

Dorset Green

BRIEFING NOTE 4

Response to Purbeck Core Strategy EiP questions from Inspector

1. Introduction

- 1.1. This Briefing Note has been prepared by Entran Ltd in response to a question posed by the Inspector to the Purbeck District Core Strategy EiP.

The Inspector notes that in paragraph 15.2.16 of the ZBV submission on Matter15: South West Purbeck, it is stated that 'it has been agreed with Dorset County Council that the proposed redevelopment plans for the site set out in the Masterplan can be comfortably accommodated within the area's existing transport infrastructure';

The Inspector would welcome any available evidence that confirms that the County Council is satisfied that the proposed development could be satisfactorily accommodated on the site without detriment to matters of transport.

2. Proposed development

- 2.1. The question has been asked in relation to the ZBV (Winfrith) submission to the EiP which promotes the allocation of Dorset Green for mixed use development. ZBV's plans include the regeneration of the commercial element, retaining some existing B1 and D2 buildings, construction of around 45,000m² of new employment uses plus education, hotel and ancillary retail uses and construction of up to 700 new homes.
- 2.2. In 2009 a planning application was submitted for the development of three Class B1 buildings within Dorset Green (6/2009/0465). This was presented as Phase 1a of a comprehensive masterplan for the Dorset Green Technology Park. That B1 development would normally be subject to a S106 transport contribution towards the Purbeck transport Strategy (PTS) in accordance with DCC's SPG. However, during pre-application discussions Entran and DCC agreed to a two-stage strategy:
- Firstly we would establish the maximum potential traffic generation of the extant uses on the site, thereafter referred to as traffic credits, and that S106 contributions would only apply if traffic generation were to exceed that level; and
 - A Travel Plan would be prepared for the whole Dorset Green area, with the intention of allowing future regeneration of the technology park without increasing traffic above the traffic credits ceiling.
- 2.3. Entran submitted a Transport Statement in support of the Phase 1a application that derived a traffic credit figure of 4600 vehicle trips per day. The DCC consultation response dated 28th August 2009 (Appendix A) queried that figure, requested additional information, and re-iterated that a Travel Plan should be prepared for the whole masterplan area.
- 2.4. Following receipt of DCC's comments we discussed the methodology at length with DCC officers and then amended the Transport Statement. The final agreed traffic credit figure was 3900 vehicles per day. This is explained in the Purbeck committee report (Appendix B). During those negotiations DCC officers suggested that their aspiration would be for the whole technology park to be regenerated in such a way that a robust Travel Plan would enable vehicle trips to remain at or about the traffic credits ceiling. This is reflected in the suggested S106 structure referred to in the committee report. The Council resolved to grant planning permission on that basis.



- 2.5. On 15th September 2011 Richard Fitter, a Director at Entran met the DCC Travel Plan Co-ordinator Laura Russ on site at Dorset Green to discuss the structure and content of a Travel Plan to support the redevelopment of the Dorset Green site. Ms Russ provided details of DCC's Travel Plan guidance and discussed potential transport improvements with her passenger transport colleagues. An email to Entran from DCC showing the level of discussion attached as Appendix C.
- 2.6. In December 2011 Entran submitted a Travel Plan to Purbeck District Council for the purposes of pre-application discussions in the context of the overall Dorset Green area. We understand that the Travel Plan was not passed to DCC for comment; however, we provided DCC with a copy directly in February 2012. That Travel Plan illustrated how a comprehensive package of transport infrastructure and management measures could achieve an overall development at Dorset Green that tipped the balance in favour of sustainable travel and retained vehicle trips to numbers similar to the agreed traffic credits.
- 2.7. The DCC Travel Plan co-ordinator provided comments on that Travel Plan by email dated 15th February 2012 (Appendix D) where she described the report as "really very good indeed". She requested a "couple of (extremely minor) corrections" but stated "Other than that, excellent".
- 2.8. The Dorset Green Travel Plan which has been agreed in principle includes significant investment to achieve improvements to public transport, shuttle services between the Site and Wool, improvements to pedestrian and cycle links, incentives to encourage car sharing, low-emission vehicles, as well as a range of smart management measures to reduce single car occupancy travel and reduce journey lengths. The Travel Plan targets would see an increase in travel by public transport, walking and cycling (and improved facilities to accommodate this) and an achievable reduction in single car occupancy such that the redeveloped site would generate similar daily traffic flows to the agreed traffic credit ceiling. **These targets, agreed with DCC, would therefore mean that the development would have no material effect on the capacity of the local highway network but would improve sustainable travel infrastructure in the vicinity of the Site.**



