

Planning Purbeck's Future



**Core Strategy Pre-Submission - 1 November - 20 December 2010
Consultation Responses
Part 2**

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6370
20/12/10



Purbeck District Council
Local Development Framework (LDF)
'Planning Purbeck's Future'
Core Strategy Pre-Submission Document
Representation Form (Nov/Dec 2010)

	Your Details	Agents Details (where relevant)
Title	Mrs	
Name	CARLOTTA BARROW	
Job Title (where relevant)	PAINTER/SCULPTOR	
Organisation (where relevant)	-	
Address	WATERSIDE, PEVERIL POINT	
Postcode	BH19 2AY	
E-mail	ZOOKS@PEVERLEDGE.COM	
Tel. Number	01929 425967	

Responses should be sent to:

Email: ldf@purbeck-dc.gov.uk

Post: Planning Policy, FREEPOST RSAX-LTRK-TRKE, Purbeck District Council, Westport House, Worgret Road, Wareham, Dorset, BH20 4PP

Fax: 01929 557348

Return to Purbeck District Council by 4pm, Monday 20th December 2010

Late or anonymous representations will not be accepted. All representations received will be published on the Council's website along with your name.

Briefings on how to complete these forms and the process involved will be held on:

- 10th November, 7pm, District Council offices, Wareham
- 18th November, 7pm, Community Hall, The Mowlem, Swanage
- 1st December, 7pm, District Council offices, Wareham

An example of a completed form is available on the Council's website.

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<input checked="" type="checkbox"/> No, I do not wish to participate at the oral examination	<input type="checkbox"/> Yes, I wish to participate at the oral examination
--	---

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary in the space below:

Please note that the Inspector will determine the most appropriate procedure to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature	Signature has been blanked out	Date <i>10th 11-2010</i>
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YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
--	--	---

Please state the part of that document you are commenting on:

Policy : S.E	Paragraph:	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

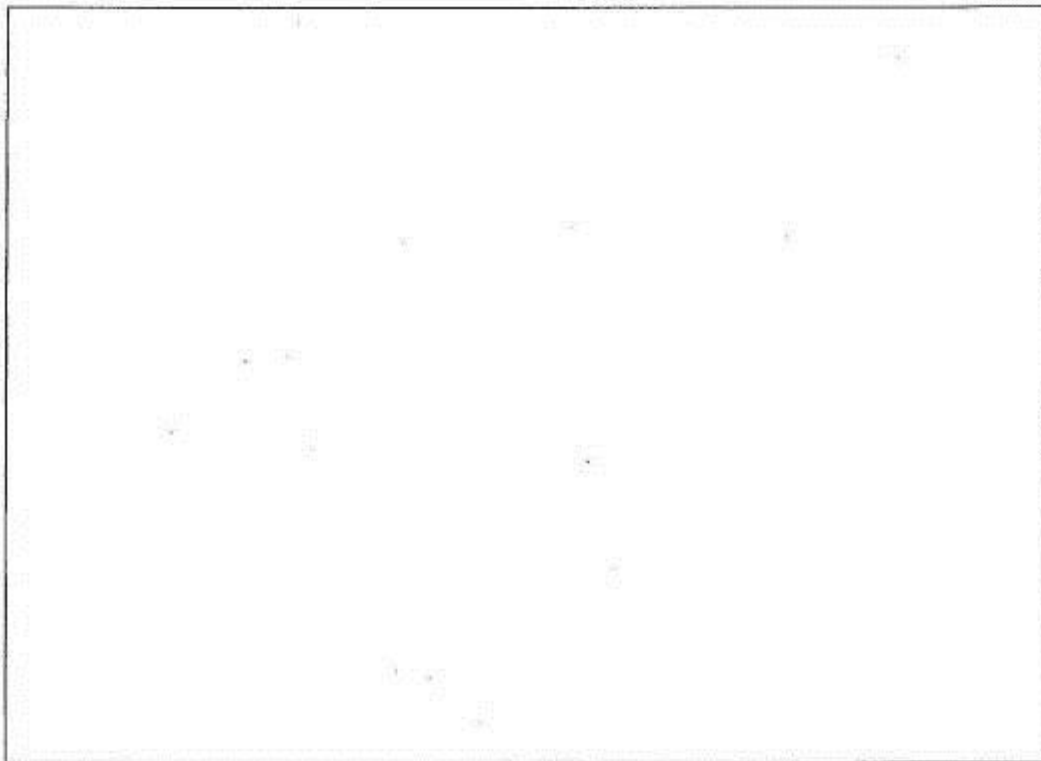
1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

I do not think the building of all these new houses justified - there is not the infra structure to sustain, there are not the jobs - we do not want to become a 'dormitory' town - we need to sustain our green fields & open spaces - this is an area of outstanding natural beauty & being at the heart of the World Heritage site - the FORASSIC coast - hospital, school, etc - more dispersal & the extra traffic will create a huge burden on the existing structure.



Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

The 200 dwellings should be built nearer to work & bus etc - & general facilities - New people coming into this area may not be sympathetic to the country side & would be better off living within a town environment.

Barsley D

5781
14/12/10



13 Drummond Road
Swanage, BH192DX.
Tuesday, 7th, December
2010

Dear Sir,

I understand that Purbeck District Council
have agreed to an arbitrary figure of
two hundred ^{additional} homes in Swanage...
I confess that I am unsure
whether this figure is correct, or
updated or not... however

The point, being that local people
were not properly consulted (I believe),
as to whether they would accept
two hundred dwellings - or twenty for that
matter!

Consultation, after all, is extremely
important, and evidently the inhabitants
of this little town are not given
much time in which to formulate
an understanding on this issue...
- by the 20th of December?
I apologise if my information
is not correct.

Yours faithfully,

Signature has been blanked out



Purbeck District Council
Local Development Framework (LDF)
'Planning Purbeck's Future'
Core Strategy Pre-Submission Document
Representation Form (Nov/Dec 2010)

5751
20/10/10

Your Details	Agents Details (where relevant)
Title	
Name	DAVID BARKLEY S
Job Title (where relevant)	Siu Chuen Barkley S
Organisation (where relevant)	
Address	13 DRUMMOND ROAD SWANAGE
Postcode	BH19 2DX
E-mail	
Tel. Number	01929 425110

Responses should be sent to:

Email: ldf@purbeck-dc.gov.uk

Post: Planning Policy, FREEPOST RSAX-LTRK-TRKE, Purbeck District Council, Westport House, Worgret Road, Wareham, Dorset, BH20 4PP

Fax: 01929 557348

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<input type="checkbox"/> No, I do not wish to participate at the oral examination	<input checked="" type="checkbox"/> Yes, I wish to participate at the oral examination
---	--

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Signature	Signature has been blanked out	Date 11 th December 2010
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Baynes G

Mr S MacKenzie
Chief Executive
Purbeck District Council
Westport House
Wareham

43 Worgret Road
Wareham
Dorset
BH20 4PH

19 December 2010

Dear Mr MacKenzie,

I am concerned that the Core Strategy leaves loopholes for 'back-door' decisions to be made. Specifically, Section 8 gives the opportunity for development in Wareham, without incorporating the necessary restrictions. You may regard this as detail; I regard it as fundamental.

The basic areas for consideration are those in the west of Wareham – there is little elsewhere in the town.

- a. The Supermarket. Section 8.9.1 of the Report does not rule out the possibility of this being resurrected. The document says, "... changes of use to any ground floor use within Class A of the Use Classes Order will be permitted, provided that proposed use would not harm the vitality, viability and functionality of the town centre as a whole." It has already been established that a supermarket on the edge of the town would do precisely this harm. The present financial climate will tempt people to say that the income from allowing a supermarket outweighs other considerations. To sacrifice the vitality, viability and functionality of the town centre on this basis would be irresponsible to the point of criminality.
- b. Green Infrastructure. Insufficient stress has been laid on the need to conserve the Green Belt. This should involve looking at all the development options, to see how it can be done, and the document should say so.
- c. Schools. The changes to the schools will involve major expense, which will give rise to the temptation mentioned in a. above. The Strategy Document should clearly state that building works should not be undertaken until the financial climate allows it. Further, it has been widely stated in the area that the existing Purbeck School building is in such a state that it should be demolished and replaced, rather than overhauled. If this is so, a policy should be introduced whereby everything associated with schooling should be on one side of Worgret Road (the north side). The existing school site on the south side should be used for domestic development, with its hub comprising the (Community) Sports Centre and other community facilities which it is essential to move from existing sites. A bridge could be built across the road to allow schoolchildren safe passage to the Sports Centre.
- d. Other Facilities. In deciding which facilities might be moved, the document should stress the need to accommodate the older members of the population in getting to them. (If, for instance, the Surgery were to be moved, provision would be needed by the frail to get there from, for instance, Nundico.)

Overall, work should not proceed until it can be afforded, and the plan should incorporate a requirement for a detailed sequence which recognises this.

Yours sincerely,

Signature has been blanked out

G T Baynes





Purbeck District Council
Local Development Framework (LDF)
'Planning Purbeck's Future'
Core Strategy Pre-Submission Document
Representation Form (Nov/Dec 2010)

	Your Details	Agents Details (where relevant)
Title	C.D.R	
Name	G.T. BAYNES	
Job Title (where relevant)	/	
Organisation (where relevant)	/	
Address	43 WORGRET RD	
Postcode	BH20 4PH	
E-mail	GRANCY@TALKTALK.NET	
Tel. Number	01929 551050	

Responses should be sent to:

Email: ldf@purbeck-dc.gov.uk

Post: Planning Policy, FREEPOST RSAX-LTRK-TRKE, Purbeck District Council, Westport House, Worgret Road, Wareham, Dorset, BH20 4PP

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<input checked="" type="checkbox"/> No, I do not wish to participate at the oral examination	<input type="checkbox"/> Yes, I wish to participate at the oral examination
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Signature	Signature has been blanked out	Date 20/12/10
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YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
--	--	---

Please state the part of that document you are commenting on:

Policy :	Paragraph:	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>

(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:

(tick all that apply)

It is not 'justified'
(i.e. the Core Strategy is not founded on a robust and credible evidence base and/or doesn't provide the most appropriate strategy)

It is not 'effective'
(i.e. the Core Strategy is not deliverable, not flexible and not able to be monitored)

It is not 'consistent with national policy'

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

See attached letter.
G. J. J.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

See attached letter.
A.S.

Bere Regis Parish Council



Purbeck District Council
Local Development Framework (LDF)
'Planning Purbeck's Future'
Core Strategy Pre-Submission Document
Representation Form (Nov/Dec 2010)

	Your Details	Agents Details <i>(where relevant)</i>
Title	Mr	
Name	L.W.Fairhurst	
Job Title <i>(where relevant)</i>	Vice Chairman	
Organisation <i>(where relevant)</i>	Bere Regis Parish Council	
Address	9 North Street, Bere Regis	
Postcode	BH20 7LA	
E-mail	lwfairhurst.bereregis@btopenworld.com	
Tel. Number	01929 471507	

Responses should be sent to:

Email: ldf@purbeck-dc.gov.uk

Post: Planning Policy, FREEPOST RSAX-LTRK-TRKE, Purbeck District Council, Westport House, Worgret Road, Wareham, Dorset, BH20 4PP

Fax: 01929 557348

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If you choose to type a response it would be appreciated if you could email the Microsoft Word version, making it easier to copy the responses into an examination database.

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<input checked="" type="checkbox"/> No , I do not wish to participate at the oral examination	<input type="checkbox"/> Yes , I wish to participate at the oral examination
--	---

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Bere Regis Parish Council are happy that their views are fully represented in the LDF

Please note that the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature **Laurence W. Fairhurst**
Digitally signed by Laurence W. Fairhurst
DN: cn=Laurence W. Fairhurst, o, ou,
email=lfairhurst.bere@btopenworld.com,
c=GB
Date: 2010.11.23 23:00:17 Z

Date 19/11/2010

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
--	--	---

Please state the part of that document you are commenting on:

Policy : X	Paragraph: 7.1.8	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

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2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>	<input type="checkbox"/>		
It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>	<input type="checkbox"/>		
It is not 'consistent with national policy'	<input type="checkbox"/>		

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We remain concerned about the provision of a new school, given the decision to move from three tier to two tier schooling in this area, and given the inadequacy of our existing First School in terms of space and facilities when it becomes a Primary School.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

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'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:

(tick all that apply)

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(i.e. the Core Strategy is not deliverable, not flexible and not able to be monitored)
- It is not 'consistent with national policy'

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

The parish council believe the southern Bere Regis bypass should be constructed before Wool traffic is re-directed via A35 and C6

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

On completion of the Bere Regis southern bypass traffic from Poole/Bournemouth travelling to Wool/Lulworth area be directed away from the A351 and on to the A35/C6

Bere Regis School



DEC-2010 14:48

Bere Regis First School

01929472334

P. 01

6354
14/10/10



Purbeck District Council Local Development Framework (LDF) 'Planning Purbeck's Future' Core Strategy Pre-Submission Document Representation Form (Nov/Dec 2010)

Your Details		Agents Details (where relevant)
Title	MR	
Name	STGYE BATTISHILL	
Job Title (where relevant)	HEADTEACHER	
Organisation (where relevant)	BERE REGIS SCHOOL	
Address	RYE HILL, BERE REGIS	
Postcode	BH20 7LP	
E-mail	office@bereregis.dorset.sch.uk	
Tel. Number	01929 471334	

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FROM BERG REGIS SCHOOL

As your representation will be passed to an Inspector you should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change.

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<input checked="" type="checkbox"/> No, I do not wish to participate at the oral examination	<input type="checkbox"/> Yes, I wish to participate at the oral examination
--	---

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[Empty text box for oral participation justification]

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Signature	Signature has been blanked out
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Date 14.12.10

FROM BERG REGIS FIRST SCHOOL.

YOUR COMMENTS - PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
--	--	---

Please state the part of that document you are commenting on:

Policy : East North West Dorset	Paragraph: 7.1	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
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(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
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It is not 'effective' <i>(i.e. the Core Strategy is not deliverable, not flexible and not able to be monitored)</i>	<input type="checkbox"/>		
It is not 'consistent with national policy'	<input type="checkbox"/>		

(For explanation of terms refer to guidance notes below)

Comments:

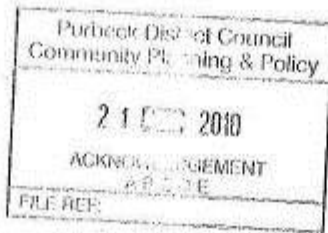
Please use the space below to provide more detailed comments (expand box as necessary)

The staff at Berg Regis School are in total agreement with proposals to develop housing in Berg Regis. We see this as an opportunity to bring the village into the 21st Century through a thorough review and plan to upgrade the school, doctors surgery and other essential facilities. We would like to see the school placed at the heart of its community, away from the ever increasing traffic on the C6 road between Berg Regis and Wool.

S.M. Bottishill (Headteacher)

Faxed at 11.47am
14/12/10

Birchmere Limited



Planning Policy
FREEPOST RSAX-LTRK-TRKE
Purbeck District Council
Westport House
Worgret Road
Wareham
Dorset
BH20 4PP

BroadwayMalyan^{BM}

Architecture Urbanism Design

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F: +44 (0)1832 856 206
E: Wey@BroadwayMalyan.com

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Abu Dhabi/Singapore/Shanghai/
Manchester/Birmingham/Edinburgh/
Liverpool/Reading/Weybridge

www.BroadwayMalyan.com

17 December 2010

Ref: AR/23623

Dear Sir/Madam

Representations to the Purbeck Core Strategy Pre Submission Document

Please find enclosed, on behalf of my client Birchmere Limited, representations to the Purbeck Core Strategy Pre-Submission Document. We have also submitted the representations electronically.

These representations have been produced further to a meeting with Steve Dring and Keith Childs in November 2010, at which we identified our concerns verbally before submitting them formally. We understood from that meeting that there was some sympathy for our position.

Accordingly when you have had the chance to read these objections fully, we would welcome an opportunity to discuss whether there are any changes to the Core Strategy that could be made by the Council prior to its submission to the Secretary of State, which may allow us to withdraw some or all of our objections.

If you have any questions, please do not hesitate to contact me

Yours faithfully

Signature has been blanked out

Adam Ross
Associate Director

Enc

cc P Jeffries – Birchmere Limited

Certified to ISO 9001 Broadway Malyan Limited
Registered in England N. 3840945
Registered Office 3 Weybridge Business Park
Addlestone Road, Weybridge, Surrey KT15 2BW



Purbeck District Council
Local Development Framework (LDF)
'Planning Purbeck's Future'
Core Strategy Pre-Submission Document
Representation Form (Nov/Dec 2010)

Your Details

Agents Details (*where relevant*)

Title		Mr
Name		Adam Ross
Job Title (<i>where relevant</i>)		Associate Director
Organisation (<i>where relevant</i>)	Birchmere Ltd	Broadway Malyan
Address		3 Weybridge Business Park, Addlestone Road
Postcode		KT15 2BW
E-mail		a.ross@broadwaymalyan.com
Tel. Number		01932 845 599

Responses should be sent to:

Email: ldf@purbeck-dc.gov.uk

Post: Planning Policy, FREEPOST RSAX-LTRK-TRKE, Purbeck District Council, Westport House, Worgret Road, Wareham, Dorset, BH20 4PP

Fax: 01929 557348

Return to Purbeck District Council by 4pm, Monday 20th December 2010

Late or anonymous representations will not be accepted. All representations received will be published on the Council's website along with your name.

If you choose to type a response it would be appreciated if you could email the Microsoft Word version, making it easier to copy the responses into an examination database.

Briefings on how to complete these forms and the process involved will be held on:

- 10th November, 7pm in the District Council offices, Wareham
- 18th November, 7pm, Community Hall, The Mowlem, Swanage
- 1st December, 7pm in the District Council offices, Wareham

An example of a completed form is available on the Council's website.

Alternatively, if you would like help completing this form please contact the Planning Policy Team.

For further information, visit http://www.dorsetforyou.com/purbeck_consultation_, email or call 01929 557273 to speak to a member of the Planning Policy Team.

As your representation will be passed to an Inspector you should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change.

After this stage, further submissions will be only at the request of the independent Inspector appointed by the Secretary of State, based on the matters and issues he/she identifies for examination.

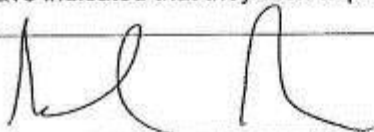
All representations on matters of soundness will be fully considered by the Inspector. You may choose to request to appear at a public hearing to clarify your comments. Do you consider it necessary to participate at the oral part of the examination?

<input type="checkbox"/> No, I do not wish to participate at the oral examination	<input checked="" type="checkbox"/> Yes, I wish to participate at the oral examination
--	---

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary in the space below:

We are objecting on behalf of Birchmere Ltd, a major landowner at the sub-regionally important employment area at Holton Heath, with objections to fundamental elements of the proposed Core Strategy relevant to both employment strategy and proposed Green Belt boundaries.

Please note that the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature 

Date 17/12/2010

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy : LD	Paragraph:	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We object to Policy LD which is not based upon robust and credible evidence and is not therefore justified.

Section 5 of the Core Strategy and Policy LD itself refer to 'development' generally i.e. the policy applies to all potential uses. However it is clear from reading the policy, the associated text (particularly paragraph 5.3) and other policies in the Core Strategy, that Policy LD is specifically intended to guide residential development.

There is no evidence to suggest that this policy should be applied to employment development and its application to such development would in fact conflict with the Council's clear support for additional employment development at existing employment locations, and its specific reference to/ support for the strategic, sub-regionally important employment area at Holton Heath (Policy ELS).

Holton Heath falls within the 'Other Villages without a Settlement Boundary' level of the settlement hierarchy in Policy LD - the lowest tier. Application of Policy LD to employment development would mean that it should be directed to almost every other settlement in the District before allowing it at Holton Heath –

a sub-regionally important employment location. It would also ignore the sustainability credentials of the Holton Heath area, which has a train station which links key destinations such as London, Poole, Bournemouth, Weymouth and in future will connect to Swanage. It is also served by a local and regional bus route, connecting Exeter and Swanage to Poole.

We know from discussions with Officers that it is not the intention that Policy LD should effectively prevent or discourage development in the Holton Heath area, an area to which the Council is committed as a significant and important employment location for the District.

