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23 October 2012

**Drainage Assessment for Proposed Development
Land at rear of 217-241 Ringwood Road, Verwood, Dorset, BH31 7AG**

Please note the following comments regarding the proposed drainage strategy at the above site. Copies of relevant correspondence and reports are attached at the end of the report.

Foul Drainage

(To be read in conjunction with Drainage Strategy dwg.no.LIND37-sk1revA).

Wessex Water have provided details of their existing sewers in the vicinity of the site. These confirm that there is an existing foul sewer running along Ringwood Road to the Ebblake Sewage Pumping Station located to the south of the site next to 253 Ringwood Road. Connected to the sewer in Ringwood Road, there is a 150mm diameter sewer laid to the boundary of the site, in the driveway fronting no`s 219-223 Ringwood Road.

An enquiry has been made to Wessex Water and they have confirmed that the existing sewers and pumping station have sufficient capacity to serve the development. See E-mail from Wessex Water dated 01-06-12.

With respect to the existing sewer laid to the boundary of the site, the site falls gently away to the east from this boundary and as such the sewer does not have sufficient depth to serve the whole of the proposed development by gravity. To develop the site it will therefore be necessary to provide a new foul pumping station to serve at least 12 of the proposed units, even if the existing sewer in the driveway fronting no`s 219-223 Ringwood Road is re-laid at a flatter gradient.

It should be noted that in accordance with new drainage legislation, the proposed pumping station will need to be constructed to adoptable standards, which could have an impact on the site layout.

An alternative foul drainage solution for these 12 units is to provide a new gravity sewer to the existing foul sewer in Parklands Close. To implement this option it will be necessary to negotiate an easement with the owners of 3rd Party Land or to requisition the sewer from Wessex Water.

Storm Drainage

(To be read in conjunction with Drainage Strategy dwg.no.LIND37-sk1revA).

Wessex Water have provided details of their existing sewers, which confirm there are no surface water sewers in the vicinity of the site.

In accordance with current planning policies, the surface water run-off from the proposed development should be disposed of using SUDS. This involves a surface water drainage system that should replicate as near as possible the existing green field run-off.

The western half of the existing site is open farm land and gently falls eastwards through a heavily wooded area to the Ebblake Stream on the Eastern Boundary. The wooded area is the lowest part of the site and in some areas is very wet, often with standing water. The surface water run-off from the open land soaks into the ground or in the event of an exceptional storm, flows overland to the wooded area. There is no direct connection from the woodland area to the Ebblake Stream, and so it has permanently wet areas which do not dry up unless there is a prolonged dry spell.

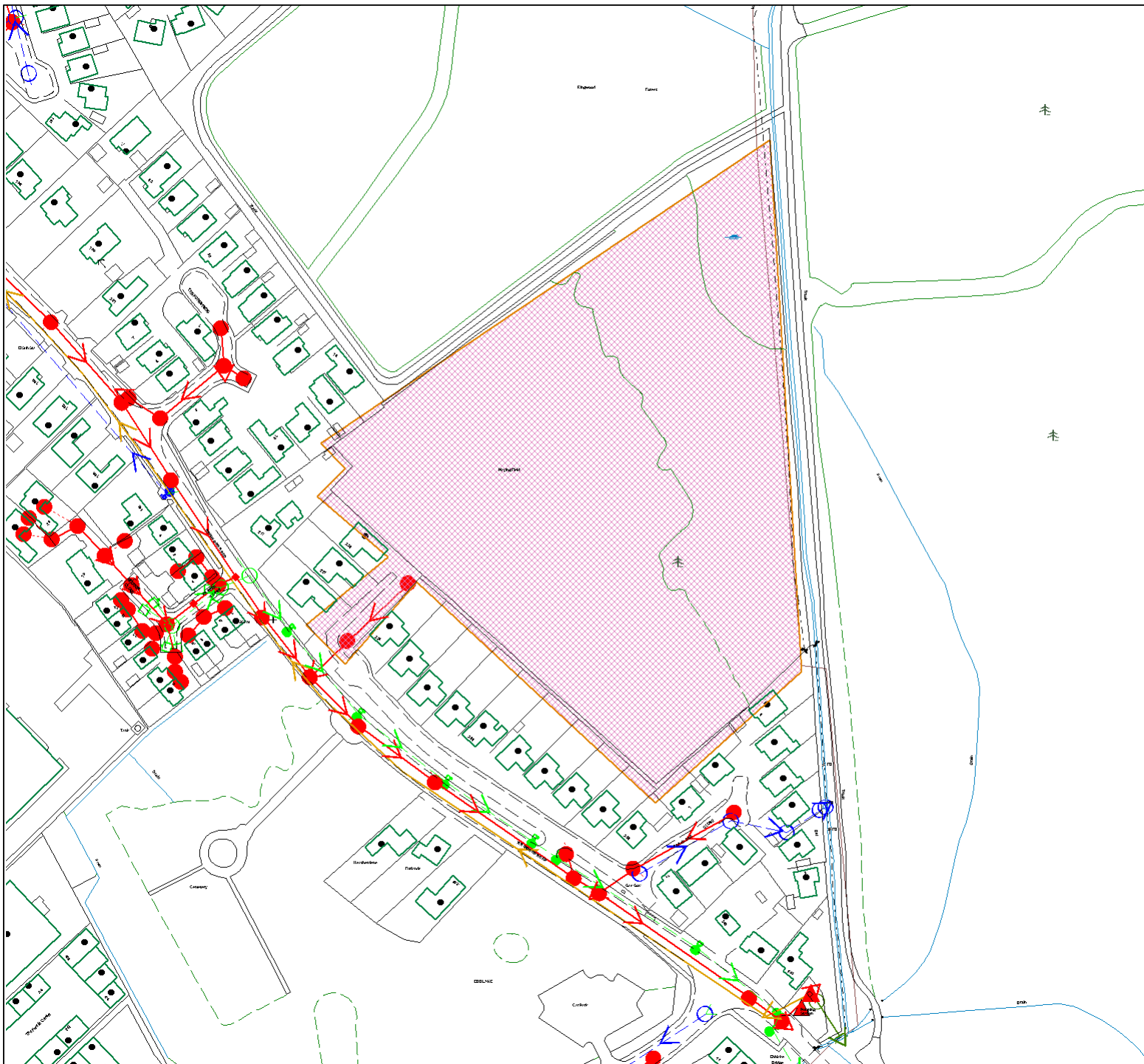
GESL have carried out a site investigation, including soakage tests. These details have been attached to this report and confirm that although soakaways can be used for the disposal of surface water run-off, they are only viable to a depth of 1.0m. Below this depth ground water and running sand is encountered.

Taking into account these issues, a SUDS scheme has been developed using shallow trench/cellular soakways and porous paving. These infiltration features should be designed to cater for a 1in100yr storm +30% allowance for climate change in accordance with PPS25 and the code for sustainable homes.

This method of surface water run-off disposal, ensures that the proposed drainage system replicates as near as possible the existing green field run-off, so that there will be no discharge to the Ebblake Stream. Consequently there will be no affect on the quality of water in the stream, as any pollutants in the form of debris and sediments washed from hard surfaces on the proposed development will be discharged to the infiltration features already described.

The use of porous paving is often promoted as a Suds solution, even for sites where it is evidently not suitable because of ground conditions or the topography. In this instance the site is relatively flat and the ground conditions provide adequate soakage potential at shallow depths, so the proposed development lends itself to the use of porous paving wherever possible. However, its use is not recommended on those carriageways that are more heavily trafficked and these should be of a more traditional blacktop construction, with soakaways used for the disposal of surface water run-off.

It should be noted that using this strategy the proposed estate roads could not be offered for adoption. However, if the Water and Flood Management Act is implemented (currently scheduled for October 2013), Dorset County Council will be responsible for the approval and future maintenance of all SUDS and consequently the roads could be adopted, as the highway drainage will discharge to SUDS features maintained by themselves.



