

ACTION 4 ALDERHOLT

Planning appeal for P/OUT/2023/01166

Proof of Evidence on Transport and Highways Assessment

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1 INTRODUCTION

1.1 Action 4 Alderholt (A4A) is a resident's association which was formed in September 2018, in response to the Local Plan consultation by EDDC. Its purpose is to oppose inappropriate development in the village and to support and be complementary to actions taken by the Alderholt Parish Council. I have been an active supporter of A4A since December 2018 and was elected chairman in March 2024.

1.2 A4A has monitored the progress of the Dudsbury proposals for its scheme known as Alderholt Meadows and has concluded that the scheme is unsustainable and inappropriate for Alderholt. A4A agrees with the reasons for refusal set out by Dorset Council. My evidence addresses the highways and transportation aspects of the proposals and highlights problems which are best understood with local knowledge of the area.

1.3 I have lived in Alderholt since February 2010. From that time until 2015 I worked in Winchester and commuted there by car on a daily basis. I am a chartered acoustic engineer and for much of the last 40 years I have worked in multi-disciplinary teams on major infrastructure projects. I am an Honorary Fellow and past president of the Institute of Acoustics. I am past vice-president of the European Acoustics Association and am a past member of both the Institution of Environmental Sciences and the Institute of Mechanical Engineers. I sit on the British Standards committees responsible for BS 5228, BS 8233 and BS EN 14389. While my career has included large scale developments, including major highway schemes, I am not qualified nor have I practiced as a highways or traffic engineer and I provide my proof of evidence as a local resident and not as an expert.

2 HIGHWAYS AND TRANSPORTION ISSUES

2.1 The Highways and Transportation topics have been assessed and reported for the Dudsbury proposals by Paul Basham Associates. They have written Chapter 7 of the Environmental Statement and also the technical appendices 7.1, 7.2 and 7.3. The ES chapter is based on the technical appendices and therefore I first address appendix 7.1 on transport. My observations relate to issues where knowledge of the local area gives insight into the statements made by PBA. I do not comment upon the more technical aspects of the Transport Assessment such as trip generation, assignment and modelling, which are addressed by Mark Baker in evidence that he has prepared for Alderholt Parish Council.

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- 2.2 At section 2 of the PBA report emerging local plans are addressed and at paragraph 2.35 the East Dorset District Council's report on highways is discussed (known as the Alderholt Paramics Model 2019). This report was updated in 2021 to address a scheme with 1750 homes with Paul Basham Associates shown as the commissioning client. These reports are appended to the Transport assessment and discussed at section 7 of the technical appendix. The findings of the study have been used to inform all subsequent work on highways and it is therefore critical that the work is robust and comprehensive if the subsequent analysis is to be relied upon. I am concerned that the modelling was restricted to junction performance only and did not address other issues which can result in increased delays. Consequently, the modelling cannot reasonably be called robust.
- 2.3 In May 2024 further documents prepared by PBA were submitted which address some issues raised during the consultation period. These include an update to the Transport Assessment (Technical Appendix 7.1Ad) and an update of the Transport section of the Consolidated Environmental Statement.

3 PROBLEMS WITH THE ALDERHOLT PARAMICS STUDY

- 3.1 When the preliminary highways report was presented, Alderholt Parish Council expressed the need for the geographical scope of the study to be increased, but this was not extended as requested. A4A advised that the SATURN software package was inappropriate for rural road conditions and Dorset Highways acknowledged this and subsequently included some micro-simulation work using the Paramics software package. This analysis was, however, restricted to the junctions within the village envelope and three more distant junctions at Cranbourne, Fordingbridge and Alderholt Mill bridge. There are several inadequacies with this approach.
- 3.2 The modelling undertaken appeared to be concentrated on junction performance within the village and at a small number of junctions at neighbouring settlements. This is confirmed in the 2021 report at paragraph 2.3. Thus, there was no mechanism for calculating any delays which may occur on links between junctions due to increased volumes of traffic. There are narrow sections of road on the roads between the main study area and the three satellite study areas which can and do cause delays, but these are not considered in the study.