Accordingly, the wording of Policy LD and its supporting text must be amended to clarify that it relates to the general location of residential development.

Alternatively, the policy and supporting text should be amended/added to, to make it clear that with regard to employment uses, the settlement hierarchy in Policy LD does not directly apply as there are sustainable and important employment locations, such as Holton Heath, that the Council proposes as a focus for future employment development, even though they are not identified within one of the upper tiers of the settlement hierarchy.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

The wording of the Policy LD and its supporting text should be changed to reflect the clear residential intention of the policy. We would recommend either of the following amendments:

1. Amend title to state "Policy LD: General Location of Residential Development"; or
2. Amend the policy to add a sentence which clarifies that the strategy for the general location of employment development is to focus development at existing employment locations, including sub-regionally important employment locations such as Holton Heath which are not necessarily at the top of this particular settlement hierarchy.

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph: Table 3	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
• It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
• It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
• It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

Table 3 identifies employment land supply in the District. It specifically identifies the availability of 4 hectares of land at Admiralty Park. Whilst we support the view that this site is an important contributor to employment supply in the District, we object to the very specific reference to the availability of 4 additional hectares of land here, as there is no evidence to indicate that this is land area is available having regard to the landowners' objectives for the site, its unique characteristics and its environmental sensitivity.

Our client Birchmere Limited owns Admiralty Park and the site benefits from a Certificate of Lawful Use for employment use of all existing buildings on site.

For the foreseeable future, Birchmere Limited is committed to continuing to refurbish vacant buildings on a demand-led basis whilst retaining the intrinsic nature of Admiralty Park, which is relatively unique in providing small scale, low-density buildings set within attractive landscape surroundings. The appeal of Admiralty Park is its bespoke nature, and intensification of the site (with the erection of new buildings) could conflict with the desire to preserve its character and importantly, its market appeal.

It should also be noted that Admiralty Park contains a number of sensitive environmental designations which would restrict any large scale intensification, including a Scheduled Ancient Monument listing, several Grade II listed buildings, an Area Tree Preservation Order across the site and the land being designated as Site of Nature Conservation Interest.

Whilst there may be an opportunity for some development at Admiralty Park in the future, in addition to the reuse of existing buildings, there is currently no evidence to identify the scale of this opportunity having regard to the above issues, and our client has no current intentions to promote such intensification.

The availability of land in the Holton Heath area, including Admiralty Park, should be assessed properly as part of the Site Allocations process based on appropriate and suitably detailed technical work.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

The final column of Table 3 should be amended to state 'Indicative Availability (ha)'.

A footnote to the table should be added to state that 'Land availability at the identified sites has not been the subject of detailed work at this stage. It is intended that availability is considered in further detail as part of the Site Allocations process.'

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph: 6.5.3.2	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant
*i.e. comments on the **process** of preparing Planning Purbeck's Future*

Yes	No	No Comment
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. (a) Sound
*i.e. comments on the **content** of Planning Purbeck's Future*

Yes	No	No Comment
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:

(tick all that apply)

- It is not 'justified'
(i.e. the Core Strategy is not founded on a robust and credible evidence base and/or doesn't provide the most appropriate strategy)
- It is not 'effective'
(i.e. the Core Strategy is not deliverable, not flexible and not able to be monitored)
- It is not 'consistent with national policy'

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

Admiralty Park benefits from a Certificate of Lawful Use and accordingly, as a matter of principle, the refurbishment and reuse of the existing buildings does not require either allocation in a Local Development Document or planning permission. As such paragraph 6.5.3.2. is incorrect in stating that formal allocation in the Core Strategy is required to allow refurbishment.

Furthermore, the Core Strategy itself does not make any employment allocations, with these instead proposed in a subsequent Site Allocations Document. The Core Strategy, quite appropriately, sets the strategic context for employment provision, the general strategy to focus development at existing employment locations, and identifies that there are a range of existing sites/locations which could form part of this supply. On this basis, the statement in paragraph 6.5.3.2 that the Core Strategy provides the opportunity to 'formally allocate' sites is incorrect, as the Council has specifically chosen not to do so.

For the reasons elaborated upon further in our representation to Table 3, paragraph 6.5.3.2 should also be amended to delete the final sentence, which refers to the availability of 4ha of land at Admiralty Park.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

Amend paragraph 6.5.3.2 to:

1. delete the final sentence relevant to the availability of 4ha of land at Admiralty Park;
2. delete the reference to the need for an allocation to allow refurbishment of the existing buildings;
3. delete reference to the Core Strategy allocating employment sites.

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph:	Map: 5
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
• It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
• It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
• It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

Map 5 generally takes the information from Table 3 and shows it on a map base. Accordingly the Map identifies the availability of 4 hectares of land at Admiralty Park.

However as set out in our representation to Table 3, we object to this very specific reference in the Core Strategy, as there is no evidence to indicate that this quantum of land is available having regard to the landowners' objectives for the site, its unique characteristics or its environmental sensitivity.

Our client Birchmere Limited, the owners of Admiralty Park, has a Certificate of Lawful Use for employment use of all existing buildings on site.

For the foreseeable future, Birchmere Limited is committed to continuing to refurbish vacant buildings on a demand-led basis whilst retaining the intrinsic nature of Admiralty Park, which is relatively unique in providing small scale, low-density buildings set within attractive landscape surroundings. The appeal of Admiralty Park is its bespoke nature, and intensification of the site (with the erection of new buildings) could conflict with the desire to preserve its character and importantly, its market appeal.

It should also be noted that Admiralty Park contains a number of sensitive environmental designations which would restrict any large scale intensification, including a Scheduled Ancient Monument listing, several Grade II listed buildings, an Area Tree Preservation Order across the site and the land being designated as Site of Nature Conservation Interest.

Whilst there may be an opportunity for some development at Admiralty Park in the future, in addition to the reuse of existing buildings, there is currently no evidence to identify the scale of this opportunity having regard to the above issues, and our client has no current intentions to promote such intensification.

The availability of land in the Holton Heath area, including Admiralty Park, should be assessed properly as part of the Site Allocations process based on appropriate and suitably detailed technical work.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

Delete the reference to the specific quantum of available land at Admiralty Park for the reasons identified and, for consistency, delete the quantum at the other identified employment locations, leaving just the identified sub regional employment sites and other broad employment site locations.

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy : ELS	Paragraph:	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
• It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
• It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
• It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We support the Council's objective, as explained at paragraph 6.6.1, to diversify the existing economic base by encouraging new office and general development to improve skills levels and wages. We also support the proposal in Policy ELS to make provision for a minimum of 11.5 hectares of employment land and to focus this at existing employment locations, including the sub-regionally important location at Holton Heath. This is wholly appropriate and suitable.

However we do not consider that the Council's strategic approach to employment provision, which are set out in the supporting text to the policy and elsewhere in the Core Strategy, are translated successfully into Policy ELS itself.

Firstly, the Policy states that economic development will be focussed in the most sustainable locations, in accordance with Policy LD. However as set out in our representations to Policy LD, the settlement hierarchy identified is meant to apply specifically to residential development. It identifies Holton Heath in the lowest tier i.e. as one of the least sustainable locations. However this clearly conflicts with Holton Heath's acknowledged sub-regional importance, its sustainability and the Council's correct approach, identified in

Policy ELS, to focus additional development at existing employment locations including Holton Heath. This reference to Policy LD should therefore be deleted as there is no evidence to suggest that this hierarchy should apply to employment development, and this is surely not what the Council intends.

We additionally consider that Policy ELS lacks clarity, as at first glance it appears to be making employment allocations of 34.8 hectares at the locations identified. However from reading the rest of the Core Strategy, it is evident that any allocations will be made in a subsequent Site Allocations Document. As such we have suggested some revised wording which may assist in this regard.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

Delete Policy ELS and replace with the following:

'Provision will be made for a minimum of 11.5 hectares of employment land over the plan period 2006-2027. New employment development will be concentrated at existing employment sites, most notably the sub-regionally important locations at Dorset Green and Holton Heath. A potential supply of approximately 35 hectares of employment land has been identified at existing employment locations (see Table 3) and suitable allocations at those and potentially other locations will be made as part of a subsequent Site Allocations process, with an objective to ensure sufficient flexibility and choice of sites to cater for employment growth and to meet local needs generated by housing growth. Where appropriate, Travel Plans will be required to be submitted alongside planning applications for new employment development.'

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph: 7.3.3	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
• It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
• It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
• It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We object to paragraph 7.3.3 which states that "Part of the Green Belt was removed through the Purbeck Local Plan Final Edition (2004) to accommodate the Holton Heath strategic housing proposals". This statement is not supported by evidence, or the facts.

The adopted South East Dorset Structure Plan (1980) identified broad locations for potential Green Belt designation and included the area of "Lythett Bay and Holton Heath, including the area between Lythett Matravers and Upton and that separating Wareham and Sandford from the main urban area". However this area was not marked on a plan. Instead, Policy 11.2 of the Structure Plan required that the specific Green Belt boundaries were defined by the District Council in a Local Plan.

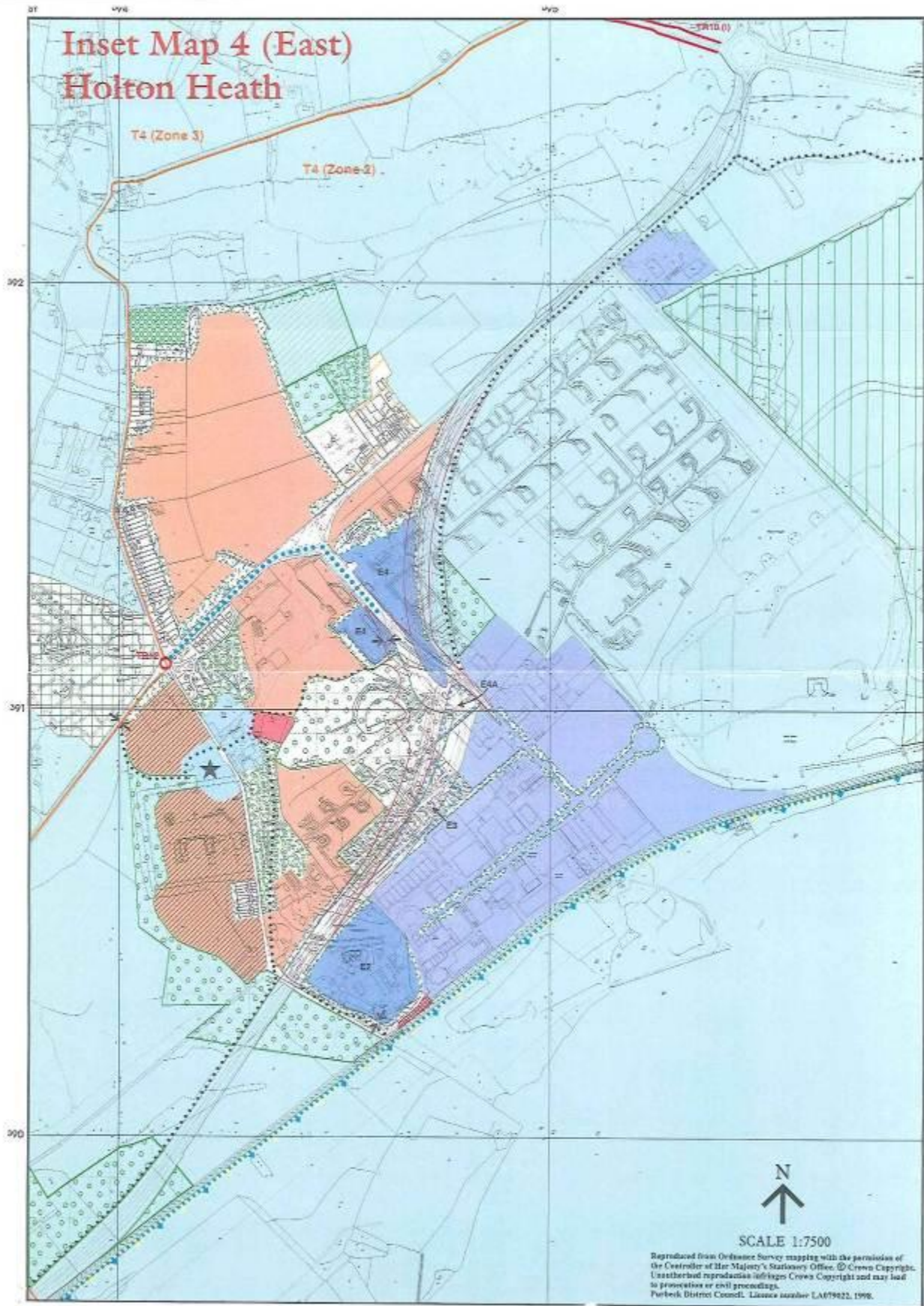
The 1994 Adopted North East Purbeck Local Plan did not include the Holton Heath area in the Green Belt. An extract from the Proposals Map is attached to clarify this. It is therefore inaccurate to suggest that the Green Belt was "removed" at Holton Heath to allow previously proposed housing and employment developments. In fact, it was never in the Green Belt.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

Delete paragraph 7.3.3.

Note: Additional sheets can be downloaded from the website and submitted alongside this form.



YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph:	Map: 8
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We object to Map 8 which identifies 'Available Employment Land'. There is no evidence to support this and it is clearly inappropriate to identify the whole of the Holton Heath Industrial Estate as available employment land, when only a very limited area is actually undeveloped and available.

We also object to Map 8 as it does not identify Admiralty Park within the 'Employment Hub' at Holton Heath. Admiralty Park and the Holton Heath Industrial Estate form part of the 'Holton Heath Employment Area' and the Core Strategy elsewhere, correctly, identifies all of this land.

Lastly, we object to the proposed identification of the 'new cyclepath'. We assume that this is intended to be indicative of a route adjacent to the A351. However as drawn, and without clarification, it shows the route running through multiple landownerships and through a SSSI, SSCI and the SPA.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

Delete "Available Employment Land" from the key and amend to simply state 'Employment Land'

Amend Map 8 to include Admiralty Park within the Holton Heath 'Employment Hub'.

Amend Map 8 to either show the proposed new cycle route closer to and following the route of the A351 or alternatively, add this item to the key and clarify that the route is indicative and is proposed to follow the A351.

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YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy : CEN	Paragraph:	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
• It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input checked="" type="checkbox"/>
• It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
• It is not 'consistent with national policy'			<input checked="" type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

Sandford

For reasons elaborated upon further in our representations to Table 3 and Policy ELS, we object to specific references to the quantum of development that could come forward at Holton Heath/Admiralty Park given that no allocations are being made in the Core Strategy and that there is no evidence available to substantiate the figures. Accordingly we suggest that these figures are simply removed and reference is instead made simply to the role of Sandford being supported through further development within the Holton Heath area.

South East Dorset Green Belt

We object to the proposals for an "Addition of Green Belt at Sandford and Holton Heath where the previous plan's housing proposals were abandoned". We specifically object to the proposal, shown more clearly in the associated Green Belt Review (October 2010), to include land to the east and west of Blackhill Road, south of the A351, as Green Belt.

PPG2 paragraph 2.6 is clear that once defined, the boundary of the Green Belt should only be altered in exceptional circumstances. We do not consider that such circumstances exist.

Firstly, none of this land has ever been included within the Green Belt. As such it does not constitute the re-introduction of a designation that existed prior to previous proposals for development in this area being abandoned.

Secondly the premise for this extension, as clarified at paragraph 8.1.3 of the Green Belt Review document, is that "There is no demonstrated need for the industrial estate to expand." This statement is incorrect and conflicts wholly with the Council's acknowledgement, at Section 7.3.8 of the Core Strategy, that proposals for an extension to the Holton Heath estate are actively being investigated (by my client) and that this will be considered in the subsequent Site Allocations Document. Including the site within the Green Belt would clearly frustrate this agreed objective and prevent expansion of a sub-regionally important employment site, to which the Council is committed, at a time when all areas of the country need to seize, or at the very least not unnecessarily prevent, opportunities for job creation and economic expansion.

Furthermore, the Council's own Green Belt review document identifies that the land proposed to be added to the Green Belt in this location only fully fulfils one of the five tests for the inclusion of land in the Green Belt as identified by PPG2 – countryside encroachment. We would challenge even this as the A351 in any event provides a clear, defensible boundary to the expansion of the Holton Heath industrial area which will naturally prevent unacceptable encroachment.

As such we are firmly of the view that exceptional circumstances do not exist to amend the Green Belt boundary in this way, that the proposed additional land to the south of the A351 does not meaningfully meet any of the 5 tests for inclusion of land within the Green Belt and, fundamentally, that the premise for this change – that there is no need for the expansion of the industrial area, is not supported by the evidence and indeed contrary to the approach identified by the Council elsewhere in the Core Strategy.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

The wording to Policy CEN 'Sandford' should be changed to "Further employment development within the Holton Heath area".

Any reference to the Green Belt extension, south of the A351 at Holton Heath, should be deleted from this Policy and any corresponding maps/text.

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph:	Map: Appendix 1 Key Diagram
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>

(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:

(tick all that apply)

- It is not 'justified'
(i.e. the Core Strategy is not founded on a robust and credible evidence base and/or doesn't provide the most appropriate strategy)
- It is not 'effective'
(i.e. the Core Strategy is not deliverable, not flexible and not able to be monitored)
- It is not 'consistent with national policy'

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We object to the Key Diagram which shows land south of the A351 at Holton Heath, as Green Belt. As identified in our representations to Policy CEN, there are no exceptional circumstances to justify the extension of the Green Belt on land to the south of the A351, this additional land does not meet the PPG2 tests for inclusion in the Green Belt and importantly, such an allocation would limit any future expansion, which is actively being considered currently, of the sub-regionally important employment area at Holton Heath, something that the Council identifies at section 7.3.8 that it wants to consider at the Site Allocations stage.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

Delete the Green Belt addition at Holton Heath (south of the A351).

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph:	Map: Appendix 4 North East Map
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	No Comment <input type="checkbox"/>

(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:

(tick all that apply)

- It is not 'justified'
(i.e. the Core Strategy is not founded on a robust and credible evidence base and/or doesn't provide the most appropriate strategy)
- It is not 'effective'
(i.e. the Core Strategy is not deliverable, not flexible and not able to be monitored)
- It is not 'consistent with national policy'

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We object to the Appendix 4 Map that shows land south of the A351 at Holton Heath, as Green Belt. As identified in our representations to Policy CEN, there are no exceptional circumstances to justify the extension of the Green Belt on land to the south of the A351, this additional land does not meet the PPG2 tests for inclusion in the Green Belt and importantly, such an allocation would limit any future expansion, which is actively being considered currently, of the sub-regionally important employment area at Holton Heath, something that the Council identifies at section 7.3.8 that it wants to consider at the Site Allocations stage.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

Delete the Green Belt addition at Holton Heath (south of the A351).

YOUR COMMENTS – PLEASE USE A SEPARATE SHEET FOR EACH REPRESENTATION

Please select which document you are commenting on:

'Planning Purbeck's Future' (Core Strategy) <input checked="" type="checkbox"/>	Sustainability Appraisal <input type="checkbox"/>	Habitats Regulations Assessment <input type="checkbox"/>
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Please state the part of that document you are commenting on:

Policy :	Paragraph: 7.3.8	Map:
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Do you consider Planning Purbeck's Future (Core Strategy) to be:

1. Legally compliant <i>i.e. comments on the process of preparing Planning Purbeck's Future</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	No Comment <input checked="" type="checkbox"/>
2. (a) Sound <i>i.e. comments on the content of Planning Purbeck's Future</i>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	No Comment <input type="checkbox"/>
(b) If you have chosen No for (a) do you consider Planning Purbeck's Future (Core Strategy) to be unsound because:			
<i>(tick all that apply)</i>			
• It is not 'justified' <i>(i.e. the Core Strategy is not founded on a robust and credible <u>evidence</u> base and/or doesn't provide the most appropriate strategy)</i>			<input type="checkbox"/>
• It is not 'effective' <i>(i.e. the Core Strategy is not <u>deliverable</u>, not <u>flexible</u> and not able to be <u>monitored</u>)</i>			<input type="checkbox"/>
• It is not 'consistent with national policy'			<input type="checkbox"/>

(For explanation of terms refer to guidance notes below)

Comments:

Please use the space below to provide more detailed comments (expand box as necessary)

We note and support the reference, in Section 7.3.8 of the Core Strategy, to our clients' desire to bring forward additional employment development as an extension to the existing Holton Heath Industrial Estate, and the Council's proposal to consider this further in the light of more detailed work as part of the Site Allocations Document. We have objected elsewhere to elements of the Core Strategy which would, presumably as an oversight, prevent or frustrate this joint objective.