WW Map SU10NW_6

WATER MAINS		Public	Private
Public			
Raw Water			
Abandoned			
Valve			
Hydrant			
PRV			
Meter			
SEWERS		Public - Section 104 - Private	
Foul			
Combined			
Surface			
Abandoned sewers			
OTHER WESSEX PIPES			
Rising Mains			
Effluent Disposal Main			
Overflow			
NON-WESSEX PIPES			
Private Rising Mains			
Culverted Water Course			
Highway Drain			

Information in this plan is provided for identification purposes only. No warranty as to accuracy is given or implied. The precise route of pipe work may not exactly match that shown. Wessex Water does not accept liability for inaccuracies.

Sewers and lateral drains adopted by Wessex Water under the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011 are to be plotted over time and may not yet be shown.

In carrying out any works, you accept liability for the cost of your works to Wessex Water apparatus damaged as a result of repairs to works. You are advised to commence excavations using hand tools only. Mechanical digging equipment should not be used until pipe work has been precisely located.

If you are considering any form of building works and pipe work is shown within the boundary of your property or a property to be purchased (or very close by) a surveyor should plot its exact position prior to commencing works or purchase. Building over or near Wessex Water's apparatus is not normally permitted.

Printed on: 16/05/2012 13:52

Centre: 410680.44 , 108029.33

Scale = 1:2500



Mail

Malcolm Andrew <amassoc@ntlworld.com>

WW Resp Ebblake PS SU10NW/ 6

2 messages

Gillian Sanders <Gillian.Sanders@wessexwater.co.uk>
To: Andrew Malcolm <amassoc@ntlworld.com>
Cc: Dave Cherrett <Dave.Cherrett@wessexwater.co.uk>

1 June 2012 11:00

Dear Andrew,

I refer to our email correspondence below.

Further to investigation it has been confirmed that Ebblake Pumping Station is included within a Wessex Water upgrade program. Apologies that this fact was not discovered earlier. I have been advised by the project manager that the upgraded pumping station will be able to accomodate flows from an additional 50 dwellings. If further development proceeds within the catchment; additional storage may be required.

I note from the proposed East Dorset Core Strategy that the other "major" proposed sites at Verwood (North Western Neighbourhood and Upper School at Howe Lane) are outside of the Ebblake Pumping Station catchment.

Connection to the public sewerage system for the Ringwood Road Site should not precede the necessary improvements. It would be helpful if you could advise, if you plan to proceed with the site; your proposed construction date / build rates.

Many thanks.

Gillian Sanders

Planning Liaison

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Fax: 01225 528000

e-mail: gillian.sanders@wessexwater.co.ukWeb: www.wessexwater.co.uk

-----Original Message-----

From: Gillian Sanders**Sent:** 22 May 2012 16:14**To:** 'Andrew Malcolm'**Subject:** RE: WW Resp SU10NW/6 Proposed Development, Land at rear of 217-241 Ringwood Road, Verwood. BH31 7AG

Thanks Andrew - trying to program in for next week - will drop you a line then.

Regards

Gillian Sanders

Planning Liaison

Phone: 01225 526303

Fax: 01225 528000

e-mail: gillian.sanders@wessexwater.co.ukWeb: www.wessexwater.co.uk

-----Original Message-----

From: Andrew Malcolm [<mailto:amassoc@ntlworld.com>]**Sent:** 21 May 2012 11:49**To:** Gillian Sanders**Cc:** Michael.Obrien@lindenhomes.co.uk; Richard Ayre (Linden Homes)**Subject:** Re: WW Resp SU10NW/6 Proposed Development, Land at rear of 217-241

Andrew Malcolm

From: "Richard Ayre (Linden Homes)" <Richard.Ayre@lindenhomes.co.uk>
Date: 04 May 2012 13:56
To: "Andrew Malcolm" <amassoc@ntlworld.com>
Attach: GE8715 TP LOGS.PDF; GE8715 Figs.pdf; GE8715 soakage test calc sheet.pdf
Subject: FW: GE8715 Ringwood Road, Verwood - Preliminary Information
 As discussed.

Richard Ayre
 -Strategic Land and Planning Director
 Linden South
richard.ayre@lindenhomes.co.uk
 Mob: 07866 571761
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 Newton Abbot
 Devon TQ12 5YZ
<http://www.gallifordtry.co.uk>



From: Gavin Roberts [mailto:gavin.roberts@gesl.net]
Sent: 04 May 2012 13:35
To: Richard Ayre (Linden Homes)
Subject: GE8715 Ringwood Road, Verwood - Preliminary Information

Richard

Further to the ground investigation undertaken on this site yesterday, please find draft logs, soakage test results and plans attached.

The ground conditions generally comprised sand and groundwater was present at varying depths, generally as a steady seepage at c. 1m and a more rapid ingress at c. 2.5m bgl. These water inflows resulted in running sand at shallow depth and rapid collapse of the pits at depth. However, this could be mitigated during any possible development by keeping foundations shallow and allowing for support and groundwater control for any deep excavations.

It is likely that shallow foundations would be suitable with a minimum founding depth of 0.75m (assuming non-shrinkable soils). This could need to increase at the southern and western portion of the site where clays and clayey sands were present as distinct layers.

Trial pit soakage testing failed in TP1, where the test was undertaken in a 3m deep pit, but the test undertaken at shallow depth in TP2 did see water levels fall sufficiently for permeability values to be calculated. Thus, it is probable that shallow trench soakaways would function better than deep chambers, or attenuation tanks.

In-situ probing recorded CBR values of 5-7% and thus adoptable roads are likely to be constructible without any special measures other than removal or compaction of any 'soft' spots in the formation.

There was a fair amount of interest from neighbouring residents although due to poor weather none actually engaged us in conversation.

Lab testing is in hand and the ground investigation report is on target for issue in approximately 3 weeks time.

In the meantime if I can be of any further assistance please do not hesitate to come back to me.

