

# STRIDE TREGLOWN

# DORSET INNOVATION PARK LOCAL DEVELOPMENT ORDER: STATEMENT OF REASONS

FEBRUARY 2019

ADOPTED VERSION



DORSET INNOVATION PARK

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FILE	<b>151671_T_ADOPTED LDO SoR</b>	
PROJECT	<b>Dorset Innovation Park LDO</b>	
CLIENT	<b>Purbeck District Council</b>	
STRIDE TREGLOWN JOB No.	<b>151671</b>	
PREPARED BY	CHECKED BY	
<b>MH/GKS/IC/PS</b>	<b>GKS</b>	
DATE	REVISION No.	
<b>11.02.2019</b>	<b>7</b>	

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SOLENT  
BATH  
PLYMOUTH  
TRURO

## SERVICES

ARCHITECTURE  
INTERIOR DESIGN  
BIM AND DIGITAL DESIGN  
SUSTAINABILITY DESIGN  
MASTERPLANNING AND URBAN DESIGN  
LANDSCAPE ARCHITECTURE  
TOWN PLANNING  
BUILDING SURVEYING  
HISTORIC BUILDING CONSERVATION  
PROJECT MANAGEMENT  
PRINCIPAL DESIGNER  
GRAPHIC DESIGN

## SECTOR EXPERTISE

OFFICE AND WORKPLACE  
TECHNOLOGY AND INNOVATION  
EDUCATION  
STUDENT LIVING  
HOTELS AND LEISURE  
RESIDENTIAL  
SENIOR LIVING  
DEFENCE  
CIVIC, COMMUNITY AND CULTURE  
HEALTHCARE  
RETAIL  
TRANSPORT

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## **General Note**

The Dorset Innovation Park Local Development Order was adopted by Purbeck District Council on the 19th December 2018. From the 1st April 2019, a merged Dorset Council will subsume the planning and other functions as previously undertaken by Purbeck District Council. As such, references made throughout this document to Purbeck District Council will be taken to mean Dorset Council following changes to Local Government reorganisation in April 2019.

## Foreword



**Councillor Gary Suttle**  
Leader of the Council

Dorset Innovation Park near Wool is Dorset's second largest strategic employment site and is an advanced engineering and manufacturing cluster of excellence for the South West, building on strengths in aerospace, marine, defence and energy technology. The site is being recognised as a major focus for the economic regeneration of South Dorset and achieved Enterprise Zone status from 1st April 2017. A vital stimulus for employment, by offering attractive Enterprise Zone benefits such as business rate reduction, simplified planning, and full fibre broadband as well as enabling the re-investment of new business rates generated on the site.

Purbeck District Council has led on the development of a Local Development Order (LDO) for this site as a means of simplifying the planning process whilst developing the sites identity and sense of place. The aim is to create an exciting environment in which people will enjoy working and benefit from its unique qualities and where appropriate businesses will be likely to invest and grow. We believe that an LDO will be a unique selling point for the site, reducing risk for developers and enabling appropriate development to proceed expeditiously

thereby creating quality jobs and boosting the local economy. This will address two of the Council's corporate priorities of improving the local economy and infrastructure and protecting and enhancing the local environment.

The LDO and the suite of associated technical documents is the outcome of eight months of intensive consultancy work led by consultants Stride Treglown and their sub consultants Tyler Grange and Hydrock.

The development of the LDO has been overseen and agreed for submission by the Enterprise Zone Management Board comprising representatives from partner organisation the Dorset Local Enterprise Partnership, Dorset County Council and Purbeck District Council as well as representatives from on site businesses.

The LDO once approved will grant permission for the type of development specified in the LDO. For development proposals within the scope of the LDO, formal planning applications would not be necessary. Once agreed the procedure will be considerably simplified whereby a bespoke Pre-Development Notice and submission is checked against the LDO and its conditions and if compliant consent will normally be issued within 28 days of the Notice being submitted.

## Executive Summary

### Background

The Dorset Innovation Park Enterprise Zone covers 56 hectares of designated employment land.

The purpose of the Dorset Innovation Park Enterprise Zone is to stimulate business growth by becoming a catalyst for enhanced economic growth through the creation of highly skilled jobs, the unblocking of employment land, and the encouragement of investment into the area. The Enterprise Zone will provide businesses with financial incentives in the first five years' of occupation, if that occupation commences before 31 March 2022, and simplified planning to assist with development.

To achieve this Dorset Innovation Park Enterprise Zone Management Board (EZMB) has the following strategic objectives for the Enterprise Zone:

- To regenerate the economy of South Dorset by creating a sector focus in an advanced engineering and manufacturing cluster of excellence that builds upon existing strengths in marine, defence and energy in the local area and across the sub-region;
- To encourage target sector businesses together with their associated supply chains on site;
- To strengthen links to other hubs of advanced engineering in neighbouring local enterprise partnership areas;

- To support Dorset Local Enterprise Partnership's (DLEP) main economic priorities;
- To make the Dorset Innovation Park Enterprise Zone a thriving and successful place where businesses can achieve their potential;
- For the Dorset Innovation Park Enterprise Zone to become an exemplar development of the first fully decommissioned nuclear site in the United Kingdom;
- Coordinating development at the Enterprise Zone with other Dorset LEP Strategic site priorities;
- Coordinating skills and training investment at the Enterprise Zone; and
- Coordinating commissioning of highway infrastructure improvements with local highway authority.

### **Target Sectors for the site**

The Dorset Innovation Park Enterprise Zone vision is themed upon developing a site for advanced engineering and manufacturing businesses. The target sectors for the enterprise zone are:

- Advanced engineering and manufacturing
- Defence

- Marine
- Energy
- Cyber security

### **Other acceptable uses**

- Companies providing products or services in the direct supply chain of companies within the Enterprise Zone target sectors.
- Companies whose primary focus is to provide support activities to businesses within the Enterprise Zone target sectors. This can include financial, insurance, legal, accountancy, management and consultancy activities.
- Education, training, research and development facilities where the primary purpose is to support learning, innovation, knowledge transfer and growth across the Enterprise Zone target sectors.

### **Growth test**

Businesses that have demonstrated that they meet the Dorset Innovation Park Enterprise Zone target sectors but are already located within Dorset, will need to demonstrate that they are unable to accommodate their growth requirements on their current site, by virtue of space, utilities or other infrastructural constraints.

### **Process for applying to relocate to the Dorset Innovation Park**

In the first instance contact should be made with the Enterprise Zone Manager or Marketing agents to discuss whether a business meets the enterprise zone requirements. The officers from partner organisations (Purbeck District Council/Dorset County Council/Dorset Local Enterprise Partnership) will make the final decision on whether a business meets the requirements within 10 working days of receipt of a valid application. At the discretion of partner organisations, applications which do not fully comply with the occupation policy, but otherwise have merit, may be passed to the Enterprise Zone Management Board (EZMB) for a decision.

### **Appeal**

In the event that a business proposal is rejected by the partner organisation to relocate to the site, the business will have the right of appeal to the EZMB where the decision will be made at the next board meeting. The decision of the board will be final with no right to further appeal.

### **LDO Status**

This LDO Statement of Reasons document is the **Adopted Version**, following adoption of the LDO by Purbeck District Council on 19th December 2019.

# 1.0 INTRODUCTION



FIGURE 1: SITE LOCATION PLAN.

## **The purpose of a Local Development Order**

The purpose of this LDO is to enable a mix of advanced engineering, defence, marine, energy, cyber security and other uses which fall within Use Class B of the Town and Country Planning (Use Classes) Order 2015 to come forward across the site to create a vibrant, successful and sustainable Innovation Park.

The LDO is intended to be in place for up to 25 years. This reflects the duration of the Enterprise Zone which was designated in April 2017 and which covers an area larger than the Enterprise Zone (see figure 2). The LDO will give greater confidence to funders and occupiers to invest in the site and bring forward employment opportunities and generate new jobs.

The LDO will simplify planning controls to give greater flexibility for the Council to work with partners to develop new premises and facilities or adapt existing premises, with maintaining a successful and diverse mix of employment uses in line with broader Enterprise Zone and economic objectives.

Development is only permitted under the LDO where the Council is satisfied that it is in accordance with the permitted uses, development parameters and conditions as defined within the LDO.

Development proposals which are not in accordance with the LDO will be determined in accordance with adopted planning policies unless material considerations indicate otherwise. Such applications will not benefit from the expedited processes facilitated by the LDO.

## **Site Location & Context: The LDO area**

The LDO area is defined on 151671\_PL\_001 Site Location Plan. This area measures approximately 40 ha in total.

The LDO area contains a number of development plots; these are the subject of general parameters and conditions as set out within the LDO and the Design Guide.

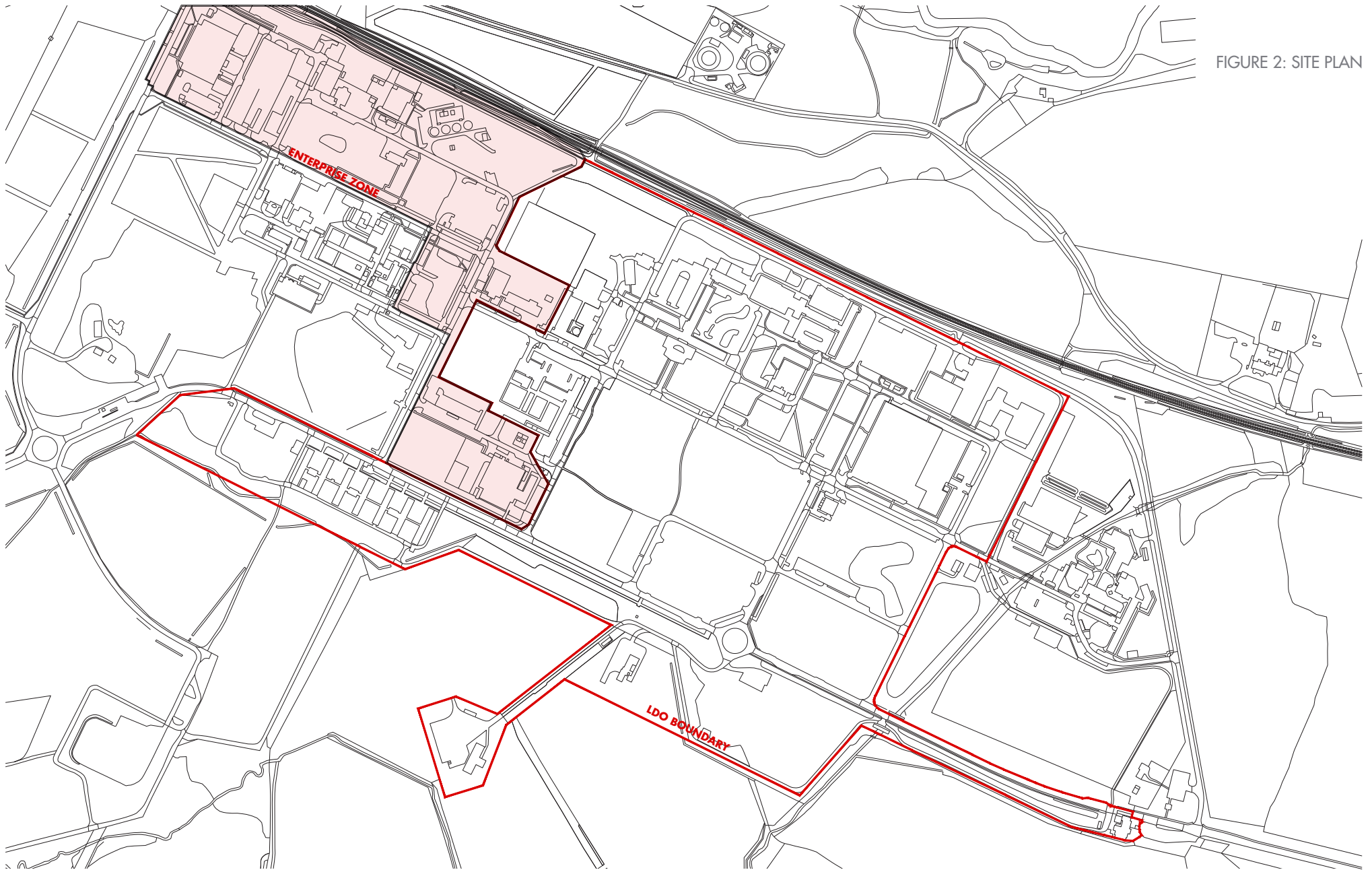


FIGURE 2: SITE PLAN

### **Core Objectives & Economic Drivers**

As noted, the purpose of the LDO is to drive the delivery of a mix of advanced engineering, defence, marine, energy, cyber security and other related uses, the outcome of which will be to create a vibrant, successful and sustainable Innovation Park.

In doing so, delivery will make a significant positive contribution to the economic performance of the local and wider sub-regional area. With specific regard to the Council, development across the LDO and Enterprise Zone area will make a positive contribution to Local Plan targets for the delivery of employment land, accommodating up to 1,500 jobs and representing the 2nd largest employment land allocation in the County.

Integral to the wider Statement of Reasons, the following detail establishes the economic context for development.

### **ECONOMIC STATEMENT SUMMARY**

Local planning policy, both adopted and emerging, indicates that Dorset Innovation Park is the primary site for employment land within Purbeck. The LDO will unlock investment into the area that will result in significant economic benefits, in terms of job creation and local expenditure. The potential economic benefits are summarised below:

#### **Short Duration effects (Construction activities)**

- Creation of 110 FTE jobs per annum.
- Additional total annual salaries of £3.5m per annum;
- Construction value of £144.1m

#### **Long duration effects (Operational phase, when fully developed)**

- Accommodating of c1,540 FTE jobs (across the LDO site at its "end state");
- Accommodating of c1,165 net additional FTE jobs across the LDO site over and above estimated levels in April 2017.
- Approximately 52,355m<sup>2</sup> of net new employment floor area, suitable for a range of activities
- Annual salaries of £53.8m per annum;
- Indirect spending of £4.8m per annum

#### **Enterprise Zone Benefits**

- Additional business rate income of £22m;
- Land value uplift of £9.25m;
- Up to 5 years of business rate relief where eligible before end of March 2022 (up to £275,000 subject to eligibility);



- Business rate discounts potentially totalling £4.1m;
- Public sector investment in 1,800m<sup>2</sup> of new workspace units totalling £2.5m in 2017/18;
- Private sector investment in 2,200m<sup>2</sup> production facility in 2017/18; and
- Future investment of £3.3m (over the next 3 years).