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- 3.3 A key feature of micro-simulation is that drivers' behaviour can be included in the modelling and some traffic can be reassigned to alternative routes where delays are predicted on a segment of road, in the same way as drivers select alternative routes to suit traffic conditions. This cannot be assessed in the disjointed model where the alternative route does not form part of the model. An example of this is where the analysis of the traffic flow heading to Ringwood on the Hillbury Road/Harbridge Drove stops at the junction with Kent Lane and Alderholt Road. The route via Kent Lane is the shortest and most direct route between Alderholt and Ringwood, but is a poorer quality road and can be subject to delays at its many pinch-points. (Google Maps and most satellite navigation systems select this route). However, the majority of people opt for the longer route via Alderholt Road and Verwood Road (see Appendix 1, Figure A1,01). A village survey carried out by APC in 2019 revealed that 43% of residents preferred to use Kent Lane and 57% opted for Alderholt Road. Much of Kent Lane is single track with ad hoc passing places and delays occur whenever there is oncoming traffic. Clearly delays will increase with additional traffic and drivers will tend to opt for alternative routes when delays become more significant, but Kent Lane is not included in the model.
- 3.4 I also note that in winter Kent Lane is often impassible due to flooding. Up to 400 m of the lane can be under water when the river Avon floods and the road can either be closed to all traffic or useable by only vehicles such as tractors and large 4x4s. The flooding and accessibility of Kent Lane is a regular topic on local Facebook pages during the winter months. These conditions have prevailed for the majority of the first four months of 2024 and can only be expected to worsen in coming years given the increasing levels of rainfall caused by global warming. When the road is impassible all drivers must opt for alternative routes and while the majority would continue south to Verwood Road, some may also choose the Fordingbridge option. These scenarios have not been assessed in the modelling. Photographs of flooding of Kent Lane are shown at Appendix 1, Figures A1.02 and A1.03.
- 3.5 I note that flooding is not restricted to this road, but is a much wider highways issue. I note that both Ringwood Road and Harbridge Drove frequently flood in winter. In the recent Dorset Council elections, the re-elected local member for Cranborne and Alderholt raised the issue in his election leaflet. Under the heading Action on Flooding, he noted Flooding is a real blight for our area.
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- 3.6 The modelling of the Castle Street junction with the B3078 at Cranborne is another example of the deficiencies of the modelling. Castle Street is a two-track single carriageway and the road width that has been included in the Paramics model ranges from 4.8 to 5.5 m, however, the full width of tarmac is never available due to the constant presence of parked cars. The lane width information used in the Paramics satellite study is shown at Appendix I, Figure A1.04 and Figures A1.05 and A1.06 show typical parking on Castle Street and are taken from Google Streetview. Most houses lack off-street parking and there is no public car park. The cars are randomly parked along approximately 450 m of Castle Street and there is no forward visibility between the ends of this section of road. It is possible now to meet oncoming traffic when committed to drive along an effective single-track section of road, thereby requiring one of the cars to reverse to the nearest gap between the parked cars. Increases in traffic volumes would increase delays on this section of road but this does not appear to have been included in the model.
- 3.7 The accuracy of the modelling of delays relies on the accuracy of trip generation within the development being tested. It was noted that one of the developments used to estimate trip generation in the model was Snails Lane. This development is approximately 1.6 km north of the A31 at Ringwood and is situated immediately to the east of the A338. The X3 bus service runs between Bournemouth, Ringwood and Salisbury already stops at the junction with Snails Lane. The use of this bus service for residents of the Snails Lane development would be very attractive and as there is no main road or bus service available for commuters in Alderholt the trip generation would be significantly higher in a development in Alderholt.

4 PAUL BASHAM ASSOCIATES TRANSPORT ASSESSMENT

- 4.1 In the introduction to the report a section on site planning history at paragraph 1.3 it is stated: *Prior to the restructuring of local government, the site was considered suitable for a minimum of 1,000 dwellings within the (at the time) emerging East Dorset Local Plan.* This was not the case and the statement is highly misleading by seeking to give official approval of a major development in Alderholt which was never the case. The proposal put forward through the East Dorset Local Plan Review as an option, but the process was abandoned after serious objections which were not resolved.
- 4.2 At paragraph 1.6 there is another misleading statement: *The border with Hampshire lies to the east of Alderholt, beyond which the relevant authorities are New Forest District Council*

(NFDC) and Hampshire County Council (HCC). While this is true, it is noted that the border with Hampshire also lies to the north and south of the village and that three of the four access routes into the village meet the HCC border within approximately a mile. Only the route to Cranborne and the west lies in Dorset.