Appendix A



Planning Division
County Hall, Colliton Park
Dorchester
Dorset DT1 1XJ

Mr Bird
Planning Department
Purbeck District Council
Worgret Road
Wareham
BH20 4PP

Please contact: David Brown
Direct Dial: 01305 22 4231
Fax: 01305 224835
Minicom: 01305 267933
Email: d.s.brown@dorsetcc.gov.uk
DX: DX 8716 Dorchester
Web site: www.dorsetforyou.com

Date: 28 August 2009
Your ref: Mr Bird
My ref: DSB/6/2009/0465

Dear Mr Bird
HIGHWAY RECOMMENDATIONS
APPLICATION NO: 6/2009/0465

LOCATION:

PROPOSAL: Development of three, two storey commercial buildings for Class B1 uses, incorporating associated car parking and landscaping.

CASE ENGINEER: David Brown

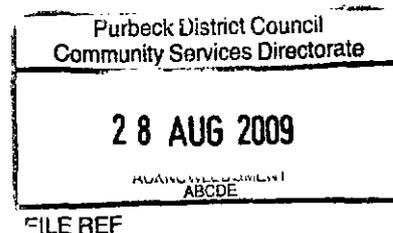
I refer to the above planning application received on 17 August 2009.

Whilst the Highway Authority raises no objections in principle to this proposal, there are concerns about the information contained within the Transport Statement:

- Para 6.3 needs clarification as whilst the existing vacant buildings do have a credit, this credit can only be used against new development if the existing uses cease. However, a total credit for this site can be used to provide a ceiling for trips agreed in an overall Traffic Assessment and Travel Plan, and then used as a trigger point with monitoring as per Para 6.9. Penalties for exceeding this agreed daily trip credit need to be set as part of a Travel Plan.
- Para 6.4 seems to suggest that we have virtually agreed a credit of 4600 trips/day, but without the agreed trips and a plan indicating the existing buildings and their uses, we can not agreed any credit.
- The Traffic Assessment and Travel Plan needs to clearly set out the overall strategy of the whole site, as it need to demonstrate why there should be no contributions paid for new development on the site and also set out clear measures on how contributions will be paid should the daily trip credit level be exceed.

Yours sincerely

PAUL WILLIS
Group Manager
Transport Planning and Development Liaison





Appendix B

6/2009/0465

ZBV (Winfrith Newburgh) Ltd

Development of three, two storey commercial buildings for Class B1 uses, incorporating associated car parking and landscaping; Winfrith Technology Centre, Winfrith Newburgh (Parish of Wool).

KEY ISSUES: Building design/sustainable construction; Traffic generation; Nature Conservation; Drainage/Flooding; Contamination.

RECOMMENDATION: - That subject to any necessary Planning Obligation being completed planning permission be **GRANTED with appropriate conditions.**

MAIN REPORT:

The Site: This application relates to a 1hectare site located in the centre of the Winfrith Technology Centre in front of existing building 'A32'. It is currently made up of car parking and grassed areas adjacent to one of the main internal grid roads within the Technology Centre. The site is relatively level and contains no distinguishing landscape or other features.

Date of Previous Report: 24 September 2009

Reason for Deferment: to enable the completion of an extensive consultation process and a full assessment of the development by officers.

Development Proposed: This is a full planning application that relates to a major proposal comprising a gross external area of some 5,000sq. metres of Class B1(Business) development.