We attach a copy of a Framework Document which explains further the opportunity that is available on land to the east of Blackhill Road, which we refer to as Holton Gate. This is a strategic piece of work at this time but it has had regard to a range of technical work including Phase 1 and 2 ecological surveys, and highways surveys. As identified in the document, we have met with both Natural England and the Highway Authority and we are confident that a high quality development could be delivered in this location to generate additional employment for the District, whilst achieving a net ecological gain and fully mitigating any impact on the highway network.

We attach a series of meeting notes and other highways related documents to confirm our discussions with

the Highway Authority. Following a recent meeting, we are currently awaiting a letter from Natural England to confirm their verbal agreement that employment development could, in principle, take place acceptably in this location subject to appropriate design and mitigation measures. This letter will be forwarded to the Council as soon as it is received.

Proposed Changes:

Please use the space below to give details of what change(s) you consider necessary to make the Core Strategy policies legally compliant or sound and why. It would be helpful if you are able to put forward your suggested revised wording of any policy or text (expand box as necessary).

None

Holton Gate, Purbeck

FRAMEWORK DOCUMENT DECEMBER 2010





Holton Gate, Purbeck

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1 | HOLD SW GAS - PURBECK | DECEMBER 2010

Executive Summary

On behalf of Birchmere Ltd, Broadway Mason are promoting 8 hectares of land for employment uses at Holton Gate, south of the A351 and immediately north of the Holton Heath Industrial Estate.



As the landowner, Birchmere Ltd have a proven record of delivering employment premises in the county with a portfolio now extending to approximately 800,000 sq ft of built factory space. Birchmere Ltd has successfully undertaken a significant programme of restoration and maintenance works to the existing buildings at the nearby Admiralty Park to improve the local environment and influence companies to relocate to the area.

Holton Gate is ideal for the future availability of office and industrial premises in the Purbeck area because it is a vacant site which is adjacent to the existing Holton Heath Industrial Estate which is of sub-regional importance. The potential extension to Holton Heath Industrial Estate would therefore be a logical step in aiding the deliverability of employment space.

The site is within close proximity to Poole / Bournemouth via the A35 and is located approximately 1km from Holton Heath railway station, with connections to local and regional settlements. In addition, Birchmere Ltd intend to improve the accessibility of Holton Gate through the provision of cycleways, 'park and rail' facilities and direct improvements to the A351 in order to ensure that the development will be sustainable.

HOLTONGATE - PURBECK - Bournemouth | 8



1.0 Introducing Holton Gate

HOLTON GATE - PURBECK | DECEMBER 2016 | 4

Introduction

The site is referred to as 'Holton Gate' and comprises land east of Blackhill Road, which connects the A351 to Holton Heath Industrial Estate. Holton Gate is located 4km east of Sandford and approximately 2km west of the A35 which links Poole and Bournemouth.

This framework document has been produced to instigate and inform a process of dialogue with the Council following the invitation in paragraph 6.5.4.4 of the Purbeck District Council consultation Core Strategy 'Planning Purbeck's Future' (2009) that 'masterplanning work is undertaken and a development brief prepared for this site'.

In an effort to better understand the site, baseline studies have been undertaken by transport and ecological consultants to analyse the likely effects of development on the local area and the mitigation required. i-Transport have undertaken traffic surveys and a baseline transport assessment, while ECOSA have undertaken phase 1 and phase 2 ecological surveys.

As part of our masterplanning process, 2 plans have been prepared:

- Constraints Plan; and
- Concept Framework Plan.

The concept framework plan proposes approximately 28,000 sqm of B1/B2/B8 floorspace to maximize opportunities and create diversity in the local employment sector.

Aims and Objectives

Our aim is to provide a development which meets the growing need for employment in Dorset by harnessing the benefits of the existing Holton Heath strategic employment area, maximising the use of existing sustainable transport corridors in the region, creating key landmark buildings and sensitively designing plots which respect the landscape.

The objectives are to:

- create and encourage sustainable travel alternatives and connectivity between Holton Gate and the surrounding transport networks;
- create a sensitively designed employment site;
- create additional business premises to aid in the deliverability of employment sites in Purbeck district; and
- provide a variety of employment use/ accommodation to meet requirements.

Holton Gate provides the ability to concentrate employment on a large site which is well connected to transport networks and employment centres and will assist in contributing towards Purbeck's employment requirements over the next 10 - 15 years.

Ultimately, it will provide greater opportunities to the local economy and offer an accessible development for the wider District.



Holton Gate - The Site

Holton Gate has an area of approximately 3ha and is currently vacant.

Service	Route	Typical Weekday Frequency
29	Swanage – Wareham – Poole Grammar School	One per day in each direction
40	Swanage – Wareham – Holton Heath – Poole	Hourly in each direction
X53	Exeter – Lyme Regis – Bridport – Weymouth – Wool – Wareham – Holton Heath – Poole	One bus every 2 hours in each direction
142/143	Swanage – Wareham – Holton Heath – Poole	1-2 buses per hour in each direction

Table 1: Bus services

Holton Gate is accessed via Blackhill Road, which connects with a roundabout to the A351 Wareham Road. The A351 is located to the north of the site and Holton Heath Industrial Estate to the south. The A351 Wareham Road links the A35 in the north with Wareham in the south.

The site (to the east of Blackhill Road) has an adopted turning head which suggests a previous intention to designate Holton Gate for prospective use. The land to the west of Blackhill Road is also in the same ownership and could potentially be brought forward for development at a later date.

Accessibility

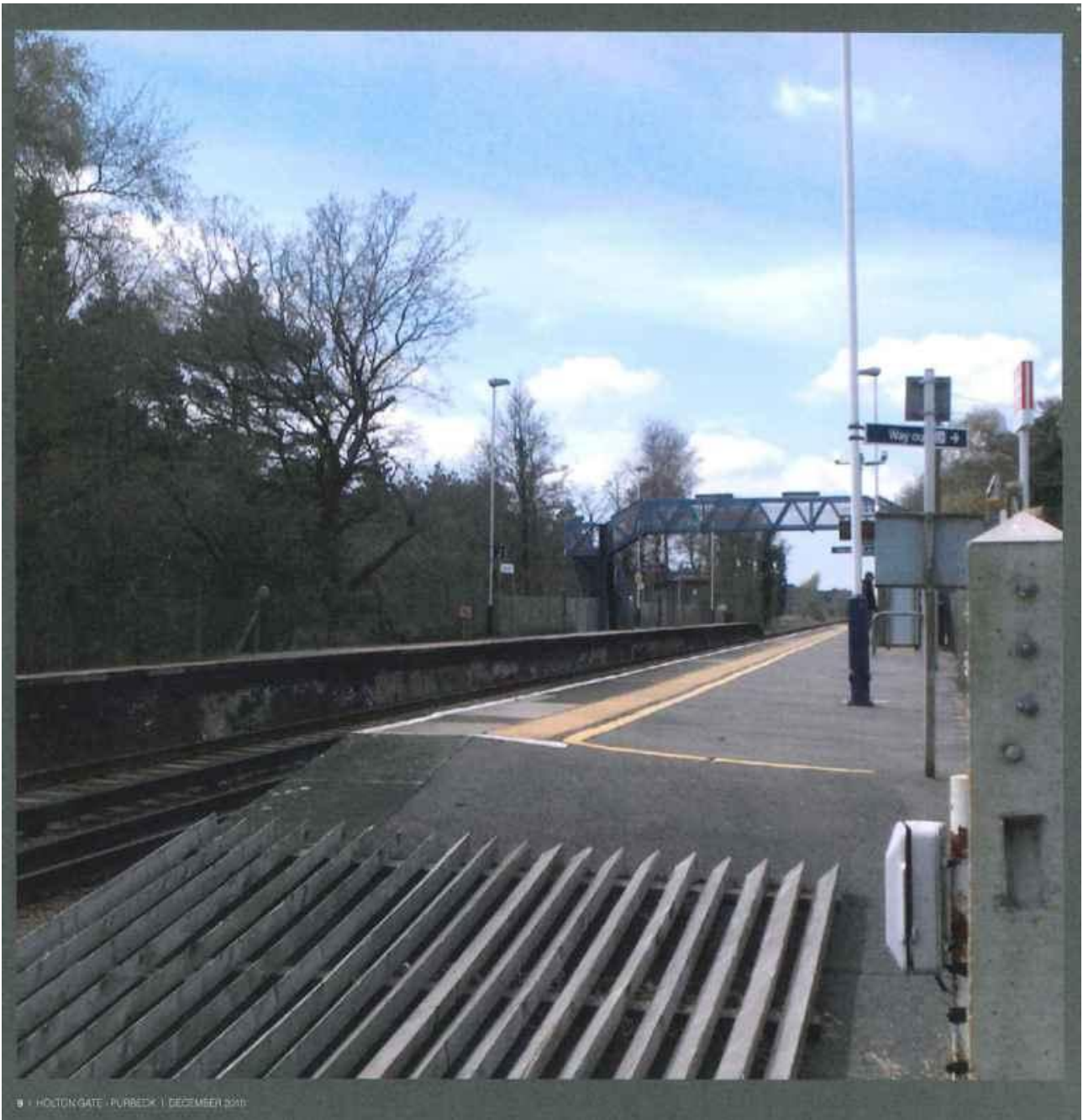
As expanded upon below, Holton Gate is ideally situated in a sustainable location accessible by road and rail networks.

Road

The A351 to the north of the site is an all purpose single carriageway road (approximately 7.3m wide) and is designated as a 'County Distributor Road'. This route forms the principal means of road access to the Purbeck area.

Bus Services

The Holton Heath area is served by several bus services that are routed via the A351 and/or Organford Road as shown in Table 1. The nearest bus stops to the development site are located along the A351, midway between the Blackhill Road roundabout and the Station Road junction traffic signals.



Holton Gate - The Site

Station	Time (minutes)
Wareham	4
Poole	10
Bournemouth	25
Dorchester	25
Weymouth	37
Southampton Central	62

Table 2: Train durations from Holton Heath train station

Rail

Holton Heath railway station is located 1km to the south west of the site and is within reasonable walking distance of Holton Gate.

The station is situated on the London - Bournemouth - Poole - Wareham - Dorchester - Weymouth line which carries services operated by South West Trains.

Weekday services operate typically on an hourly basis in each direction, with typical journey times of 40mins to Weymouth, 20mins to Bournemouth, 1hr 10mins to Southampton and 2hrs 45mins to London Waterloo.

Table 2, left, shows the time taken by train to reach key settlements from Holton Heath Station.

History

Holton Gate comprises part of the land chosen by Winston Churchill in 1914 for the manufacturing of cordite for the Royal Navy. After World War II the majority of this land was closed down and either refurbished for industrial use or designated for the protection of wildlife. However, since the 1950s Holton Gate has remained vacant.

Birchmere Ltd acquired Holton Gate, along with the remaining land to the west (totalling approx 38ha) in November 2008. In addition, Birchmere Ltd own Admiralty Park to the west and have now become the largest owners in Holton Heath. Since purchasing Admiralty Park in 2003, the company has undertaken a significant programme of restoration and maintenance works to existing buildings to regenerate this area.

Topography

Holton Gate is generally flat, but, there are man-made drainage channels and mounds which are a consequence of the previous use as a cordite factory. Self-seeded trees, mainly pine, have also colonized the site.

Surrounding Area

The Holton Heath SPA abuts the site along the eastern boundary and a SSSI site is located to the south west, on the western of Blackhill Road.

Set along the A351 Wareham Road, between Blackhill Road and Station Road, there are approximately 15 residential properties, none of which directly abut Holton Gate.

Holton Gate is in close proximity to the existing employment sites at Holton Heath Industrial Estate and Admiralty Park, to the south and west of the site. There is a mix of employment uses ranging from industrial and storage facilities to office premises and bespoke units.

Holton Heath Industrial Estate is one of two regionally significant employment sites in Purbeck. Occupying an area of approximately 30ha, the area has strong transport links with the Poole/Bournemouth conurbation and provides many established industrial, storage and open-air hard-standing facilities.

Admiralty Park comprises approximately 17ha with over 100 buildings on the site, several of which are listed. In 2005, Purbeck District Council issued a Certificate of Lawful Use, enabling the existing buildings to be reused for B1, B2 and B8 uses. Generally characterised as a bespoke employment hub, the main access point into the site is via Station Road, with bollards presently restricting access to Holton Heath Industrial Estate along Holton Road.



11 | HATCHING DATE - PURBECK - DECEMBER 2019

Planning Context

Local Policy

In 1999, Purbeck District Council accepted the principle of development on the site by identifying Holton Gate as a potential allocation for industrial use in the draft Purbeck District Local Plan. This formed part of a wider allocation to develop the surrounding area for housing and commercial uses. However, the Local Plan Inspector raised concerns with the development of this wider area for housing but notably raised no concerns with the allocation of Holton Gate. However, as this formed part of a wider proposal the policy as a whole was deleted. The Inspector did however recommend that further consideration was given to determine whether to allocate the site in a modified form for employment use.

Purbeck District Council is currently preparing its Core Strategy. The Council has consistently recognised the potential of this site and the Core Strategy specifically refers to Holton Gate as an area for potential growth, with the requirement for masterplanning and a development brief to clarify the site's potential for employment use. More generally, the Core Strategy includes a requirement for a minimum of 11.5ha of employment land over the next 10-15 years with the identification of sites taking place in a subsequent Site Specific Allocations Document.

Regional Policy

SWRDA commissioned a report on 'Workplace Strategy and Delivery Plan' for the Bournemouth, Dorset and Poole area in October 2008.

The document identified gross demand for around 184ha of employment land between 2006 and 2025 across the Bournemouth, Dorset and Poole sub-region, with demand for 11.5ha located in Purbeck, split between office (6.5ha) and industrial (5ha) development.



2.0 Understanding Holton Gate

HOLTON GATE - PURBECK 1, DECEMBER 2010 (14)



18 | HOODS DATE - PURBECK | DECEMBER 2010

Site Constraints

The purpose of the plan opposite is to illustrate the constraints of Holton Gate and the wider Holton Heath area.

The plan shows that Holton Gate itself has no archaeological or environmental designations or policy constraints. There is an area in the eastern part of the site which is shown as Green Belt, however, this is a consequence of the historical allocation that was removed by the Inspector and remains in the Final Edition plan which is not adopted.

The SPA surrounds the wider (Holton Heath) area. In addition, the Dorset ACNB is located to the south of Holton Heath.

Admiralty Park is designated as a Site of Nature Conservation, which is a local designation. However, the central part of Holton Heath is a Site of Special Scientific Interest which is of national importance. Equally, Scheduled Ancient Monuments are present to the east and south west of the Holton Gate site.

It is therefore clear that the most appropriate place to locate development is the Holton Gate site.



17 | HOLTON DATE - PURBECK | DECEMBER 2010

Understanding Ecology

Ecology consultants, Ecosa, have confirmed that Holton Gate is located within 2km from a number of statutory and non statutory designated wildlife sites.

The site contains a network of large, vegetated earth bunds and ditches containing occasional collapsed brick buildings and subterranean features. There are also a small number of derelict brick structures and numerous piles of brick rubble.

The vegetation comprises predominantly open, even-aged planted Scots pine woodland with areas of pedunculate oak and silver birch dominated woodland, and crack willow, rowan, holly and tall, dense Rhododendron scrub throughout. In addition, there is a small remnant of lowland heathland flora scattered across the site.

Sustained management on the existing Holton Heath SPA nature reserve to the east has resulted in a quality example of lowland heathland habitat, however due to decades of unchecked scrub/woodland development, Holton Gate does not contain any significant areas of quality heathland habitat.

What are the issues at Holton Gate and how can they be mitigated?

A Phase 1 walkover survey of Holton Gate was undertaken on 21st April 2009 to establish the broad habitat types present.

During Spring-Summer 2010 more detailed Phase 2 bat, reptile and great-crested newt surveys were undertaken, and a draft report produced in October 2010 to outline the findings.

The phase two survey recorded no great-crested newts, and it is considered that due to the types of habitat available the site does not support great-crested newts. In total four species of reptile were recorded each in small numbers (slow-worm, common lizard, smooth snake and grass snake).

Bat surveys also recorded the presence of four species of bat; common pipistrelle, soprano pipistrelle, whiskered/Brand's bat and greater horseshoe. It is thought that there is a small tree roost of soprano pipistrelles, and that the other species listed use the site for foraging and commuting.

The Phase 2 survey agreed with many of the findings in the Phase 1 survey and in summary the surveys concluded that the proposed development of Holton Gate has the potential to cause the following impacts on site:

- loss of woodland vegetation and trees; and
- loss of underground structures;

Based on the Phase 2 survey, any potential impacts associated with development close to the designated SPA site can be addressed, and net ecological gain achieved, through the following measures:

- provision of a heathland corridor on the southern part of the site (east of Blackhill Road) to enable a green chain to connect the SPA to the east and the SPA to the west of Admiralty Park;
- the provision of a suitably-sized buffer strip along the entire eastern length of the proposed development. The buffer strip would be managed to promote the development of lowland heathland vegetation, either by seeding or by allowing natural regeneration of the existing seed bank through soil stripping;
- the installation of a boundary fence to ensure that there would be no access routes from the development site onto the adjacent heathland;
- an eradication strategy to remove rhododendron scrub which would otherwise threaten the heathland habitat to the east;
- provision of secure roost sites (breeding and/or hibernation) such as in subterranean structures and the installation of bat boxes on suitable trees and/or buildings;
- the provision of lowland heathland vegetation throughout the developed site to provide a net gain in suitable reptile and bird habitats, especially for the two rarer reptile species, smooth snake and sand lizard, which are the most temperature- and bare ground- dependent.

Discussions with Natural England have indicated that they accept, as a matter of principle, that employment development could suitably take place in this location subject to appropriate design and mitigation.



19 HOLTON GATE - PURBECK, 1 OCTOBER 2010

Understanding Transport

In consultation with the local highway authority, Dorset County Council, an assessment of the transport impacts of the emerging development proposals, in association with other committed developments has been undertaken.

The future scenario has been taken to 2026 and agreed with the County Council. The study has concluded that the trip generation from the proposed development would be a total of 276 trips in the AM Peak and 225 trips in the PM Peak.

The impact of these trips on the local highway network has then been assessed. This showed that all local junctions would still be operating at or within capacity during both peak hours in 2026, even with all currently proposed developments, apart from the Wareham Road / Station Road signals which would be over capacity at the PM peak hour.

The potential traffic generation generated through the development of Holton Gate can be mitigated through a number of initiatives aimed at transport management and the encouragement of greener travel alternatives. These include:

Masterplanning

The masterplanning of the proposed development will provide good quality pedestrian / cycle linkages between the main development sites and the station, local bus routes and within the site.

Travel Plans

The introduction of a travel plan (preferably site wide) to encourage employee and visitors to travel to the site by modes other than single occupancy car use would be implemented.

A351 Wareham to Bakers Arms Cycleway

A contribution to or delivery of part of the Wareham to Bakers Arms cycleway could be made to encourage cycling and improve safety on the road.

In addition there is the ability to make improvements to cycle provision along Blackhill Road (especially a new off-road cycleway along the site frontage) and Station Road (making it a "quiet route" between the A351 and the station helped by the rerouting of Admiralty Park traffic away from Station Road).

Enhancements to Local Bus Services

A financial contribution to improve local bus services, especially during the AM and PM peak periods. This could include the Service 40 (Swanage – Wareham – Holton Heath – Poole - hourly) and Service 142 / 143 (Swanage – Wareham – Holton Heath – Poole – 1 – 2 hourly).

Additional Station User Car Parking at Holton Heath Railway Station

The provision of additional station user car parking at Holton Heath station would intercept the flow of traffic along the A351 corridor and encourage greater use of the rail network for parts of trips between the Purbeck area and the Poole / Bournemouth / Christchurch conurbation and beyond.