- 4.3 A list of topics to be addressed in the assessment is given at paragraph 1.9. While junctions are included there is no consideration given to potential delays in links between junctions. There are several locations where significant delays may occur as use intensifies.
- 4.4 Paragraphs 2.9 to 2.22 review documents relating to the Strategic Road Network (SRN). The only part of SRN potentially affected by a development in Alderholt is the A31 at Ringwood. Government advice for the SRN is not necessarily directly transferable to a rural location remote from the SRN.
- 4.5 The Emerging Dorset Local Plan is discussed at paragraphs 2.23 to 2.28. At paragraph 2.26 it states that the plan sets out two development options: one for 300 additional homes and a significantly larger scheme. This is a misleading summary of the plan's options as it was also recognised that organic growth serving the needs of the village was an option.
- 4.6 A brief description of the local highway network is given at paragraphs 3.3 to 3.15. In some cases, these descriptions mention typical road widths, but no mention is made of minimum widths where in sections of road narrow making two-way flows of traffic difficult or impossible. More significantly Sandleheath Road is not described. This road forms a popular route north to Rockbourne and Salisbury. The 2019 village survey revealed that 43% of respondents opted to use Sandleheath Road to travel to Salisbury rather than go via Fordingbridge and the A338. I note that the results in the village survey appear to underestimate the proportion of drivers opting to use Sandleheath Road for at paragraph 6.16 PBA notes that a similar proportion of residents use Sandleheath Road and Fordingbridge Road and the latter would also include people heading for destinations other than Salisbury.
- 4.7 A list of existing facilities is given at Table 2 and this is not complete. Facilities such as Alderholt Motors, Wolvercroft garden centre and its associated Sticky Bun café are not included.
- 4.8 It is suggested at paragraph 5.2 that the development would form a 15-minute neighbourhood where it is assumed that the majority of people living within a 15-minute walk of a facility

would choose to walk. A simplistic map (Figure 12) is used to support this assertion. I note that the concept was originally called the 15-minute city and was based on cities such as Paris. In cities there are several factors which discourage the use of cars for short journeys which are not present in rural villages: congestion results in slower trips; there is a risk that parking may not be readily available at the destination and also it may be hard to find a parking place on return home. Without these disincentives it is common for people living within 15 minutes' walk of the current shop to opt to drive, therefore it follows that new residents would opt drive rather than walk for 15 minutes each way when visiting the a local shop.

- 4.9 In the following paragraphs 5.3 and 5.4 it is suggested that the expansion of the village and the provision of facilities such as a second convenience store would reduce the need for people to leave the village to access facilities. In common with convenience stores throughout the UK prices tend to be higher in the village shop and so it does not tend to be used for people's main shopping, which is done in the bigger stores found in the surrounding towns and cities, The assertion at paragraph 5.4 that *walking and cycling within Alderholt will become more attractive. In combination, these aspects of the development will result in existing and future residents having a genuine choice of modes..* is a clear reference to the advice at paragraph 74 of NPPF, but this refers to the need for a genuine choice of transport modes on the surrounding highway network in order for people to access employment and other facilities in the surrounding area.
- 4.10 Section 7 of the PBA report addresses the traffic modelling carried out by DC Highways, first with EDDC planning department acting as client and subsequently with Dudsbury Homes' consultants as client. It notes that the main model covers Alderholt, with sub-models of Cranborne, central Fordingbridge and Alderholt Bridge (erroneously called White Mill Bridge). I have set out concerns about the treatment of Cranborne at paragraph 3.6 and also the failure of the modelling to include the most direct route between Alderholt and Ringwood at paragraph 3.3. The satellite models appear to have been selected to assess the performance of particular junction, or in the case of Alderholt Bridge the delays that may occur with traffic negotiating the single-track bridge. These models do not include the links between the village and the satellite models which all contain many pinch points where two vehicles cannot safely pass. As traffic volumes increase these pinch points will inevitably lead to increases in journey times. This has not been considered in the modelling and consequently

no delays have been included in the future trips nor has any mitigation has been considered. The road to the north of Alderholt Bridge is not considered although this also contains pinch points. These deficiencies are to some extent acknowledged at paragraph 7.8 where it is noted that consideration has been given to the geometries of the link roads.

- 4.11 At paragraph 8.14 a list of link roads is given which is described as *those links that were not covered by the strategic modelling* and states that these roads have been assessed in terms of their suitability to accommodate the forecast traffic volumes. I note Sandleheath Road is not listed despite being the link road between the village and Alderholt Bridge. In addition, the road beyond the bridge (Alderholt Road) is not considered nor is the road to Rockbourne. The assessment of the links included in the assessment is presented at section 10 of the PBA report.
- 4.12 Two elements are included in the PBA link appraisal. The first is a character assessment which considers physical features such as width and alignment, while the second element includes swept path analysis to assess the size of vehicle which may negotiate bends. At paragraph 10.3 it is stated that reference has been made to the Manual for Streets for road widths necessary to allow vehicles of different classes to pass. For the swept path analysis reference has been made to OS MasterMap Topography Layer.
- 4.13 The Manual for Streets, as the name suggests, is a guide is for the design of streets in towns and cities and not rural roads. The manual does state that some of its principles may be applicable to rural roads, but it states: *It is the responsibility of users of MfS to ensure that its application to the design of streets not specifically covered is appropriate.* There is no statement that this has been done. The only reference explicitly made to the MfS is minimum pavement widths required for various vehicles to pass each other and this information is presented at Appendix 1: Figure A1.07. I consider that passing widths on rural roads need to be wider than on streets in urban areas for several reasons. The PBA assessment ignores all of the following factors.
- 1) Vehicle speed: The average speed on the rural road network around Alderholt is higher than on a typical urban/city street. Some access roads are subject to 30 mph speed limits whereas others are either 40 or 60 mph. Urban street speed limits are generally either 20 or 30 mph. However, congestion in cities often means that typical vehicle speeds are below the seed limit, whereas the speed limits on the

