

**Cranborne and Edmondsham Parish Council**  
*Parish Clerk: Ms W Hopkins*  
*Stable Cottage, 8a The Square, Cranborne BH21 5PR*  
*Telephone: 01725 551188 Email: cranborneparishcouncil@gmail.com*

Ms Ursula Fay, Planning Officer  
Dorset Council  
County Hall  
Colliton Park  
Dorchester  
Dorset DT1 1XJ

09th May 2023

Dear Ms Fay

**Application P/OUT/2023/01166: 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) (the “Application”)**

I am the clerk of Cranborne & Edmondsham Parish Council (the “**Parish Council**”). I am writing to you to notify you that the Parish Council objects to the Application having consulted with representatives of Dudsbury Homes (Southern) Ltd (the “**Applicant**”) at the Parish Council’s meeting on 17 April 2023 (the “**April Meeting**”).

The Parish Council believes that the Application is fundamentally flawed in a number of areas as described in more detail below. In summary these are:

- it contravenes National Planning Policy Framework (“**NPPF**”) 8 – *Promoting healthy and safe communities;*
- it fails comprehensively to meet NPPF 9 – *Promoting sustainable transport;* and
- it does not comply with NPPF 14 – *Meeting the challenge of climate change...*

**1. Transport**

1.1 The Parish Council has used the 2011 Census data to consider the potential impact of the development proposed by the Application. Because 63% of Alderholt houses had two or more cars or vans and less than 6% had none, it is reasonable to expect at least 2,650 additional cars and vans in the village as a result of the development, equating to at least 5,300 additional transport movements a day.

1.2 Appendix 7.2 to the Application is the travel plan (the “**Travel Plan**”). Paragraph 3.13 of the Travel Plan states:

*“To the west of Alderholt, the B3078 leads towards Cranborne and becomes Daggons Road, which then becomes Cranborne Road. The speed limit is 40mph along Daggons Road, raising to the national speed limit on Cranborne Road. It is rural in nature, and the width of the carriageway varies, particularly where it curves in either direction.”*

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This statement is misleading: the width of the carriageway “varies” in that in several places it is a single-track road with occasional passing places. The Travel Plan does not address how this road would deal with the additional transport movements proposed. At the April Meeting, it was clear that the Applicant was not at all familiar with the nature of the road.

- 1.3 Appendix 7.1 to the Application is the transport assessment (the “**Transport Assessment**”). Paragraph 10.19 of the Transport Assessment acknowledges that on the stretch of road between Batterley Drove junction and Cranborne “there are some locations where two large vehicles cannot pass, according to OS mapping”. This statement is misleading: it implies that two small vehicles can pass, which is not the case. There are several places where the road is single track. The Parish Council suggests that in order for the planning officer to consider the planning application appropriately, the Applicant should submit a full topographical survey of the roads in the area rather than rely on representational OS mapping.

- 1.4 Paragraph 10.19 of the Transport Assessment proposes “*that the necessity for the proposed widening is reviewed at a later stage through a topographical survey. It is suggested that this is secured through planning condition*”.

The Parish Council believed that transport infrastructure is fundamental to the success not only of the proposed development but of the wider neighbourhood. An increase in the traffic flows of the scale suggested by the Applicant (which the Parish Council believe to be an extremely conservative estimate) will in the Parish Council’s view materially affect the ability of workers travelling to, from and through Cranborne to get to work. In the same way, transport links for more than twenty businesses situated in Cranborne will be adversely impacted. Accordingly, the Parish Council believes that it is not appropriate to review the necessity for widening at a later stage: the necessary studies should be undertaken and independently validated before the Application is determined.

- 1.5 Paragraph 10.20 of the Transport Assessment states:

*“There are also a number of existing passing places in locations which ensures that there is always forward visibility to ensure that two vehicles do not meet at the middle of a pinch point, and therefore ensures vehicles can pass.”*

The conclusion in this statement is manifestly incorrect. On the Applicant’s own estimates of Average Annual Daily Traffic, which the Parish Council considers extremely conservative, it is likely that with one vehicle movement every twenty seconds it is inevitable that in order to travel along the road each car will need to pull into every passing place in each direction. Accordingly, particularly at peak times, all passing places will be occupied at all times and the road will be gridlocked.