kind regards

Gavin

Gavin Roberts
Technical Director
 M: 07789 907670
www.gesl.net

 Please consider the environment before printing this email

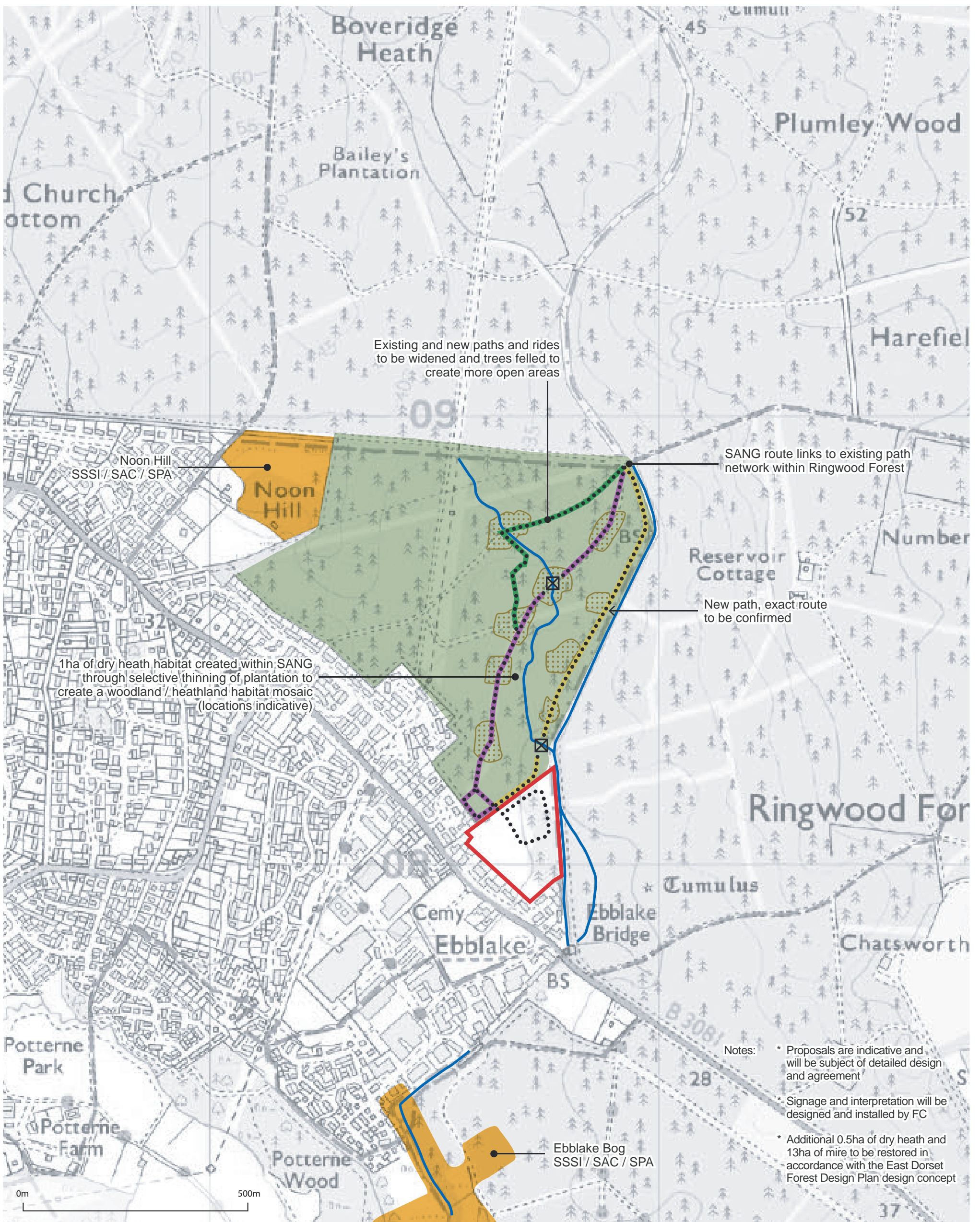
Plan

SANG and Habitat Mitigation / Enhancement Proposals
(1522/P13 February 2013 JSA/JTF)



Land at North East Verwood, East Dorset
Suitable Accessible Natural Greenspace (SANG) Proposal

1522_R05i 20 February 2013 JSA_JTF



- Site Boundary
- Special Protection Areas / Special Areas of Conservation / Sites of Special Scientific Interest
- Walking Route (Permitted Right of Way)
- Route A
- Route B
- Route C
- Approximate route of Ebblake Stream
- Open Access Land (Countryside and Rights of Way Act 2000)
- Dry Heath Restoration
- Passageway

Project	Land at North East Verwood, East Dorset
Drawing Title	SANG and Habitat Mitigation / Enhancement Proposals
Scale	As Shown (approximate)
Drawing No.	1522/P13
Date	February 2013
Checked	JSA/JTF



21 May 2013

Land off Ringwood Road,
Verwood, East Dorset

Ecological Assessment

Report Number: 1522_R11a_LW_RW

Author: Lauren West

Checked by: Julian Arthur MCIEEM CENV

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- Appendix 2: Invertebrate Survey Report
- Appendix 3: Reptile Survey Methodology and Results
- Appendix 4: Protected Sites
- Appendix 5: Target Notes
- Appendix 6: Legislation and Planning Policy
- Appendix 7: Suitable Accessible Natural Greenspace (SANG) Proposal – February 2013 (1522_R05i)
- Appendix 8: Suitable Accessible Natural Greenspace (SANG) Proposal – February 2013 (1522_R10a)
- Appendix 9: Woodland Transition Zone Strategy (1522_R08b)

Plans

Habitat Features
(1522/P08c May 2013 LW/JTF)

Fauna Survey Results
(1522/P11b May 2013 LW/JTF)

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Land off Ringwood Road, Verwood, East Dorset
Ecological Assessment

1522_R11a 21 May 2013 LW_RW

Appendix 8: Suitable Accessible Natural Greenspace (SANG) Proposal – February 2013 (1522_R10a)

Addendum Addressing Increase in Size of Development



Land off Ringwood Road, Verwood, East Dorset
Ecological Assessment

1522_R11a 21 May 2013 LW_RW



10 April 2013

Land at North East
Verwood, East Dorset

Suitable Accessible Natural
Greenspace (SANG)
Proposal – February 2013

Addendum Addressing
Proposed Increase in Size of
Development

Report Number: 1522_R10a_JA_RW

Author: Julian Arthur

Checked:

Contents

Section 1: Addendum Addressing Proposed Increase in Size of Development

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Land at North East Verwood, East Dorset
Suitable Accessible Natural Greenspace (SANG) Proposal – February 2013
Addendum Addressing Proposed Increase in Size of Development

1522_R10a 10 April 2013 JA_RW

Section 1: Addendum Addressing Proposed Increase in Size of Development

- 1.1. A SANG strategy has been agreed with Natural England to address potential adverse effects to the Dorset Heathlands Special Protection Area (SPA) as a result of proposed development at Land North East of Verwood (Tyler Grange Report ref. 1522_R05i_JSA_JTF).
- 1.2. The strategy relies upon the enhancement and diversification of habitats to encourage public access and enjoyment of conifer forestry/woodland owned by the Forestry Commission within the adjacent Ringwood Forest. The Forestry Commission and the developer have agreed the strategy and the principles of a mechanism to secure its delivery. Natural England has confirmed that this provides confidence that the SANG strategy will be implemented and mitigation secured to the standards required by the Habitats Regulations.
- 1.3. In accordance with published best practice, the SANG would provide an attractive area for recreation through provision of walkways and enhancement of Ringwood Forest.
- 1.4. The agreed strategy relates to a development of approximately 50 units, which has been identified in the Joint East Dorset and Christchurch Core Strategy. This quantum of development was dictated by a now deleted policy in the draft Core Strategy. Consequently, and in response to technical work that indicates the capacity of the site is larger, the developer is now seeking to promote a development of approximately 65 units.
- 1.5. This increase in potential development size does not alter the SANG requirements.
- 1.6. However, Ringwood Forest is of inherent ecological value, supporting populations of birds that are found in the SPA, as well as strictly protected reptile species. To address potential adverse effects associated with increased use of the forest as a result of the SANG, there is a need for habitat restoration to improve the opportunities in the forest for these species.
- 1.7. In respect of a 50 unit development, the agreed strategy is for the developer to fund the creation of 1.5ha of dry heath habitat through plantation felling and management, and restoration of 13ha of mire habitat, in accordance with the Forestry Commission's East Dorset Forest Design Plan Design Concept. As well as mitigating potential adverse effects, this would have delivered significant benefits as a result of development, creating UK BAP priority habitats.
- 1.8. It has been agreed with Forestry Commission and Natural England that by increasing the area of heath created by 0.5ha (a total of 2.0ha) then the potential impact relating to an additional approximately 15 units would be mitigated.
- 1.9. The increase in development size would not require modification to the existing drainage strategy to avoid impacts to Ebblake Bog Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) and Ramsar.



Appendix 9: Woodland Transition Zone Strategy (1522_R08b)



Land at Northeast Verwood

Woodland Transition Zone Strategy

Purpose

- 1.1. The objectives of the Woodland Transition Zone Strategy are to:
- Retain a woodland backdrop to development, providing a level of amenity consistent with the existing TPO over time;
 - Screen views from outside of the site; and
 - Retain existing ecology interest in the wetter areas, whilst enhancing woodland outside of these.

Strategy

- 1.2. The objectives will be achieved by softening and enhancing the existing woodland edge to the new development, replicating local character and providing improved habitat than that which currently exists. The design response will also ensure that the amenity of the woodland block is retained and the remaining woodland compartment managed to improve its long-term vitality and contribution as a development backdrop. The rationale for the design of the transition zone is illustrated on Plan 1522/P10d supported by a more detailed illustrative plan and cross section (1522/P14 and 1522/P15).

- 1.2 The transition zones are as follows:

1. *New grassland / dry heath mosaic*

A mosaic of acid grassland with dry heath species will be created resulting from the felling of existing trees. The sward will be managed twice a year to encourage / maintain diversity. Occasional conifer and deciduous trees will be planted in amongst the grassland to add interest and structure.