The items identified above would all contribute to modal shift for existing and future journeys at the site and along the A351 corridor which would potentially reduce background traffic and the traffic generation of the proposed development. Notwithstanding this, there is still a requirement to consider mitigation measures of the residual traffic generated by the proposed development and this is discussed below.

The A351 Wareham Road/Station Road Junction

The potential for operational difficulties at the A351 Wareham Road/Station Road junction would be improved if a good proportion of the Admiralty Park development was accessed from Blackhill Road and Holton Road (thus removing traffic from Station Road and the signals). The amount of Admiralty Park traffic accessed from Station Road could be controlled by a bus gate or pedestrian/cycle link.

A351 Wareham Road / Blackhill Road Roundabout

The A351 Wareham Road / Blackhill Road roundabout will continue to operate within capacity when taking into account the proposed development and a good proportion of Admiralty Park traffic from being accessed via Blackhill Road / Holton Road.

The A351 / A35 Bakers Arms Roundabout

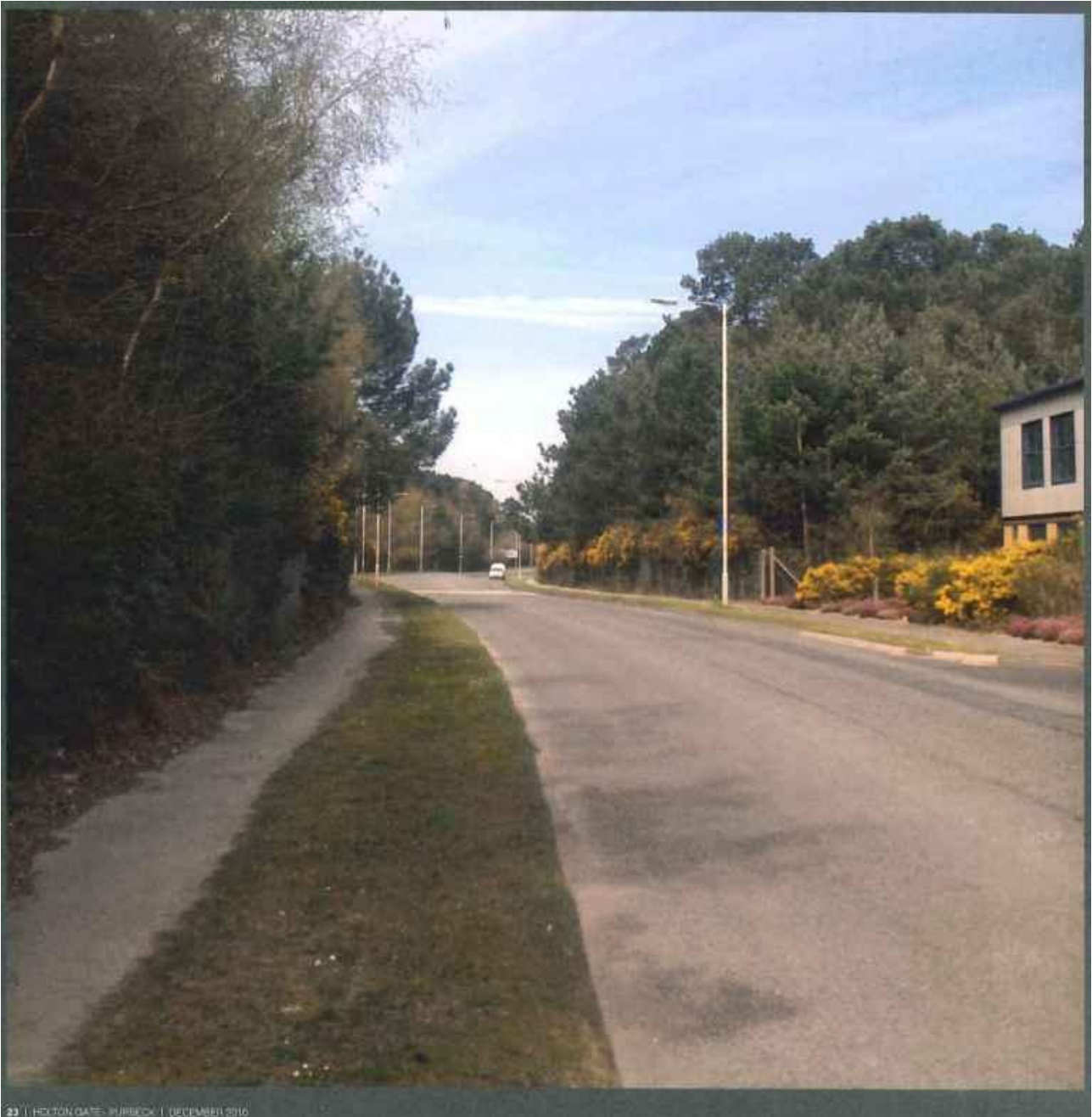
It is anticipated that the development would be required to make a contribution towards capacity / safety improvements at the A351 / A35 Baker's Arms roundabout and the detail of this will be worked up with Dorset County Council.



41 - HOLTZGATE, PURBECK, TOTTENHAM

3.0 The Proposal

HOLTON GATE - PURBECK | DECEMBER 2016 | 22



23 | HOLTON GATE, PURBECK | DECEMBER 2016

Our Objectives



The Proposal

The indicative proposals for Holton Gate which have been assessed include the provision of approx. 28,000sqm of employment uses. The level of proposed car parking is based upon the parking standards found in the Purbeck Local Plan (2004).

The proposed employment uses comprises:

- **B1 Office** - 9,189 sqm (311 parking spaces)
- **B2 Industrial** - 12,942 sqm (259 parking spaces); and
- **B8 Storage and Distribution** - 5,588sqm (28 parking spaces).

We envisage a development characterised by excellent urban design with good access to public transport and local highway networks. In addition, appropriate buffer areas will be provided to create natural habitats for local wildlife.

In order to deliver this illustrative framework, a conceptual masterplan has been produced:

The proposed employment floor space could provide the following numbers of jobs (see table below).

Use Class	Sqm proposed	Approximate No. jobs
B1	9,189	483
B2	12,942	111
B8	5,588	390



25 | HOLTON GATE | PURBECK | DECEMBER 2016

Conceptual Framework Plan



Proposed link off roundabout into Admiralty Park



Area for potential parking for station



Potential to enhance links and usage of Holton Heath station

The Framework Plan has been produced in an effort to demonstrate the potential for the site to contribute to Purbeck's requirement for employment land over the next 10-15 years:

The concept plan shows the site could be developed to provide a mix of employment uses along with ancillary landscaping and car parking.

Development has been set back from the A351 to provide a softer edge, which is a characteristic of the road frontage in this area.

In addition, ECOSA advised us that strategic buffer planting is provided along the eastern boundary to prevent public access and noise/light spillage into the SPA.

We met and consulted with Natural England who advised that a swathe of heathland was proposed in the southern part of the site. Natural England's objective is to connect the SPA to the east and west. We took advice from ECOSA and a 50m buffer area was considered to be sufficient and is in line with other sites close to the SPA in Dorset.

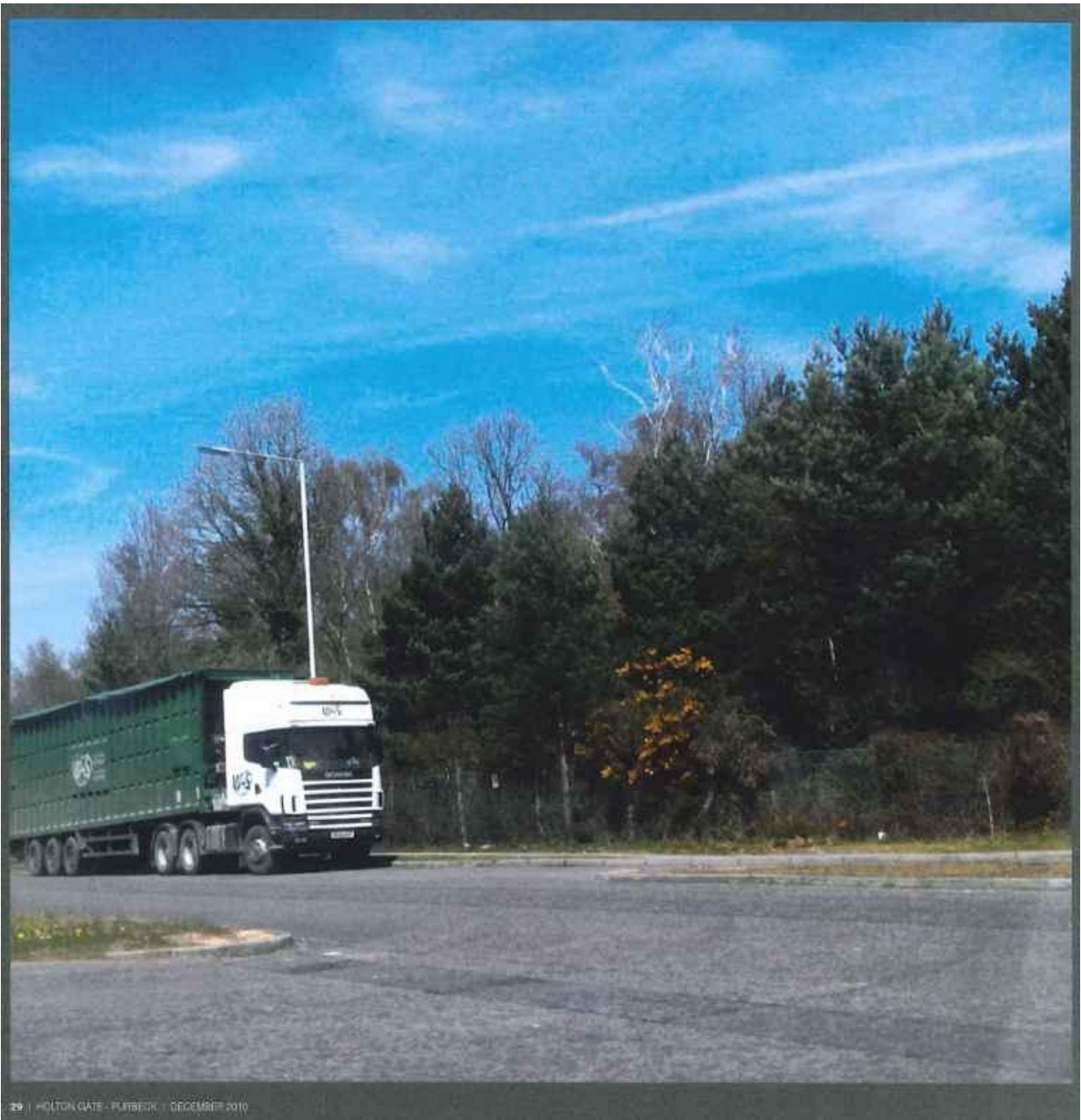
The Framework Plan shows how development would have excellent accessibility to the surrounding area and could encourage the increased use of Holton Heath Railway Station. This can be achieved through the following means:

1. providing cycle parking at the station
2. providing approximately 50 car parking spaces at the station to reduce on street parking and encourage the use of the station as a viable means of travel; and
3. providing new cycleways along Station Road and part of Blackhill Road to further improve interconnectivity.

The access would utilize the existing turning head off Blackhill Road.



4.0 Summary



29 | HOLTON GATE - PLATBECK | DECEMBER 2010

Why Holton Gate?

The site is immediately adjacent to Holton Heath Industrial Estate which is one of only two strategically significant employment sites in Purbeck as identified in the SWRDA 'Workplace Strategy and Delivery Plan' (2008) and is the most accessible in terms of public transport and road linkages to surrounding areas.

Employment development at Holton Gate, to supplement that already at Holton Heath, would have the following primary merits/benefits:

- Holton Gate would be the most accessible strategic location for employment generation in Purbeck, in terms of proximity to major local transport networks and connectivity to further afield settlements via Holton Heath station. There are no other large scale development opportunities that have such good access by rail.
 - Holton Gate will provide 8% of much needed, large scale employment land for Purbeck and the Dorset region, contributing towards the identified requirement for a minimum of 11.5 hectares of B1/B2/B8 uses in the district.
 - Development at Holton Gate could deliver infrastructure improvements to the wider Holton Heath Industrial Estate and Admiralty Park, promoting greener travel alternatives by extending cycle lanes and incorporating cycle parking at Holton Heath Station.
 - Holton Gate has no environmental designations which would limit its development potential.
- Development can be arranged to ensure that it would not be detrimental to the adjacent SPA (and has been discussed with Natural England) and nearby SSSI and in fact, development has the potential to deliver an ecological net gain.
 - The remaining vacant sites at Holton Heath are currently being developed or already have planning permission. There are no large scale alternative sites elsewhere in the area for additional employment uses.
 - The immediate locality is an established employment area, with the Local Plan inspector implying a general acceptance for development at Holton Gate; subject to further investigation. If allocated for employment, there is potential to free up alternative vacant land which could be used for other land uses elsewhere in the district, such as housing. This is highlighted within the Purbeck District Employment Land Review Stage 1 (para.3.10) which confirms that 'accommodating employment sites, whilst balancing the demand for housing, is a significant challenge'.

TECHNICAL NOTE

Project No:	ITB4217
Project Title:	Holton Gate, Holton Heath, Dorset
Title:	Traffic Analysis - Existing Situation
Ref:	MG/AL/ITB4217-002B TN
Date:	29 June 2010

I EXISTING TRAFFIC FLOWS

- 1.1 The existing traffic flows on the local highway network have been obtained from a manual classified turning count survey undertaken at three local highway junctions, namely the:
- A351 Wareham Road Blackhill Road roundabout (main access roundabout to Holton Heath);
 - A351 Wareham Road/ Station Rd / Organford Road signal controlled junction; and
 - A35/A451 Baker's Arms Roundabout.
- 1.2 The traffic data was collected on Tuesday 5 November 2009 for the weekday peak periods of (0630-0930) and (1500-1830). The survey data reveals that the AM and PM peak hour occurs at 0815-0915 and 1630-1730 respectively. Figures 1 and 2 at the end of this note provide a summary of the surveyed traffic flows.
- 1.3 The survey results illustrate that the two-way traffic flow on A351 Wareham Road at the Blackhill Roundabout is approximately 1,400 in the AM peak hour and 1,600 in the PM peak hour.
- 1.4 The traffic data illustrates in the AM peak that 76 % of traffic entering or leaving Blackhill Road (the Holton Heath Trading Estate) is associated with the A351 North, with 69% during the PM peak.
- 1.5 The traffic flows recorded at Baker's Arms roundabout illustrate a strong turning movement between the A351 Wareham Road and the A35 (East) in both the AM and PM peak hour. The traffic flow on the A35 (East) approach is higher in the PM peak when compared to the AM peak, whereas the flow on the A35 (West) is broadly similar in both peaks.
-

- 1.6 The recorded volume of traffic entering or leaving Station Road (and Admiralty Park) in the AM or PM peak hour is relatively light compared to Blackhill Road. The two-way flow of traffic recorded in the AM peak hour is 46 vehicles, with 47 vehicles in the PM peak hour.

2 EXISTING JUNCTION CAPACITY

A351 / Blackhill Road Roundabout

- 2.1 An ARCADY model has been constructed for the three arm A351 Blackhill Road roundabout. The geometry of this junction was taken from ordnance survey scale mapping referenced to aerial imagery to determine the road markings. The "OD-TAB" normalised flow profile input option in ARCADY has also been used which provides a robust test of the junction operation.
- 2.2 Table 1 provides a summary of the existing operation of the A351 / Blackhill Road roundabout.

Table 1 – Existing Operation of the A351 / Blackhill Roundabout

Scenario	Arm	RFC	Queue (Veh)
2009 AM Peak	A351 Wareham Rd (N)	0.470	1
	Blackhill Road	0.039	0
	A351 Wareham Rd (S)	0.482	1
2009 PM Peak	A351 Wareham Rd (N)	0.508	1
	Blackhill Road	0.193	0
	A351 Wareham Rd (s)	0.380	1

Source: ARCADY

Note: RFC = ratio of flow to capacity. An arm of the junction is deemed to exceed its practical capacity when the RFC exceeds 0.85 and beyond its theoretical capacity when the RFC exceeds 1.00

- 2.3 The model output summary results given in Table 1 illustrates that the junction operates well within capacity on all arms in the AM peak hour with a maximum queue of 1 vehicle. Likewise, during the PM peak hour, all arms remain within capacity.

A351 Wareham Road / Station Road Junction

- 2.4 A LinSig model has been constructed for the A351 Wareham Rd / Station Road/ Organford Road junction. This model is based on information provided by Dorset County Council to include the scale drawing of the "as-built" junction layout and a copy of the relevant signal specification for the junction.

2.5 It is understood that the junction currently operates under MOVA control and therefore the LinSig model can only provide an average approximation of the junction performance and the actual vehicle delay may be less on-street than shown by the model. The model includes the following assumptions:

- Saturation flows are based on RR67 derived values. As the turning radii and lane widths are relatively tight at this junction the resultant saturation flows are between 1800-1900 pcu/hr on the A351 and with lower values on the side roads;
- There are four stages present at this junction to include demand dependant stages which are called at different times in the stage sequence for each scenario. In the AM peak, the right turn to Station Road is called every 4th cycle, and the right turn to Organford Road is called every other cycle. In the PM peak, the right turn to Station Road is also called every 4th cycle, with all other stages called during every cycle;
- The inter-green times match the data given in the MTC TR0141 Specification. The modelled cycle time is limited to 90 seconds due to the presence of pedestrian crossings; and
- An allowance for right turn storage in the middle of the junction has been made for Organford Road and Station Road which operate concurrently in stage three.

2.6 Table 2 provides a summary of the existing operation of the A351 Wareham Rd / Station Road/ Organford Road signal controlled junction.

Table 2 – Existing Operation of the A351 Wareham Rd / Station Rd Junction

Scenario	Arm	Degree of Saturation %	Maximum Queue (PCU)	Delay (Secs per PCU)	Cycle Time and Reserve Capacity
2009 AM Peak	Wareham Rd (S)	63.2%	15	15s	90 Seconds Junction Practical Reserve Capacity +42%
	Organford Rd	45.0%	2	62s	
	Wareham Rd (N)	54.1%	12	11s	
	Station Rd	10.2%	1	52s	
2009 PM Peak	Wareham Rd (S)	66.2%	13	20s	90 Seconds Junction Practical Reserve Capacity +16%
	Organford Rd	35.2%	2	57s	
	Wareham Rd (N)	77.6%	24	17s	
	Station Rd	16.0%	1	51s	

Source : LinSig

2.7 Table 2 illustrates that the junction retains a good reserve capacity during the AM peak. The most critical approach is Wareham Road South which experiences a queue of 15 PCU. Station Road and Organford Road both experience a low degree of saturation with nominal queuing. During the PM peak, there is also a reserve capacity present the junction, which is less than during the AM peak. The most critical approach is Wareham Road North which experiences a queue of 24 PCU. Station Road and Organford Road experiences a very low degree of saturation with nominal queuing.

A35 / A351 Baker's Arms Roundabout Junction

- 2.8 An ARCADY model has been constructed for the A35 / A351 Baker's Arms roundabout. The geometry of this junction was obtained from ordnance survey scale mapping referenced to aerial imagery to determine the road markings. The "OD-TAB" normalised flow profile input option in ARCADY has also been used which together with the geometry tested represents a worst case assessment of the current junction operation. Flat demand profiles are probably appropriate for future year testing which would smooth the traffic flows and improve the operation of the junction during network peak periods although at this stage flat profiles have not been modelled.
- 2.9 Table 3 provides a summary of the existing operation of the A35 / A351 Baker's Arms roundabout.