The development is in the form of three separate two-storey buildings. Building 1 comprises two blocks perpendicular to each other with a linking corridor. It provides some 2,068 sq metres of net internal floorsapce and is designed to be occupied by one tenant or subdivided into two separate units. Building 2 is a single rectangular block providing 904 sq. metres (net internal). Building 3 provides 1272sq. metres (net internal) and is comprised of six two-storey start-up units; each of which are designed to be easily divided to function as two single units, thereby making possible up to 12 smaller units.

A total of 130 car parking spaces and 28 secure cycle parking places will serve the development.

This is a comprehensive submission that is accompanied by a Planning, Design and Access Statement, a Flood Risk Assessment, an Ecological Assessment, a Surface Water Strategy, a Foul Drainage Strategy, a Contamination Report and a Transport Statement.

An officer 'screening opinion' has been given under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, indicating that the proposal is not EIA development.

Planning History: There is an extensive planning history across the Technology Centre. This includes previous planning permissions for significant additional B1 development at the centre which have not been implemented and are no longer valid.

Comments:

Winfrith Parish Council: No objections.

Wool Parish Council: Comment "As the Parish Council has yet to see plans for site as a whole this application is thought to be premature. Would ask that application is deferred for further consideration and information."

Highways (DCC): No objection in principle.

Environment Agency: No objection subject to the imposition of a condition regarding land contamination. Recommends the addition of informative notes to any planning permission concerning; the prevention of pollution during construction; site waste management and water efficiency.

Environmental Services Officer: Similar comments made regarding contaminated land to those of the Environment Agency.

Economic and Community Development Manager: Very support of the proposal and welcomes the investment in new employment space, provides detailed comments, inter alia, on the demand experienced for business units outside of Swanage.

Senior landscape Architect: Comments that uplighting of trees should be kept to a minimum in order to avoid light pollution and that full details of new planting and future maintenance is required (these matters are to be controlled under the recommended landscaping conditions).

Wessex Water: Comment that there is adequate capacity within the public foul sewer, sewage treatment plant and public water supply to accommodate the development. Notes that there is no public surface water sewer available but that there is an extensive network of private water sewers at the site.

English Nature: Do not consider proposal will have a significant effect on nearby internationally designated heathlands at Winfrith Heath.

Health and Safety Executive: Responses received from various Divisions/Directives of the HSE none of which have any objections to the development on health and safety grounds.

Southern Electric: No representations received.

Dorset Police: No representations received.

Neighbours: Letter received from Research Sites Restoration Ltd advising they have no comments over the development.

Transportation/Heathland Contributions: Heathland contribution is not required for this development. The issue of a transport contribution is dealt with below.

Planning Policies: Energy Policy B, Implementation Policies A, C, D and E of the Bournemouth, Dorset and Poole Structure Plan; Policies AH3 (Development at Risk of Flooding Outside River or Coastal Floodplains), AH6 (Contaminated Land), CA1 (Internationally Important Nature Conservation Sites), CA2 (SSSI's), QL15 (Access for Disabled People), QL16 (Cycle Parking Facilities), QL18 (Road Safety), QL20 (Parking Provision), QL21 (Car Parking For The Disabled), QL32 (Trees and Hedgerows), QL33 (New Landscaping), QL34 (Scale of Development), QL35 (Detailed Design), QL34 (The Scale of Development) QL35 (Detailed Design), MN1 (Retention of Existing Employment Land), MN2 (Employment Development on Industrial Estates), MN21 (Transport Infrastructure Provision), MN22 (General Infrastructure Provision), and SS32 (Development at Winfrith Technology Centre) of the Purbeck District Local Plan Final Edition.