A pond will be created here, as part of the SANG strategy, primarily for pet dogs, in order to discourage them from using more valuable habitats off-site. A dog bin will also be provided.

Additional new hedgerow and tree planting will be introduced throughout the development. New planting will include locally sourced native species to respect and complement the existing species.

- New hedge planting will be locally sourced bare root native species including holly, beech and hawthorn. Hedgerows will be planted in a double staggered row at 400mm apart and 500 centres to encourage wildlife.
- Native and locally sourced hedgerow trees will be planted at the same time as the hedgerow in the form of whips which will be 1 to 1.5m tall. Species will include oak, birch and beech.
- Remaining trees will be a mix of standards, feathered and whips. Suggested species include bird cherry and rowan.

Prior to commencement of construction, tree protection measures will be implemented to ensure that the trees to be retained do not suffer direction damage through operations on site or indirect damage from spillage within the root protection zone or storage causing root compaction in accordance with BS 5837.



Maintenance measures will include the following:

- Trees will be supported by tree stakes and ties and understorey planting/hedging with shrub shelters, which shall be checked at regular intervals.
- Hedgerows, trees and shrubs shall be irrigated regularly during the establishment of new plants.
- Weed growth shall be controlled through a combination of mulching and herbicides.
- Any failed planting shall be replaced.

2. *Woodland/grassland interface:*

A gradual transition zone ('ecotone') between existing woodland and then new areas of scrub, rough grassland and more amenity grassland will be created. A 'scalloped' edge to this zone will provide visual variety, as well as sheltered locations for lizards, slow-worms and insects, particularly butterflies. New tree species within the woodland /grassland interface will be a mix of oak, Scots pine and birch of varying ages and heights (standards, feathers and whips), whilst scrub understorey will consist of holly, hawthorn, gorse and broom reflecting local native species identified on site.

Tree planting will at 5-10m spacings, in groups and within specific locations agreed on site. The objectives of the planting will be:

- To retain a visual screen in select locations creating depth to the existing planting;
- Provide new and replacement habitat for reptiles and other fauna; and
- Introduce a softer deciduous woodland edge to existing conifer planting which will be thinned.

3. *Wet mixed woodland /poor fen/marshy grassland:*

Selective thinning of overcrowded existing trees will occur to create open glades for new understorey species consisting of a mix of birch, oak, hawthorn, holly and gorse. This will increase the diversity and improve the structure of the woodland, and over time will create a visual screen from along the edge of the existing forestry track to the east, and neighbouring properties.

A 10-15m woodland transition zone will also be implemented along the eastern boundary to replace the poor quality woodland core and overcrowded trees. The design will provide a scalloped edge to the development, with similar characteristics to the woodland/grassland interface (as per zone 2). As the planting matures, it will offer a more diverse structure and the visual enclosure of the site.

4. *Retained scrub and trees*

This contains dwarf gorse, a notable species, and support reptiles, and will be subject of minimal management to retain its interest.

-  Site Boundary
-  Restored Mire and Mixed Woodland
-  Woodland / Grassland Interface
-  New Grassland / Wetland
-  Retained Trees and Dwarf Gorse
-  New Native Hedgerow
-  Compartment Number
-  Indicative Footpath Route



NOTE: The development layout is indicative and is liable to change

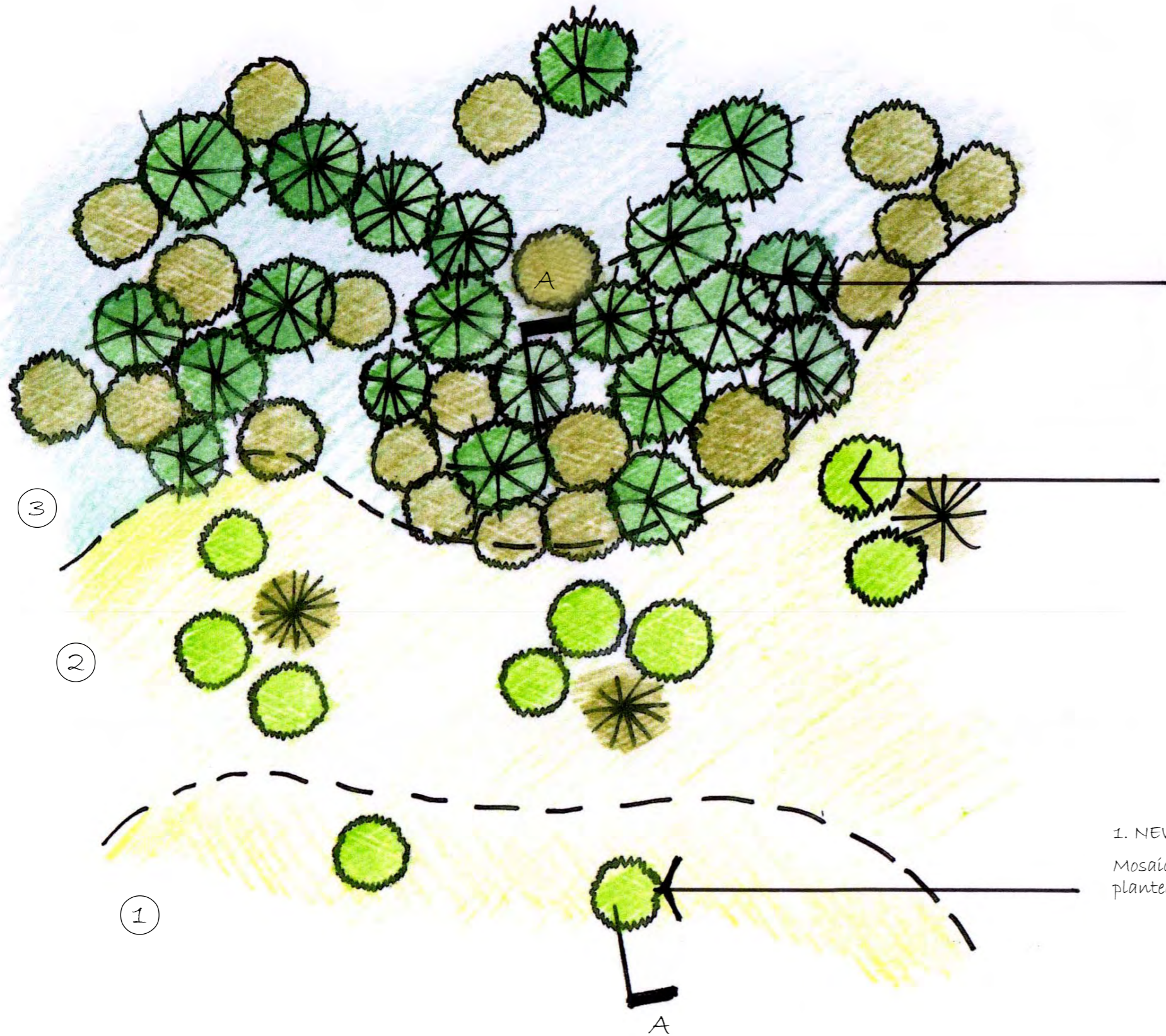
RATIONALE FOR ON-SITE OPEN SPACE DESIGN

Number	Management Compartment	Interest Features	Objective	Prescription
1	New grassland / dry and wet heath mosaic	n/a	<ul style="list-style-type: none"> Multi-functional open space: biodiversity, open space 	<ul style="list-style-type: none"> Model existing ground to provide diverse micro-habitats; lower areas to form pond Seed with native acid grassland species Manage (cut) to establish sward, then to maintain habitat mosaic
2	Woodland / Grassland interface	<ul style="list-style-type: none"> Notable invertebrates Common reptiles 	<ul style="list-style-type: none"> Improve opportunities for notable species Provide replacement habitat for displaced common reptiles Control access to sensitive wetland / woodland 	<ul style="list-style-type: none"> Create woodland 'ecotone', by relaxing management at woodland edge to create transition from grassland to scrub to woodland
3	Wet mixed woodland / poor fen / marshy grassland	<ul style="list-style-type: none"> BAP habitat Notable diving beetle in ephemeral pools 	<ul style="list-style-type: none"> Restore Mire community Retain and improve opportunities for notable wetland beetle Decrease shading of poor fen and marshy grassland to increase species richness improve health of retained stock 	<ul style="list-style-type: none"> Thin overcrowded trees to create open glades and to increase insolation of ground flora Thin trees to improve health of retained stock Avoid footpaths to minimise disturbance to wetland flora
4	Retained trees and scrub	<ul style="list-style-type: none"> Dwarf gorse (Dorset notable species) Common reptiles 	<ul style="list-style-type: none"> Minimal management, unless required for health and safety reasons. Maximise health of stock 	<ul style="list-style-type: none"> Manage scrub to promote dense, bushy growth Retain standing and fallen dead wood, unless removal required for health and safety reasons