Table 3 – Existing Operation of the A35 / A351 Baker's Arms Roundabout

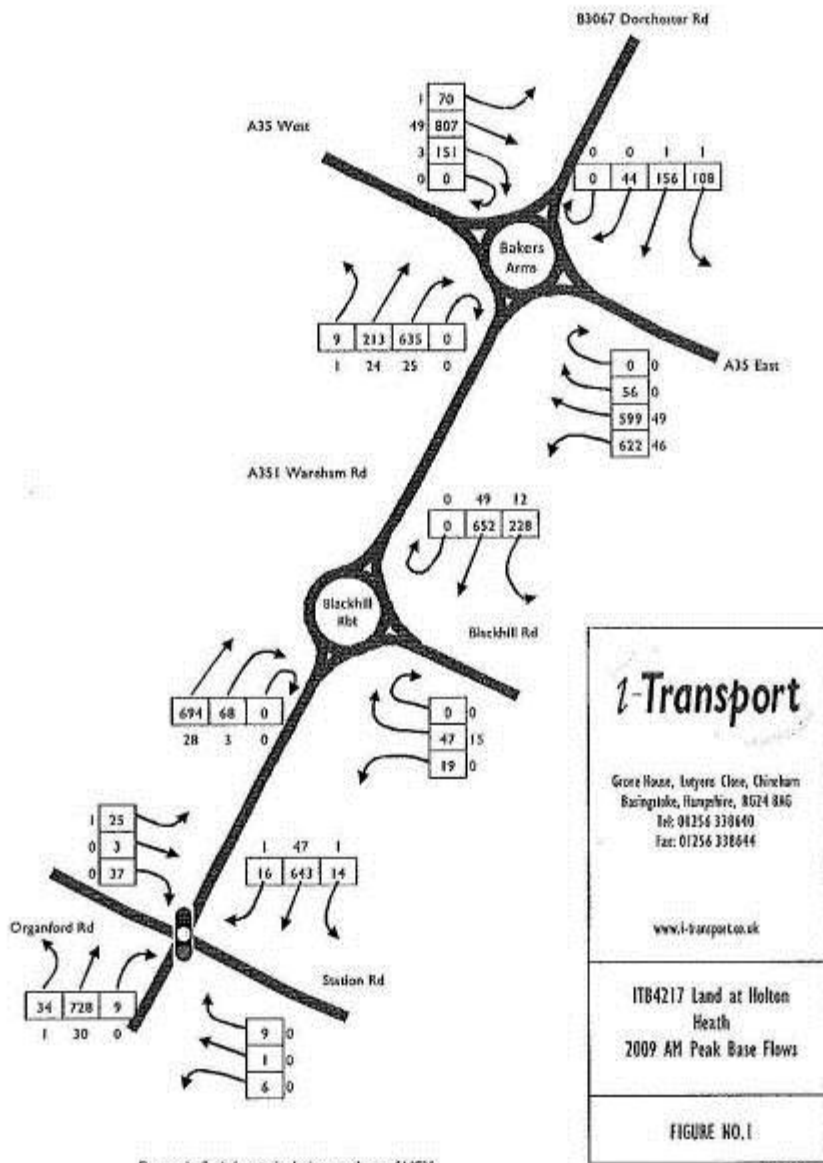
Scenario	Arm	RFC	Queue (Veh)
2009 AM Peak	A351 Wareham Road	0.772	3
	A35 West	0.972	17
	B3067 Dorchester Road	0.385	1
	A35 East	0.756	3
2009 PM Peak	A351 Wareham Road	0.678	2
	A35 West	0.939	12
	B3067 Dorchester Road	0.263	0
	A35 East	0.906	9

Source: ARCADY

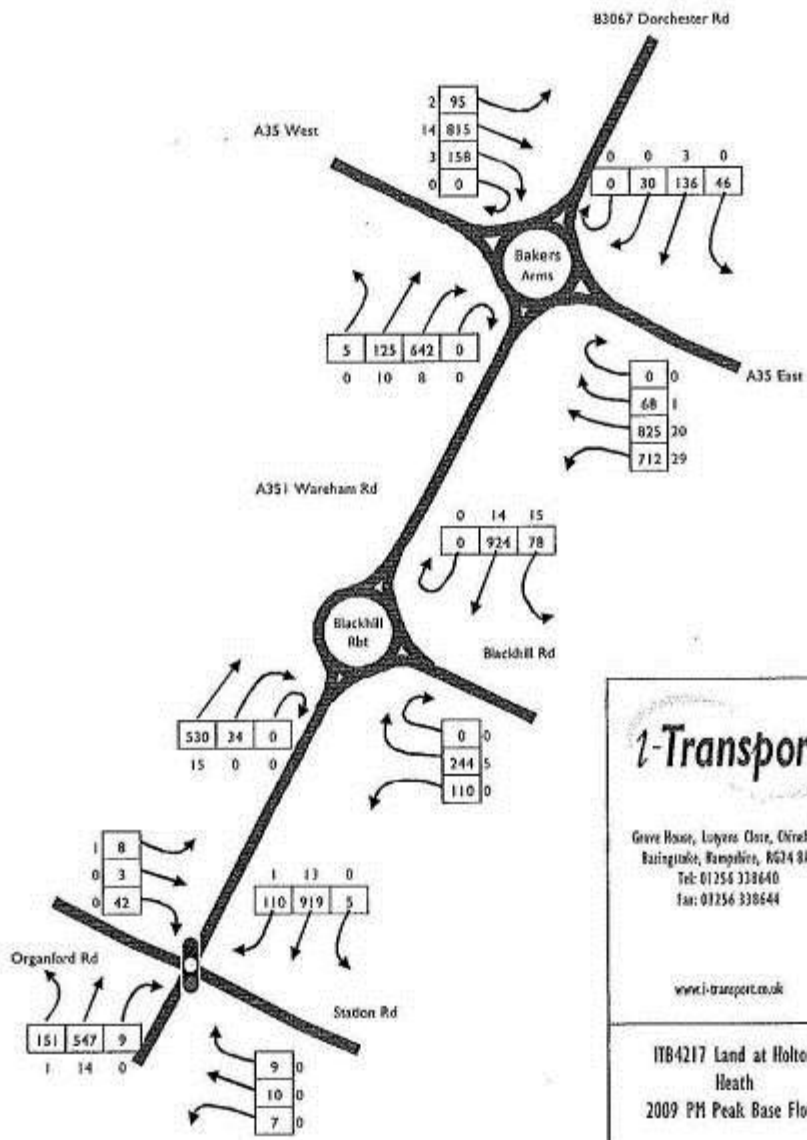
Note: RFC = ratio of flow to capacity. An arm of the junction is deemed to exceed its practical capacity when the RFC exceeds 0.85 and beyond its theoretical capacity when the RFC exceeds 1.00

- 2.10 The model output summary results provided in Table 3 illustrate that the junction remains within theoretical capacity on all arms during the AM and PM peak hours. However, the A35 west approach to the junction is approaching its theoretical capacity during both peak hours, with a modelled queue of 17 vehicles in the AM peak hour and 12 vehicles in the PM peak hour.

FIGURES



Figures in red denote inclusive numbers of HGV



Figures in Red denote inclusive numbers of HGV

i-Transport

Greve House, Lymene Close, Othelham
Basingstoke, Hampshire, RG24 9AG
Tel: 01256 338640
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www.i-transport.co.uk

ITB4217 Land at Holton
Heath
2009 PM Peak Base Flows

FIGURE NO.2

NOTES OF MEETING

Project No: ITB4217
Project Title: Holton Gate, Holton Heath, Dorset
Date/Time: 7 July 2010 / 1430
Venue: Purbeck District Council Offices, Wareham

Attendees

Keith Childs	-	Purbeck District Council	(KC)
Kate Tunks	-	Dorset County Council	(KT)
Mark Gimingham	-	i-Transport	(MG)
Ben Thomas	-	i-Transport	(BT)

Item

- 1.1 KT stated that DCC was embarking on a review of the Purbeck Transport Strategy. This was in the light of the removal of regional funding for schemes such as the Wool bypass. The current uncertainties regarding the scale of Government settlements for local transport is also not helping. Matters should become clearer in the Autumn (following the announcement of the Government's spending review) and DCC hope to have reviewed the Purbeck Transport Strategy by the end of 2010.
- 1.2 KT stated that the detail of the two i-Transport technical notes (ITB4217-002B and ITB4217-003B) would need to be agreed with Dave Brown / Ian Madgwick. KT requested that the County be provided with a copy of the Broadway Malyan May 2010 Framework Document to read in conjunction with technical notes.
- 1.3 KT stated that in transport terms Holton Heath was a good location for employment development. Holton Heath is situated on two good transport corridors - the A351 corridor (including good frequency bus routes) and the London - Weymouth railway line - providing good levels of accessibility. Holton Heath also has good access to the "conurbation".
- 1.4 MG summarised that sustainable transport strategy proposed for Holton Heath will focus on:
 - Minimising single occupancy car journeys to the site through modal shift;
 - Mitigating any residual traffic impacts; and
 - Contributing to the wider Purbeck Transport Strategy, thus to provide overall benefits
- 1.5 There was a discussion on the potential elements of the transport strategy, as set out below.

Travel Plan

- 1.6 MG stated that a travel plan would be introduced to achieve modal shift and that it

Item

could be a catalyst for a Holton Heath wide travel plan. MG pointed out that there could be no legal obligation on existing / permitted businesses to have travel plans however such businesses could be encouraged to have a travel plan and schemes such as car sharing etc could be marketed on a site wide basis to provide the critical mass. KT / KC acknowledged this.

Station Improvements / Access / Interchange

- 1.7 KT / KC stated that the issue with the bollards across the road in the vicinity of the station needs to be addressed with DCC. KT stated there is also a desire to improve interchange facilities at the station, including better pedestrian and cycle access, as well improvements to the car and cycle parking provision at the station. MG stated that the initial Masterplan work had allowed for around 50 station user car parking spaces.

Park and Ride

- 1.8 KT also stated that Park and Ride at Holton Heath could also take the form of a bus based Park and Ride, with parking closer to the A351 bus corridor, and asked i-Transport to look into this. KT stated the proposed development should consider the provision of a Park and Ride facility as a separate measure to the improved interchange at the station.
- 1.9 MG asked KT whether DCC had undertaken any demand work in respect of a Park and Ride site to take traffic away from the A351 / A35 corridor but KT stated that DCC had not undertaken any detailed work on this. DCC were open to comments / suggestions from i-Transport.

Rail Other

- 1.10 Improved signing from the A351 to the station is required.
- 1.11 KT set out that there are long-term aspirations to re-connect the Swanage Railway to the mainline rail network at Wareham. KT stressed this would require upgrades to the signalling infrastructure as well as bridge works along the route.

Cycling

- 1.12 KT stated that the County were undertaking the final design of the Wareham to Bakers Arms cycleway. MG stated that the scheme could contribute to the cycleway.

Access Improvements to Admiralty Park

- 1.13 MG set out the proposed access improvements would enable the provision of a through link from the western end of Holton Road to Admiralty Park which would relieve capacity constraints at the A351 Wareham Road / Station Road signal controlled junction and remove this traffic to the relatively unconstrained Blackhill Road roundabout.
- 1.14 MG indicated that the removal of traffic from Station Road would enable it to become a 'green route' to provide improved pedestrian and cycling linkages between the A351 and the station. KC / KT acknowledged the overall benefits of this.

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- I.15 It was however noted that Station Road is currently a private road. KC / KT asked for further details on the nature of improvements for pedestrians and cyclists to Station Road.

A35 / A351 Bakers Arms Roundabout

- I.16 KT stated that the Purbeck Transport Strategy suggested that improvements were required to the Bakers Arms roundabout. KT stated that some improvements / costings had been considered at an early stage including a flyover, at grade signalised / hamburger arrangement but that no feasibility design work has been undertaken.
- I.17 KT pointed out that there is a desire to have through movements to the Wool / Lulworth area routed via the C6 rather than the A351 and that future signing and road design would need to take this into account. In addition, KC stated that Purbeck's members were keen to improve the A351 northbound approach to the junction to improve movement from the A351 onto the A35 corridor.
- I.18 KT is going to investigate whether the initial work that was undertaken is in a form suitable to forward to i-Transport but that DCC is not able to provide any further options / design work because that work had not been undertaken.
- I.19 i-Transport to produce a summary table showing potential transport interventions and how it would mitigate development impact and contribute to wider Purbeck Transport Strategy.

Delivery of / Contributions towards Transport Improvements

- I.20 MG stated that i-Transport is aware of DCC's Development Contributions towards Transport Infrastructure in Purbeck (Interim Guidance June 2009).
- I.21 It is clear that the development has the ability to deliver key bits of transport infrastructure that mitigate development impact and contribute to the wider Purbeck Transport Strategy and that this is an important benefit of the proposed scheme.
- I.22 No transport related "show stoppers" were identified for the scheme.

MG/BT/ITB4217

Ms K Tunks
Transport Planning
Planning Division
Environment Directorate
Dorset County Council
County Hall
Dorchester
DT1 1XJ

Our Ref: MG/ITB4217
Date: 29 July 2010

BY EMAIL AND POST

Dear Kate

Holton Gate, Holton Heath

I refer to our meeting on 7 July 2010 regarding the above site a note of which is enclosed for your records.

As requested at the meeting, please also find enclosed a copy of Broadway Malyan's Framework Document and accompanying transport technical notes ITB4217-002B and -003B.

We found the meeting helpful. It is encouraging that Dorset County Council considers Holton Heath to be a good location for employment development with it being on two transport corridors (the A351 and the London – Weymouth railway line) and with good access to the conurbation.

Following on from our meeting, we have summarised in the enclosed table the potential transport interventions that could be appropriate to mitigate development impact and contribute to the Purbeck Transport Strategy and emerging South East Dorset Transport Study. These include:

- Site masterplanning to improve pedestrian / cycle linkages between the A351 and the station area;
- A Travel Plan with the potential for sustainable travel measures to be promoted on a site wide basis;
- Contributions towards improved bus service provision;
- Contributions towards the Wareham to Bakers Arms cycleway;
- Transport interchange improvements at Holton Heath Station;

- Park and Ride;
- New access to Admiralty Park from Holton Road / Blackhill Road;
- Improvements to pedestrian / cycle amenity along Station Road; and
- Junction improvements at the A35 / A351 Bakers Arms roundabout.

In our view, we are confident that the above mitigation measures are achievable. Clearly, through the planning process we will need to work together to refine the transport interventions listed above in order that a package of transport interventions can be identified (probably through a combination of interventions that are delivered by Birchmere Ltd directly and proportionate contribution to interventions required through cumulative impact of development in the District) that meets the requirements of the County's Development Contributions towards Transport Infrastructure in Purbeck (Interim Guidance, June 2009) and Circular 5 / 2005 (CIL Reg 122).

In summary, the site is in an appropriate and sustainable location and there are a range of transport interventions that would mitigate development impact whilst also contributing to the wider Purbeck Transport Strategy and South East Dorset Transport Study. We consider that there are no transport related "show stoppers" that would prevent Holton Heath from being allocated for further employment development within the Core Strategy and Site Allocations documents.

Finally, we note that the County has agreed to support the project to reconnect the Wareham to Swanage branch line (the Network Rail planned resignalling work on the Poole to Wool line starts in 2012) but are waiting for Purbeck District Council to formally support the proposal before making an official statement to Network Rail. There is a Special District Council Meeting this evening to discuss this issue. Clearly, funding the project will be a critical issue and the District / County are presumably considering the full range of options for funding this link which may include forward funding and claw back from down stream developer contributions. Birchmere Ltd is committed to promoting the proposed employment site through the Local Development Framework process which may mean any planning permission would come during or after 2012 so there may be the potential for development at Holton Heath to contribute towards this project subject to meeting the requirements of Circular 5 / 2005 (CIL Reg 122).

Perhaps more fundamentally though is the strategy for Park and Ride and how this fits with the proposed rail improvements discussed above. As a separate initiative to the Holton Gate employment proposals, Birchmere Ltd is willing to discuss options with the District / County regarding making a Park and Ride site available on land Birchmere controls to the south west of Blackhill Road (see attached plan for indicative location of Park and Ride site on land where there is currently some hard standing). The initial thoughts were say a 1 hectare site which could provide up to around 400 car parking spaces (plus cycle parking and changing areas / toilets etc), although it is acknowledged that more work is required to determine parking demand. A regular shuttle bus service (linked to train times) could link the Park and Ride site with Holton Heath station (with provision of an interchange (including disabled car parking) / turning area in the more limited area available at the station) whilst the shuttle bus service could also be available for existing / future employees at Holton Heath. A site in this location would offer a number of advantages, including being visible and close to the A351 corridor and being able to double up as a bus based park and ride (utilising the bus services on the A351 corridor) whether as an interim measure before the rail improvements are complete or a complimentary measure to rail based park and ride. We would welcome the opportunity of exploring this concept further with the District / County.

We trust that the above is helpful. Should you have any queries, please contact me.

Yours sincerely



MARK GIMINGHAM
Partner
for i-Transport LLP

(email: mark.gimingham@i-transport.co.uk)

Enc: Meeting note – 7 July 2010
Broadway Malyan's Framework Document and accompanying transport technical notes
ITB4217-002B and -003B
Transport interventions list
Plan showing potential location of potential Park and Ride site

cc: Mr D Brown - Dorset CC
Mr K Childs - Purbeck DC (letter, meeting notes, interventions list and Park and Ride plan only)
Mr S Dring - Purbeck DC (letter, meeting notes, interventions list and Park and Ride plan only)
Mr R Clayton - South East Dorset Transport Team (Poole BC) (letter, meeting notes, interventions list and Park and Ride plan only)
Mr P Jeffries - Birchmere Ltd (letter, meeting notes, interventions list and Park and Ride plan only)
Ms J Clark - Broadway Malyan (letter, meeting notes, interventions list and Park and Ride plan only)

Holton Gate, Holton Heath, Dorset

List of Potential Transport Interventions (see Note 1)

Transport Intervention	Mitigation of Development Impact (see Note 2)	Contribution to Wider Purbeck Transport Strategy (see Note 3)
<p><u>Masterplanning (Holton Heath overall)</u> (Good and direct pedestrian / cycle linkages between the development sites and linking the A351 with the station. Consideration of provision for buses.</p>	<ul style="list-style-type: none"> Will assist in achieving modal shift for existing and future employees at Holton Heath. 	S18, S24, S25, M9
<p><u>Site Wide Travel Plan</u> (requirement for new planning applications, measures / initiatives available on a site wide basis to include Holton Heath Industrial Estate and Admiralty Park)</p>	<ul style="list-style-type: none"> Will assist in achieving modal shift for existing and future employees at Holton Heath. 	S17, S20, S24, S29, M11
<p><u>Wareham to Bakers Arms Cycleway</u></p>	<ul style="list-style-type: none"> Will assist in achieving modal shift for existing and future employees at Holton Heath. Will assist in achieving modal shift for existing / future journeys along the A351 corridor 	S25, M13

<p><u>Transport Interchange at Holton Heath Station</u> (pedestrian / cycle access improvements, cycling provision, bus access, car parking provision, improved signing from the A351 etc) (parking numbers still to be determined)</p>	<ul style="list-style-type: none"> • Will assist in achieving modal shift for existing and future employees at Holton Heath. • Will assist in achieving modal shift for existing / future journeys along the A351 corridor 	<p>S9, S12, S17, S22, L5, L9, L10</p>
<p><u>Park and Ride (including improvements to bus service improvements)</u> (to assist in removing traffic and providing relief to the A351 corridor) (parking numbers still to be determined)</p>	<ul style="list-style-type: none"> • Will assist in achieving modal shift for existing / future journeys along the A351 corridor 	<p>S9, S12, S17, S29 L9, L10</p>
<p><u>New access to Admiralty Park from Holton Road / Blackhill Road</u> (thus removing Admiralty Park traffic from Station Road)</p>	<ul style="list-style-type: none"> • Will assist in improving the operation of the A351 / Station Road signal controlled junction thus relieving and queuing and improving journey times along the A351 corridor 	<p>S4</p>
<p><u>Station Road turned into a "Greenway"</u> (through removal of traffic and improvements to pedestrian / cycleway provision)</p>	<ul style="list-style-type: none"> • Will assist in achieving modal shift for existing / future journeys along the A351 corridor 	<p>S8, M5</p>
<p><u>Junction improvements at the A35 / A351 Bakers Arms roundabout</u></p>	<ul style="list-style-type: none"> • Mitigation of residual traffic impacts 	<p>M2, L2</p>

<p>Potential contribution towards the reconnection of Wareham to Swanage Branch Line</p>	<ul style="list-style-type: none"> Will assist in achieving modal shift for existing / future journeys along the A351 corridor 	<p>S11, L5</p>
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Note 1: The above table is a list of the potential transport interventions available at Holton Heath. The list is not acceptance that all the schemes listed are required to mitigate the impact of the proposed development. The potential transport interventions listed will be discussed with the Dorset County Council and Purbeck District Council and a preferred package of transport improvements identified that meets the requirements of Circular 5 / 2005 including whether the scheme is delivering, providing the land and / or making a contribution towards the particular improvement.