The estimated “end state LDO” full time equivalent job generation figure is lower than previous published Homes and Communities Agency figures for the whole of the Enterprise Zone (c2,000 FTE jobs) for the following reasons:

a) A reassessment of the likely office demand (high employment density) versus light industrial, general industrial and storage and distribution uses (these tending to generate lower employment densities per m<sup>2</sup> of floor area).

b) That approximately 20% of the Enterprise Zone falls outside the LDO boundary and is subject to ongoing decommissioning activities. This area offers the potential for additional development and long term job generation.

c) The importance of, and opportunities created by a concept masterplan layout and which, in conjunction with Natural England requirements, uses the unique environmental (botanical) setting to shape a place making strategy focussed upon a central Parkland has informed development plot boundaries and a distribution of floor area across the LDO site. This has generated a reduction in floor area compared to previous masterplan proposals. One potential development scenario highlighting the distribution of buildings and floor area is shown on the Illustrative Masterplan Appendix 1 to this Statement of Reasons.

The delivery of the LDO proposals (as indicated in the Illustrative Masterplan) would therefore make a contribution towards the employment targets set out for the wider Dorset area and contribute towards the policy objectives for this area set out in regional and local level planning policy. This additional number of FTE jobs is considered a long-term benefit of moderate significance at a district level.

On this basis the economic benefits outlined above are a significant material consideration in respect of the acceptability of the proposed development. The proposals comply with both local and national policy by promoting diverse, economic development which will boost the local economy and lead to local job creation.

It is important to note that the area the subject of this Economic Statement is limited to the LDO boundary. The LDO area extends to approximately 80% of the Dorset Innovation Park Enterprise Zone and therefore long term benefits secured within the wider area are excluded within this assessment.

# 2.0 PLANNING CONTEXT

The site is designated as an Enterprise Zone to promote specific development and as such development proposals are afforded some level of support. However, it remains important to ensure that the specific development proposed for the site generally accords with the wider planning policy context. The following sections consider policy at the local and national scale.

## **The Development Plan**

With a site specific policy promoting employment development at the Dorset Innovation Park, and supported by a positive approach to employment and economic growth as set out in National Planning Policy Guidance, the planning policy framework against which the LDO will be considered is positively inclined towards the uses the Council wish to promote within the site. The details, parameters and conditions to be imposed within the LDO will be informed by general and design policies as set out in the Development Plan.

The Development Plan consists of the Purbeck Local Plan Part 1 (PLP1), adopted November 13th 2012. The Purbeck Local Plan Part 1 sets out the strategic vision and policies for Purbeck for the period 2006-2027. The following policies are relevant to the proposals.

## **Purbeck Local Plan Part 1**

**Policy SD - Presumption in Favour of Sustainable Development** confirms that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

**Policy LD - General Location of Development** details the settlement hierarchy for the District. The site lies outside any defined settlement boundary however an exception is made for existing employment sites that do not fit within this hierarchy, yet remain a focus for new employment growth, such as Dorset Green (Dorset Innovation Park).

**Policy ELS - Employment Land Supply** confirms that provision will be made for a minimum 11.5 Hectares of employment land over the plan period 2006-2027. New employment development will be focussed at the most sustainable locations in accordance with Policy LD - General Location of Development and existing employment sites that do not fit within the settlement hierarchy such as Dorset Green (Dorset Innovation Park).

**Policy SW - South West Purbeck** sets out the vision for this part of the District. New employment development will be focused at Dorset Green (Dorset Innovation Park) to provide both local and wider job opportunities, supported by improved public transport links with Wool. The existing allocation will be safeguarded on the Proposals Map and reviewed through the partial review of the Local Plan, Site Allocations Plan or a neighbourhood plan.

**Policy CO - Countryside** explains the development strategy for proposals outside of the settlement boundary. The policy permits employment uses that would intensify or expand an existing employment site.

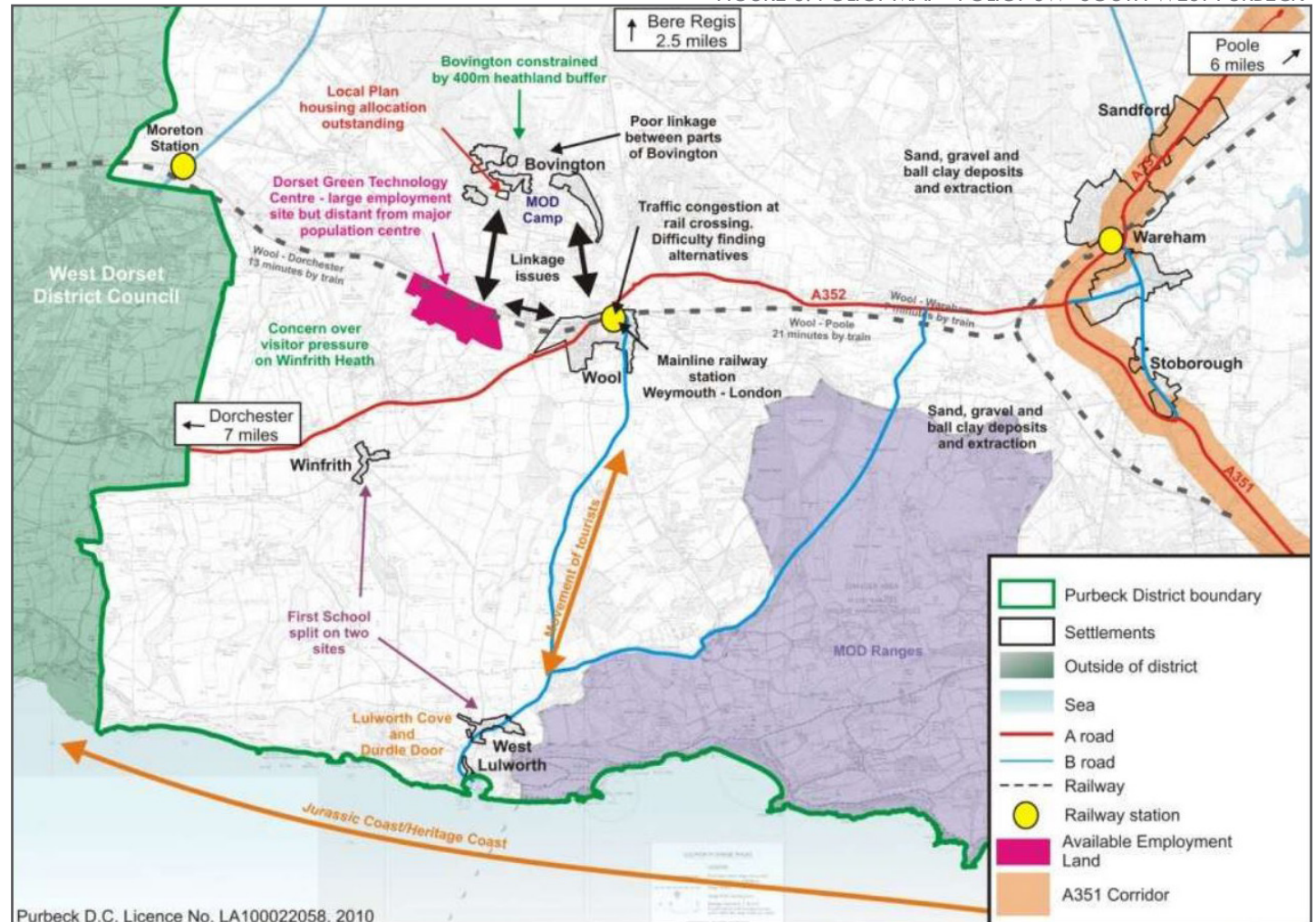
**Policy E - Employment** states that all new employment uses must be accessible by sustainable transport modes. Sites over 0.5 Hectares will be required to implement sustainable Travel Plans. Planning applications for office development over 1,000sqm will need to submit a retail impact assessment prepared in accordance with national guidance.

**Policy BIO - Biodiversity and Geodiversity** seeks to protect Purbeck's biodiversity and geodiversity. New development will need to ensure that there are no adverse effects upon the integrity of European protected sites and SSSI's and should incorporate any opportunities for biodiversity in and around the development.

**Policy DH - Dorset Heaths International Designations** states that development will not be permitted unless it can be ascertained that it will not lead to an adverse effect upon the integrity of the Dorset Heath's International designations. This policy has been superseded by the Dorset Heathlands Planning Framework 2015-2020 SPD which took effect on 19th January 2016.

**Policy GI - Green Infrastructure, Recreation and Sports Facilities** requires major employment sites to contribute towards the delivery of significant areas of new green infrastructure and the management of a connected, coherent and functional network of new and enhanced green spaces corridors and public rights of way in accordance with the Green Infrastructure Strategy standards.

FIGURE 3: POLICY MAP - POLICY SW 'SOUTH WEST PURBECK'



**Policy FR - Flood Risk** confirms the thresholds for the preparation of a Flood Risk Assessment. In Flood Zone 1, and FRA will be required for planning applications with a site area under 1 Hectare that;

- Will alter the natural state of surface water run-off; or
- Are located in areas where there is known to be localised flooding, or a drainage problem as set out in the SFRA maps; or
- Are located in areas below 3.55 metres above ordnance datum; or
- Are located in areas below 6 metres above ordnance datum and are within 50 metres of the coast.

**Policy D - Design** details the design requirements for the District. The Council will expect proposals for all development to;

- Positively integrate with their surroundings;
- Reflect the diverse but localised traditions of building material usage found across the District;
- Avoid and mitigate effects of overshadowing, overlooking and other adverse impacts including light pollution from artificial light on local amenity;
- Demonstrate support for biodiversity through sensitive landscaping and through in-built features, which provide nesting and roosting

facilities for bats and birds;

- Reflect the good practice advice, including appropriate densities, contained in District design guidance including townscape character assessments.
- Reflect good practice guidance contained in the Dorset and New Forest Contaminated Land Consortium of Local Authorities' planning advice note 'Development on Land Affected by Contamination';
- Demonstrate a positive approach to delivery of sustainable development objectives through site layout and building design, which should be as comprehensive as other policies and criteria allow;
- Demonstrate that every effort has been or will be made to achieve a significant carbon reduction in all new built development, at least matching the national targets set out in 'Building a Greener Future' and by the Building Regulations;
- Achieve a score of at least 14 points ('gold' or 'silver' standard) measured against 'Building for Life' standards where development consists of ten or more dwellings;
- Achieve a BREEAM 'Very Good' rating or higher for new build non-domestic development up to 1,000m<sup>2</sup> (net) floor space, and as a minimum a BREEAM 'Excellent' rating for larger developments. Where viability constraints of the proposal would preclude the additional costs of achieving an 'excellent' rating the onus will be

upon the applicant to demonstrate this (using an open book method if deemed necessary by the Council, the independent verification of which the applicant will be expected to fund).

Since adopting Policy D of the Local Plan, the Council has commissioned a viability assessment by Andrew Golland dated September 2012 in respect of the proposed introduction of a community infrastructure levy. The viability assessment indicated the marginal or lack of viability of commercial schemes at the time. Since 2013 Purbeck District Council has not insisted on compliance with the BREEAM requirements of the policy and have accepted individual viability assessments to evidence why BREEAM "very good or higher" compliance should not be required.

### **Purbeck District Design Guide Supplementary Planning Document (SPD)**

The SPD was adopted by Purbeck District Council as a Supplementary Planning Document on 14th January 2014. It provides an overview of the design principles that should be applied in devising many common development proposals. The four key aims of the guide are;

- To promote the highest standard of design in all types of development;
- To provide a 'good practice' benchmark to guide prospective developers;
- To assist in the assessment of planning proposals; and

- To help deliver a more attractive and sustainable environment in Purbeck

Whilst there is no specific guidance within the document relating to scale, mass and form, proposals should ensure that a harmonious relationship with neighbouring buildings, spaces and streets is achieved.

### **National Planning Policy Framework (July 2018)**

The National Planning Policy Framework (NPPF) was revised in July 2018 and forms a material consideration in the determination of planning applications. It provides the Government's planning policies and is augmented by Planning Practice Guidance (PPG).

At the heart of the NPPF is a presumption in favour of sustainable development, which it says should be pursued in a positive way with implications for both plan-making and decision-taking.

The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development, which includes three dimensions – economic, social and environmental. It notes that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

### **Promoting economic growth**

Paragraph 8 of the NPPF acknowledges that “the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways: economic, social and environmental.

“an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”.

While the NPPF makes it clear that that the objective should be delivered through the preparation and implementation of plans and the application of the policies in NPPF and is not something against which every decision can or should be judged.

The NPPF states the planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt and places ‘significant weight’ on ‘the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development’ (NPPF, paras 80 and 82).

### **Transport, Access and Movement**

Section 9 of the NPPF include multiple references to transportation, access and movement, with a particular emphasis on sustainable travel and travel planning as a means of managing parking demand, improving air quality and promoting appropriate alternatives to the private car.

Paragraph 108 refers to assessing development sites using the following criteria:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

### **Design**

Section 12 of the NPPF refers to achieving well designed places and identifies the creation of high quality buildings and places as being ‘fundamental to what the planning and development process should achieve’ and notes that ‘Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities’ (para 124).

Para 119 of the Revised NPPF addresses the need for a positive approach to bringing forward development opportunities. It states that “Local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes.”

### **Nature and Ecology**

In the context of an LDO securing the principle of development, paragraph 175 of the revised NPPF is material to the LDO proposals. This states that:

“When determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should

not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons<sup>58</sup> and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.”

### **Climate Change**

Paragraph 150 of the Revised NPPF addresses the need to consider the impact of climate change. This states that:

“New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements

for the sustainability of buildings should reflect the Government’s policy for national technical standards.”

### **Drainage and Flooding**

Paragraph 162 of the revised NPPF addresses the basis of allocated sites for development and the need to ensure that development proposals are thoroughly assessed. This states:

“Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. However, the exception test may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the planmaking stage, or if more recent information about existing or potential flood risk should be taken into account.”