access routes around Alderholt are known to be regularly exceeded, which has led the parish council to install Speed Indicator Devices in an attempt to reduce vehicle speeds. This difference in speeds on rural roads means that drivers require a wider passing width or will slow down or even stop in order that vehicles can pass safely.

- 2) An essential difference between urban streets and rural roads is that street a generally has a raised kerb with a paved footway on each side, whereas rural roads are bounded by soft earth verges. If a car is driven too close to the edge of an urban street a tyre wall may be scuffed or at worst a wheel rim may be scratched. On a rural road the damage can be much more serious. The verges are often worn away where larger vehicles have driven off the pavement in order to pass other vehicles. This erodes the verge and can result in deep troughs alongside the road and drivers are reluctant to get too close to the edge of the paved area. This erosion of the verges has led to many vehicles leaving the pavement and getting stuck in the soft verge or ditch alongside the road. Examples are shown in Appendix 1 Figures A1.08 to A1.10. When vehicles drive close to the edge of the pavement it often causes crumbling of the pavement edge and sometimes this can extend a significant distance into the pavement. An example of this is shown at Appendix A1, Figures A1.11 and A1.12 which show recent damage to the edge the edge of Kent Lane. These hazards are particularly dangerous at night and cause drivers to stay well away from the edge of the pavement. Appendix A1, Figures A1.13 to A1.15 show the damage to the verges on Rockbourne Road.
- 3) The rural roads that serve Alderholt are generally densely vegetated and this can overhang the edge of the pavement thereby making the full width of pavement unusable.
- 4) The MfS uses average vehicle widths when assessing pavement width requirements for passing vehicles; however, the widths used are not given. It is known that the average car width is increasing every year. On 22 January 2024 the Guardian reported that the average width of cars sold was increasing by 0.5 cm per year between 2001 and 2023. The Manual for Streets was published in 2007 and therefore the average car width has increased by 8.5 cm. Even if it is assumed that the average width of a domestic car on a city street is the same as on a rural road,

there are many wider vehicles using the rural roads around Alderholt which are not generally present in city streets. The most obvious of these is tractors. The maximum width of a standard agricultural tractor is 2.55 m, rising to 3 m when fully laden or towing agricultural trailers or machinery. Wider tractors may also use the roads, with categories of up to 3.5 m and 4.5 m. All tractors are subject to a 40-mph speed limit, but the larger vehicles are subject to limits of 20 mph and 12 mph. There are camping sites in and around Alderholt and in season large numbers of caravans and motor homes use the access routes. The UK law says the maximum trailer width for any towing vehicle is 2.55 m and caravans are sold at this width: however, most are between 2.2 and 2.3 m wide. A further category of vehicle regularly using Harbridge Road and Alderholt Road is HGVs carrying sand and gravel. These are limited to 3 m in width, but are often 2.9 m wide. None of these wider vehicles would be a common feature in city streets.

- 4.14 At paragraph 10.3 it is stated that the road width for the swept path analysis has been taken from OS MasterMap Topography Layer, but this is stated to be plus or minus 1.1 m. That range alone is the difference between a two lane and a one lane road. A note on the associated drawings states that a combination of on-site observations and Google Maps has been used to obtain width data, but it is not clear how extensive this was or where each technique was utilised.
- 4.15 At paragraph 10.4 it states that the generated traffic from the proposed development will move equally in three directions: Harbridge Drove to the south; B3078 Daggons Road and Batterley Drove to the west and Fordingbridge Road to the east. Link appraisals have been made for these four roads, but there is no appraisal for Sandleheath Road. This road is the link road to Alderholt Bridge and also the road beyond is an important route to Salisbury for the village and also drivers from locations to the west such as Verwood. PBA states note that equal volumes of traffic will use Sandleheath Road and Fordingbridge Road (see PBA paragraph 6.16) and it is unclear why this route has been ignored in the appraisal.
- 4.16 At paragraph 10.5 it is stated that Average Annual Daily Traffic (AADT) forecasts have been calculated to support this link analysis and has also been utilised within the Environmental Statement. It is unclear why AADT volumes have been estimated for this appraisal since the greatest volume of traffic is likely to occur on weekdays when commuting

and school traffic is present. For this reason, the use of average annual weekday traffic figures (AAWT) is likely to represent a more rigorous appraisal of the routes considered.