Note 2: See i-Transport technical notes ITB4217-002B and - 003B.

Note 3: See Dorset Local Transport Plan -- Purbeck Area Strategy

TECHNICAL NOTE

Project No: ITB4217
Project Title: Holton Gate, Holton Heath, Dorset
Title: Future Scenario Testing and Mitigation Options
Ref: MG/AL/ITB4217-003C TN
Date: 4 October 2010

1 INTRODUCTION

1.1 This technical note considers the future operation of the main junctions on the A351 - the A351 Wareham Road / Blackhill Road roundabout (main access roundabout to Holton Heath), A351 Wareham Road / Station Road / Organford Road signal controlled junction, the A35 / A351 Baker's Arms roundabout and is set out in the following sections:

- Committed development;
- Future year;
- Proposed development;
- Development impacts (before mitigation); and
- Mitigation options.

1.2 The traffic modeling of the existing situation at the above junctions is provided in i-Transport technical note ITB4217-002B.

2 COMMITTED DEVELOPMENT

2.1 The sites to be included as committed development have been agreed with Dorset County Council. (ref. E-mail David Brown 25.11.09) as:

- Admiralty Park : 23,392 sq.m. of B1 b (research and development) permitted development, of which 18,571 sq.m. remained to be occupied as at November 2009; and
- Holton Road (Purbeck District Council planning reference 6/2009/0100) 5,489 sq.m. of B1 , B2 or B8 purposes.

Trip Rates

- 2.2 BI b (research and development) exhibits similar traffic levels as BI a (office) development and for the purposes of this assessment, we have assumed a robust traffic generation for all the committed development as being BI (a) office use.
- 2.3 Following advice from Dorset County Council (ref. E-mail David Brown 25.11.09) the TRICS BI use class trip rates were reviewed to take into account latest multi modal surveys and also to remove surveyed sites which include travel plans (to avoid double counting when applying mode shift assumptions). The TRICS database was interrogated with the following criteria:
- Sites in England excluding Greater London;
 - No town centre sites, and no sites in residential or retail zones;
 - No sites with known travel plans;
 - Busiest surveys only at re-surveyed sites; and
 - Last 8 years of survey data included.
- 2.4 The results from the updated TRICS interrogation is summarised in Table 1 below.

Table 1: Typical BI Office Trip Generation Rates (TRICS Assessment)

	AM Peak			PM Peak		
	Arr	Dep	Tot	Arr	Dep	Tot
BI office	1.481	0.127	1.608	0.156	1.230	1.386

Source: TRICS

Traffic Generation

- 2.5 Table 2 provides a summary of the combined traffic generation from the committed development.

Table 2: Committed Development Trip Generation

	AM Peak			PM Peak		
	Arr	Dep	Tot	Arr	Dep	Tot
Committed Devt	275	24	299	29	228	257

Traffic Distribution

- 2.6 Initially all committed development traffic from Admiralty Park has been assigned to Station Road, with all traffic from the Holton Road site assigned to Blackhill Road.
- 2.7 Having regard to the turning movements at the A351 Wareham Road / Blackhill Road roundabout, some 75% of the committed traffic has been assigned north towards the A35 and 25% south towards Sandford / Wareham. Distribution of traffic at the Baker's Arms roundabout is in accordance with the existing turning movements.

2009 Plus Committed Development Traffic Flows

- 2.8 The 2009 plus committed development traffic flows during the AM and PM peak hours are provided in Figures 3 and 4.

3 FUTURE YEAR - 2026

- 3.1 Baseline traffic growth factors to the future year of 2026 have been based on NRTF low growth adjusted to the study area using TEMPro6 dataset 54. This approach has been agreed with Dorset County Council. (ref. E-mail David Brown 25.11.09) The following growth factors have been applied to baseline traffic flows:

- AM Peak 2009-2026 : 8.76%; and
- PM Peak 2009-2026 : 9.29%.

- 3.2 The 2026 plus committed development traffic flows during the AM and PM peak hours are provided in Figures 5 and 6. A summary of the operation of the local highway network for the 2026 plus committed development scenarios is provided in the tables and paragraphs below.

Table 3 – 2026 plus Committed Development - A351 / Blackhill Road Roundabout

Scenario	Arm	RFC	Queue (Veh)
2026 AM Peak	A351 Wareham Rd (N)	0.645	2
	Blackhill Road	0.051	0
	A351 Wareham Rd (s)	0.549	1
2026 PM Peak	A351 Wareham Rd (N)	0.570	1
	Blackhill Road	0.260	0
	A351 Wareham Rd (s)	0.546	1

Source : ARCADY

Ref: MG/AL/ITB4217-003C TN
Date: 4 October 2010

Page 3

Note: RFC = ratio of flow to capacity. An arm of the junction is deemed to exceed its practical capacity when the RFC exceeds 0.85 and beyond its theoretical capacity when the RFC exceeds 1.00

- 3.3 Table 3 above shows that the A351 / Blackhill Road roundabout operates within capacity and with minimal queuing during both the peak hours in the 2026 with committed development scenario.

Table 4 – 2026 plus Committed Development - A351 Wareham Road / Station Road Junction

Scenario	Arm	Degree of Saturation %	Maximum Queue (PCU)	Cycle Time and Reserve Capacity
2026 AM Peak	Wareham Rd (S)	75.2%	21	180 Seconds Junction Practical Reserve Capacity +16.7%
	Organford Rd	48.4%	2	
	Wareham Rd (N)	77.1%	17	
	Station Rd	17.2%	1	
2026 PM Peak	Wareham Rd (S)	80.7%	19	180 Seconds Junction Practical Reserve Capacity -11.5%
	Organford Rd	25.8%	2	
	Wareham Rd (N)	100.4%	52	
	Station Rd	100.4%	16	

Source: LinSig

Note: The signals currently operate on MOVA and as such the "on the ground" operation of the junction may be better than indicated in these tables

- 3.4 Table 4 above shows that in the 2026 plus committed development scenario the A351 Wareham Road / Station Road signals retains a small degree of spare capacity in the AM peak hour, but is just over capacity during the PM peak hour. It is understood that the junction currently operates under MOVA control and therefore the LinSig model can only provide an average approximation of the junction performance and the actual vehicle delay may be less on-street than shown by the model for all the future year scenarios.

Table 5 – 2026 Base plus Committed Development - A35 / A351 Baker's Arms Roundabout

Scenario	Arm	RFC	Queue (Veh)
2026 AM Peak	A351 Wareham Road	0.828	5
	A35 West	1.131	85
	B3067 Dorchester Road	0.439	1
	A35 East	0.930	11
2026 PM Peak	A351 Wareham Road	1.016	30
	A35 West	1.171	102
	B3067 Dorchester Road	0.334	1
	A35 East	1.011	38

Source: ARCADY

- 3.5 Table 5 above shows that the current layout of the A35 / A351 Baker's Arms roundabout will operate over capacity in the 2026 with committed development scenario.

4 PROPOSED DEVELOPMENT

- 4.1 Having regard to the vision document, the proposed development at Holton Gate provides some 27,719 sqm of B1 c (light industrial) uses. The proposed Holton Gate development would be accessed from Blackhill Road.

Trip Rates

- 4.2 An interrogation of the TRICS database has provided the trip rates for light industrial uses as set out in Table 6 below.

Table 6: Typical B1 c Light Industrial Trip Rates (TRICS Assessment)

	AM Peak			PM Peak		
	Arr	Dep	Tot	Arr	Dep	Tot
B1 c light industrial	0.757	0.176	0.933	0.041	0.797	0.838

Source: TRICS

Traffic Generation

- 4.3 Table 7 below provides a summary of the trip generation of the proposed development based on some 27,719 sqm of light industrial uses.

Table 7: Proposed Development Trip Generation (27,719 sqm of BI c Light Industry)

	AM Peak			PM Peak		
	Arr	Dep	Tot	Arr	Dep	Tot
BI c light industrial	210	49	259	11	221	232

- 4.4 This traffic generation is very much worst case and does not allow for any modal shift from the mitigation strategy outlined later in this note.

Traffic Distribution

- 4.5 All proposed development traffic has been assigned to Blackhill Road. Traffic distribution is in accordance with paragraph 2.7 above.
- 4.6 The 2026 plus committed and proposed development traffic flows during the AM and PM peak hours are provided in Figures 7 and 8. A summary of the operation of the local highway network for the 2026 plus committed and proposed development scenarios is provided in the tables and paragraphs below.

Table 8 – 2026 plus Committed plus 27,719 sqm BI c Light Industry - A351 / Blackhill Road Roundabout

Scenario	Arm	RFC	Queue (Veh)
2026 AM Peak	A351 Wareham Rd (N)	0.747	3
	Blackhill Road	0.079	0
	A351 Wareham Rd (s)	0.592	1
2026 PM Peak	A351 Wareham Rd (N)	0.576	1
	Blackhill Road	0.387	1
	A351 Wareham Rd (s)	0.584	2

Source : ARCADY

- 4.7 Table 8 above shows that the A351 / Blackhill Road roundabout operates within capacity and with minimal queuing during both the peak hours in the 2026 plus committed and proposed development scenario.

**Table 9 – 2026 plus Committed plus 27,719 sqm BI c Light Industry –
A351 Wareham Road / Station Road Junction**

Scenario	Arm	Degree of Saturation %	Maximum Queue (PCU)	Cycle Time and Reserve Capacity
2026 AM Peak	Wareham Rd (S)	79.4%	24	180 Seconds
	Organford Rd	48.4%	2	Junction Practical Reserve Capacity +0.0%
	Wareham Rd (N)	90.0%	26	
	Station Rd	25.5%	1	
2026 PM Peak	Wareham Rd (S)	80.2%	18	
	Organford Rd	26.3%	2	Junction Practical Reserve Capacity -16%
	Wareham Rd (N)	104.3%	72	
	Station Rd	104.4%	19	

Source: LinSig

Note: The signals currently operate on MOVA and as such the "on the ground" operation of the junction maybe better than indicated in these tables

- 4.8 Table 9 above shows that in the 2026 plus committed and proposed development scenario the A351 Wareham Road / Station Road signals are at capacity in the AM peak hour, but is over capacity during the PM peak hour.

Table 10 – 2026 Base plus Committed Development plus 27,719 sqm BI c Light Industry - A35 / A351 Baker's Arms Roundabout

Scenario	Arm	RFC	Queue (Veh)
2026 AM Peak	A351 Wareham Road	0.849	5
	A35 West	1.192	118
	B3067 Dorchester Road	0.536	1
	A35 East	1.023	44
2026 PM Peak	A351 Wareham Road	1.110	77
	A35 West	1.196	118
	B3067 Dorchester Road	0.336	1
	A35 East	1.012	38

Source: ARCADY

- 4.9 Table 10 shows that the current layout of the A35 / A351 Baker's Arms roundabout will operate over capacity for the 2026 with committed development and proposed development scenario.

5 DEVELOPMENT IMPACTS (BEFORE MITIGATION)

5.1 The comparison between the 2026 with committed development and the 2026 with committed and proposed development is presented below in order that the impact of development and the requirement for mitigation measures can be established.

Table 11 – A351 / Blackhill Road Roundabout

Scenario	Arm	2026 without Development		2026 with Development		Increases as a result of development	
		RFC	Q	RFC	Q	RFC	Q
2026 AM Peak	A351 Wareham Rd (N)	0.645	2	0.747	3	0.102	1
	Blackhill Road	0.051	0	0.079	0	0.028	0
	A351 Wareham Rd (s)	0.549	1	0.592	1	0.043	0
2026 PM Peak	A351 Wareham Rd (N)	0.570	1	0.576	1	0.006	0
	Blackhill Road	0.260	0	0.387	1	0.127	1
	A351 Wareham Rd (s)	0.546	1	0.594	2	0.048	1

5.2 The A351 / Blackhill Road roundabout operates within capacity and with minimal queuing during both the peak hours in the 2026 plus committed and proposed development scenario and as such no impacts need mitigating.

Table 12 – A351 Wareham Rd / Station Rd Junction

Scenario	Arm	2026 without Development		2026 with Development		Increases as a result of development	
		Degree of Sat %	Max Q (PCU)	Degree of Sat %	Max Q (PCU)	Degree of Sat %	Max Q (PCU)
2026 AM Peak	Wareham Rd (S)	75.2%	21	79.4%	24	4.2%	3
	Organford Rd	48.4%	2	48.4%	2	0%	0
	Wareham Rd (N)	77.1%	17	90.0%	26	12.9%	9
	Station Rd	17.2%	1	25.5%	1	8.3%	0
2026 PM Peak	Wareham Rd (S)	80.4%	19	80.2%	18	-0.2%	-1
	Organford Rd	25.8%	2	26.3%	2	0.5%	0
	Wareham Rd (N)	100.4%	52	104.3%	72	3.9%	20
	Station Rd	100.4%	16	104.4%	19	4.0%	3

Note: The signals currently operate on MOVA and as such the "on the ground" operation of the junction maybe better than indicated in these tables

- 5.3 Table 12 shows that the queue on the Wareham Road north arm of the junction during the PM peak hour will increase from 52 PCUs in the 2026 with committed development scenario to 72 PCUs (an increase of 20 vehicles) in the 2026 with committed and proposed development scenario with the junction being over capacity. Measures should be considered to mitigate the impact of proposed development at this junction and these are discussed later in this document.

Table 13 – A35 / A351 Baker's Arms Roundabout

Scenario	Arm	2026 without Development		2026 with Development		Increases as a result of development	
		RFC	Q	RFC	Q	RFC	Q
2026 AM Peak	A351 Wareham Road	0.828	5	0.849	5	0.021	0
	A35 West	1.131	85	1.192	118	0.061	33
	B3067 Dorchester Road	0.439	1	0.536	1	0.097	0
	A35 East	0.930	11	1.023	44	0.093	33
2026 PM Peak	A351 Wareham Road	1.016	30	1.110	77	0.094	47
	A35 West	1.171	102	1.196	118	0.025	16
	B3067 Dorchester Road	0.334	1	0.336	1	0.002	0
	A35 East	1.011	38	1.012	38	0.001	0

- 5.4 Table 13 shows that the proposed development increases the queue on the A35 arms of the roundabout during the AM and PM peak hours. The biggest queue is the A35 west arm with 119 vehicles (an increase of 34 vehicles). The proposed development also increases queue on the A351 arm of the roundabout during the PM peak from 30 vehicles to 42 vehicles. Measures should be considered to mitigate the impact of proposed development at this junction and these are discussed later in this document.

6 MITIGATION OPTIONS

- 6.1 The County has published its Development Contributions towards Transport Infrastructure in Purbeck Interim Guidance Note (June 2009).
- 6.2 The main elements of the Purbeck Transportation Strategy are:
- Traffic management – speed limits and traffic calming, junction improvements, quiet lanes network;

- Highway improvements – A35 / C6 corridor improvements, A352 Wool bypass (or effective alternative), Bere Regis bypass (south east), Bakers Arms roundabout improvements;
 - Transport Interchange improvements – Norden Park and Ride, Wool, Holton Heath, Wareham and Swanage stations;
 - Bus service enhancements – improved bus service provision, tourist shuttle bus services between accommodation and attractions; and
 - Walking and cycling improvements – pedestrian crossings, cycleways, cycle storage.
- 6.3 The interim guidance sets out a methodology for obtaining contributions towards the delivery of the Purbeck Transport Strategy.
- 6.4 In making progress on these matters, the County and District has recently agreed to support the project to reconnect the Wareham to Swanage branch line (the Network Rail planned resignalling work on the Poole to Wool line starts in 2012).
- 6.5 The range of Smarter Choices / demand management and traffic management / capacity measures that should be considered at Holton Gate and that assist with mitigating development impact and the delivery of the Purbeck Transport Strategy are discussed below.

Masterplanning

- 6.6 The masterplanning of the proposed development and Holton Heath overall should provide good quality pedestrian / cycle linkages between the new and existing employment sites and the station, local bus routes and within each site.

Travel Plans

- 6.7 An introduction of a travel plan (preferably site wide) to encourage employee and visitors to travel to the site by modes other than single occupancy car use. A travel plan co-ordinator would need to be appointed and measures can include awareness campaigns of non car transport provision (i.e. the adjacent railway station) on-site walk / cycle improvements, introduction of employee shuttle bus services and car sharing initiatives etc and the consideration of the introduction of any on-street car parking controls to deliver modal shift. The travel plan would include targets, a monitoring schedule and remedial measures.

Enhancements to Local Bus Services

- 6.8 A financial contribution to improve local bus services, especially during the AM and PM peak periods. This could include the Service 40 (Swanage – Wareham – Holton Heath – Poole - hourly) and Service 142 / 143 (Swanage – Wareham – Holton Heath – Poole – 1 – 2 hourly).

Wareham to Bakers Arms Cycleway

- 6.9 A contribution to or delivery of part of the County's Wareham to Bakers Arms cycleway.

Holton Heath Station – Transport Interchange

- 6.10 The provision of a transport interchange at Holton Heath Station with facilities for cycle parking, bus services, disabled car parking and some additional station user car parking (or safeguarding the land for future provision) close to the Holton Heath railway station.
- 6.11 Improved access to and use of Holton Heath Station could assist in intercepting the flow of traffic along the A351 corridor and encourage greater use of the rail network for parts of trips between the Purbeck area and the Poole / Bournemouth / Christchurch conurbation and beyond. Such a facility would have the potential to draw commuting activity and tourist trips into and out of Purbeck from the A351 corridor.
- 6.12 The items identified above would all contribute to modal shift for existing and future journeys at the site and along the A351 corridor which would potentially reduce background traffic and the traffic generation of the proposed development.

Park and Ride

- 6.13 As a separate initiative to the Holton Gate employment proposals, Birchmere Ltd is willing to discuss options with the District / County regarding making a Park and Ride site available on land Birchmere controls to the south west of Blackhill Road (see Appendix A for indicative location of Park and Ride site on land where there is currently some hard standing). The initial concept was to make a 1 hectare site available which could provide up to around 400 car parking spaces (plus cycle parking and changing areas / toilets etc).

- 6.14 A regular shuttle bus service (linked to train times) could link the Park and Ride site with Holton Heath station (with provision of an interchange (including disabled car parking) / turning area in the more limited area available at the station) whilst the shuttle bus service could also be available for existing / future employees at Holton Heath. A site in this location would offer a number of advantages, including being visible and close to the A351 corridor and being able to double up as a bus based park and ride (utilising the bus services on the A351 corridor) whether as an interim measure before the rail improvements are complete or a complimentary measure to rail based park and ride.

Access Improvements to Admiralty Park

- 6.15 One of the issues identified, is the ability for traffic to access a fully occupied Admiralty Park from Station Road. In the PM peak hour especially, the Station Road approach to the signal controlled junction with the A351 Wareham Road has traffic flows of around 250 vehicles which has the potential to cause operational problems on both Station Road and the Wareham Road northern arms.
- 6.16 Capacity issues at the A351 Wareham Road / Station Road junction would be improved if a good proportion of the Admiralty Park development was accessed from Holton Road / Blackhill Road i.e. through provision of a link from the western end of Holton Road into Admiralty Park (thus removing traffic from Station Road). Such an arrangement could be controlled by a bus gate or pedestrian / cycle link or other careful traffic management.
- 6.17 Further operational assessment work have been undertaken at the A351 / Blackhill Road roundabout and A351 / Station Road signal controlled junction for the 2026 plus Committed plus proposed Development scenario but allowing for 60% of the Admiralty Park traffic to be accessed from Holton Road / Blackhill Road. The traffic flows are shown in Figures 9 and 10.