## **The Legislative Framework Governing The LDO Process**

Introduced through the Planning and Compulsory Purchase Act 2004, Local Development Orders grant planning permission, subject to conditions, for a specific form or type of development within a defined boundary.

These powers were amended by section 108 of the Planning Act 2008 and in June 2009 detailed provisions relating to LDO's were set out in Sections 61a to 61 and Schedule 4a of the Town and Country Planning Act 1990 (as amended) and article 38 of the Town and County Planning (Development Management Procedure) (England) Order 2015, as amended (the "DMPO"). The DMPO came into force in April 2015 as a consolidation of the Town and County Planning (Development Management Procedure) Order 2010 and instruments that have amended that Order.

The Growth and Infrastructure Act 2013 removed the requirement to formally consult the Secretary of State prior to adoption. This enabled Local Planning Authorities to approve an LDO immediately after reviewing the results of local consultations. This was replaced by a requirement to notify the Secretary of State, via the National Planning Casework Unit, as soon as practicable after adoption.

## **Environmental Impact Assessment Regulations**

A request for Purbeck District Council, as the relevant planning authority, to adopt an Environmental Impact Assessment Screening Opinion was made on 18th May 2018. This was submitted in accordance with the provisions of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

The request presented details of the proposed development together with a baseline position for each relevant discipline. Where necessary, details of any required mitigation, to be embedded within the masterplan/development plots (and thus secured/controlled via the Design Guide), was set out.

A copy of the Screening Opinion Submission is submitted under separate cover (Appendix 2a).

The Council responded on 21st June 2018 (ref EA1/201820002) to confirm that the development proposals do not constitute EIA development.

A copy of the Council's adopted Opinion is presented at Appendix 2b.

# 3.0

## EVIDENCE BASE

The development of the LDO has been informed by a range of technical assessment work and supplemental studies which has been used to inform the final design outputs. These comprise of the following:

### Design Principles and Guidance

1. Site Analysis Report addressing site analysis and opportunities/constraints
2. Illustrative masterplan (contained within this Statement of Reasons and the Design Guide)
3. Design Guide which establishes a vision for the overall development, including:
  - key strategies/parameters for matters such as movement, building heights, plot uses etc
  - character areas to guide on a range of matters, including protection of sensitive receptors from light intrusion or inappropriate development
  - plot by plot design guidance, including in respect of matters such as building location, entrance points, signage etc

Author	Document Title	Date	Doc. Ref.
<b>STRIDE TREGLOWN</b>	Local Development Order: Statement of Reasons	11th February 2019	151671_T_DIP_190211_Final DIP LDO SoR v7
	Design Guide (Parts 1-4)	7th December 2018	151671_Design Guide_Parts 1-4_Rev6
	Design Guide Appendices	7th December 2018	151671_Design Guide_Appendices_Rev6
	Economic Statement	8th February 2019	151671_r01_190208_Economic Statement v6-Issued
	Statement of Community Involvement Part 1	31st July 2018	180731-T-LDO-SOCI-FINAL-COMBINED
	Statement of Community Involvement Part 2	30th October 2018	181030-T-LDO-SOCI-Part II-Rev C
	Statement of Community Involvement Appendices	30th October 2018	181030-T-LDO-SOCI-Part II-Appendices-Rev C
<b>TYLER GRANGE</b>	Landscape & Visual Impact Assessment	28th September 2018	11286_R01b_LVIA_JC_HB_28092018
	Landscape & Ecological Management Plan (LEMP)	5th December 2018	11286_R03g_LEMP_HM_MM_051218
	Construction & Environmental Management Plan (Biodiversity)	5th December 2018	11286_R06c_CEMP (Biodiversity)_HM_MM_051218
<b>HYDROCK</b>	Flood Risk Assessment	13th November 2018	HYD-Flood_Risk_Assessment_13 Nov 18
	Supplementary Ground Investigation	21st November 2018	HYD-Supplementary_Ground_Investigation_21 Nov 18
	Transport Assessment	19th November 2018	HYD-Transport_Assessment_19 Nov 18
	Air Quality Assessment	21st November 2018	HYD-Air_Quality_Assessment_21 Nov 18
	Energy Statement	13th November 2018	HYD-Energy_Statement_13 Nov 18
	Lighting Impact Assessment	12th November 2018	HYD-Lighting_Impact_Assessment_12 Nov 18
	Noise Impact Assessment	11th July 2018	HYD-Noise_Impact_Assessment_11 Jul 18
	Framework Site Wide Travel Plan	31st July 2018	HYD-Framework_Site_Wide_Travel_Plan_31 Jul 18
	Utilities Statement	2nd August 2018	HYD-Utilities_Statement_2 Aug 18
	Daylight & Sunlight Assessment	1st August 2018	HYD-Daylight_and_Sunlight_Assessment_1 Aug 18
	Development Drainage Strategy	2nd August 2018	HYD-Development_Drainage_Strategy_2 Aug 18
	Wool STW Odour Impact Assessment	8th February 2019	HYD-Wool_STW_Odour_Impact_Assessment_8 Feb 19
	Natural Environment Team Biodiversity Mitigation Plan	30th July 2018	TG11286_Biodiversity Mitigation Plan form v3 2017_Final 05.12.18



# 4.0

## PUBLIC CONSULTATION & ENGAGEMENT

### **Legislative requirement**

It is a requirement that LDO's are the subject of local consultation. LDO consultation procedures are set out in article 38 of the Town and Country Planning (Development Management Procedure) Order 2015.

Consultation must include any person with whom the Local Planning Authority would have been required to consult on an application for planning permission for the development proposed to be permitted by the LDO.

Prior to the statutory consultation process required by article 38 of the Town and Country Planning (DMPO 2015), public consultation has been undertaken by the Council.

Those statutory consultees listed in article 38 of the DMPO (Development Management Procedure Order) have been consulted. Following a review of the representations received, it was concluded that the fundamental principles of the Local Development Order were not required to be

modified. Through the post-submission period, and prior to adoption, the Council and its consultants team worked with statutory agencies to ensure appropriate environmental and amenity safeguards were captured and embedded within the Order, the parameters table and in the drafting of conditions as set out in Section 6 of this Statement of Reasons.

Details of these and other stakeholders consulted prior to issuing of the LDO Draft in August, as well as stakeholder and public engagement in the post-submission period are presented in the accompanying Statement of Community Involvement (SoCI). The SoCI is comprised of two parts: Part 1 Pre-application and Part 2 Submission Stage.

# 5.0

## The Basis of the Local Development Order

### The LDO area

The LDO site area covers some 40ha (the area of the LDO), 35ha of which is developable, on the site of the former Winfrith nuclear test site.

It is centrally located situated within south Dorset, approximately one mile to the west of Wool. The site has access from the A352 which is a main route connecting the towns of Wareham and Dorchester. The Poole/Bournemouth conurbation is situated approximately 20 miles to the east. Wool has the benefit of a main line rail station (South Western Railway London Waterloo to Weymouth line).

### LDO “Concept Masterplan” Summary

In accordance with the LDO Regulations, the basis of the development is set out within the LDO, and development schemes which are aligned with the parameters and conditions set out in the LDO should be expediently considered by the Local Planning Authority within the timescales laid out by statute.

The Dorset Innovation Park LDO is supported by an Illustrative Masterplan. This is presented at Appendix 1, together with a Schedule of Accommodation. This presents one scenario whereby an appropriate mix of uses could be delivered across the site in accordance with the parameters set out within the LDO. Other general arrangements are capable of

being developed, so long as the impact thresholds tested to underpin the LDO are not breached, or where appropriate mitigation measures can be demonstrated to avoid adverse impacts being generated.

In order to present a transparent narrative which underpins the illustrative masterplan, presented below is a summary of the approach and fundamental principles of development which have helped to inform the drafting of the LDO, Parameters and Conditions.

The proposals for the Dorset Innovation Park seek to provide an attractive employment environment that is appropriately set within the wider Dorset landscape. Dorset Innovation Park proposals are designed to appeal to as many companies, owner-occupiers and investors as possible in the Enterprise Zone’s target markets of Advance Manufacturing and Engineering, Marine Technology, Energy, Defence and Cyber Security.

The masterplan proposes a flexible development framework comprising a series of sub-divisible development plots that are joined together by a unifying landscape. Dorset Innovation Park will become a place with its own distinct character that will appeal to new and current tenants, including their employees. This will become a place where people want to work.

The legacy of the site’s previous use as a nuclear research facility is an extensive utilities infrastructure that makes this site ideal for employment purposes. The concept masterplan identifies a series of access, utilities and landscape strategies that have been strongly influenced by what currently exists across the site. As a result, the concept masterplan revolves around both the existing landscape features (including acid grassland, water bodies and native tree groups) and the road network. The unifying parkland that connects all the development plots together serves a number of functions.

Firstly, it provides an attractive environment for tenants to look out onto, and to enjoy for both relaxation and more active pursuits. Secondly, it will help with wayfinding by opening up key views to each development plot. Finally, it forms part of the ecology strategy for the site by providing a variety of areas for different types of biodiversity, including areas of retained or translocation acid grassland and enhancing marginal planting around the existing pond. The existing landscape around the southern boundaries, alongside that within the parkland itself, will be reinforced with new tree planting to mitigate long distance views into the site from the elevated parts of the AONB to the south.

In order to create the right type of collaborative environment that supports each of the tenants at Dorset Innovation Park, a hub is proposed at the heart of the site. This hub, also referred to as the Nucleus, will be a facility that encourages employers and employees across Dorset Innovation Park to come together to work and socialise together.

Set within the centre of the parkland, the Nucleus will be a prominent facility – both symbolically and visually. In addition to the Nucleus is the Pavilion, a building located close to the lake that will serve a number of collaborative functions, including teaching and training, providing meeting rooms and conferencing facilities.

The locations of these two hubs strategically arranged within the parkland, allows for them to spill out into the parkland and make full use of the landscape. Together, they will enrich the attractiveness of Dorset Innovation Park for both the tenant companies and for the employees. They both have the potential to expand over time to reflect the changing dynamic generated by Dorset Innovation Park when sites are developed and the on-site workforce and visitors increase.

The aim of the concept masterplan is to play its part in returning employment numbers for the site back to previous levels of about 2,000 employees. It is important to note that part of the Enterprise Zone is outside the boundary of the LDO. These residual areas will be the subject of normal planning applications (rather than via the LDO process) and it will be both parts of the Enterprise Zone which are expected to generate the cumulative number of jobs referred to above.

The masterplan concept allows for a total of 75,210m<sup>2</sup> of floor space across the site. This comprises:

- The retention of approximately 22,855m<sup>2</sup> of existing floor space
- The provision of approximately 52,355m<sup>2</sup> of new floor space.

The majority of the overall floor space that will exist across the site at the end of the LDO timeframe (25 years) will be for employment uses, and is made up of the following mix:

- 70% = B1 Business (including B1(a) Offices, B1(b) Research and Development, and B1(c) Light Industrial)
- 15% = B2 General Industrial
- 10% = B8 Storage and Distribution
- 5% = Other uses for social, collaborative, training and learning purposes (including Use Class D1 operational) to serve the B1, B2 and B8 uses identified above.

The aspiration is for Dorset Innovation Park to become a place where new hi-tech ideas and technologies are created, tested and developed. It will be a place for research and innovation. As a result, the provision of B1(a) office space throughout Dorset Innovation Park will be limited to a maximum of just 10% of the total masterplan floor space (i.e. less than 15% of the total B1 Business use), and its provision is intended to support the other employment uses rather than encourage a predominantly office-based Business Park.

Aside from the location of the 5% of other uses (as previously described), the LDO is not prescriptive as to how and where the proposed B1, B2 and B8 uses are distributed around Dorset Innovation Park. However, the concept Masterplan, and Land Use parameter plan presented in the Design Guide, demonstrates the opportunities which can be generated by encouraging uses which have an increased propensity to require HGV traffic and/or noise to be located around the southern and western edges of the site. This will help minimise activities that could be disruptive to the character of the central parkland.

To support this, the vehicular access strategy for the site promotes Monterey Avenue and Oak Road as primary routes, linking the Gatehouse in the southeast with a new short section of road in the north-western corner of the site. This will allow for long term access into the extended Enterprise Zone area further to the north-west, which does not form part of the illustrative masterplan. Access into each development plot will be from the primary routes, which will help to simplify wayfinding for both regular and infrequent visitors.

Building heights across Dorset Innovation Park will be relatively low with the majority of buildings providing either 1 or 2 levels of floor space. However, it is envisaged that the majority of single storey buildings will be double height volumes to reflect the B1(b), B1(c), B2 and B8 types of activities being promoted for Dorset Innovation Park. The concept masterplan, and associated Building Heights parameter plan, makes provision for a small number of buildings to be 3 storeys in height.

KEY



The Concept Masterplan revolves around a series of larger plots that can be flexibly sub-divided in any number of ways. Each plot will be expected to provide on-plot landscaping and water attenuation measures that complements the wider strategies for the Park.



The Nucleus. This is a development plot that can provide a mixture of small start-up units and office space, as well as collaborative working, social and meeting facilities serving the whole of the Park. Above this, on upper floors, is the provision for 2 levels of B1 (office) use.



The Pavilion. This is located at the eastern end of the Parkland, and is envisaged to provide flexible space for teaching and training, start-up units, meeting rooms and conference facilities set within the landscape.



A number of existing buildings on the site can be retained and refurbished, or demolished and redeveloped at a later stage.



The Energy Centre. Compartmental/ modular sustainable energy sources that 'grow' in proportion as development across the site occurs.



Landscape setting for use as recreational, wayfinding and ecological purposes. The space contains important acid grassland and other habitats, along with the fauna they support.



Enterprise Zone.



The landscape can also provide space for artistic installations that commemorate the site's rich nuclear history and incorporates existing artwork that is present on the Park.



Existing tree strategy - Native species to be retained and non-natives to be thinned / removed subject to site wide tree management and grassland translocation strategy.



Strengthening of the southern boundaries to reduce the impact new buildings could have on the Dorset AONB.

