. It is into an application by Southern Motels Ltd., of Lansdowne House, Bournemouth, for the construction of service areas including a motel with 36 double bedrooms, licensed restaurant, car parking area, petrol service station, toilets and hard standing and overnight halt for six caravans, on each side of the road at Holdenhurst Farm.

Mr. E. L. Crawford, the inspector, is also hearing an appeal by Mr. Percy N. Duncalfe, Little Matchams, Hurn Road, Ringwood, against planning refusal of an outline application for two filling stations, one each side of the road and on land adjoining the disused railway track south of Avon Causeway.

Allegations over Bournemouth's plans for the Holdenhurst Farm site were made by Mr. Frank Layfield, appearing for Southern Motels Ltd. He said that in deciding to oppose the company's scheme for a motel at Holdenhurst, Bournemouth corporation acted on a total lack of relevant information and without the need for motels being responsibly examined. Bournemouth was "the odd man out" in not accepting the need for motels, he declared.

Mr. Layfield said the Transport and Housing Ministries and all the local authorities except Bournemouth accepted the need for service facilities.

The need could certainly not be met in Bournemouth. The inspector himself had seen Bournemouth's hotels and their parking facilities, the car parks in the town generally, and conditions in the streets.

DISAPPEAR

"Bournemouth have for years been stressing the urgency of car parking and the nearness of the choking of traffic, but on occasions of this kind, suddenly and notionally, these cars just disappear."

For southbound traffic when present roads proposals were complete, there would be no first-class petrol facilities for almost 14 miles from Picket Post to County Gates, unless the facilities his clients had in mind were provided.

In the short term, a petrol filling station was needed on the outskirts of the town to give the "antiquated facilities" at present in Holdenhurst Road the relief they obviously deserved.

The need for service areas was obvious for a holiday town like Bournemouth.

Mr. Layfield said Mr. Duncalfe had only applied for filling stations, not for a comprehensive development. His site was an isolated one in a rural area.

Nobody suggested service areas on motorways were an unacceptable safety hazard, and hazards in the case of the proposed motel were by no means unacceptable, he said.

For Mr. Duncalfe, Mr. Barrington Myers said the Southern Motels scheme was speculation by people who were substantial local landowners, whereas Mr. Duncalfe served on his own forecourt, and needed to remain in business for his own livelihood.

Mr. Duncalfe's site was the one which should be approved if there was to be a development anywhere.

PREMATURE

His client's application had been rejected only because it was thought premature and the planning committee had indicated their acceptance of some form of service area on the road.

Mr. Myers said that in view of the advanced stage of planning of the spur road, the application was not now premature.

Mr. Duncalfe had received approval for facilities on a road serving the same traffic as the spur.

There would be no service facilities on the new road within Bournemouth, and there was overwhelming need for a filling station at least on the road.

Mr. Myers said if a motel was needed on the road it need be only on one side of the road, as could easily be provided on his client's side, not on both sides of the road, as in the Southern Motels scheme. His client already had approval for a motel on his site on Matchams Lane.

Mr. Layfield said Ringwood and Fordingbridge Rural Council and the area planning committee supported his clients' site, and the River Authority, the Agriculture Ministry and Hampshire County Council did not oppose it.

The Minister had said, in effect, the need for motels must be met; they should not be on isolated sites in open country, nor in towns but would often have to be just outside towns. There was no presumption against motels being in green belt areas.

START DATE

Earliest date at which a start could be made on building the road now appeared to be in 12 months' time, the inquiry was told by Mr. F. H. N, Elton, Hampshire Deputy County Surveyor.

He said it had been expected the scheme would be in the 1965-66 programme and might have started early next spring.

Now, because of the Government's embargo, it would presumably be about six months after that. It was subject to compulsory purchase orders being approved.

Mr. Elton said the spur road would be built to 70 mph speed standards with gradients, curves and widths of motorway standards, but it would not be prohibited to certain classes of vehicles as motorways were.

Access to the road would be limited and it would have two carriageways in each direction.

The Transport Minister had said that service areas on motorways should be about 12 miles apart and this spur was only about 6¾ miles long between Ringwood and Castle Lane.

When the spur was built, the old Matchams Lane would remain almost as it was today, and the spur would, in fact, pass over it.

Mr. Elton said the motel could be built towards the end of the contract period for the spur road which was expected to require two summers.

The result of the inquiry will be made known later.