Table 14 – 2026 Base plus Committed Development plus 27,719 sqm B1 c Light Industry (60% Admiralty Park via Holton Road / Blackhill Road) - A351 Wareham Rd / Station Rd Junction

Scenario	Arm	Degree of Saturation %	Maximum Queue (PCU)	Cycle Time and Reserve Capacity
2026 AM Peak (08:15-09:15)	Wareham Rd (S)	79.6%	24	180 Seconds Junction Practical Reserve Capacity +13.0%
	Organford Rd	48.4%	2	
	Wareham Rd (N)	78.2%	18	
	Station Rd	17.2%	1	
2026 PM Peak (16:30-17:30)	Wareham Rd (S)	73.5%	16	180 Seconds Junction Practical Reserve Capacity -6.1%
	Organford Rd	38.5%	2	
	Wareham Rd (N)	95.5%	45	
	Station Rd	75.2%	5	

Source: LinSig

- 6.18 The modelling results given in Table 14 illustrate that the A351 Wareham Rd / Station Rd signalled junction retains some spare capacity in the AM peak hour, but is at capacity on Station Rd and Wareham Rd (North) during the PM Peak. Importantly, the junction performs better in the 2026 plus committed plus proposed development scenario (with 60% of Admiralty Park accessed from Holton Road / Blackhill Road) than the 2026 with committed development scenario (with all of Admiralty Park accessed from Station Road). This is therefore considered a potential benefit of the scheme in respect of improving future journey times along the A351 corridor.
- 6.19 Table 15 shows the comparison in results from the 2026 with development scenario, and 2026 with development and the 60% of Admiralty Park accessed from Holton Road / Blackhill Road.

Table 15 – A351 Wareham Rd / Station Rd Junction

Scenario	Arm	2026 with Development		2026 with Development (60% Admiralty Park)		Increases as a result of Admiralty Park	
		Degree of Sat %	Max Q (PCU)	Degree of Sat %	Max Q (PCU)	Degree of Sat %	Max Q (PCU)
2026 AM Peak	Wareham Rd (S)	79.4%	24	79.6%	24	0.2%	3
	Organford Rd	48.4%	2	48.4%	2	0%	0
	Wareham Rd (N)	90.0	26	78.2%	18	-11.8%	-8
	Station Rd	25.5%	1	17.2%	1	-8.3%	0
2026 PM Peak	Wareham Rd (S)	80.2%	18	73.5%	16	-6.7%	-2
	Organford Rd	26.3%	2	38.5%	2	12.2%	0
	Wareham Rd (N)	104.3%	72	95.5%	45	-8.8%	-27
	Station Rd	104.4%	19	75.2%	5	-29.2%	-12

6.20 Table 15 demonstrates that the Admiralty Park access improvements will have a significant improvement to the operation of Wareham Road/Station Road junction, especially on Wareham Road (north) and Station Road in the pm peak.

6.21 There seems limited opportunity to deliver meaningful capacity improvements to the A351 / Station Road signal controlled junction within existing highway limits, however it is important to note that the Birchmere Group does control land on the west side of Station Road at its approach to the A351 junction which could assist in providing further capacity improvements if considered appropriate.

Table 16 – 2026 Base plus Committed Development plus 27,719 sqm BI c Light Industry (60% Admiralty Park via Blackhill Road) – A351 / Blackhill Road Roundabout

Scenario	Arm	RFC	Queue (Veh)
2026 AM Peak (08:15-09:15)	A351 Wareham Rd (N)	0.739	3
	Blackhill Road	0.083	0
	A351 Wareham Rd (s)	0.607	2
2026 PM Peak (16:30-17:30)	A351 Wareham Rd (N)	0.590	1
	Blackhill Road	0.410	1
	A351 Wareham Rd (s)	0.536	1

Source : ARCADY

- 6.22 Table 15 illustrates that the A351 Blackhill Road roundabout remains within capacity and with minimal queuing during both peak periods during the 2026 plus committed plus proposed development scenario with 60% of Admiralty Park accessed from Blackhill Road.

A35 / A351 Bakers Arms Roundabout

- 6.23 The A35 / A351 Bakers Arms roundabout is a large 90m diameter roundabout. The A35 is an important and busy east / west route through Dorset. Indeed, the Purbeck Transport Strategy suggests improvements at the Bakers Arms roundabout.
- 6.24 i-Transport drawing no ITB4217-GA-004 shows improvements to the layout of the A35 / A351 Bakers Arms roundabout. The improvements are to the approaches from the A35 east and west and the A351 through remodeling of the central islands.
- 6.25 Further operational assessment work have been undertaken at the A35 / A351 Bakers Arms roundabout for the 2026 plus committed plus proposed development scenario but with the improvements to the junction shown in i-Transport drawing no ITB4217-GA-004 and these have been compared with the operation of the current layout with 2026 plus committed development traffic flows.

Table 17 – A35 / A351 Baker's Arms Roundabout

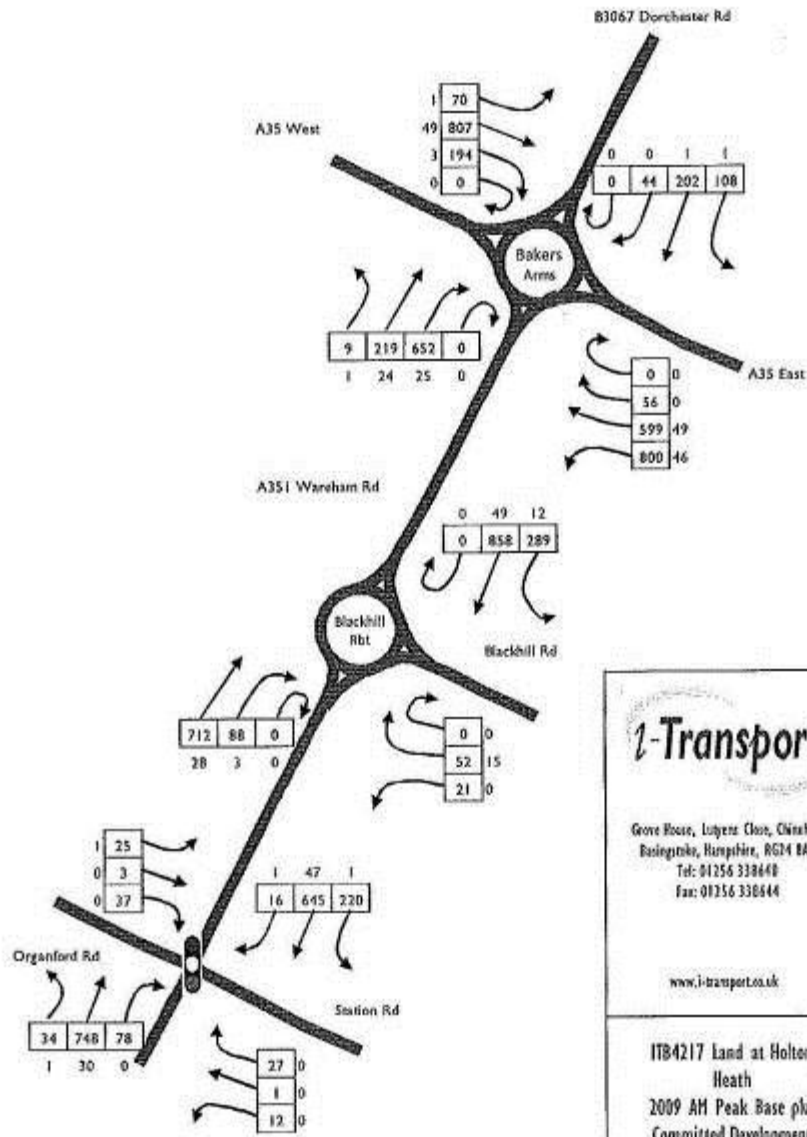
Scenario	Arm	2026 without Development		2026 with Development and Junction Improvement		Impact as a result of Development / Mitigation	
		RFC	Q	RFC	Q	RFC	Q
2026 AM Peak	A351 Wareham Road	0.828	5	0.752	3	-0.076	-2
	A35 West	1.131	85	1.050	47	-0.079	-38
	B3067 Dorchester Road	0.439	1	0.584	1	0.14	0
	A35 East	0.930	11	0.981	23	0.036	7
2026 PM Peak	A351 Wareham Road	1.016	30	0.980	19	-0.036	-11
	A35 West	1.171	102	1.103	68	-0.068	-34
	B3067 Dorchester Road	0.334	1	0.377	1	0.043	0
	A35 East	1.011	38	0.968	19	-0.033	-19

6.26 The results in Table 16 show that the proposed improvement measures at the A35 / A351 Baker's Arms roundabout mitigate the impact of the proposed development. The District / County could either secure implementation of these works by the developer through Section 278 Agreement (or Licence) or a contribution from the developer equivalent to the cost of implementing works. The Section 106 route would give the District / County much greater flexibility on how the monies were spent, for example the contribution could be pooled and go towards a wider improvement scheme at the junction.

7 Summary

- 7.1 In moving forward, it is hoped to work with the County and District to agree a package of transport interventions for the proposed development that meet the tests of Circular 5/05 and assist in the delivery of the Purbeck Transport Strategy.
- 7.2 It is considered that the package of transport intervention suggested in this note and delivered/contributed to by development at Holton Gate would assist in improving transport conditions and journey times along the A351 corridor.

FIGURES



Figures in Red denote inclusive numbers of HGV

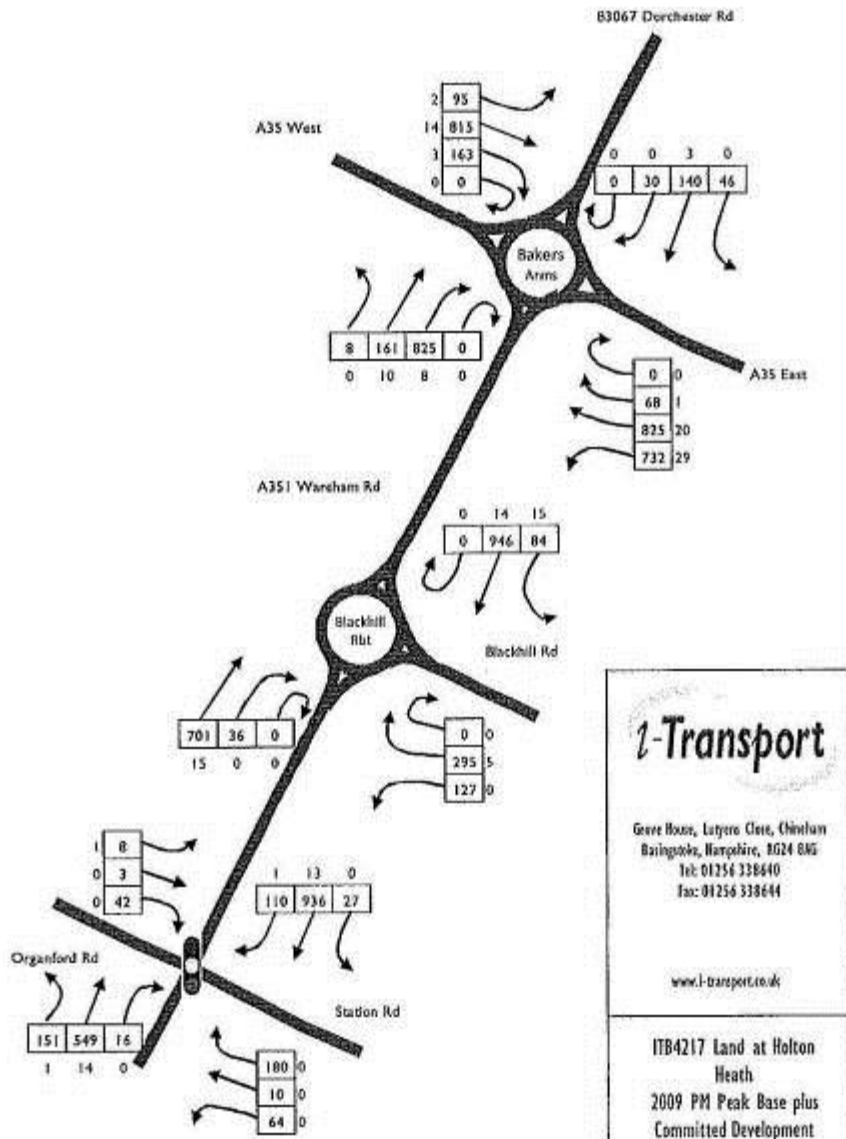
i-Transport

Grove House, Lutgers Close, Chinkham
 Basingstoke, Hampshire, RG24 8AG
 Tel: 01256 338648
 Fax: 01256 338644

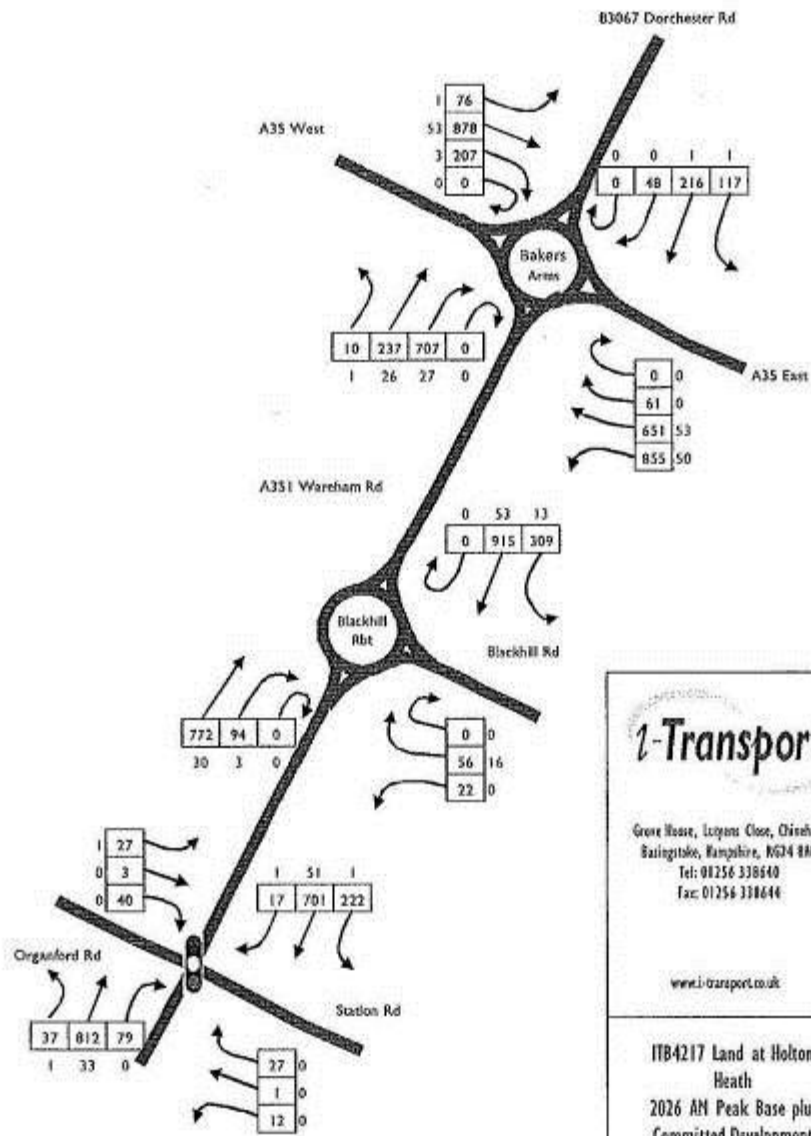
www.i-transport.co.uk

ITB4217 Land at Holten
 Heath
 2009 AM Peak Base plus
 Committed Development

FIGURE NO.3



Figures in Red denote inclusive numbers of HGY



Figures in Red denote inclusive numbers of HGV

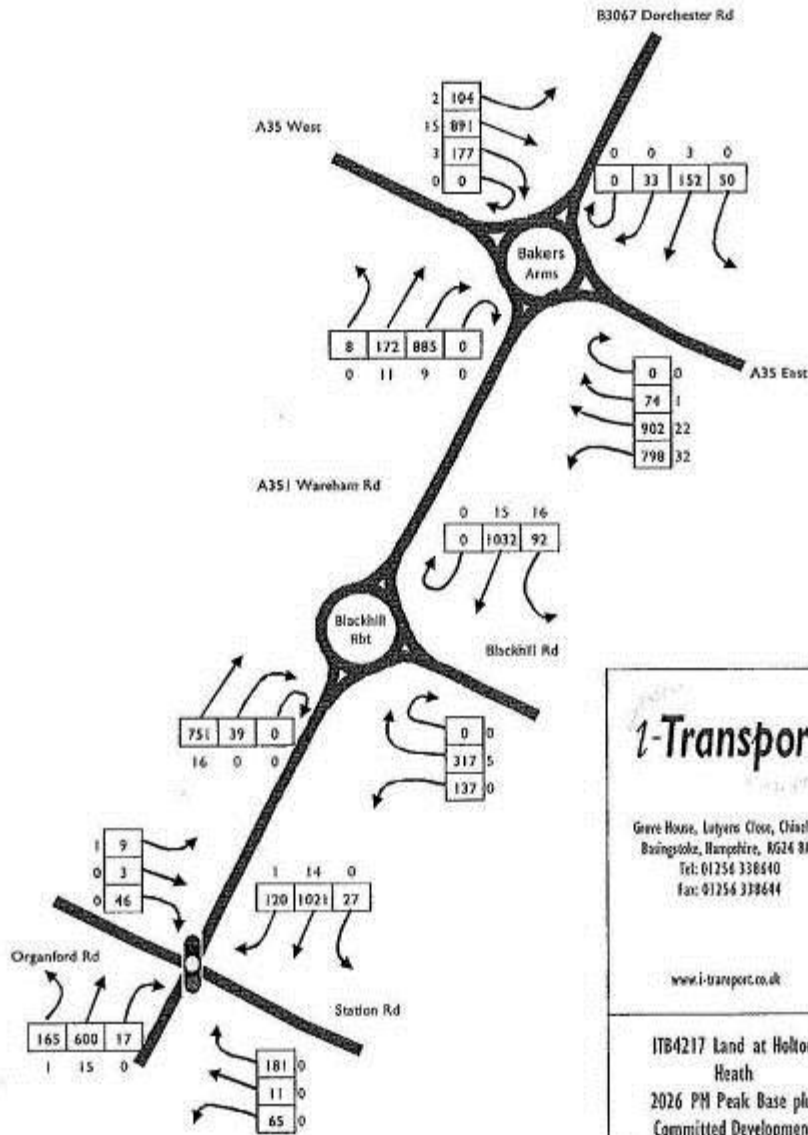
i-Transport

Grove House, Lysons Close, Oisesham
Salisbury, Wiltshire, NG14 8RG
Tel: 01256 338640
Fax: 01256 338644

www.i-transport.co.uk

ITB4217 Land at Holton
Heath
2026 AM Peak Base plus
Committed Development

FIGURE NO.5



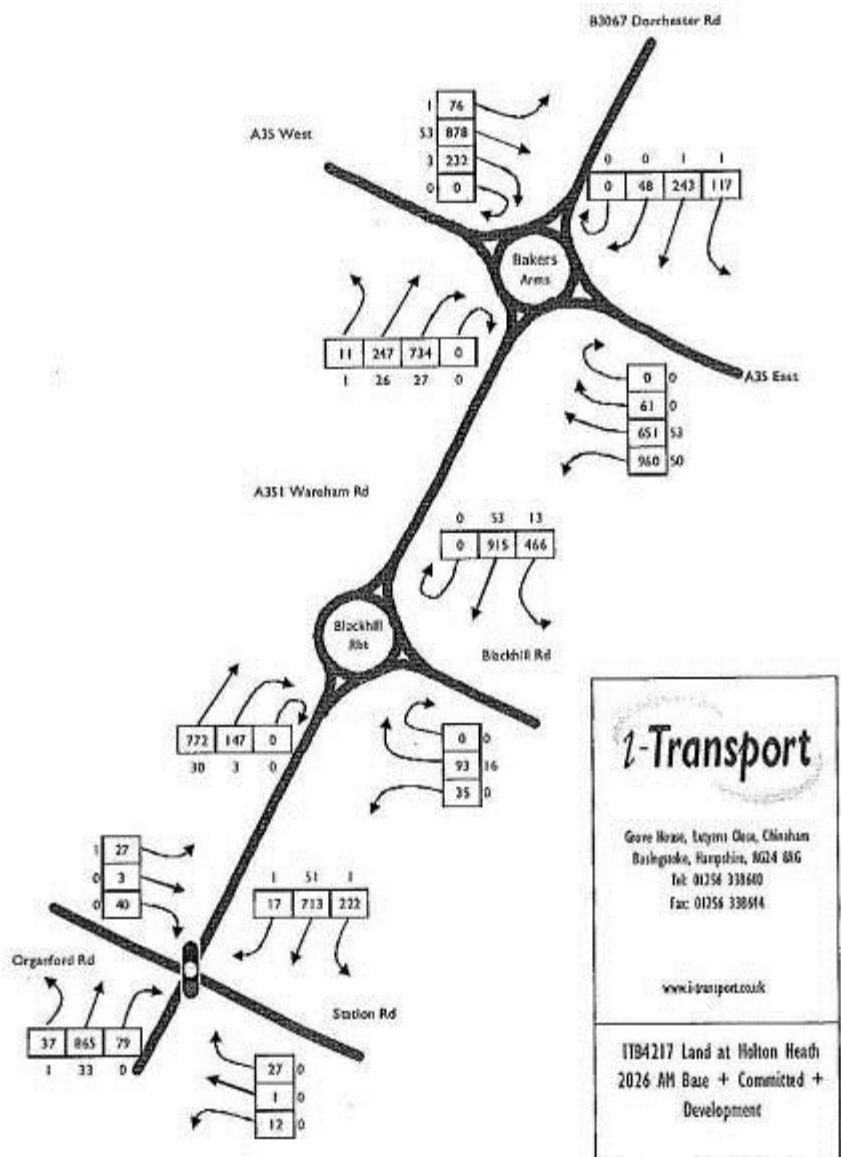
Figures in Red denote inclusive numbers of HGV