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1.6 Paragraph 10.16 of the Transport Assessment states:

*"...it is considered there will be no areas on the B3078 between Alderholt and Batterley Drove that would not be able to accommodate two buses to pass (given the route will form part of the new bus route between Cranborne, Alderholt and Ringwood)".*

The Transport Assessment does not specifically address whether two buses can pass on the stretch of road between Batterley Drove and Cranborne. For the reasons stated above, however, the Parish Council's unequivocal view is that it will be difficult and likely impossible. Accordingly, the Parish Council does not believe that the proposed bus service to Cranborne will be physically possible.

1.7 Paragraph 3.14 of the Travel Plan states:

*"In Cranborne, the B3078 continues southwards at a priority junction, providing a route towards Wimborne Minster and Verwood."*

This statement is incorrect. There is a Stop sign at the end of Castle Street in the centre of Cranborne: it is therefore not true to describe it as a "priority junction". This junction is on a "blind" T-junction when driving from Alderholt and is the scene of regular accidents. The Parish Council believes that this already dangerous junction would become considerably more dangerous with additional transport movements of the nature proposed by the Applicant.

1.8 The Applicant makes no reference to Castle Street in the Travel Plan or the Transport Assessment. Because of the limited off-road parking available in the street, it is effectively a single track road, with two blind-corners and limited passing places within the curtilage of the village. The traffic flow along it is congested at most times of the day and particularly during peak periods. Additional transport movements of the scale proposed in the Application would quickly result in grid-lock. It is also likely that there would be a significant decrease in air quality along Castle Street as a consequence.

1.9 Paragraph 3.15 of the Travel Plan states:

*"Batterley Drove meets the B3078 via a priority junction and provides an alternative route to Verwood, providing onward connections beyond towards Wimborne. Batterley Drove is of reasonable width given its rural nature. It is typically subject to a 60mph speed limit and has no footways alongside."*

This statement is misleading. Batterley Drove is a winding rural road with five sharp or right-angled bends within the two miles between Verwood and the junction with the B3078. It was clear to the Parish Council at the April meeting that the Applicant is aware of this as the Applicant stated that vehicles could only reach speeds of thirty miles per hour on Batterley Drove with difficulty.

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- 1.10 For the reasons stated above, the Parish Council believes that the Applicant's Travel Plan and Transport Assessment are fundamentally flawed and materially misleading and that accordingly the Application must be rejected.

## **2. Schools**

- 2.1 Paragraph 4.2 of the Travel Plan states that St James' CE First School in Alderholt will be "*restructured as a Primary School and becom[e] part of a two tier education system linked with Burgate secondary school in Fordingbridge (rather than the current three tier link to Cranborne and Wimborne)*".

At the April Meeting, the Applicant admitted that Cranborne Middle School had not been consulted on this element of the proposal. Further, the Applicant stated that no discussions with Dorset Council had taken place to date on this element of the proposal. It is the Parish Council's view that if St James' CE First School (one of four feeder schools to Cranborne Middle School) is restructured as a Primary School, this could materially affect the viability of Cranborne Middle School, which in turn would affect not only Cranborne, but the neighbouring villages which make up Cranborne Middle School's catchment area.

The Parish Council believes that the Application cannot be determined without a detailed study of the potential effect of the proposed development on the existing schools' network in the area and proper consultation with Dorset Council and the schools affected.

## **3. Cranborne Surgery**

- 3.1 Paragraph 4.2 of the Transport Assessment refers to a "New 21<sup>st</sup> century (*sic*) healthcare facility" to be delivered by the development "either directly or indirectly". The Parish Council understands that this facility would not be built until the population of Alderholt exceeds 20,000. Given the proposed phased nature of the development it is not clear how long Cranborne Surgery would be expected to support its share of these patient numbers before the Alderholt surgery was delivered – or indeed what its share of these patient numbers would be given the current pressure on the Fordingbridge surgery.

The Parish Council believes that the Application cannot be determined without a detailed study of the potential effect of the proposed development on the existing health services in the area.

The Parish Council makes its objection on the material grounds that it believes the Application will have a deleterious effect on its schools; housing; jobs; health services; education and transport. The importance of Cranborne as Rural Service Centre will diminish and further contribute to the subservience rural communities suffer, in favour of large-scale development.

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Yours sincerely

A handwritten signature in black ink, consisting of a large, stylized 'W' followed by a horizontal line that tapers to the right.

Wendy Hopkins

Clerk, Cranborne & Edmondsham Parish Council