Project Details	Land at North East Verwood, East Dorset
Title	Open Space Proposals
Scale	NTS
Drawing Ref	1522/P10d
Date	April 2013
Checked	JSA/JTF



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3. WET MIXED WOODLAND / POOR FEN / MARSHY GRASSLAND
Existing trees selectively thinned to create new glades and encourage understorey growth

2. WOODLAND / GRASSLAND INTERFACE
Mix of deciduous and coniferous trees in groups reducing in density away from the edge of '3' with some understorey planting, rough and amenity grassland

1. NEW GRASSLAND / DRY HEATH MOSAIC
Mosaic of acid grassland / dry heath with occasional deciduous / coniferous trees planted in amongst grassland to add interest

Project	Land at North East Verwood, East Dorset
Drawing Title	Woodland Transition Zone Strategy: Illustrative Masterplan
Scale	Not to Scale
Drawing No.	1522/P14
Date	March 2013
Checked	MB/JTF

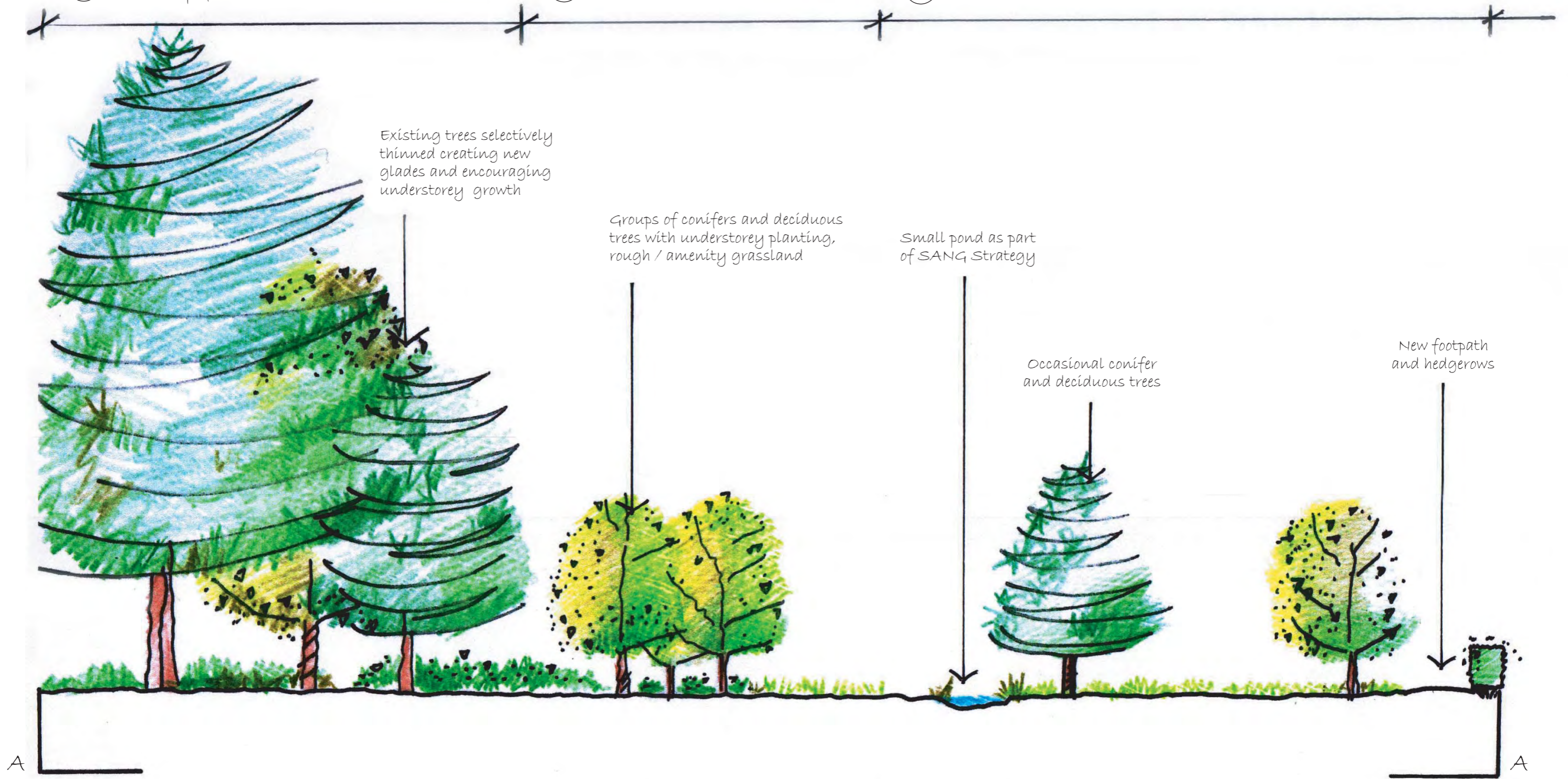


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3 WET MIXED WOODLAND / POOR FEN / MARSHY GRASSLAND

2 WOODLAND / GRASSLAND INTERFACE

1 NEW GRASSLAND / DRY HEATH MOSAIC



Project	Land at North East Verwood, East Dorset
Drawing Title	Woodland Transition Zone Strategy: Illustrative Cross Section
Scale	Not to Scale
Drawing No.	1522/P15
Date	March 2013
Checked	MB/JTF



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**APPENDIX FOUR - COMMENT BY LEGAL ADVISORS DAC BEACHCROFT
ON PRINCIPLE OF CERTAINTY IN THE DEVELOPMENT PLAN PROCESS**

APPENDIX 4 – Comment by Legal Advisors to Linden Homes Strategic Land – DAC Beachcroft

Distinction Between Application of Requirements at the Policy Making and Application Stages

“The requirements set out in the Conservation of Habitats and Species Regulations 2010 (as amended) for an appropriate assessment are identical in respect of a local plan and an application for planning permission where there is likelihood of an adverse effect on the integrity of a European site. There is however an important difference in that Regulation 68(2) envisages the imposition of conditions or limitations in connection with the grant of a planning permission that may mitigate or prevent that adverse effect.

These conditions or limitations are to be considered at a planning application stage. This, it is generally accepted, is to take account of the need to ensure any mitigation or preventative measures are enforceable before allowing a development that may otherwise have an adverse effect on the integrity of a European site of such significance as to warrant a refusal of planning permission. There is not (unsurprisingly) any such provision in respect of the assessment of local plans in Regulation 102.”

This recognises that the time for the imposition of that condition or the requirement for that limitation is at the planning application stage and not the plan making process. In turn, this secures compliance with the Habitat and Wild Bird Directives (required by Regulation 9) and also recognises that it is at the planning application stage and not the local plan making stage that the level of certainty that is seemingly being required here is satisfied.”