- 4.17 The appraisal for Harbridge Drove to the south notes that the road is reasonably straight and of “reasonable” width being 5.5 m wide. I have noted above that Harbridge Drove/Alderholt Road is used by gravel lorries travelling in both directions and this is likely to intensify due to proposals for additional gravel workings along the road. At 5.5 m wide there is not sufficient width for two gravel lorries to pass and this inevitably means that one or both will drive on the verge when passing. The “reasonable” appraisal appears inconsistent with this situation. It is recognised that parts of the road are too narrow for cars to pass heavy vehicles and a detailed assessment of road widening would be needed. This should be carried out prior to granting planning permission as cost implications would be considerable. No assessment of the additional traffic impact on Kent Lane is made, but this is the most direct route to Ringwood. Finally, it is unclear what PBA concludes about this route as their final paragraph appears to have been cut and pasted from another route appraisal and has no relevance to the route south (see paragraph 10.16).
- 4.18 The 2019 village survey recorded over twenty cases of damage to wing mirrors on due to narrow of width of access roads, particularly when passing gravel lorries on the route to the south of the village.
- 4.19 There are also link appraisal descriptions for:
- 1) B3078 Daggons Road;
 - 2) B3078 – Alderholt to Batterley Drove;
 - 3) B3078 – Batterley Drove to Cranborne;
 - 4) Batterley Drove – Verwood and
 - 5) B3078 – Fordingbridge Road
- 4.20 For each of the above routes it is noted that mitigation would be required where there is insufficient width for vehicles to safely pass. Where there is insufficient width for vehicles to pass is identified it is noted that width data has been obtained from OS maps and not from on-site measurement and observation. Given the accuracy of OS mapping the lengths of road

where mitigation may be needed can be significantly underestimated. It is also recognised that practicable mitigation may not always be possible and that pinch points would need to remain with suitable signage or priority signals. Given the extensive nature of the mitigation proposed I consider that a more detailed feasibility and cost analysis should be undertaken at this stage and not at a later date as suggested by PBA.

- 4.21 When assessing the route between Batterley Drove and Cranborne at paragraph 10.21 PBA notes that there will be a flow of 3400 vehicles in an 18-hour period. While noting that this will not be evenly distributed throughout that period an assessment is made assuming an even distribution, thereby minimising the potential impacts. Traffic engineering generally considers peak hour flows and these must be known to PBA and there can be no reasonable explanation as to why these have not been used for their assessment.
- 4.22 The appraisal of Batterley Drove states *that there is carriageway is of reasonable width (approximately 5.5m) and has delineated centre line carriageway markings which combine to make the route a more suitable and preferably route for higher traffic volume than that of the route between Batterley Drove and Cranborne.* This is not the case as there is a section of road that has recently been resurfaced and there is no central line due to its insufficient width. In addition, there are two further sections where no centre line is provided. This is accordance with the advice given ay paragraph 2.2.6 of The Traffic Signs Manual published in 2018 by the Department for Transport. I also note that the coach firm based in Alderholt will avoid using this road whenever possible due to its inadequate width and forward visibility and opts to drive via Ringwood when travelling between Alderholt and Verwood, an additional 10 miles in each direction. The same coach company avoids using the Sandleheath Road/Rockbourne Road when servicing Rockbourne and locations further north for similar reasons.
- 4.23 I note again that no appraisal of any kind has been made for Sandleheath Road and Rockbourne Road despite it being noted by PBA at their paragraph 6.16 that 19% of development generated traffic will use this route, the same proportion as will use the Fordingbridge Road. I also note that no appraisal is made of Kent Lane, which is the most direct route between Alderholt and Ringwood.
- 4.24 Section 9 of the PBA report sets out its analysis of junction capacity. This has been undertaken for the years 2027 and 2033. Elsewhere in the ES at paragraph 5.23 it is noted

that it is expected that construction of residential units will commence in late 2029 and that the development would be completed in 2041. At paragraph 7.39 it is stated that build rate for dwellings would be 125 per year and so less than 500 would be built in the forecast year (2033). There appears to be no assessment of a worst case, i.e. completed development.

5 TRAVEL PLAN

5.1 At paragraph 4.16 reference is made to the development being a 15-minute neighbourhood. I have set out my concerns about this issue at paragraph 4.8.

5.2 At paragraph 4.17 PBA states: *In addition, the development will deliver a new GP surgery, dentist, pharmacy and opticians. Therefore residents' day to day needs, including health care will be well catered for within the settlement, reducing the need to travel to nearby towns.* The provision of these facilities is then used to justify a degree of trip internalisation and a reduction of car use within the development. However, this statement is made without any proof as to how these facilities would be provided. The provision of facilities is regulated and they cannot simply be built and staffed. Thus, the claim that the development *will deliver* them is highly misleading.

