

From: roger khanna <worthmatraversparishclerk@gmail.com>
Sent: 05 November 2020 09:38
To: Tudor, Sarah <sarah.tudor@planninginspectorate.gov.uk>
Cc: Jerry Burden <jeremybuilding@btinternet.com>; ian Bulger <itbgardeningltd@gmail.com>
Subject: Re: FW: Doc 4i

Dear Sarah Tudior

I confirm the position of Worth Matravers Parish Council following their meeting on the 3 November

The Parish Council objects to the proposed fare increases and fully supports the objections of Studland Parish Council and the comments and objections made to the Inspectorate from Langton Matravers and Corfe Castle Parish Council .

The WMPC primary objections which it would wish the Inspector to consider are as follows

Ferry Inquiry - WMPC Statement of Objection

Administration

That the company has failed in this application to address the specific criticisms of the Inspector at the last (2018) Inquiry namely-
Whilst the replacement of the ferry is a reasonable aspiration and indeed will be a necessity at some stage there is still no visibility guarantee or realistic financial assurance as to when that might be.

Finance

There is a history of non-deliverability of the Company's previous fare application promises. The Company's successful fare increase applications to DoT from 2009 onwards failed to provide any significant increase in their non ring fenced nominal Ferry Replacement Reserve Fund used to justify the increases.

There is no still assurance or confidence in these current proposals that the ferry replacement reserve would or could now be safeguarded from other Holding Company demands or requirements and rise to the levels required such that the Company would be in a position to procure a replacement vessel. - Now put back from 2025 in the 2009 application to in 2035 in the 2020 fares increase application)

The proposed substantial return on investment in this application for a 44% fares increase is neither reasonable nor appropriate

Legally binding obligations

There can be no confidence from history for the community that legally or administratively the Company would be able in future to safeguard the build up of the necessary finance for a replacement ferry. There would be no prospect or guarantee of delivery on any current Company stated intention or Inspectors / Ministers approval unless covered by a pre supplied and watertight legal agreement as per S106 for Planning applications.

None has been provided and no application should be considered without this legal undertaking being in place as with most planning applications .

Environmental and Transport Policy Objectives

The failure of the proposed increasing pricing strategy is to meet basic governmental objectives especially as regards pedestrians and cyclists . The overspill impact will be damaging on the Isle of Purbeck with traffic diverted through pricing increase onto the surrounding often heavily peak congested alternative route single carriageway road network.

Employment Impact

There will be severe adverse economic effects on filling lower paid local employment opportunities as well as direct financial impacts on lower family income residents travelling to work elsewhere

Regards

Roger Khanna
Clerk
WMPC .

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