i-Transport
 Greve House, Lutgers Close, Chisham
 Basingstoke, Hampshire, RG24 8AG
 Tel: 01256 338640
 Fax: 01256 338644

www.i-transport.co.uk

ITB4217 Land at Holton Heath
 2026 PM Peak Base plus
 Committed Development

FIGURE NO.6



Figures in Red denote inclusive numbers of HGV

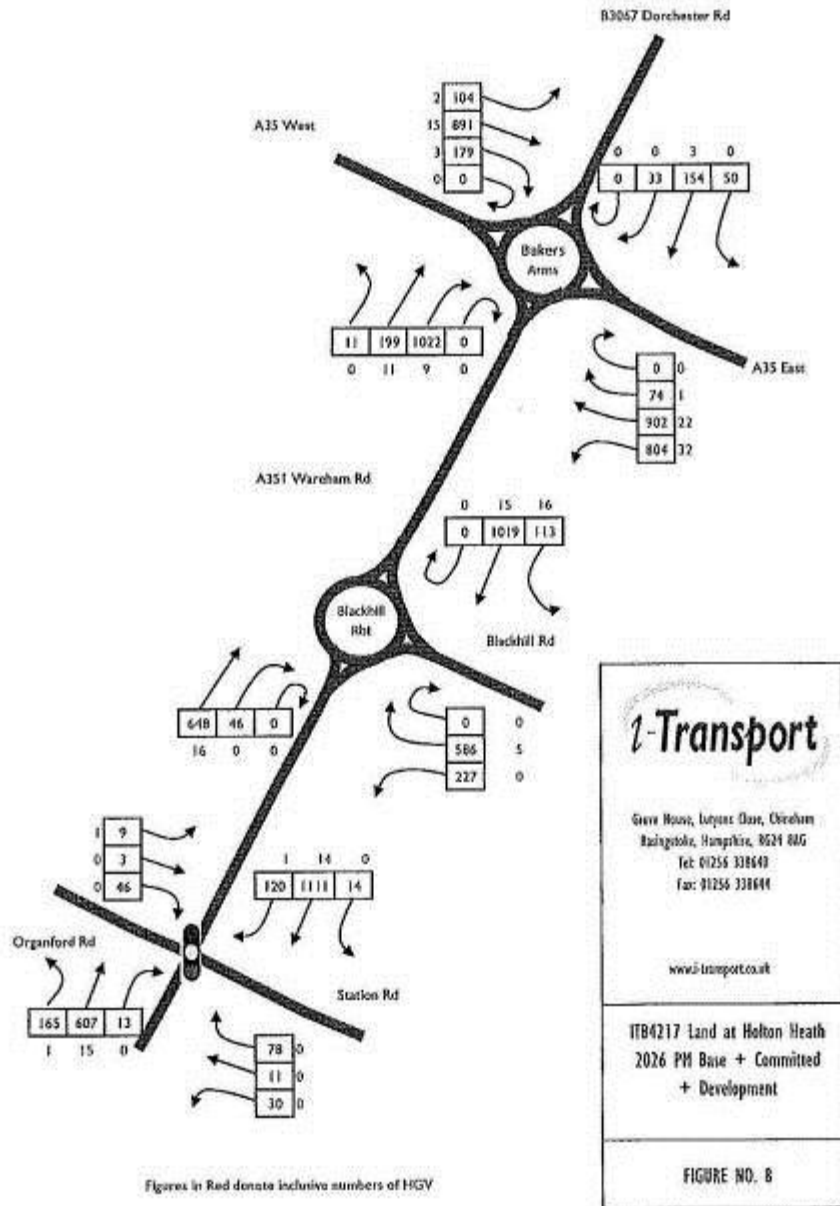
2-Transport

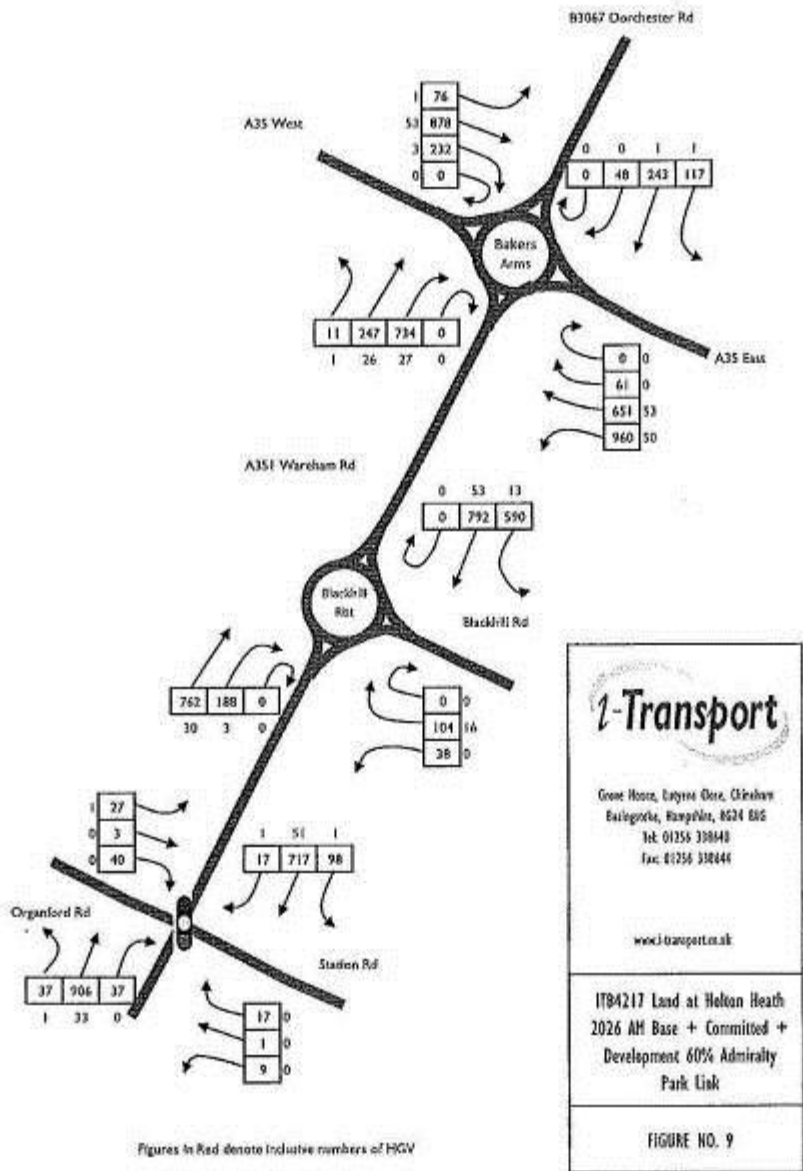
Gore House, Leyers Close, Chissham
Basingstoke, Hampshire, RG24 8BG
Tel: 01256 338600
Fax: 01256 338614

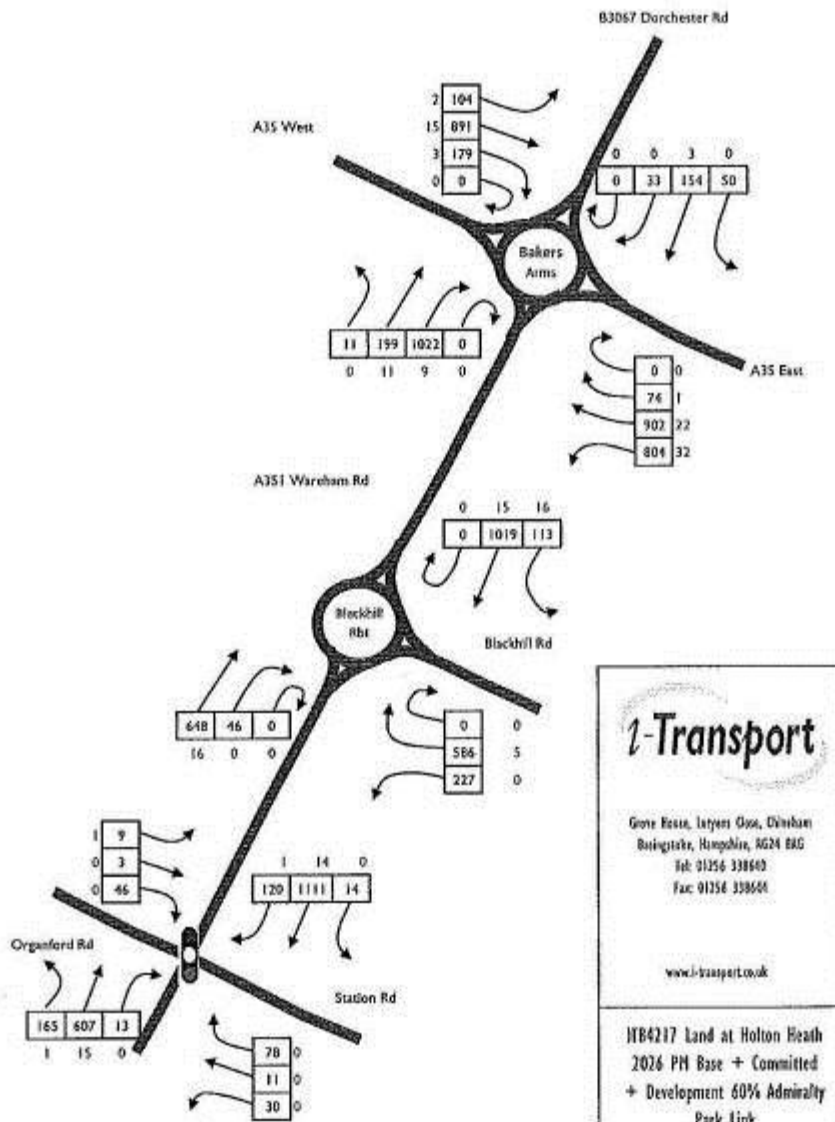
www.2transport.co.uk

1794217 Land at Holton Heath
2026 AM Base + Committed +
Development

FIGURE NO. 7







Figures in Red denote Inclusive numbers of HGV

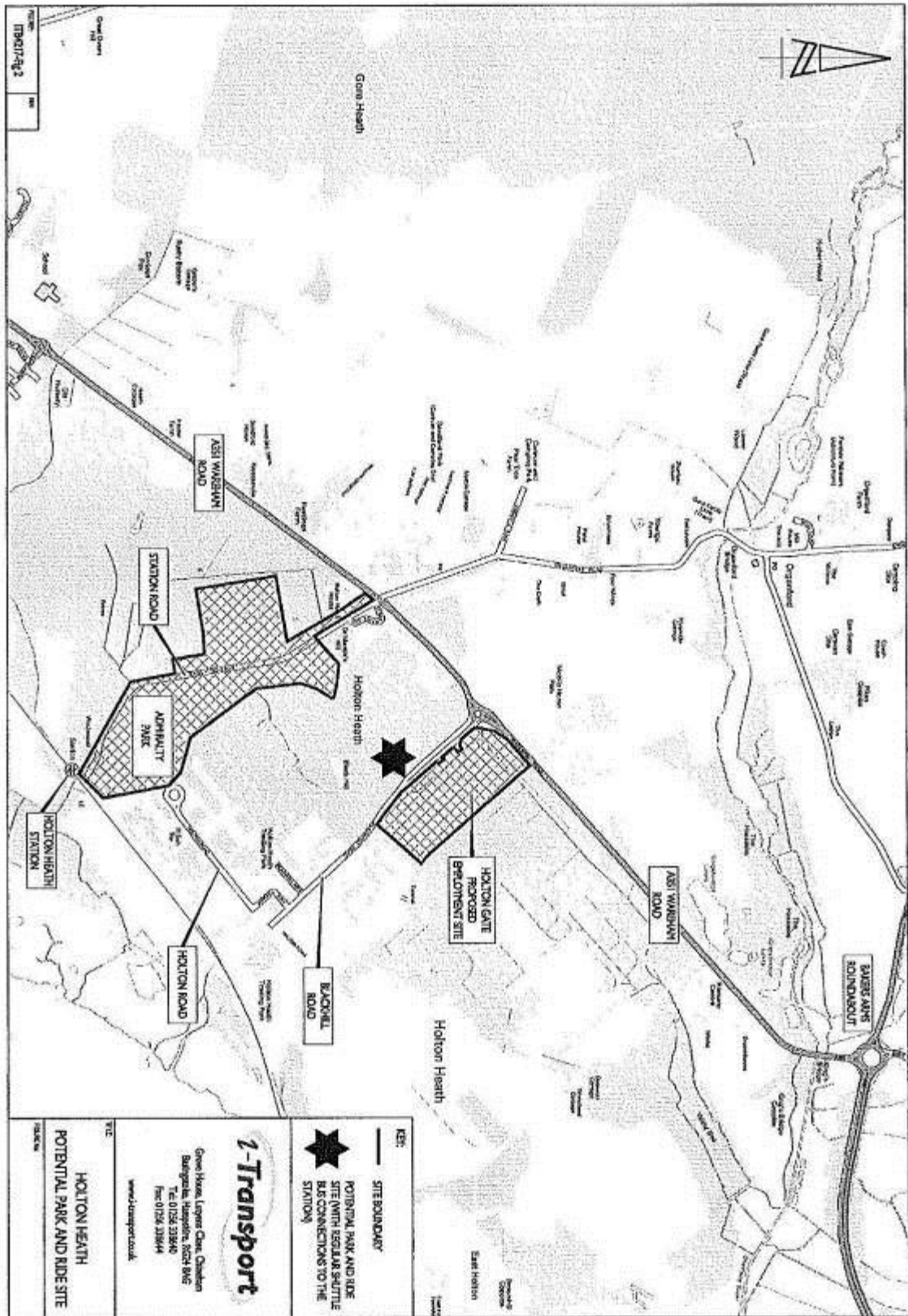
2-Transport

Grove Estate, Lymington, Hampshire, RG24 8AG
 Tel: 01256 338640
 Fax: 01256 338641

www.2-transport.co.uk

**HEB4217 Land at Holton Heath
 2026 PM Base + Committed
 + Development 60% Admissibility
 Park Link**

FIGURE NO. 10



KEY:

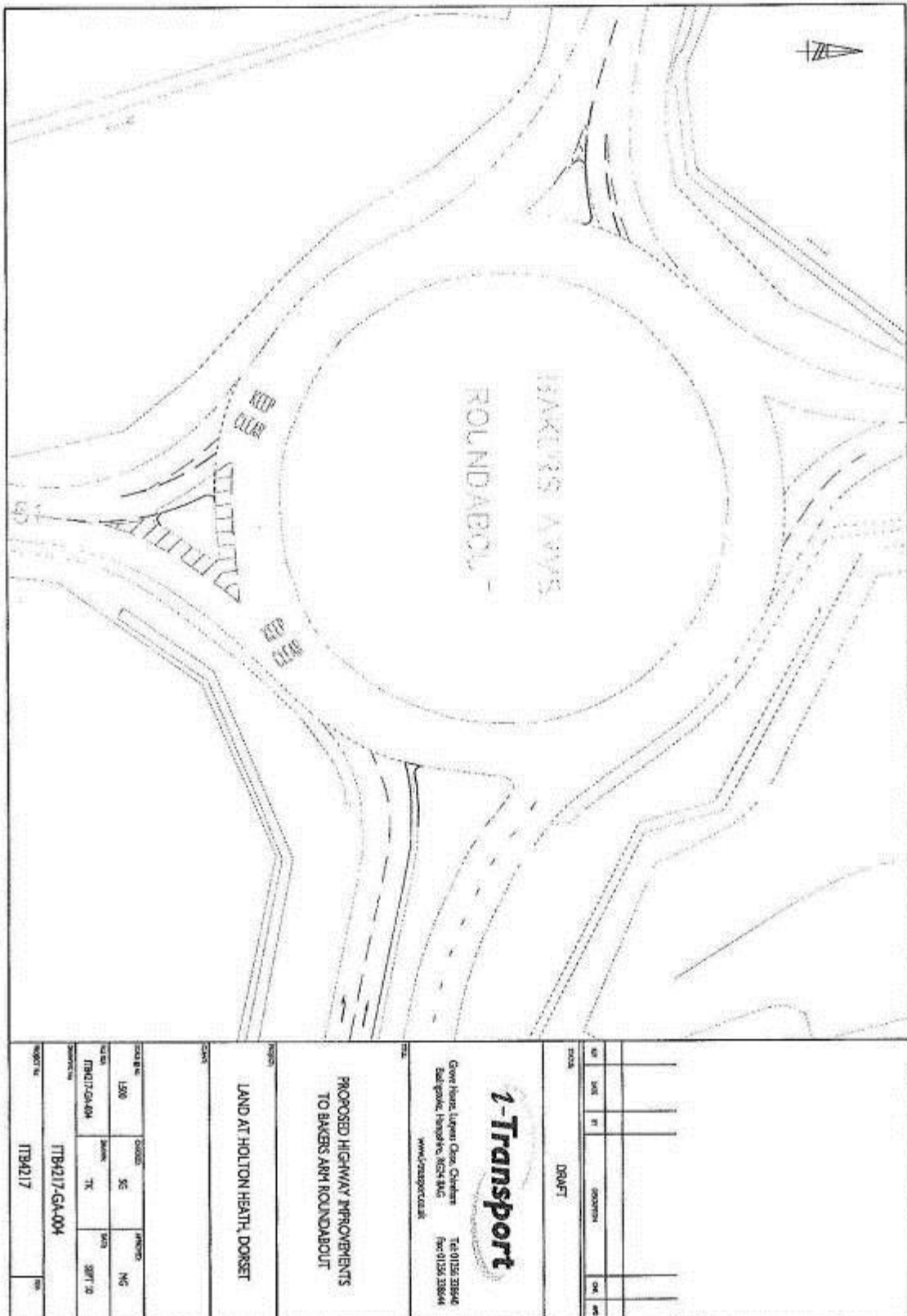
- SITE BOUNDARY
- POTENTIAL PARK AND RIDE SITE WITH REGULAR BUS SERVICE CONNECTIONS TO THE STATION

1-Transport

One House, Upper Close, Chelston
 Budegale, Haverhill, B224 8WG
 T: 01752 333610
 F: 01752 333644
 www.1transport.co.uk

SITE:
 HOLTON HEATH
 POTENTIAL PARK AND RIDE SITE

SCALE:



NO	DATE	DESCRIPTION	BY	CHK

DATE: 11/01/2017



1-Transport
 Gove House, Upper Ouse, Chelham
 Eastleigh, Hampshire, RG24 9AG
 www.1transport.co.uk
 Tel: 01256 238640
 Fax: 01256 238644

PROPOSED HIGHWAY IMPROVEMENTS
 TO BAKERS ARMS ROUNDABOUT

LAND AT HOLTON HEATH, DORSET

SCALE	DATE	PROJECT	NO
1:500	05/11/17	11B/217/GA/004	01
BY	CHKD	DATE	NO
11B/217/GA/004	TC	05/11/17	01
PROJECT NO		11B/217/GA/004	
DRAWING NO		11B/217	