Comments of the DC Manager (Case Officer Anthony Bird): Winfrith Technology Centre is a major business estate within the District. It has developed as a widely know 'high- tech' employment centre. It operates as a secure facility and is entirely enclosed by security fencing. Relevant Structure and Local Plan Policies have permitted the continued development of the centre, subject to specified criteria. In particular Policy SS32 of the District Local Plan states:-

"Development meeting the needs of firms requiring prestige sites for research and development or related uses will be permitted within Winfrith Technology Centre policy area, as shown on the Proposals Map, subject to the following criteria:

- (i) uses within the site shall normally be limited to Class B1 (business), Class B2 (general industrial) and ancillary Class B8 (storage and distribution) of the Schedule to the Town and Country Planning Use Classes Order 1987, as amended;*
- (ii) development does not adversely affect the attraction of the site as a prestige location for specialist research and development uses;*
- (iii) development within the site maintains or enhances the exceptional landscape and ecological character of the locality;*
- (iv) any consequential adverse traffic impacts of development are addressed through the provision or contribution towards highway improvement works or other essential transport infrastructure; and*

- (v) *an adequate sewerage system and facilities for the storage of industrial waste contaminants are provided.*
As the site is adjacent to the railway, Network Rail will be consulted on any applications due to any potential effects on the operation of the railway”.

This application representations a significant development within the Centre and it has accordingly been very carefully assessed.

Traffic generation

The Interim Guidance ‘Development Contributions towards Transport Infrastructure in Purbeck’ ordinarily requires all new development to make a financial contribution towards the implementation of the Purbeck Transportation Strategy. The amount of the contribution can however be reduced if there is an existing traffic ‘credit’. In this case the applicant has been involved in detailed discussions with the Highway Authority on the basis that there is currently a significant underutilisation of existing buildings at the Centre. This is primarily due to some buildings being unoccupied and in need of replacement or refurbishment. The Highway Authority has accepted that the maximum traffic able to be generated from the existing buildings is 3900 vehicle trips per day. It has agreed that this figure can be used as a ceiling which will enable the requirement for a financial contribution towards the PTS to be deferred until or unless ‘Dorset Green’ (the new name for the Centre) generates more traffic than this agreed ceiling. A traffic monitoring station is to be installed close to the existing gate house on the Centre southern access road. It is recommended that the detailed implementation of this arrangement should be secured by a Section 106 Planning Obligation that could be set out in the following terms:-

- (i) Prior to the occupation of the development a vehicle monitoring station shall be installed on the access to the Technology Centre. The location and type of monitoring station together with a method of reporting the findings to Dorset County Council shall first be submitted to and approved in writing by the local planning authority.
- (ii) Prior to the occupation of the development a Framework Travel Plan for the Technology Centre area shall first be submitted to and approved in writing by the local planning authority. Each new development within the area, including the development hereby permitted, shall be required to prepare individual Travel Plans which are compliant with the structure and objectives of the Framework Travel Plan.

On this basis there is no objection to the development on traffic generation grounds.

Design/Sustainability

The layout of the development adopts a ‘perimeter block’ typology around a central courtyard but with the buildings being broken up by pathways and accesses between. The buildings are low-rise in comparison with the majority of the existing surrounding development. The proposal adopts a more contemporary design than other buildings within the Centre but this approach is aimed at reflecting the site’s importance as a “high calibre business location”. The external materials comprise larch timber clad walls, steel guttering and escape stairs, aluminium window frames and coated steel roofs. The sustainable design elements include a passive ventilation system utilising rooftop wind cowls and heat-exchange technology to save and reuse heat; extra glazing on southern elevations and reduced glazing on northern elevations to minimise heat loss; the use of low-flow sanitary fixtures; the utilisation of reusable materials and a sustainable surface water drainage disposal system. Landscaping has been designed in a manner that will assist in the integration of the buildings into their surroundings.

Nature Conservation

The site is located within 500metres of the internationally important Winfrith Heathlands SSSI. Natural England is satisfied that the development will not effect this heathland. The Ecological Assessment concludes that the “site and local environs appear to have changed little in recent decades with industry and amenity landscape maintenance practices shaping the habitats present in the locality. The highly managed nature of the grassland on the site and the lack of habitat diversity holds limited value for wildlife”. A landscape design strategy

proposes to reintroduce native planting providing an opportunity to improve biodiversity within the site.