APPENDIX FIVE – NATURAL ENGLAND CONFIRMATION

APPENDIX 5 – Summary and Comment on Changes to Nature Conservation Mitigation Requirements

- 1.1 The Council is correct in stating that the Purbeck Inspector's report (and associated modifications to the Core Strategy) changed the mitigation requirements for housing development in relation to the provision of SANG. The Council is also correct in stating that these changes were intended to have general applicability across the SE Dorset authorities.
- 1.2 The major changes were to place more emphasis on the location, design and quality of SANG in assessing how effective it will be in mitigating nature conservation impacts. Purbeck District Council, in conjunction with Natural England (NE) devised a set of guidelines for the provision of SANG and these are now replicated as an appendix to the Christchurch and East Dorset Core Strategy. This was on the basis of the Purbeck Inspector's recommendation that *"in the interests of soundness, that specific guidance is provided ... against which any proposal can be assessed. It is the intention that this guidance, when adopted, will be used by all local planning authorities in south-east Dorset."* These guidelines for the provision of SANG include a number of detailed proposals to ensure that SANG best fulfils its purpose.
- 1.3 Another major consideration arising from the Purbeck Core Strategy examination was to ensure, as far as possible, that policy for each allocated site had specific mitigation proposals, including how SANG was to be provided in that context. A number of modifications to area specific policies and particular allocations were made to this end.
- 1.4 It is true that Natural England expressed the view, in the context of Purbeck, that a greater degree of certainty was required in the delivery of Nature Conservation mitigation and that they have expressed that view in their representations on the VTSW5 allocation. Natural England provided the following statement to the Purbeck examination:
- "In circumstances where an effective SANG, associated with a specified development in the Core Strategy, is required to meet Habitats Regulations requirements there is a danger that, if this cannot be delivered at application stage or there is significant doubt about its effectiveness, then housing allocations on which the Plan depends would not be deliverable."*
- 1.5 The NE statement goes on to say:
- "But in order that the competent authority can ascertain that there is no adverse impact on the integrity of the European sites we would advise that further policy restrictions that secure the necessary mitigation in the form of effective SANGS need to be introduced. These need to be specific to the particular housing allocations so they should be part of the area policies in chapter 7, and within the policy rather than the text. The current wording eg 'new open space to mitigate impacts on nearby heathland' is too general."*
- 1.6 NE were therefore, at least to some extent, seeking policy wording that would provide a more certain policy context and this is an appropriate objective to pursue. However, it is quite another matter to suggest that site promoters must demonstrate certainty in the delivery of all matters required by policy if a site allocation is to be retained.
- 1.7 There is nothing within the Purbeck Core Strategy Inspector's report to suggest that, having devised site specific measures for SANG and nature conservation mitigation, the site promoters would have to demonstrate certainty in the delivery of these measures.
- 1.8 This point is demonstrated by the Purbeck Inspector's recommendations on a site at Lytchett Matravers. We have not investigated the precise circumstances of this allocation, but the wording of paragraph 55 of the report is significant in indicating that full agreement on suitable mitigation is not necessary at the point of allocation:

“With regard to Lytchett Matravers a settlement extension of about 50 dwellings is proposed at Huntick Road. Although agreement has not been reached with the land owner regarding suitable mitigation measures, the evidence indicates that appropriate land is available for such use to the east of the allocated site or elsewhere on the wider landholding (which is supported by Natural England) and that there are no insurmountable problems that would prevent mitigation measures being implemented. MM32 (as it relates to Lytchett Matravers) is recommended. The Statement of Common Ground between the Council, Natural England and the landowners confirms that the wording proposed in the local plan on this matter has the agreement of all parties. Natural England states that the approach being adopted is suitable to satisfy the Habitats Regulations.....” (our emphasis).

- 1.9 Our legal advisors, DAC Beachcroft have commented further on the relevance of the Purbeck report as follows:

“Among other matters, the Inspector had to consider the provision of housing within the Purbeck area in the context of the National Planning Policy Framework and the existence within that area of protected European sites.

To ensure that the requirements of the Directives and Regulation 102 of the 2010 Regulations were complied with, an appropriate assessment was undertaken (see paragraph 130 of the Inspectors Report). That assessment found that all negative effects of the plan on the conservation integrity of European sites could be overcome. It is worth looking at some of the reasoning behind this (all paragraph references are to paragraphs in the Inspectors report).

The Inspector found that whilst the Council’s precautionary approach to the allocation of housing sites was justified there were ‘reasonable opportunities available for the provision of heathland mitigation measures’ (paragraph 26).

In addition whilst ‘further detailed work is required to confirm the suitability of a number of potential heathland mitigation sites’ this had to be considered against the requirement to provide new housing and the absence of policy if the plan was not adopted (paragraph 27).

In looking at whether the plan provides appropriate protection to habitats the Inspector finds that ‘the provision of mitigation primarily through the implementation of SANG’s is a logical approach’ and he goes on to recommend that guidance on what is required for a SANG is included in the plan (paragraph 92). He concludes that ‘with the proposed modification [the plan] affords appropriate protection to .. habitat’s. (paragraph 94).

The Inspector recommends that in addition to the guidance referred to above which deals with the specifications for a SANG, various policies in the plan are modified. The modifications all follow the same principle that, in order to grant planning permission for a development that may have a significant effect on the conservation integrity of a European site, proportionate SANG provision needs to be secured. For the present purposes we can look at one of those proposed modifications, that to policy MM14:

‘New residential development will be expected to contribute towards mitigation measures for European protected sites. The housing allocation is expected to provide SANGS to provide an alternative to Black Hill. The SANGS should include an area where dogs can run freely off the land linked to walks along the Bere stream. Other residential development will contribute towards the Heathlands Plan, which will provide a range of mitigation measures including strategic SANGS between Bere Regis and Upton. Guidelines for the provision of SANGS is set out in Appendix 5.’

The other modifications all follow this format with the general statement that applicable development will be expected to contribute towards mitigation measures followed by some area specific points. At no point does the Inspector require the level of certainty at Purbeck that is being required for the VTSW5 allocation by East Dorset District Council in respect of the provision of a SANG.”

- 1.10 As set out above, provision of SANG at site VTSW5 had been precisely defined and an in-principle agreement for the provision of SANGS on the adjoining Forestry Commission land was achieved before

the VTSW5 allocation was deleted. There was therefore a specific proposal for the delivery of SANG which strengthened the purpose and effectiveness of the policy. This was sufficient to address the issues arising from the Purbeck report and there can be no requirement upon the local planning authority or the promoter of the land to demonstrate that the policy requirement for SANG is satisfied at the point of allocation.

APPENDIX SIX – EMAIL FROM RICHARD HENSHAW (EDDC)

Donna Palmer

From: Richard Henshaw <RHenshaw@christchurchandeastdorset.gov.uk>
Sent: 14 January 2013 16:39
To: Mike Newton; RHenshaw@eastdorsetdc.gov.uk
Cc: Richard Ayre (Linden Homes) <Richard.Ayre@lindenhomes.co.uk>
(Richard.Ayre@lindenhomes.co.uk); Frances.Pickering@LindenHomes.co.uk; Donna Palmer; Julian Arthur
Subject: RE: Verwood - Site VTSW5

Dear Mike

I can confirm that the Core Strategy will be put to the separate Councils on the 25th and 26th February with a recommendation that the document is submitted to the SoS. There will be no further recommendations for further changes. If Nick Squirrell agrees that you can provide the necessary mitigation this will be passed to the planning inspector and we will confirm that this overcomes the reason why the site was deleted as part of the Proposed Changes. The site could therefore be re-introduced into the plan as part of a pre-examination modification on the suggestion of the planning inspector. I will need advice from Nick Squirrell as to whether the site has capacity for more than 50 dwellings in the context of the mitigation that you are seeking to provide. Other constraints on capacity could relate to trees and highway capacity, but this will need confirmation from relevant officers.

As discussed on the phone I can confirm that our understanding is that you are a Regulation 18 consultee.

I am sorry to say that due to leave, the earliest I can get relevant officers together is either the 5th or 6th February and I am still waiting for confirmation on this. I am sure that you will discuss the TPO with Nick Hayden in advance of the committee on the 5th.