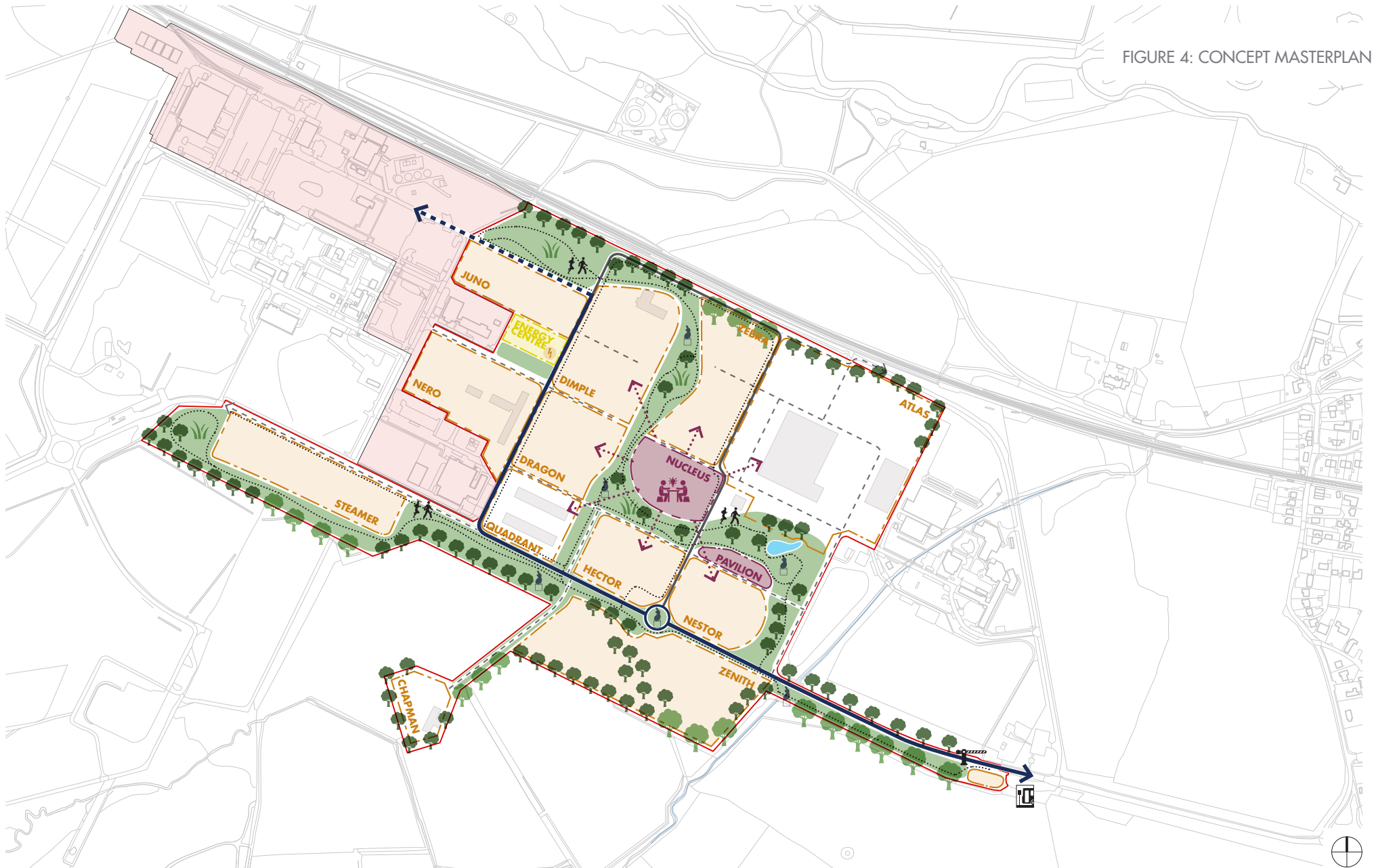


Hierarchy of routes through the site, sticking to the grid arrangement that exists at the moment. Primary routes around the site are shown in dark blue with a dashed dark blue line indicating the future primary route into the Enterprise Zone. The dark grey line indicates loop around the Park. The grey dashed routes provide localised access to individual developments and the dotted routes indicate pedestrian / cycle routes. While the distribution of uses will emerge over time, the design intention has been to concentrate uses that generate higher levels of HGV traffic along the primary routes to the south and west so that regular HGV traffic doesn't cross the central part of the landscape setting.



The existing external road layout and reconfigured gatehouse entrance allows for local buses to serve the Dorset Innovation Park, with sufficient space for buses to turn around at the entrance without entering the Park.

FIGURE 4: CONCEPT MASTERPLAN



**Movement Strategy**

The grid layout of the existing road layout will be rationalised to provide a simpler movement strategy for Dorset Innovation Park. The concept masterplan and LDO seeks to work with the existing network as far as possible, with only minor modifications required to junction geometry. A primary route, also known as the ‘Loop’, provides the main access around the Park. This is accessed via the existing roundabout to the west of the gatehouse, which marks the first major wayfinding point for visitors arriving at Dorset Innovation Park.

A new road is proposed in the north-west corner of Dorset Innovation Park to provide access to local plots and to provide long term access into the remainder of the Enterprise Zone further to the west and when decommissioning activities by third parties beyond the boundary of the current LDO has been completed.

While all roads around Dorset Innovation Park will be accessible for pedestrian and cyclists, the parkland that runs through the heart of Dorset Innovation Park is envisaged to be relatively free from vehicular traffic and will become the main area for pedestrian and cycling movement.

**Plot Identification**

Dorset Innovation Park has been divided into a series of individual development plots that are joined together by a unifying landscape strategy, including the central parkland. There are 14 plots in total, 3 of which are already established (Chapman, Quadrant

and Atlas). Each of these 3 plots contain a building (or buildings) that are expected to be retained in the interim but which could be replaced over the life of the LDO.

Of the 11 new plots, 9 have been identified for new development by potential new investors. These plots can be developed out as single large plots or can be divided into smaller sub-plots depending on the commercial requirements of prospective tenants. This approach gives the Enterprise Zone the greatest degree of long term flexibility.

The remaining 2 development plots are intended to be primarily collaborative in nature, whereby communal facilities are provided to serve all of the individual tenant companies, including elements such as catering, training and conference facilities.

**Land Use Areas**

The LDO seeks to encourage a range of tenants that meet the Enterprise Zone’s target sectors to establish themselves within Dorset Innovation Park. In order to retain the integrity of the parkland that runs throughout Dorset Innovation Park, it is proposed that uses that generate relatively high levels of HGV movements (B2 Industrial and B8 Distribution) are located along the southern and western edges of the site.

The southern and western aspects of the main spine road that connects with Dorset Innovation Park’s entrance will provide the most appropriate HGV access to each of these plots and will help to minimise the number of HGV movements that have to cross the Parkland.

**Key**

-  Primary Roads / Main Spine
-  Proposed Primary Road (providing a future access into the Enterprise Zone)
-  Secondary Roads / The Loop
-  Tertiary Roads / Shared Surface / Pedestrian Priority
-  Shared footpath and cycle route
-  Off-site Access Road
-  Landscape Setting
-  Railway Line
-  Pedestrian Crossing Locations Along Railway
-  Main Site Entrance
-  Service Access Entrance
-  Possible Future Cyclist Entrance