Drainage/Flooding

Wessex Water has no objection to the proposal and the submitted Flood Risk Assessment concludes that the site is not located within a zone of flood risk. The proposal incorporates permeable surfaces, bio-swales and a Sustainable Drainage System (SuDS). The use of SuDS are advocated in PPS 25 (Development and Flood Risk) as they help to reduce the environmental impact of proposals and make a significant contribution towards sustainable development. The PPS confirms that the use of SuDS can in some circumstances allow development to proceed that would otherwise be refused because of the increased flood risk caused by run-off. Additional planning and design effort is however required to ensure the effectiveness of SuDs. This is particularly the case in terms of the proper integration of the system into the overall design of the site as well as long-term maintenance requirements. This is a matter that can be entirely controlled by a planning condition.

Contamination

Both the Environment Agency and the Environmental Services Officer comment that although the Contamination Report confirms that any potential contamination arising from radioactivity has been satisfactorily dealt with it does not address any other forms of contamination which may or may not be present. This is however a matter than can be fully dealt with through a 'standard' condition requiring further investigation and if necessary the implementation of appropriate remediation measures.

Conclusion

A proposal to bring forward investment in new employment space within the centre should be encouraged. Taking account the nature of the application site location and the objectives of the District Local Plan it is considered that planning permission should be granted in this case with appropriate conditions and subject to the completion of any necessary Planning Obligation referred to above.

RECOMMENDATION: that subject to any necessary Planning Obligation being completed regarding traffic generation planning permission be **GRANTED** for the development as revised, subject to the following conditions:-

1. M015 Full Planning Permission – Three year time limit.
2. G024 General – Materials approval (delete “and samples”).
3. L030 Landscaping.
4. L040 Landscaping.
5. L050 Landscaping.
6. E054- Exclusions No Additional Floorspace.
7. I020 Industry and Warehousing Open Storage.
8. G140 General Drainage Scheme.
9. V032 Vehicles and Highways Parking and Turning Space Before Occupation.
10. Details of all boundary treatments, screen walls and fences are to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and thereafter implemented in accordance with the approved scheme.
Reason: To ensure a satisfactory standard of development.
11. Cycle parking provision shall be provided within the site in accordance with submitted details.
Reason: To ensure a satisfactory standard of development and to meet the objectives of Policy QL20 of the Purbeck District Local Plan Final Edition.
12. Restriction on use to Class B1 purposes only.
13. The contaminated land condition recommended by the Environment Agency
14. Any detailed conditions of the Highway Authority.
15. P60 Performance Specified Plans.

Informative Notes as recommended by the Environment Agency

Planning Policies Relevant to the Consideration of this Application and Reasons for

Decision to Grant Planning Permission.

In considering this application Section 70 of the Town and Country Planning Act 1990 requires the local planning authority to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires any determination under the planning acts to be made in accord with the plan unless material considerations indicate otherwise. This application is considered to accord with the development plan in particular:-

Energy Policy B, Implementation Policies A, C, D and E of the Bournemouth, Dorset and Poole Structure Plan; Policies AH3 (Development at Risk of Flooding Outside River or Coastal Floodplains), AH6 (Contaminated Land), CA1 (Internationally Important Nature Conservation Sites), CA2 (SSSI's), QL15 (Access for Disabled People), QL16 (Cycle Parking Facilities), QL18 (Road Safety), QL20 (Parking Provision), QL21 (Car Parking For The Disabled), QL32 (Trees and Hedgerows), QL33 (New Landscaping), QL34 (Scale of Development), QL35 (Detailed Design), QL34 (The Scale of Development) QL35 (Detailed Design), MN1 (Retention of Existing Employment Land), MN2 (Employment Development on Industrial Estates), MN21 (Transport Infrastructure Provision), MN22 (General Infrastructure Provision), SS10 (Development at Holton Heath Trading Park) and SS12 (Developments In Advance of Transport Improvements On The A351) of the Purbeck District Local Plan Final Edition.



Appendix C

Richard Fitter

From: L.Russ@dorsetcc.gov.uk
Sent: 21 October 2011 16:45
To: Richard Fitter
Subject: Fw: Public Transport Improvements to Dorset Green

Dear Richard,

I've had the following response from passenger transport about services to Dorset Green. The options for increasing the X53 haven't really been addressed, but I think it would be better if you liaised directly with Debbie for more detail (contact details below), assuming that you need more.