6 ENVIRONMENTAL STATEMENT

6.1 The transport assessment is presented at section 7 of the Environmental Statement. In general, I consider that little weight can be placed on this assessment since its findings are based on the results of the Alderholt Paramics Study which is flawed in many aspects and also the further assessment made by PBA based on these flawed results. The PBA assessment also makes wholly inappropriate use of the Manual for Streets and systematically underestimates the highway problems caused by the proposed development.

6.2 When discussing the methodology for assessment of effects reference is made to the IEMA Guidelines and in particular its two rules-of-thumb for identifying roads to be assessed. At paragraph 7.10 a list of roads identified in this screening process is presented, but this does not include Sandleheath Road or Kent Lane. The omission of Sandleheath Road is particularly baffling since PBA has identified that 19% of the traffic generated by the development will use this road (see paragraph 6.16 of the Transport Assessment).

6.3 Paragraphs 7.11 and 7.12 present the derivation of the semantic scales for impact and effect assessment. I note that the highest level of impact is described as “major”. It is therefore

somewhat unclear how PBA can make the statement: *The above demonstrates that the residual cumulative impact of the proposed development on junctions across the network is not severe* at its conclusion of the Transport Assessment, when severe is not defined.

- 6.4 At paragraph 7.100 it is stated: *There will not be any significant implications of climate change*. It is not clear why this issue is addressed in a traffic engineer's expert evidence, but I note that this is simply not the case. I have noted that flooding is a growing issue in Alderholt and the surrounding area. This is a direct result of climate change which is causing steadily increasing winter rainfall in the UK as shown by Met Office data. Average winter rainfall has increased 15% over the last 30 years and will continue to increase and this will continue to exacerbate the flooding problem. Parts of the proposed development are in areas subject to flooding and the roads serving it also flood.

7 CONCLUSIONS

- 7.1 I have set out the errors and deficiencies in the traffic modelling carried out for the scheme using the Paramics software. There are several shortcomings and each of these results in a degree of underestimation of the potential adverse impacts. This work is then used as the basis of the PBA traffic assessment study and clearly building on unsound foundations will result in conclusions that are unsound. In particular PBA has made reference to a guidance document explicitly relating to urban streets, without any consideration of its relevance to rural roads. Again, the conclusions drawn can be given little weight.
- 7.2 Mitigation measures are outlined by PBA for the sections of roads where they predict unacceptable problems, but no detailed analysis of the practical or financial feasibility of these has been made and it is suggested that this can be done after planning permission has been granted. Furthermore, two important access roads to the village are completely left out of the assessment. This approach is unacceptable because the areas requiring mitigation are significantly underestimated and the overall impacts of mitigation may be unacceptable and unaffordable.
- 7.3 I consider that the appellant has failed to demonstrate that any highways impacts would be acceptable and for this reason the appeal should be refused.

8 STATEMENT OF TRUTH

I confirm that I have made clear which facts and matters referred to in this proof of evidence are within my own knowledge and which are not. Those that are within my own knowledge I confirm to be true. The opinions I have expressed represents my true and complete personal opinions on the matters to which they refer.