FIGURE 5: MOVEMENT STRATEGY DIAGRAM

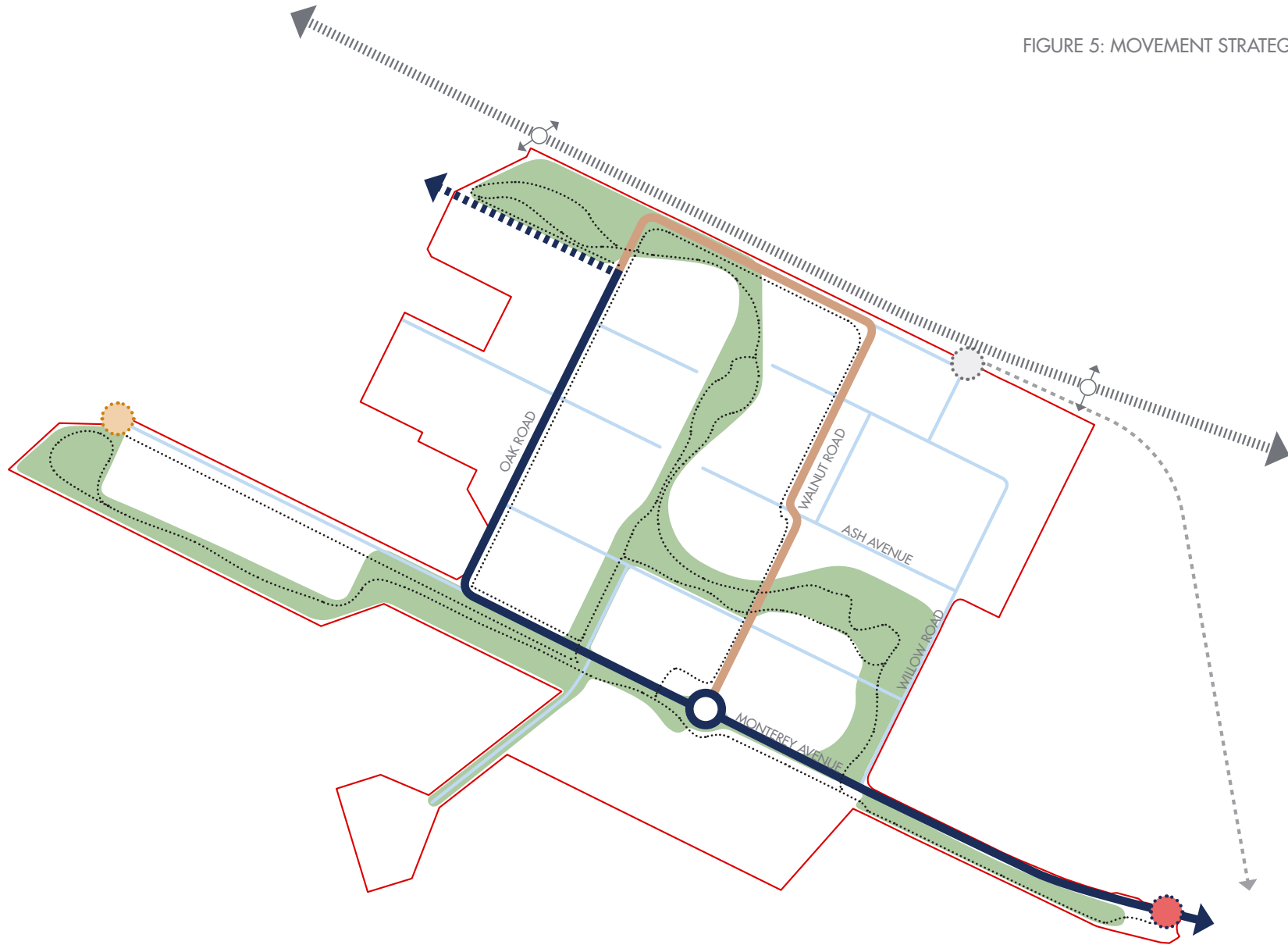


FIGURE 6: PLOT IDENTIFICATION DIAGRAM

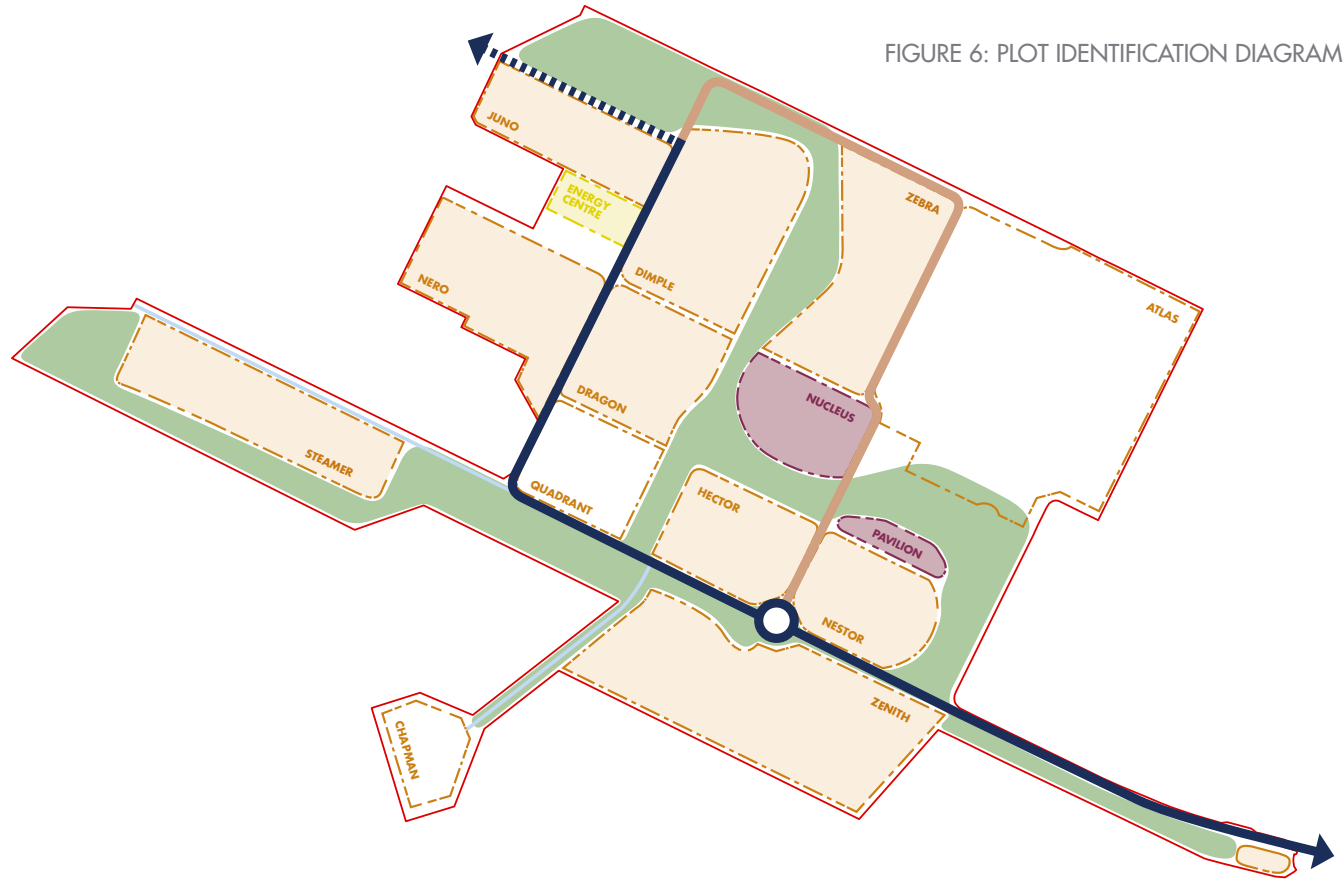
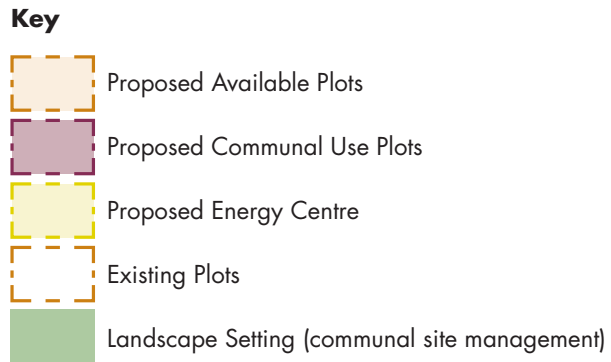
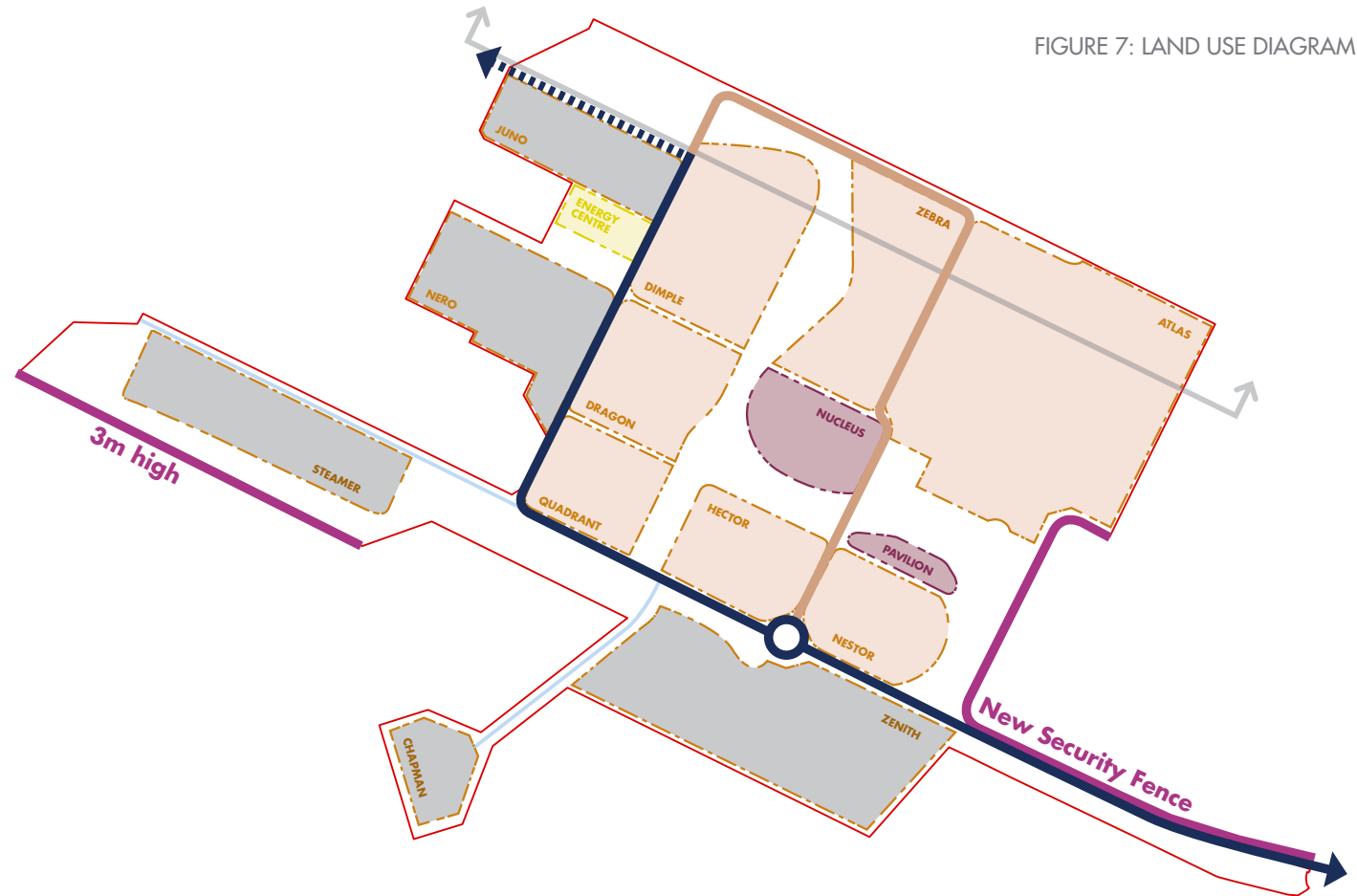




FIGURE 7: LAND USE DIAGRAM

**Key**

- Use Class B1 (B1a, B1b and B1c)
- Use Class B1, B2 & B8
- Use Class A3, B1(a), D1 and D2 (*plus uses that generally serve needs of the wider Innovation Park, including meeting rooms, catering and social spaces*)
- Sensitivity Zone
- Additional security fence
- Retained security fence



**Proposed Plot Heights**

The southern part of the Dorset Innovation Park is the most sensitive in terms of impact on the wider Dorset landscape. The Dorset AONB to the south, coupled with public rights-of-way that pass immediately adjacent to the site mean that building heights along the southern edge will have to be sensitive to these factors. This has been tested in the LVIA as part of the LDO.

The most sensitive area is the Chapman plot, where the impact of new development has been tested up to a height of 5m. The Steamer and Zenith plots, while still sensitive, can accommodate greater height. Developments on these plots have been tested in the LVIA up to a height of 9m.

The remainder of the Dorset Innovation Park is less sensitive and can more easily absorb taller buildings. A height parameter of 14m covers the remaining plots. However, there may be a need in certain circumstances where parts of buildings may need to extend beyond 14m, in which case there will be a need for further visual assessments on a case-by-case basis. In circumstances where buildings taller than 14m are proposed, their scale, mass and choice of cladding material will have to demonstrate no adverse impact on the AONB.

**Landscape Character Areas**

The Dorset Innovation Park includes a series of different types of space, with each one having its own distinct but complementary character and function. Some of these characters are already established, such as the Northern Edge which

includes existing boundary vegetation and grassland of high interest and will require little additional work to reinforce that character. Others will utilise existing components within the landscape to create newly defined areas with a character that reflects a specific role or purpose within the Dorset Innovation Park.

Most of these character areas are defined by a combination of functions such as recreation or circulation, and the natural assets they possess or offer opportunities for, such as acid grassland and existing trees.

**Key**

- ZONE A - Up to 5m
- ZONE B - Up to 9m
- ZONE C - Up to 14m
- Views in from the Dorset AONB

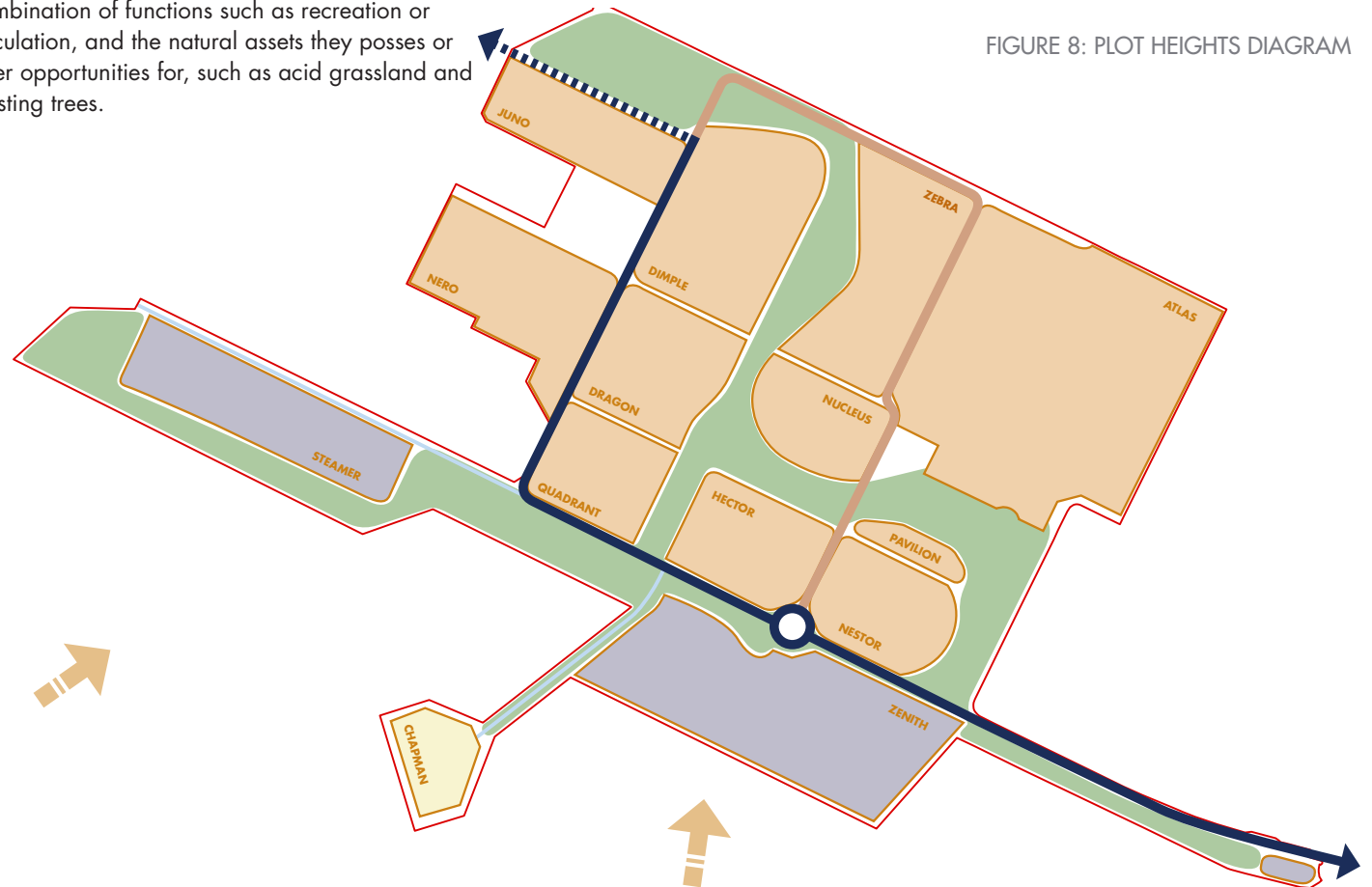


FIGURE 8: PLOT HEIGHTS DIAGRAM

FIGURE 9: CHARACTER AREA DIAGRAM

**Compliance with other legislation**

The LDO permits development that complies with the development parameters and uses set out in this Order and the associated Design Guide. The LDO does not remove the need for compliance with any other relevant legislation or statutory procedures.

**Key**

**Character Areas**

- Gateway
- Parkland
- Southern Edge
- Northern Edge
- Woodlands (off-site)
- Open countryside (off-site)

**Circulation**

- Main Spine
- The Loop
- Local Roads
- Steamer Route



# 6.0

## DORSET INNOVATION PARK LOCAL DEVELOPMENT ORDER

The development authorised within the LDO area is as follows:

### **Part 1:**

**Development for uses falling within use classes B1(a), B1(b), B1(c), B2 and B8 of the Town and County Planning (Use Classes) Order 1987 (as amended)**

**Subject to:**

- 1. The limitations and restrictions in Table A**
- 2. Compliance with the conditions in Part B**
- 3. The Permitted Development Rights presented in Part C**

### **Part 2:**

**Other uses designed to serve the needs of the Dorset Innovation Park and being limited to innovation/incubator facilities, café or takeaway, crèche and education/training facilities and falling within use classes A3, D1 and D2 respectively of the Town and County Planning (Use Classes) order 1987 (as amended)**

**Subject to:**

- a. The limitations and restrictions in Table A**
- b. Such uses remaining ancillary to the primary use of the LDO area**
- c. Such uses not exceeding a total of 3,520m<sup>2</sup> across the LDO area, unless otherwise agreed by the Local Planning Authority**

Please note, where references to documentation are made within this Section 6.0, full details for each document may not be stated. Please refer to Section 3.0, for full documentation details that includes: document title, author, publication date and full documentation reference.