Hope it's progressing well and let me know if there is anything else I can help you with,

Best wishes

Laura Russ
Transport Planning
Dorset County Council
County Hall
Colliton Park
Dorchester
DT1 1XJ

Tel. 01305 225085

----- Forwarded by Laura Russ/ENVIRONMENTALSERVICES/Dorset County Council on 21/10/2011 16:36 -----

Deborah
Fiddik/ENVIRONMEN
TALSERVICES/Dorse
t County Council Laura
 Russ/ENVIRONMENTALSERVICES/Dorset
21/10/2011 16:15 County Council@DCC
 cc

Subject
Re: Fw: Public Transport
Improvements to Dorset Green
(Document link: Laura Russ)

Hi Laura

You're right - it really has been busy around here with team members being drawn back to their old posts having a knock on effect on the workload of remaining team members!

Tel. 01305 225085

----- Forwarded by Laura Russ/ENVIRONMENTALSERVICES/Dorset County Council on 10/10/2011 13:20 -----

Laura
Russ/ENVIRONMENTALSERVICES/Dorset
County Council
29/09/2011 15:39

To
Deborah
Fiddik/ENVIRONMENTALSERVICES/Dorset
County Council
cc

David
Coates/ENVIRONMENTALSERVICES/Dorset
County Council@DCC
Subject
Public Transport Improvements to
Dorset Green

Debbie

The Travel Plan consultant for Dorset Green at Winfrith is working on his submission on a Framework Planning Application and would like some guidance about how to go about increasing the frequency of bus services to the site.

The proposal is for an 125 acre low carbon business park and around 700 houses among other uses. The application is only a framework application, and it will be some years before development takes place. The developers are therefore taking a long term view but are very keen to get bus services in before first occupation .

He would like to know how much it would cost to increase the service to at least hourly, and whether the developers should think in terms paying revenue costs to improve frequency to existing operators, or contributing to stock. He is particularly interested in the possibility of using electric or gas buses if this is feasible, in keeping with the developer's

low carbon ambitions. He would like advice on the most effective way of maximising bus frequency to the site. He would also like some information on the South West smart ticket.

I would be very grateful if you would provide me with some information for him by Friday 7th October.

Thank you

Laura Russ
Transport Planning
Dorset County Council
County Hall
Colliton Park
Dorchester
DT1 1XJ

Tel. 01305 225085



Appendix D

Richard Fitter

From: L.Russ@dorsetcc.gov.uk
Sent: 15 February 2012 14:58
To: Richard Fitter
Subject: Dorset Green Travel Plan

Hi Richard,

I've now had a chance to go through the travel plan. In general it is really very good indeed.

I've picked up on and listed below a couple of (extremely minor) corrections which should be made:

In 8.1.2 there seems to be an error in the development mix as discussed

Also, to my knowledge, DCC has not yet secured a car club through a s.106. (8.3.22).

My only other observation is that it would be useful to have a brief table of the different phases of development, as I wasn't sure what measures would be in place as the new uses are implemented. This would help give a bit of context to Tables 8.2 to 8.5 inclusive. I realise there is a phasing diagram in Appendix E, but the key doesn't explain what uses will result from each phase.

Other than that, excellent.

Thank you,

Regards
Laura Russ
Transport Planning
Dorset County Council
County Hall
Colliton Park
Dorchester
DT1 1XJ

Tel. 01305 225085

"This e-mail is intended for the named addressee(s) only and may contain information about individuals or other sensitive information and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this email in error, kindly disregard the content of the message and notify the sender immediately. Please be aware that all email may be subject to recording and/or monitoring in accordance with relevant legislation."

Scanned by MailDefender - managed email security from intY - www.maildefender.net

_____ Information from ESET Smart Security, version of virus signature database 6886 (20120215)

The message was checked by ESET Smart Security.

<http://www.eset.com>