APPENDIX 1

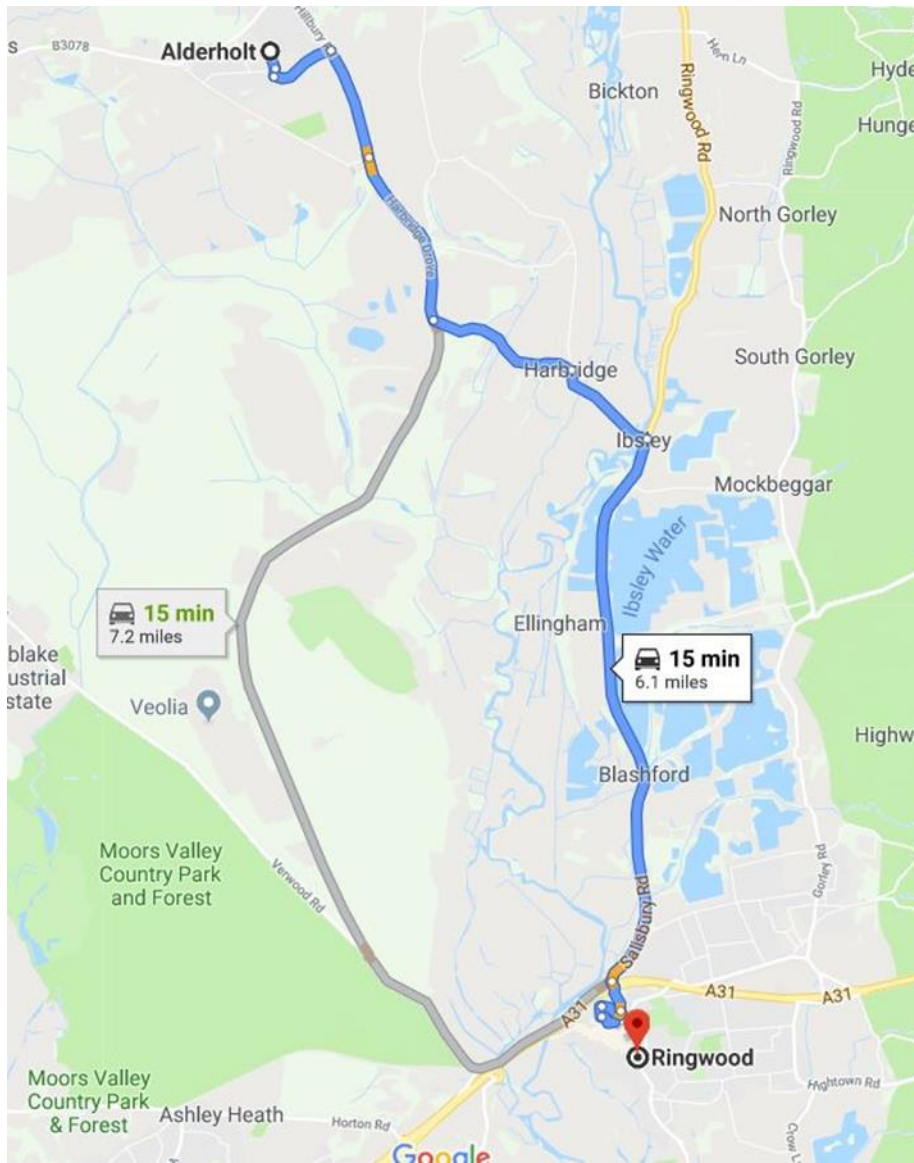


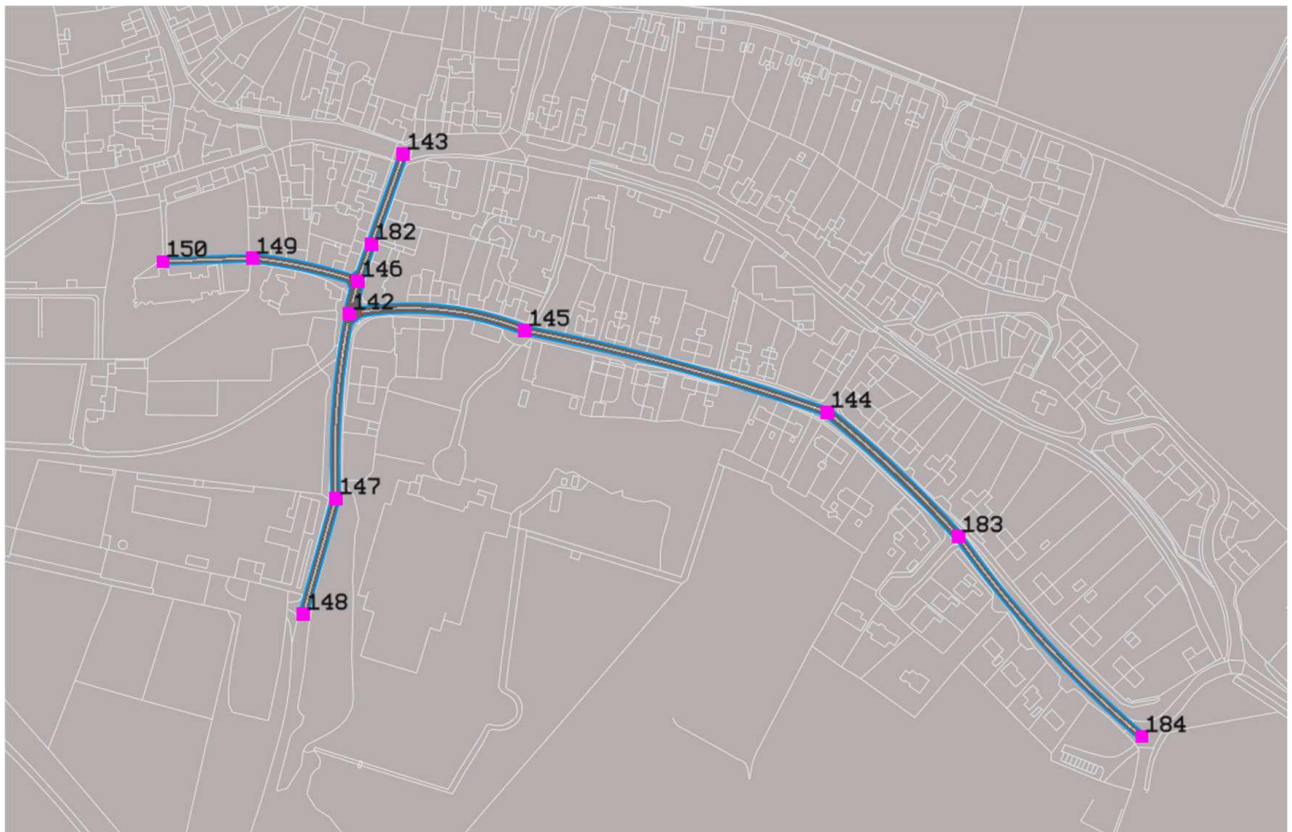
Figure A1.01: Google Maps routes between Alderholt and Ringwood