**Table A - Parameters**

Parameter	Limitations	Exceptions	Reason for parameter
<p><b>Total Floor Area within the LDO area</b></p>	<p>Including baseline levels as at [October 2018] the total floor area (GEA) within the LDO area shall not exceed 75,210m<sup>2</sup>.</p> <p>Net new floor area is not to exceed 52,355m<sup>2</sup> (GEA)</p>	<p>Parking, cycle parking, roof top plant, roof top plant room spaces and sub-station facilities are all excluded.</p>	<p>To control the overall quantum of floor space in relation to associated impacts of development, notably transport, ecological and visual impact in nature. In the event that additional development proposals are brought forward, these will be required to be submitted by means of a separate planning application outside the scope of the LDO.</p>
<p><b>Proposed Building Heights</b></p>	<p><b>Zone A:</b> Maximum building height not to exceed 5.0m above existing ground floor level.</p> <p><b>Zone B:</b> Maximum building height not to exceed 9.0m above existing ground floor level.</p> <p><b>Zone C:</b> Maximum building height not to exceed 14.0m above existing ground floor level.</p>	<p>Maximum Building Heights, excluding roof top plant and associated enclosed roof top plant rooms.</p> <p>Small increases over the limitation will be allowed where the majority of development is within the band and is as assessed within the broad scope of the LVIA which underpins the LDO.</p> <p>Where more than 50% of the proposed building exceeds the relevant limitation further assessment/evidence to justify this will be required at the time of submission.</p> <p>The proposed building heights will be measured from the finished floor level of each plot: In accordance with the Hydrock Development Drainage Strategy, the finished floor level is recommended to be 300mm above immediately surrounding ground to ensure that any design exceedance flows, should they occur, are directed away from the any buildings in line with best practice. See Flood Risk reference below.</p>	<p>To control the visual impact of development in peripheral site locations from elevated vantage points within the Dorset Area of Outstanding Natural Beauty.</p> <p>To control visual and amenity impact and informed by the LVIA.</p>

Parameter	Limitations	Exceptions	Reason for parameter
<p><b>Land Use Areas</b></p>	<p>The distribution of land uses across the Development Plots will reflect the principles set out in the Land Use Area parameter Plan as set out within the Design Guide.</p> <p>All main vehicular access junctions to serve development plots will be expected off the Primary site link road.</p>	<p>Where development is proposed in a zone which is not the primary location for that use it will be expected that detailed design proposals will demonstrate how the development positively interacts with neighbouring plots, with particular attention to the adjacent Character Area.</p>	<p>To ensure the spatial distribution of appropriate uses, and scale of development will be appropriate to protect matters of landscape impact and to manage, within reasonable parameters the number, frequency and routing of HGV movements across Dorset Innovation Park.</p>
<p><b>Parking</b></p>	<p>Development Plot parking levels shall be no greater than would be allowed in accordance with Dorset County Council parking standards.</p> <p>Commercial parking sites will not be permitted within the Local Development Boundary.</p>	<p>Development Plot parking shall be proportional to the floor area of each plot.</p> <p>If appropriately justified and assessed as suitable by the relevant Highways Authority, development proposals will be allowed to exceed published standards.</p> <p>Sub-leasing of car parking areas on one plot to the benefit of one or more other occupiers within the Dorset Innovation Park will be prevented by way of lease agreements.</p> <p>Each occupier will be required to implement Travel Plan measures as set out within the Framework Site Wide Travel Plan.</p>	<p>To limit the number of movements on the wider highway network and to promote sustainable travel modes over time.</p> <p>To maintain standards in line with Purbeck District Council's statutory planning requirements; or any other parking standards adopted by the Council during the life of this LDO.</p>

Parameter	Limitations	Exceptions	Reason for parameter
<p><b>Landscape Design within Character Areas and Landscape Setting of the Park</b></p>	<p>Landscape planting and features (both hard and soft) are to be designed as an integral part of the Character Vision for the overall Dorset Innovation Park, the Ethos of Park, and the Landscape Character Areas and Circulation Zones as set out in the Design Guide: to protect and enhance existing and translocated areas of significant acid grassland, while reflecting the surrounding landscape character of Dorset Heathland.</p> <p>Detailed landscaping planting plans and schedules will be based on the species mix listed in the Design Guide specific to the Character Area within which the development proposals are located.</p> <p>The translocated and retained acid grassland areas that form part of the Landscape &amp; Ecological Management Plan (LEMP) document are to be included and take precedent over any designed heathland planting areas.</p>		<p>To ensure a consistent and true reflection of the local landscape character is introduced and retained within the DIP area.</p> <p>To ensure the delivery of a coordinated landscape strategy across the site, recognising that development will be delivered in phases and by a range of partners.</p> <p>To ensure the provision of replacement/ mitigation habitats, where relevant.</p>

Parameter	Limitations	Exceptions	Reason for parameter
<p><b>Landscape Design within Development Plots</b></p>	<p>Landscape planting and features (both hard and soft) are to be designed as an integral part of the Character Vision for the overall Dorset Innovation Park, the Ethos of Park, and the Landscape Character Areas and Circulation Zones as set out in the Design Guide: to protect and enhance existing and translocated areas of significant acid grassland, while reflecting the surrounding landscape character of Dorset Heathland.</p> <p>Detailed landscaping planting plans and schedules will be based on the species mix listed in the Design Guide specific to the character area within which the development proposals are located.</p> <p>In these areas the use of cultivars of the named species may be permitted, subject to the agreement with the local authority landscape and tree officers.</p>	<p>Subject to agreement in writing with the Landscape and Tree Officer of the Council, the use of cultivars of the named species may be permitted within a Development Plot, so long as the integrity of the Parkland and wider ecological and landscape strategies are not adversely compromised.</p>	<p>To ensure the delivery of a coordinated landscape strategy across the site, recognising that development will be delivered in phases and by a range of partners.</p> <p>To ensure the provision of replacement/ mitigation habitats, where relevant.</p>
<p><b>(Streets and) Movement Strategy</b></p>	<p>The Street Hierarchy and Movement Strategy across the LDO area will reflect the principles in the Design Guide.</p>		<p>To ensure the safe and efficient flow of vehicles around the site and to maintain the principle of quieter streets in certain locations for the benefit of localised occupiers and for the enjoyment of those using the site.</p>



Parameter	Limitations	Exceptions	Reason for parameter
<p><b>Plot Identification and Boundaries</b></p>	<p>Development proposals are expected to be brought forward in such a way where the “planning unit” covered by Pre-Development Notice is the Development Plot boundary as shown within the Concept Masterplan as set out within the Design Guide.</p>	<p>The arrangement of development plots follows the existing infrastructure and site features and should only be deviated from where it is necessary for plots to be subdivided.</p> <p>In such circumstances, development proposals within all parts of the development plot shall adhere to the urban design principles set out within the Place Making parameter plan as set out in the LDO.</p>	<p>To ensure that development respects the concept masterplan and in turn reflects the scope of the technical assessment work.</p> <p>Subdivision of Development Plots will need to be agreed in the context of the Occupation Policy for Dorset Innovation Park and the economic benefits of subdividing a development plot in such a way that the integrity and objectives of the Place Making Plan as set out within the site is not compromised.</p>
<p><b>Architectural Detail</b></p>	<p>Architectural design and building layout shall reflect the guidance set out in Part 3 of the Design Guide.</p> <p>The use of materials, both for elevations and glazing, should accord with the principles tested within the LDO Landscape &amp; Visual Impact Assessment.</p>		<p>To ensure the delivery of high quality design across the site.</p> <p>To ensure that sensitive landscape views are protected.</p>
<p><b>Lighting Strategy</b></p>	<p>External Lighting proposals within the Character Areas, Circulation Zones and Development Plots across the LDO area will be delivered in accordance with the parameters set out in the Design Guide and the associated Hydrock Lighting Impact Assessment.</p>	<p>Detailed lighting designs, including accentuated lighting of buildings (such as on pivotal corners) may be acceptable so long as the impact of the lighting proposal would not prejudice the wider lighting strategy or result in adverse ecological impacts. Lighting impact statements will be required where deviations from the lighting strategy is proposed.</p>	<p>To encourage an appropriate and respectful lighting strategy and profile across the LDO is delivered which creates fit for purpose lighting without adverse ecological impacts being generated within the more sensitive areas of the LDO Area.</p>

Parameter	Limitations	Exceptions	Reason for parameter
<p><b>Ecological Mitigation and Enhancement Strategy</b></p>	<p>Ecological Mitigation and Enhancement works will be delivered in accordance with the parameters set out in the Design Guide and the associated technical evidence base which justifies development.</p> <p>The translocation of High and selected Medium quality acid grassland as set out within the Landscape and Ecological Management Plan (LEMP) will be undertaken as a pre-commencement activity.</p>	<p>The Council will undertake a programme of phased acid grassland translocation.</p>	<p>To encourage biodiversity gains across the Character Areas, Circulation Zones and Development Plots which collectively make up the LDO site area.</p> <p>To ensure the integrity of the acid grasslands in the area are retained in a satisfactory manner.</p> <p>To ensure the robustness and quality of the landscape setting (focussed upon, but not limited to, the Parkland) in the context of a deliverable, viable and attractive place making plan for Dorset Innovation Park.</p>
<p><b>Landscape and Ecological Management Plan</b></p>	<p>All landscaping proposals, retained and translocated grasslands will be managed in accordance with the principles set out within the Landscape and Ecological Management Plan (LEMP).</p> <p>The Council will be responsible for the long term maintenance of the Parkland and Character Areas.</p> <p>The management of all soft landscaping proposals brought forward within each Development Plot, and therefore in accordance with the species mix as set out within the Design Guide, will be the responsibility of the tenant.</p>	<p>The management of soft landscaping proposals brought forward within a development plot can be undertaken by The Council, subject to mutually acceptable terms.</p>	<p>To ensure that the integrity of the mosaic of acid grassland across the LDO is maintained and managed in a satisfactory and uniform manner in accordance with the Landscape and Ecological Management Plan (LEMP).</p> <p>To ensure that, at the time of the submission of a Pre-Development Notice (including a Plot Biodiversity Management Plan), the Dorset Natural Environmental Team can calculate any liability under the Dorset Biodiversity Compensation Framework.</p>

Parameter	Limitations	Exceptions	Reason for parameter
<p><b>Construction Environmental Management Plan (Biodiversity)</b></p>	<p>Construction works shall be carried out in accordance with the Construction and Environmental Management Plan (Biodiversity).</p> <p>The Construction and Environmental Management Plan (Biodiversity) includes details regarding timing of works, requirements for ecological supervision, pollution control requirements and working methods.</p>		<p>To control the detailed mitigation strategies required to avoid or minimise impacts to important and/or protected ecological features during the construction phase</p>
<p><b>Flood Risk</b></p>	<p>The finished floor level of each building within a defined Development Plot will be fixed 300mm above immediately surrounding ground to ensure that any design exceedance flows, should they occur, are directed away from the any buildings in line with best practice.</p> <p>Details shall be in accordance with recommendation(s) and strategies as set out within the Flood Risk Assessment prepared by Hydock Consultants (dated November 2018) and Development Drainage Strategy prepared by Hydock Consultants (dated August 2018).</p>		<p>To ensure that appropriate resilience is built into development proposals to reduce the risk of on plot localised surface water flooding.</p>
<p><b>Travel Plan</b></p>	<p>Each occupier of a Development Plot will be required to sign up to, participate in Park-wide initiatives and deliver sustainable travel plan measures in accordance with, and to further the objectives of, the Dorset Innovation Park Baseline Framework Travel Plan.</p>	<p>Occupiers / Tenants are able to prepare and implement their own Travel Plan arrangements on a plot-by-plot basis, so long as the identified Travel Plan measures are consistent with the objectives as set out within the Dorset Innovation Park Framework Site Wide Travel Plan.</p>	<p>To encourage sustainable travel (commuting) patterns across the Park and encourage effective and collaborative interactions between occupiers to further the environmental performance of the Park and occupiers.</p>

The parameters set out in Table A above should be read in conjunction with and in support of the parameter plans presented in the Design Guide.

Where unforeseen conflicts arise between the Table and the Design Guide, the provisions of Table A will take precedence.

## **Part B Compliance Requirements & Conditions**

### **Submitting a pre-development notice**

**1.** Subject to one or more reviews undertaken by The Council no later than the date of the 5th and 10th anniversaries of the adoption of the LDO, this LDO will expire on 31st March 2042. All development which takes advantage of this Local Development Order (LDO) provision must have commenced by this date. Any development commenced within the area after this date will not be able to take advantage of the LDO.

Development which has commenced under the provisions of the LDO can be completed in the event that the LDO is revoked, or revised or expires.

Development which has commenced under the provisions of the LDO can be completed following expiry of the LDO provided it still complies with the established conditions and criteria for development at that time.

*Reason: In order that the implications of the LDO can be reviewed, revised or revoked as appropriate under the terms set out within S61A(6) or 61B (8) and paragraph 2 of Schedule 4A of the Town and Country Planning Act 1990 (as amended).*

**2.** Before commencement of any part or phase of development within the LDO boundary, developers who seek to benefit from the provisions of the LDO must obtain confirmation of compliance with the LDO from the Local Planning Authority. The developer must complete and submit to the Local Planning Authority a Pre-Development Notice form together with a completed check list and plans and documents indicated in the checklist.

As a minimum the accompanying information must include full details of the proposed development including but not limited to:

- Site location plan (scale 1:1250 or 1:2500)
- Block plan (1:500 or 1:200)
- Floor plans (1:50 or 1:100)
- Elevations (1:50 or 1:100)
- The pre-notification fee - £500.00
- A completed site specific Biodiversity Mitigation Plan proforma as provided within LDO and agreed with the Local Planning Authority prior to submission.
- Grassland Translocation Strategy where required see condition 19
- A completed check list and a full statement demonstrating compliance with the LDO and parameters, relationship with adjacent character area(s) and how the proposals respond to the content of the Design Guide.

Additional information may be requested during the 28 day period.

The Local Planning Authority will issue written confirmation of compliance (or non-compliance) within 28 days of the acknowledgment of a valid confirmation of compliance application. Failure by the Local Planning Authority to issue a response within the 28 day period will be seen as deemed acceptance of the proposal.

Notification must be issued to the Local Planning Authority two weeks prior to commencement of development, advising of the developer's intention to commence works on site.

*Reason: In order to ensure compliance with the LDO and that progress and compliance can be monitored and records can be kept of outcomes.*

**3.** Any part or phase of development authorised by the LDO shall be carried out in accordance with the following documents and drawing numbers, unless otherwise agreed with the Local Planning Authority:

- Site location plan dwg ref: 151671\_PL\_001
- Design Guide (November 2018), including Parameter plans: Place Making Plan Building Heights, Ecological Mitigation, Enhancement Strategy and Lighting Strategy
- Transport Assessment prepared by Hydrock Consultants (November 2018)
- Construction and Environmental Management Plan (Biodiversity) prepared by Tyler Grange (December 2018), including Natural Environment Team Biodiversity Mitigation Plan (TG11286\_Biodiversity Mitigation Plan form v3 2017\_Final 05.12.18)
- Landscape and Ecological Management Plan (LEMP) prepared by Tyler Grange (December 2018)

- Landscape and Visual Impact Assessment prepared by Tyler Grange (September 2018)
- Lighting Impact Assessment prepared by Hydrock Consultants (November 2018)
- Supplementary Ground Investigation prepared by Hydrock Consultants (November 2018)
- Flood Risk Assessment prepared by Hydrock Consultants (November 2018)
- Development Drainage Strategy prepared by Hydrock Consultants (August 2018)

*Reason: To ensure compliance with the fundamental urban design and place making parameters as set out within the Design Guide and technical assessments used to inform their content*

### Plans Informative

Please check that any plans approved under the building regulations match the plans approved in this Pre-Development Notice. Do not start work until revisions are agreed to either of the two approvals to ensure that the development has the required permissions.