Kind regards

Richard Henshaw
Policy Planning Manager
Christchurch and East Dorset Councils

Tel: 01202 886201 ext 2371

Email: RHenshaw@christchurchandeastdorset.gov.uk

Web: www.dorsetforyou.com

From: Mike Newton [mailto:mikenewton@boyerplanning.co.uk]
Sent: 07 January 2013 15:27
To: RHenshaw@eastdorsetdc.gov.uk
Cc: Richard Ayre (Linden Homes) <Richard.Ayre@lindenhomes.co.uk> (Richard.Ayre@lindenhomes.co.uk); Frances.Pickering@LindenHomes.co.uk; Donna Palmer; Julian Arthur
Subject: Verwood - Site VTSW5

Richard

Further to our telephone conversation this afternoon, I would like to confirm the main points for the benefit of my clients.

- The Core Strategy is likely to be put to Committee at the end of February to obtain authorisation for it to be submitted (likely Committee dates are 25 or 26 Feb)
- The Council's desire to submit the document ASAP is such that time will not be allowed for any pre-submission changes
- However, you agree that subject to the agreement of Nick Squirrel of NE, the Forestry Commission e-mail of 21 December, forwarded to you last week, overcomes the reason for the omission of the site and are prepared to make a statement to this effect to accompany the submission documentation
- Re-allocation of the site could be secured through pre-examination modifications but such mods would have to be suggested by the Inspector as necessary to address soundness issues
- On the basis that the site has been subject to public consultation and SA, re-instatement of the allocation could also be achieved through the examination process
- On the question of site capacity, you agree that the 50 unit figure was set in order to fall within a threshold for off-site SANG provision that no longer applies and therefore, there could be scope to increase the figure and this matter can be discussed between us
- You will check and advise me whether Linden are a Regulation 18 or Reg 20 consultee to allow our legal advisors to assess the most appropriate means to re-instate the allocation.

We agreed it would be helpful to discuss these matters and that you will suggest some dates for us to meet this month. You will ask relevant colleagues for their availability to attend this meeting including the Council's Tree Officer so we can discuss matters connected with the draft TPO for the site, our objection to this and any impact on the re-allocation of the site (noting that this TPO is due to be heard by Committee on 5 February 2013).

I look forward to hearing from you.

Kind Regards

Mike Newton
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Director

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APPENDIX SEVEN – TRANSPORT ASSESSMENT



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LAND OFF RINGWOOD ROAD
VERWOOD

TRANSPORT ASSESSMENT

On behalf of
Linden Homes Strategic Land

ITR/4187/TA.3
May 2013

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I T Roberts MIHT
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1.0 INTRODUCTION

1.1 Bellamy Roberts LLP has been instructed by Linden Homes to prepare a Transport Assessment (TA) to review the proposals for residential development on a site off Ringwood Road, Verwood.

1.2 The application site is currently a field with some wooded areas. As such, the Planning Application associated with the proposal is to include the open area of woodland and footpaths in the northeast corner of the site, as shown on the Development Principles Plan attached at **Appendix 1**.

1.3 When considering the highway and transportation issues arising from the development proposals, guidance has been sought from the Department for Transport (DfT) document entitled 'Guidelines on Transport Assessments' published in 2007 and the IHT Guidelines on Traffic Impact Assessments, as well as the most recent guidance of National Planning Policy Framework (NPPF).

1.4 It is proposed that the site is developed with strong sustainability principles embodied within the site concept. This includes accessibility to public transport, education, local facilities, public open space, energy efficiency, and bio-diversity.

1.5 The purpose of the Transport Assessment is to set the access strategy for development of the site, assess the acceptability of such a proposal in terms of transport impact, highway safety and sustainability. This report is prepared in support of the outline application for the proposed resident development.

1.6 It is proposed to access the site via a new simple priority junction onto Ringwood Road, with the internal road forming short cul-de-sacs and footpath links to ensure a permeable layout. A design of the access junction is attached to this report.

1.7 The development impact will be assessed through Person Trip analysis, with vehicular trip rates and the traffic distribution. The study area includes the following:

- Site access junction
- Ringwood Road

1.8 The base year for this Transport Assessment will be 2013, in line with Highway Authority standards.

1.9 The overall transport and access strategy for the site aims to achieve a sustainable development, including transport sustainability. Modes of transport other than the private car will be encouraged, including walking, cycling and public transport. The design of the scheme is aimed at achieving low traffic speeds in the interest of pedestrian and cyclists' safety and overall environmental quality.

1.10 Discussions have been held with the Highway Authority and the access arrangement, following the access appraisal, has been agreed with Dorset County Council as Highway Authority.

2.0 THE REPORT

2.1 This report is structured as follows.

- **Section 2.0** reviews the location of the site in context of the local and regional centres and the local/strategic highway networks. This section also considers the operation of the junction to the application site and reviews the personal injury accidents that have occurred close by over the latest available three-year period. The speed of traffic and access arrangement.
- **Section 3.0** outlines the sustainability of the site with reference to the local amenities and the sustainable modes of travel accessible in close proximity.
- **Section 4.0** outlines the local and national policies that are pertinent to the proposals.
- **Section 5.0** considers the existing conditions and considers the other modes of transport.
- **Section 6.0** considers the associated traffic generation.
- **Section 7.0** looks at the Travel Plan measures.

- **Section 8.0** access considerations.
- **Section 9.0** looks at the comments following the Public Exhibition.
- **Section 10.0** draws together a summary of the document and sets out the conclusions.

3.0 SITE LOCATION

Site Location

3.1 The site is located to the immediate south-eastern edge of Verwood, as indicated on the location plan at **Appendix 2**. The site is bounded by rear properties fronting Ringwood Road and Parklands Close to the west and south, properties off Forest Side in part to the north and by open woodland to the east and in part to the north.

Local Highway Network

3.2 The application site has a narrow frontage onto Ringwood Road (service road) which runs between Ringwood Road and Parkland Close. The carriageway is approximately 5.5 metres wide and allows for free flowing two-way traffic.

3.3 ATC observations have been made and traffic counts undertaken, in order to assess the existing operation of the road and assess the impact of the proposal and identify the traffic speeds within the vicinity of the site.

3.4 The local highway network is subject to a 30 mph speed limit. An Automatic Traffic Counter and speed survey was undertaken along Ringwood Road in proximity of the application site, between 21st September 2012 and 27th September 2012. The survey records show that the 85th percentile speeds observed in a northbound direction was 34.1 mph and 36.9 mph in the southbound direction. Such speeds, in accordance with 'Manual for Streets 1 and 2' (reference 7.7.3., 7.7.10, 10.5.3 and 10.5.9) would require visibility splays (y-dimension) of approximately 43 metres. The results of the speed survey are attached at **Appendix 3**.

3.5 As expected, the local highway network peak hours during the morning are between the hours of 08:00 and 09:00 and then again during the evening between the hours of 17:00 and 18:00. The survey has shown that the peak hour flows are 1,127 vehicles two-way in the morning and 951 vehicles two-way in the evening peak period. The survey also shows that there is a clear tidal flow when comparing southbound and northbound traffic, particularly in the morning peak period where there were 872 vehicles southbound and 255 vehicles northbound. The difference in flows is not as marked during the afternoon period, being 340 southbound and 611 northbound. The results of the ATC survey are attached at Appendix 3.

4.0 POLICY CONTEXT

4.1 Bellamy Roberts LLP appreciate that the transportation element of the work needs to be undertaken in a consistent manner in order to take account of development proposal and policy background. It is important that the development accords with all appropriate national, regional and local policy which is outlined within this chapter.

National Policy

4.2 Since the initial involvement with this project, the Government's Planning Policy Guidance (PPG) and Planning Policy Statements (PPSs) have been replaced by the National Planning Policy Framework document which was published in March 2012. This document replaces all of the PPGs and PPSs but it maintains its promotion for sustainable transport. Paragraph 29 of the NPPF states that:

"The Transport Policies have an important role to play in facilitating sustainable development, but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures

will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas”.