Figure A1.02: Flooding of Kent Lane 2024



Figure A1.03: Flooding of Kent Lane 2024



Link	Length (m)	Width (m)
150::149	48.5	2
145::142	95.87	2.7
142::145	97.41	2.7
142::146	18.35	3.5
146::142	18.35	3.5
146::182	21.34	2.5
146::149	58.19	2.5
182::143	51.67	2.5
149::146	58.71	2.5
148::147	64.85	2.5
142::147	99.88	2.5
144::145	168.9	2.5
183::144	97.64	2.75
183::184	146.62	2.3
149::150	48.5	2
147::142	100.5	2.5
144::183	98.07	2.75
182::146	21.34	2.5
147::148	64.85	2.5
145::144	169.25	2.5
143::182	51.67	2.5
184::183	147.18	2.3

Figure A1.04: Lane widths used for Cranborne Paramics study



Figure A1: 05 Castle Steet looking west



Figure A1.06 castle Street looking east

feature. In such single lane working sections of

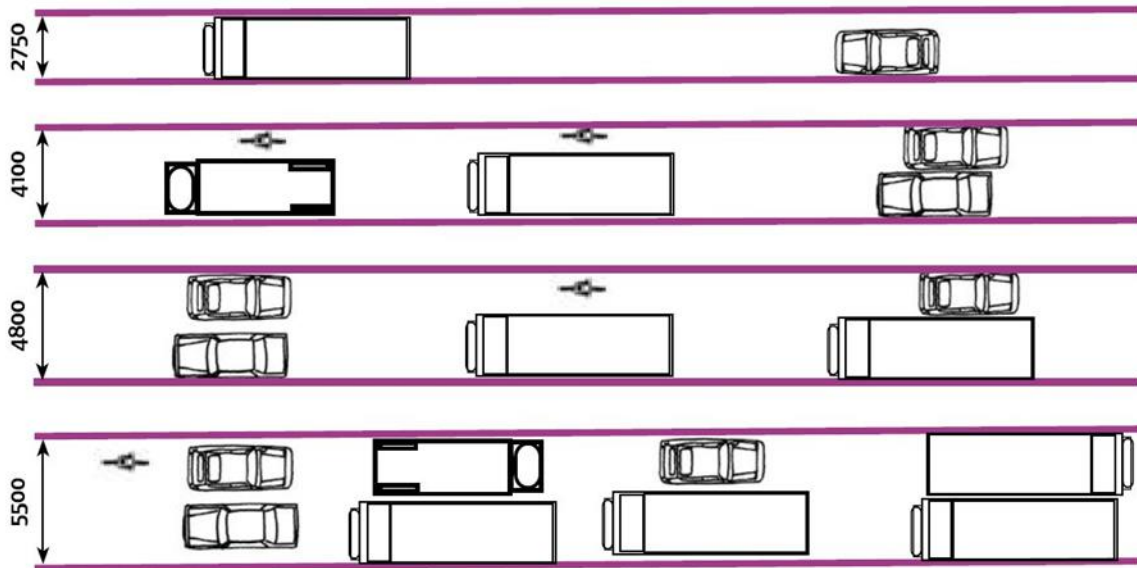


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Figure A1.07 Manual for Streets minimum pavement widths for passing vehicles



Figure A1.09: Vehicle in ditch on Rockbourne Road (December 2023)



Figure A1.10: Vehicle in ditch on Rockbourne Road (December 2023)



Figure A1.11: Erosion of pavement on Kent Lane (May 2024)



Figure A1.12: Erosion of pavement on Kent Lane (May 2024)



Figure A1.13 Erosion of verge on Rockbourne Road showing depth of about 3 feet (May 2024)



Figure A1.14 Erosion of verge on Rockbourne Road (May 2024)



Figure A1.15 Erosion of verge on Rockbourne Road showing car tracks (May 2024)