### Commencement Condition

**4** The development the subject of each Pre-Development Notice (the outcome of the 28 day period of consideration by the Council) shall be commenced within two years of the prior approval being given.

*Reason: In order that the development commences in a timely manner*

### Requirement for implementation

**5.** Development must be implemented in accordance with the details submitted in the Pre-Development Notice, as agreed by the Local Planning Authority. Notification must be issued to the Local Planning Authority, prior to occupation of development certifying that the development has been completed in accordance with the agreed/approved details and conditions.

*Reason: In order to ensure compliance with the LDO and that progress and compliance can be monitored and records can be kept of outcomes.*

### Traffic and Movement

**6.** For each submitted Pre-Development Notice, a Transport Note will be produced which will include the following (as required):

- Access Junction Design
- On-plot Parking provision and layout (including car, cycle, disabled, motorcycle and electric charging points)
- Details of on-site facilities (showers, changing rooms etc)
- Trip generation calculation for peak hours and daily period (using agreed LDO trip rates, dependent on use).

Development must be implemented in accord with the agreed details.

*Reason: To ensure that the cumulative traffic generated by each plot does not exceed that*

*assessed as part of the underlying LDO (and as set out in the Transport Assessment prepared by Hydrock Consultants dated November 2018) and traffic can be accommodated within the capacity of the highway network in the interests of highway safety.*

**7.** For each submitted Pre Development Notice details of servicing arrangements and the overall layout, including the proposed arrangement of access points onto the internal roads shall be submitted: such details must be in accordance with the broad principles set out in the Dorset Innovation Park Design Guide.

The agreed details must be implemented prior to occupation of that plot or phase of development.

*Reason: In the interests of site highway safety.*

**8.** For each submitted Pre Development Notice confirmation will be required that the developer/ occupier, of that development or phase, will accept a preoccupation condition requiring the occupier to sign up to and participate in the Site Wide Travel Plan as in force at that time. In the absence of a Site Wide Travel Plan, this shall include a review of the measures set out in the Framework Site Wide Travel Plan (July 2018) in discussion with the site wide Travel Plan Co-ordinator(TPC).

Within one month of commencement of any commercial operations on any development plot, each occupier must appoint a Travel Plan Champion who will discuss the implementation of measures with the site wide TPC and provide feedback and travel survey results to the Local Planning Authority.

*Reason: To promote sustainable modes of transport and minimise the impact of vehicular traffic on the highway*

network.

### Travel plan informative

Implementation as part of a Park-wide Travel Plan involving other tenants occupying land and/or buildings within the LDO boundary and in the immediate environs will be encouraged by the Local Planning Authority.

### Network Rail Informative (Dimple, Atlas and Zebra plots)

Proximity to Network Rail land. You are advised to discuss your proposals with Network Rail before development commences to ensure you do not breach any requirement of the rail operator.

### Drainage and Flood Risk

**9.** No development must take place until a detailed design of the surface water management scheme/s for each area / phase of the wider site, based upon the hydrological and hydrogeological context of the development, must be submitted to, and approved in writing by the Local Planning Authority. The relevant detailed design/s must demonstrate compliance with the agreed strategy of surface water management, and must be implemented in accordance with the submitted details before the development is occupied.

*Reason: To prevent the increased risk of flooding, prevent the pollution of groundwater and to protect water quality.*

**10.** No development must take place until details of

maintenance and management of the surface water sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme must be implemented and managed and maintained in accordance with the approved details. These must include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

*Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.*

### Drainage and Flood Risk informatives

All works that offer an obstruction to flow within a channel or culvert with the status of Ordinary Watercourse will require prior Land Drainage Consent from Dorset County Council's Flood Risk Management (DCC FRM) function, in accordance with s23 of the Land Drainage Act 1991.

In the interest of managing water resources and in line with requirements as set out under the [Environmental Protection Act] as specified by the Environment Agency, any works within 8m of the River Win may be subject to an Environmental Permit for Flood Risk Activities. Initial engagement with the Environment Agency is recommended during early feasibility studies associated with the design and delivery of relevant development plots.

**11.** No development must take until foul drainage details for that part or phase of the development have been submitted. Foul drainage details must be in accordance with recommendation(s) and strategies as set out within the Development Drainage Strategy prepared by Hydrock Consultants dated August 2018.

*Reason: To ensure the adequate provision of drainage infrastructure and to ensure a managed arrangement whereby development plots are managed and serviced in accordance with the site wide drainage strategy.*

**12.** Applications for a Pre development Notice and Submissions(s) submitted under the LDO shall include details demonstrating where proposed plot service conduits will connect into the site wide Drainage Strategy and Plan as prepared by Hydrock (Development Drainage Strategy August 2018).

*Reason: to ensure a managed arrangement whereby development plots are serviced in accordance with the site wide drainage strategy.*

**13.** All slab levels must be in accordance with recommendation(s) and strategies as set out within the Flood Risk Assessment prepared by Hydrock Consultants dated November 2018.

*Reason: To appropriately manage flood risk during the life of the LDO.*

**14.** No development must take place until a flood storage compensation scheme on a level for level basis is submitted to and approved by the Local Planning Authority for any development within Flood Zone 3a (the 5% (20yr) AEP – 1% (100yr) AEP event extent) that could otherwise displace flood water and potentially increase flood risk in other areas. The scheme must

be implemented in accordance with the approved details by occupation of any building.

*Reason: To manage surface water drainage and avoid instances of adverse surface water flood events affecting adjacent premises.*

## Landscaping

**15.** No part or phase of development authorised by this LDO shall be commenced until a detailed hard and soft landscape scheme has been submitted to and approved in writing by the Local Planning Authority, for that part or phase.

The scheme must be implemented in accordance with the Landscape Strategy in the Design Guide and include details of the size, species and positions for new trees and plants, boundary treatments and surfacing materials, having regard to the relationship with any adjacent Character Area.

*Reason: To ensure the provision of an appropriate landscape setting to the development.*

**16.** The soft landscaping works detailed in the landscape proposals agreed by the Local Planning Authority must be carried out during the first planting season (October to March) following the occupation of any of the buildings. The planted scheme must be maintained in accordance with the agreed details.

*Reason: To ensure the provision of an appropriate landscape setting to the development.*

**17.** Any trees or plants indicated on the approved landscaping scheme which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased shall

be replaced during the next planting season either with the same tree/plant as has previously been approved, or with other trees or plants of a species and size that have first been approved in writing by the Local Planning Authority.

*Reason: To ensure the provision of an appropriate landscape setting to the development.*

**18.** An Arboricultural Method Statement (AMS) prepared by a qualified tree specialist providing comprehensive details of construction works in relation to trees that have the potential to be affected by the development must be submitted to, and approved in writing by the Local Planning Authority before the demolition/development begins. All works must be carried out in accordance with the approved details. In particular, the method statement must provide the following:

- a specification for protective fencing to trees during both demolition and construction phases which complies with BS5837 (2012) and a plan indicating the alignment of the protective fencing;
- a specification for scaffolding and ground protection within the tree protection zones in accordance with BS5837 (2012);
- a schedule of tree work conforming to BS3998;
- details of general tree matters such as the area for storage of materials, concrete mixing and use of fires;
- plans and particulars showing the siting of the services and piping infrastructure;

- a full specification for the construction of any structures and sections through them, including the installation of boundary treatment works, the method of construction of the access driveway including details of the no-dig specification and extent of the areas of the driveway to be constructed using a no-dig specification; and
- details of all other activities which have implications for trees on or adjacent to the site.

*Reason: To ensure that the trees deemed worthy of retention on-site will not be damaged during the construction works.*

## Ecology

**19.** Pre-Development Notice and Submission(s) must be accompanied by a Grassland Translocation Strategy (GTS) where development proposals are brought forward involving plots shown to accommodate areas of high quality acid grassland within the 2018 Supplemental Botany Survey, and where such grassland remains in-situ at the time of the submission.

The GTS must include details of the identified suitable receptor location for the grassland as agreed with the Local Planning Authority. The translocation works as set out within the GTS must be implemented as agreed by the Local Planning Authority as an enabling phase of works prior to commencement of development for that plot.

*Reason: To ensure compliance with the ecological mitigation strategy and Landscape and Ecological Management Plan (LEMP) for the LDO area, to help to create a robust and manageable Parkland which provides the wider landscape setting for the Dorset Innovation Park.*

**20.** The biodiversity mitigation measures as detailed in the [approved] Natural Environment Team Biodiversity Mitigation Plan dated July 2018 (drawing reference 11286/P09C) shall be implemented in accordance with any specified timetable and/or completed in full prior to the substantial completion, or the first bringing into use of the development, whichever is the sooner.

The development shall subsequently be implemented entirely in accordance with the approved details. Unless otherwise agreed in writing by the Local Planning Authority, the mitigation measures shall be maintained.

*Reason: To ensure that Character Area, Circulation Zones and Development Plot proposals do not adversely impact upon nature conservation interests.*

**21.** No part or phase of development shall take place in within the Zenith, Chapman or Steamer development plots until an integrated landscape and lighting design for that plot or phase has been submitted to and approved in writing by the Local Planning Authority. The design shall include:

- an evidence-based assessment of light levels for all proposed development, consisting of a report and accompanying drawings of the site with the levels of predicted illuminance and light spill in and adjacent to 'dark boundary corridors' shown by appropriate isochrones;
- provide information, including a landscape planting schedule that seeks to provide an adequate light buffer for future adjacent development and demonstrate that a light spill no higher than 0.5 lux will be achieved within the 'Dark Boundary Corridors'.

All subsequent development (including landscaping proposals) within each relevant zone shall be implemented and maintained in accordance with the approved plan to ensure that light spill within the dark areas does not exceed 0.5 lux, unless otherwise submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure that development is appropriate and does not harm the conservation objectives of the Innovation Park*

### **Ecology Informatives**

The LEMP is central to the delivery of the LDO in that it describes an overarching ecological and landscape strategy for the LDO area. In accordance with Dorset County Council's biodiversity appraisal process, which ensures planning applications are in conformity with relevant planning policy and legislation, a Natural Environment Team Biodiversity Mitigation Plan (BMP) has been prepared for the LDO area covered by this LEMP. BMPs summarise impacts on flora and fauna and describe mitigation and compensation; the BMP is then controlled by planning condition.

A Construction and Environmental Management Plan (Biodiversity) (CEMP:B) has been prepared for the LDO which controls the detailed mitigation strategies required to avoid or minimise impacts to important and/or protected ecological features during the construction phase, to be controlled by the BMP for the LDO. The CEMP:B includes details regarding timing of works, requirements for ecological supervision, pollution control requirements and working methods.

Each individual plot will be subject of Pre-Development Notice and Submission(s) under

the LDO, and each will require its own BMP to be produced. This will be a straightforward exercise, since it can refer to the mitigation principles outlined in the BMP for the LDO. Each BMP would then only need to set out (as required by policy), the ecological enhancements proposed through e.g. landscape planting, provision of bird and bat boxes, and so on. The implementation of the BMP would then be controlled by a condition attached to each Pre-Development Notice.

For the successful implementation of the BMP for the LDO (and the LEMP and CEMP:B that the BMP controls) it is essential that specialist ecological support is provided on site (in the form of an Ecological Clerk of Works; ECoW). The Dorset Natural Environment Team, who have been instrumental in the development and approval of the strategies, have such specialist expertise in-house and will fulfil the ECoW role. This provides continuity and certainty that the rather complex strategies will be implemented successfully and in accordance with the identified objectives for the LDO area.

### **Lighting**

**22.** No external lighting shall be implemented other than as indicated within the Lighting Impact Assessment, unless agreed in writing beforehand by the Local Planning Authority.

*Reason: To protect the visual amenities of the area.*

**23.** External lighting designs must include the location, number, luminance, angle of illumination and type of each luminaire or light source and a lux diagram showing the light spill from the scheme. The lighting scheme for each plot shall accord with the Dorset Innovation Park Design Guide and demonstrate the use of luminaries and a lighting profile of 3000K unless



otherwise agreed in writing by the Local Planning Authority.

*Reason: To contribute towards an appropriate and uniform external lighting strategy / profile across the LDO area.*

## Contamination

### 24. Contamination (Part 1: Submission of a Remediation Scheme)

In line with the findings of the Supplementary Ground Investigation report prepared by Hydrock and dated 21st November 2018, if it is concluded from an assessment of the risk of potential or known contamination that remediation is necessary within a particular development plot, a detailed remediation scheme (to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment) must be prepared.

The remediation scheme must then be included within the Pre-Development Notice submission and be approved in writing by the Local Planning Authority before building or engineering works start. The scheme must include details of all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and comply with model procedures for management of land contamination CLR 11. The scheme must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The recommendations of the agreed remediation scheme must then be implemented in full before occupation of any building on the plot.

*Reason: to ensure the appropriate environmental protections are in place, in the interest of public health*

**25.** Prior to the construction of each phase of development approved by this Order, a strategy to deal with the risks associated with contamination must be undertaken. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements

for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

*Reason: to ensure the appropriate environmental protections are in place, in the interest of public health.*

### 26. Reporting of Unexpected Contamination.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken.

Where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 25 (which is subject to the approval of the Local Planning Authority). The further survey work and report must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination CLR 11. The recommendations of any further agreed remediation scheme must then be implemented in full before occupation of the building.