4.3 Paragraph 32 states that:

“All developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network where cost effectively limits the significant impacts of development. Developments should only be prevented or refused on transport grounds where the residual commutative impacts of development area severe”.*

4.4 Paragraph 36 states that:

“A key tool to facilitate this will be a Travel Plan. All developments which generate a significant amount of movement should be required to provide a Travel Plan”.

4.5 The document also confirms that a development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every Plan and every decision.

Dorset County Council Policies

4.6 Dorset County Council is the Highway Authority responsible for the transport and highways proposals in the area, although the Department of Transport (DfT) is responsible for trunk roads and motorways. The Bournemouth, Poole and Dorset Local Transport Plan (3) April 2011 sets out the Authority’s detailed proposal for

developing an integrated transport strategy. It also identifies, in principle, the means that will need to be implemented during the plan period and beyond.

South East Dorset Transport Contribution Scheme 2 - April 2012

4.7 This is a Supplementary Planning Document which sets out the Authority's methodology in calculating transport contributions to address the impact of a proposed development.

4.8 The amount of contribution in this instance will need to be calculated and agreed between both parties. This can be set out within a Section 106 Agreement.

Parking Standards

4.9 The car parking standards are set out within the 'Local Guidance for Dorset' document published in May 2011.

4.10 The local guidance provides the developer with the optimum numerical parking spaces provision that would accommodate the expected demand for car parking on a specific site.

5.0 EXISTING CONDITIONS

5.1 The strong emphasis on sustainable travel adopted in the Council is in line with the wider policies of Dorset County Council. This chapter follows the hierarchy of modes and transport assessment, as set out in the transport policies for the Local Planning Authority and County Council.

5.2 This chapter will look at the existing facilities using the sequential approach which considers the modes of travel in the following order:

- Walking;
- Cycling;
- Public Transport; and
- Private Vehicle.

Site Location

- 5.3 The site is located to the southern end of Verwood. The site is accessed off Ringwood Road.
- 5.4 The location of the site can be found at Appendix 2.

Local Facilities

- 5.5 There are local facilities in the vicinity of the site which are within easy walking and cycling distance, including a supermarket with local shopping facilities, a first school, doctors' surgery with a pharmacy, dentist surgery, church and leisure. Other local major retail and employment areas to the south at Ringwood are also within easy reach of the site by a range of transport modes.
- 5.6 The scheme also includes an area of open space, pedestrian routes linking with adjacent facilities and establishing the development as a key component of the District's green infrastructure strategy.
- 5.7 A local facilities plan has been produced and can be seen at **Appendix 4**. This plan shows facilities within 400m, 800m and 2 km of the site, along with the locations of a number of key local amenities within Verwood.
- 5.8 Although the site is towards the edge of Verwood, it is ideally located for residents to walk to areas of major employment which are within the town is less than 400m from the site. The property will provide a footway from the site access linking within the existing provision north of the site (see access plan).

Cycling

- 5.9 The area cycle routes are illustrated on Map 5 of the "Cycling in East Dorset" guidance attached at **Appendix 5**.
- 5.10 There are a number of cycle routes within the vicinity of the site.

Buses

- 5.11 The bus stops are located less than 200m of the site, and are predominantly served by the No. X6 Services which runs between Bournemouth and Poole via Ringwood, Verwood and Ferndown.
- 5.12 The service operates at an hourly frequency. In addition, there is a bus service to Brockenhurst College and a service (daily) between Ringwood and Fordingbridge, via Verwood. The bus timetables are attached at **Appendix 6**.

Review of Recent Traffic Collision Data

- 5.13 Further to the description of the local highway network provided above, an analysis of traffic collision resulting in personal injury was undertaken to determine whether there are any existing safety issues. Data was obtained from Crashmap.co.uk for the latest 3-year period from December 2009 to December 2011 (2012 unavailable) in order to assess existing collision conditions.
- 5.14 The data indicated that a total of one slight injury accident occurred during this period, along the Ringwood Road to the south of the site, close to the junction of Black Moor Road.
- 5.15 The accident involved a car turning and colliding with a car travelling along Ringwood Road. The results of the accident search are attached at **Appendix 7**.
- 5.11 The data does not reveal that there is an accident or safety problem with the surrounding road network.

6.0 DEVELOPMENT TRIPS

- 6.1 This Section looks at the impact of the proposed development on the local highway and transport network. A multi-modal approach has been taken to determine the impact that the development will have on walking and cycling traffic, as well as vehicular traffic.

- 6.2 In order to estimate the trip generation accurately, the proposed development has been assessed using first principles of people trips. This has been calculated using the TRICS database.
- 6.3 This means that the movements of individuals have been calculated as well as movements of just vehicles. This approach provides a more detailed analysis of the generation rates of the development for each of the modes and gives an improved representation of walking and cycling rates than is possible with merely vehicle trip generation. However, by simultaneously using more established methods such as reference to the TRICS database, it is possible to calibrate the estimates of trip generation.
- 6.4 The use of first principle analysis to produce person trips for the development creates a base from which vehicle movements can be derived. By applying occupancy rates to the person trip, it is possible to produce vehicle trips to determine the impact on the surrounding network and inform the capacity analysis at key junction.

Person Trip Generation & Modal Splits

- 6.5 The data from TRICS is included at **Appendix 8**.
- 6.6 The total person trip generation of the development is displayed in the following tables. The AM and PM peaks refer to the commuter peaks on the local network (08:00 to 09:00 hrs and 17:00 to 18:00 hrs), and the daily flows refer to a 12-hour period (07:00 – 19:00 hrs).

Table 6.1
Total Person Trips for Development (per unit)

Total Person Trips	AM		PM		Total	
	In	Out	In	Out	In	Out
Per Dwelling	0.332	0.818	0.562	0.320	4.27	4.39

6.7 Hence with a development of some 65 units, the total person movements can be shown at Table 6.2 below.

Table 6.2
Total Person Movements (per unit)

Total Person Trips	AM			PM			DAILY		
	Arr.	Dept.	2-way	Arr.	Dept.	2-way	Arr.	Dept.	2-way
Housing	22	53	75	36	21	57	278	285	563

6.8 The transport strategy for the site aims to reduce the need to travel and encourages the use of alternative, more sustainable modes of transport. The modal splits outlined in the following table show the percentages that were applied to the total person trip generation and represent the base modal splits at the development where no improvements are evident.

6.9 The modal split information for the development has been extracted from two key sources of base data which have been used for this Assessment, the 2011 home to work Census and TEMPRO from the DfT.

6.10 The Census data is biased towards car driver trips as it is based purely on commuter trips to work. In contrast the data contained within TEMPRO is based on travel diaries for many trip purposes and is able to produce modal shares for all trip types. In theory, TEMPRO should provide the most reliable mode share predictions in most cases, although the 2011 Census is often used as this produces a "worst case" scenario.

6.11 The 2011 Census modal shares have been used for residential trips. Table 6.3 shows a summary of the base modal splits for the Verwood area in 2011.

Table 6.3
Base Modal Split

Mode	Residential Modal Splits
	Peak Hours
Walk	4.93%
Bicycle	1.47%
Bus	2.39%
Train	
Car Driver	74.23%
Car Passenger	

6.12 The modal splits given in the table above can be used to determine the number of vehicles that would be generated by the site and the table below summarises the vehicle trip generation of the site based on the base modal splits.

Table 6.4
Predicted Base Vehicle Trip Generation

Total Person Trips	AM		PM		Total	
	In	Out	In	Out	In	Out
Housing	16	39	27	16	206	212

6.13 In reality, it is likely that the access strategy of the development will result in increased use of sustainable travel modes. The rates of sustainable travel mode usage would be expected to increase as the access strategy and Travel Plan for the development become more established.

6.14 The measures set out in the Travel Plan (TP) need to be considered in terms of their effect on the base modal splits. This includes adjustments for:

- Personalised Travel Planning
- General locations of Primary and Secondary Education facilities;