*Reason: to ensure the appropriate environmental protections are in place, in the interest of public health.*

**27.** Prior to the development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

*Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 178 of the National Planning Policy Framework*

**28.** Piling or other foundation designs using penetrative measures shall not be permitted unless otherwise submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

*Reason: To prevent the contamination of groundwater.*

**29.** No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

*Reason: in order to prevent pollution to surrounding watercourses.*

### **Informatives relating to pollution prevention requested by the Environment Agency:**

1. Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage

areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at: <https://www.gov.uk/guidance/pollution-prevention-for-businesses>

2. If any controlled waste is to be removed off site, then the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant require more specific guidance it is available on our website: <https://www.gov.uk/how-to-classify-different-types-of-waste>

3. If any waste is to be removed from the site then the applicant needs to ensure that sufficient testing has been undertaken in line with Waste classification technical guidance WM3. This is to ensure all waste on the site is correctly classified and disposed of accordingly to a suitably authorised facility. If any hazardous waste is to be removed offsite the site operator must ensure that End 5 consignment notes are completed correctly in accordance with the legislation. If the applicant requires more specific guidance it is available on our website <https://www.gov.uk/government/publications/hazardous-waste-consignmentnote>.

### **Construction Management**

**30.** No part or phase of development shall take place until a specific Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan must demonstrate the use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public / Dorset Innovation Park tenant consultation and liaison.
- Arrangements for liaison with the Council's Environmental Health (Pollution Control) Team.
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 06:00 Hours and 21:00 Hours on Mondays to Fridays and 07:00 and 18:00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- Deliveries to, and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Control measures for dust and other air-borne pollutants.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.

*Reason: In the interests of the amenities of surrounding occupiers.*

### **Part C Permitted Development Rights**

In addition to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or its successor, the LDO permits minor operational development provided it is within the parameters of the LDO (See Table A above). Pre-notification is not required for minor operational works.

Minor operational development permitted by the LDO includes:

- Non-material changes to the external appearance of the buildings, including recladding, alterations to doors and windows.
- Changes to the access to buildings (for example, required to meet changing fire standards)
- Installation of plant or small scale micro-renewable energy development (to supplement renewable energy strategies which may be delivered as part of wider infrastructure works across the LDO area)
- The construction of cycle paths, footways and associated appropriate lighting to facilitate access across the site, including the creation of the parkland corridor
- Reorganisation of vehicle parking
- Provision of covered and/or secure cycle parking facilities
- Provision of covered bin stores
- Erection of modest telecommunications antenna and aerials to support operational requirements.

- Erection of telecommunications (Broadband “hubs”) to ensure the delivery of super-fast broadband network to serve all identified development plots within the LDO area.

### **Demolition**

The LDO grants planning permission for the demolition of existing buildings and structures required to facilitate development permitted by this LDO, or for the removal of redundant structures. This is subject to compliance with the planning conditions, which will include the requirement for a construction method statement to be submitted to and approved in writing by the Local Planning Authority prior to commencement of development: this to include demolition works.

# 7.0

## PLANNING POLICY IMPLEMENTATION, MONITORING AND REVIEW

The LDO supports the implementation of existing local planning policies, plans and strategies at a national and local level. The relevant strategies, plans and policies are listed below:

National Planning Policy Framework (with particular reference to paragraphs 9, 18 and 19 in relation to supporting the principle of economic development through the allocation of land for employment and commercial uses and in a way which also supports biodiversity gains).

### **Purbeck District Local Plan (Part 1) Adopted November 13th 2012**

Policy SD - Presumption in Favour of Sustainable Development

Policy LD - General Location of Development

Policy ELS - Employment Land Supply

Policy SW - South West Purbeck

Policy CO - Countryside

Policy E - Employment

Policy BIO - Biodiversity and Geodiversity

Policy DH - Dorset Heaths International Designations

Policy GI - Green Infrastructure, Recreation and Sports Facilities

Policy FR - Flood Risk

Policy D - Design

### **Review**

The Council will undertake one or more formal reviews of the Dorset Innovation Park LDO within 5 years of its adoption. Under the LDO Regulations, a review provides the opportunity to retain, revise or, in exceptional circumstances, revoke the LDO: the latter would tend to occur only on full delivery of the anticipated development proposals in a far shorter time than was originally envisaged.

A review offers the opportunity to consider the following, though this is not considered an exhaustive list and the purpose and scope of any review will be a matter for The Council at the appropriate time:

- The application of any fee structure associated with pre-submission discussions, fees payable on submission of a Pre-Development Notice,
- The degree to which acid grassland translocation, or other ecological mitigation and/or compensation, has and will continue to deliver

positive results and biodiversity gains across Dorset Innovation Park,

- Monitoring of, and potential revisions to, the Green Travel Plan initiatives in force across Dorset Innovation Park,
- Any potential change in the adopted Occupational Policy of the Dorset Innovation Park as agreed by the Enterprise Zone Management Board,
- Commercial market conditions, marketing strategies, Business Rate arrangements and/or grant funding opportunities available at that time,
- The quantum and distribution of future development plots and uses reflective of the situation at that time and in the context of the Land Use mix and schedule of accommodation across the Park,
- The opportunities which may arise to work with adjacent landowners to agree mutually beneficial initiatives in relation to ecological mitigation plans and strategies,
- The phased delivery and/or extension of a District Heating / Power network across the site linked to a robust and resilient energy strategy,
- The opportunities which could arise in relation to operational synergies resulting from the release of Enterprise Zone development plots currently (2018) the subject of de-commissioning activities.

# 8.0

## CONCLUSIONS

The purpose of this LDO is to enable a mix of advanced manufacturing/engineering, defence, marine, energy, cyber security and other uses which fall within Use Class B of the Use Classes Order to come forward in an expedient manner to create a vibrant, successful and sustainable Innovation Park.

The LDO has an anticipated duration of up to 25 years, therefore coinciding with the duration of the Enterprise Zone status. The LDO area covers around 80% of the Enterprise Zone. The remaining 20% extends to the north-west and west of the LDO boundary and includes the TradeBe site as well as land the subject of current de-commissioning activities by Magnox. It is envisaged that de-commissioning will be completed by 2023 and that further development opportunities will be released at that time.

The LDO, parameters and conditions are geared towards creating a unique employment environment with a strong sense of community and place. A Design Guide, one of many supporting documents underpinning the LDO, sets out a series of fundamental principles of development. These help inform the creation of a mosaic of Character Areas, Circulation Zones and Development Plots which will work in unison to deliver a place making

Plan for the area which centres around a newly created Parkland. This will provide the setting for the development plots, and the buildings which will be delivered within them.

The Concept Masterplan approach for the LDO area combines the existing network of roads with the objective of maintaining and enhancing the essential heathland setting of the wider landscape. Building heights are suggested which reflect the well-screened boundaries around the LDO area, the long-distant views from the elevated positions within the Area of Outstanding Natural Beauty and the wider built context represented by the nearby Bovington Camp.

A land use mix agreed by the Enterprise Zone Management Board reflects current market conditions and the appropriateness of the site to accommodate a range of employment uses which include light industrial, research and development of products and processes, general industrial and storage and distribution uses. These primary employment uses are to be supported by ancillary uses including, but not limited to, collaborative, incubator and social break out spaces, training facilities and supporting catering uses to serve the employment community and their visitors.

It is anticipated that the LDO area has the capacity to satisfactorily accommodate a floor area of over 75,000m<sup>2</sup> of employment and associated uses. This includes a net increase of over 52,300m<sup>2</sup> of floor area compared to a baseline position in April 2017.

By applying a series of employment density ratios to the proposed floor areas anticipated, which in turn have been tested by means of a number of technical impact assessments, it is estimated that the end state LDO area has the capacity to accommodate over 1,500 FTE jobs. Approximately 1,165 of these FTE jobs are the result of net new employment floor area within the LDO area since April 2017. These figures exclude the job generation potential associated with the release of that 20% of the Enterprise Zone area outside the LDO boundary.

The accompanying Economic Statement conservatively estimates that, in a scenario where the land use mix as set out in the Illustrative Masterplan appended to this Statement of Reasons (and which has been used to test the effects generated by development), the long duration economic benefit will result in annual salaries of £58.3m per annum.

The LDO has been supported by a number of technical impact assessments (listed in Section 3 “The Evidence Base”). These assessments have informed the Parameters, Conditions and Design Guide. Following adoption of the LDO in December 2018, development proposals will be processed and considered through a bespoke Pre-Development Notice procedure using the newly created form for this LDO. The Council will have a period of 28 days to consider the degree to which proposals accord with the LDO, Parameters and Conditions. In order to assist the evaluation of proposals within this time frame, a checklist has been provided to help proponents of development schemes to prepare and submit appropriate responses. This is presented as a bespoke “Pre-Development Notice” Form for the site. Pre-submission (compliance) discussions with the Council, as Local Planning Authority, are encouraged.

The LDO seeks to secure the permission in principle of employment and supporting uses within a series of well-considered parameters. As the second largest employment allocation in the County, the Dorset Innovation Park offers a significant and long term economically beneficial range of activities to come forward using a fast-tracked and streamlined planning procedure designed to attract inward investment.

9.0

## APPENDICES

**Appendix 1:** Illustrative Masterplan & Schedule of Accommodation

**Appendix 2a:** EIA Screening Opinion Submission (Under Seperate Cover)

**Appendix 2b:** *EIA Screening Opinion Response (Under Seperate Cover)*

# APPENDIX 1: ILLUSTRATIVE MASTERPLAN & SCHEDULE OF ACCOMMODATION

Main Plot	Sub-Plot	B1(a) Offices (GEA)	B1(b) R+D (GEA)	B1(c) Light Ind (GEA)	B2 Industrial (GEA)	B8 Distribution (GEA)	collaborative space etc] (GEA)	Total Floor Area per Plot	Car parking spaces	HGV parking spaces	Storey height	General notes
Steam	STE-01				1,430	3,720		5,150	16	15	1.2	Assumed to be a double height volume.
	STE-02								59	6	1	Assumed to be a double height volume.
Nero	NER-01				4,180			4,180	139	17	1	Assumed to be a double height volume.
Juno	JUN-01				2,800			2,800	98	11	1	Assumed to be a double height volume.
	JUN-02								0	0	1	Assumed to be a double height volume.
Dimple	DIM-01		5,530					8,005	184	0	1	Assumed to be a double height volume.
	DIM-02	2,475							92	0	3	<b>Brownsea House (QinetiQ)</b>
Zebra	ZEB-01		3,100						103	0	2	Assumed to be a double height volume with some mezzanine space.
	ZEB-02			2,560				5,660	88	0	1.1	
Dragon	DRA-01		2,090						75	0	2	
	DRA-02	2,160						4,250	78	0	2	
Hector	HEC-01		4,800					4,800	154	0	2	
Nestor	NES-01			3,400				3,400	149	0	1	Assumed to be a double height volume.
Zenith	ZEN-01				2,580				82	10	1.2	Assumed to be a double height volume with some mezzanine space.
	ZEN-02					3,745		6,325	24	15	1	Assumed to be a double height volume.
Quadrant	QUA-01			2,400				2,400	64	0	1	<b>The Quadrant</b>
Chapman	CHA-01			450					15	0	1	Assumed to be a double height volume.
	CHA-02		515					965	0	0	1	<b>Chapman House</b>
Atlas	ATL-01		14,875					21,215	0	0	1.75	<b>Main Atlas Building</b>
	ATL-02		2,100						0	0	1	All assumed to be double height volumes. New parking for the Atlas developments are not considered here.
	ATL-03		825						0	0	1	
	ATL-04		825						0	0	1	
	ATL-05		2,590						0	0	1	<b>Recently built Atlas building</b>
The Nucleus	NUC-01	2,540							85	0	2	2 storeys sitting over NUC-02.
	NUC-02						2,220	4,760	30	0	1	Single storey sitting underneath NUC-01.
Pavilion	PAV-01						1,300	1,300	41	0	2	Small containerised units over 2 levels.
<b>TOTALS (masterplan end state)</b>		<b>7,175</b>	<b>37,250</b>	<b>8,810</b>	<b>10,990</b>	<b>7,465</b>	<b>3,520</b>	<b>75,210</b>	<b>1,576</b>	<b>74</b>		
<i>Uses as % of overall total</i>		9.5%	49.5%	11.7%	14.6%	9.9%	4.7%	100.0%				

SUMMARY (inc Other uses)		
EZ Baseline	17,865 sqm	Floorspace existing before the Enterprise Zone (i.e. retained)
Already Built	4,990 sqm	Floorspace built since the creation of the Enterprise Zone
<b>Proposed</b>	<b>52,355 sqm</b>	<b>Total new floorspace proposed in the masterplan</b>
<b>TOTAL</b>	<b>75,210 sqm</b>	<b>TOTAL FLOORSPACE FOR THE OVERALL MASTERPLAN AREA</b>

**NOTES ON THE SUMMARY TABLE ABOVE:**

- **'EZ Baseline'** refers to the buildings that existed within the Park prior to the Enterprise Zone being established. These include the main Atlas Building, Chapman House and Brownsea House. It is expected that Chesil House is likely to be redeveloped.
- **'Already Built'** refers to those buildings that have been built since the Enterprise Zone has been established. These include The Quadrant and the latest Atlas building.
- **'Proposed'** refers to all new buildings that are proposed in the masterplan.
- **'Total'** refers to all development that will exist throughout the whole Park at the end of the life of the masterplan.

EMPLOYMENT AREA ONLY SUMMARY		
B1 uses	53,235	74.3%
B2 uses	10,990	15.3%
B8 uses	7,465	10.4%
<b>TOTAL</b>	<b>71,690</b>	<b>100%</b>

**GENERAL NOTES:**

- This floor space schedule presents an illustration of how the total quantum of floor space proposed across the LDO area could be achieved on a plot-by-plot basis. This is not intended to be prescriptive of how much development (or use) must be delivered on each plot.
- Storey heights above relate to floor areas, rather than actual building heights. Some buildings may have a combination of double height spaces along with a mezzanine level. These are indicated as decimals above in the 'Storey height' column.
- Parking for cars and HGVs is in line with Dorset County Council's parking standards.
- Each development will be expected to meet their own and their visitor car parking requirements as no communal car parking provision is proposed
- New parking spaces specifically for the Atlas plot developments have not been identified here. This is assumed to be included in the current provision of car parking within this plot.
- **All areas are Gross External Areas (GEA)**





**APPENDIX 1: ILLUSTRATIVE MASTERPLAN**

**STRIDE TREGLOWN**