
NORTH DORSET EMPLOYMENT NEEDS REVIEW

January 2018

Version: 01

Version Control

Prepared by	Brett Spiller MRTPI, MCIWM BTP BA Hons Gareth Jones MA (Oxon), MSc, PhD, MIED	October 2017
Updated	Brett Spiller MRTPI, MCIWM BTP BA Hons	January 2018
Checked by	Giles Moir, MRTPI	January 2018

Chapman Lily Planning and Hardisty Jones were appointed by Persimmon Homes (South Coast) Limited in August 2017 to undertake a review and appraisal of employment needs in North Dorset. The purpose of the review is twofold:

- To establish whether the allocation of land south of the A30 in Shaftesbury for employment use is justified; and thereby
- Inform Persimmon Homes future proposals for the mainstay of the site.

Brett Spiller is a Member of the Royal Town Planning Institute (RTPI) and has extensive experience in planning policy, as applied to the commercial / employment sector. Brett led on employment issues at Borough of Poole, before taking up the post of Planning Policy Team Leader at Purbeck District Council. Both Local Authorities border North Dorset and draw upon a common evidence base. Brett has also led the Estates, Permitting and Planning team of a UK based waste management company – with a portfolio of industrial premises across the UK. Brett is the founding Director of Chapman Lily Planning, who have recently secured planning permission for new business parks in Poole and Taunton.

Gareth Jones has more than 25 years’ experience as an economic development expert, and is a Member of the Institute of Economic Development. Following a PhD in local economic development he has worked as an economic development consultant since 1995. He works for a range of private and public-sector clients including housebuilders, landowners, local authorities and Local Economic Partnerships. As well as advising local authorities in Dorset on economic development issues, he has helped Dorset LEP to update its Strategic Economic Plan and approach to sector development.

Contents:

Executive summary

- 1.0 Introduction**
- 2.0 Relevant background**
- 3.0 Functional market area**
- 4.0 Employment needs and land requirements**
- 5.0 Employment land availability and take up**
- 6.0 Evolution of the allocation south of the A30 Shaftesbury**
- 7.0 Conclusion**

Appendices:

- [1] Committee Report and Decision Notice ref: 2/2006/1022
- [2] Wooley and Wallace marketing particulars
- [3] Wooley and Wallace register of expressions of interest
- [4] Extracts from North Dorset District Council EiP Hearing Statements
- [5] Employment permissions and completions since 2012

Executive Summary

Paragraph 22 of the National Planning Policy Framework states *‘Planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land and buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.’*

The site has not been developed despite being allocated for employment for the best part of 15 years

- Land south of the A30 at Shaftesbury has been allocated for employment for the best part of 15 years, but has not been developed. Although there has been some interest in the site from small occupiers, no viable development proposals have come forward.
- The sites suitability for employment was last reviewed in 2007.

Supply of employment land exceeds demand in North Dorset

- There is some demand for employment land in North Dorset to accommodate future growth (driven by population growth and replacement building stock), however there is an over-supply of B Use Class employment land in North Dorset and so Local Plan policy allows for other uses on employment land.
- The supply of employment premises within the rural hinterland has been bolstered through farm diversification / conversion of rural buildings.
- The market for employment land in North Dorset would appear relatively weak.

Supply and demand should be matched across a functional economic market area, not for each town

- Planning Practice Guidance states that the need for employment land should be considered across a functional economic market area.
- The functional economic market area that contains Shaftesbury is larger than the town itself; it is aligned to the Eastern Dorset Housing Market Area albeit is also part of a discernible sub-area that covers Shaftesbury, Gillingham and Sturminster Newton, as there are strong functional relationships and commuting flows between them.
- Within the functional economic market area, consideration should be given to meeting market demand in areas where it is strongest, not necessarily where housing development is planned.

There is strong growth potential for employment at Gillingham which enjoys excellent road connections (A303) and a mainline rail station.

The economy and employment can grow in Shaftesbury without this site

- Much future employment growth is in sectors that do not occupy B Use Class sites.
- There will be future economic and employment growth in Shaftesbury, even if B Use Class development takes place elsewhere within the functional economic market area.
- If the site to the south of the A30 is developed for residential, there will still be a net surplus of supply of employment land over demand.

Conclusion

Given the over-supply of employment land in North Dorset, not of all of the currently allocated sites are needed. Economic growth has taken place in the past, without any development taking place on this site. Given that demand and supply should be assessed at the functional economic market area level, then forecast future economic growth can take place with fewer sites than are currently allocated. The future economic growth potential in North Dorset can be met without the land south of the A30 being wholly developed for employment.

There is an immediate need for housing, as exemplified by the lack of a demonstrable five-year housing land supply in North Dorset. The site is, in our opinion, suitable for a mixed-use development. Commercial uses could include retail and / or speculative employment units. It is also understood that a primary school is needed to meet the projected need for school places in Shaftesbury so might also present a plausible alternative.

1.0 Introduction

1.1 Chapman Lily Planning and Hardisty Jones Associates were appointed by Persimmon Homes (South Coast) Limited in August 2017 to review and appraise the need for employment land in North Dorset. The ultimate purpose of the review is to establish whether c.6.2ha of allocated employment land to the south of the A30 in Shaftesbury is still required.

1.2 Persimmon Homes own the mainstay of the allocation, together with additional land to the south fronting higher Blandford Road. It is principally greenfield and in agricultural use. A slightly larger site (encompassing the agricultural equipment salvage was initially allocated for employment use in 2003, and still features as an allocation in the latest North Dorset Local Plan, which was adopted in 2016. The latter covers the period from 2011



Figure 1: Land within Persimmon Homes ownership

to 2031. As such, the site has been allocated the best part of 15 years, but thus far has yet to be developed. It is noteworthy that the allocation also features in the emerging Issues and Options Document, due to be published for consultation in January 2018.

1.3 Paragraph 22 of the National Planning Policy Framework [“NPPF”] states:

Planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

1.4 Sections 2 and 3 of this report describe the planning context, local economy and functional market area, with sections 4 and 5 reviewing the need, demand and supply of employment land. The extent to which employment needs and land allocations in North Dorset have been regularly reviewed is appraised within section 6 of this report.

- 1.5 There is interest in bringing forward a mixed-use development comprising residential as well as commercial and / or community use on land to the south of the A30. The relevant policy, set out in paragraph 2.4 of this report, already allows for mixed use; thus it is the balance of such uses that is material.

2.0 Relevant Background

- 2.1 A statutory Town Plan for Shaftesbury was prepared during the 1980s and adopted in May 1990. Some twelve years later the Bournemouth Dorset and Poole Structure Plan was adopted. Economy Policy A apportioned about 40 hectares of the overall employment land requirement to North Dorset over the period 1994 – 2011. Economy policy B advised that new employment opportunities should be directed towards locations providing the opportunity to reduce commuting, well related to residential and associated facilities, accessible by public transport with good road access. The Structure Plan identified Shaftesbury as a local service centre under Settlement Policy C; Where the role of the town will be supported by the development of employment, shopping, education, recreation and community facilities. The Structure Plan was subsequently eclipsed by changes to the planning system, but it is evident that the origins of the present-day employment land supply can be traced back to it.
- 2.2 The Town Plan was also superseded by the North Dorset District Local Plan around this time (2003). During the preparation of the District Local Plan, the Government published new Regional Planning Guidance for the south west (RPG10). Paragraphs 37.1.11-37.1.11 of the District Local Plan helpfully explain the relationship, stating:

'At first sight, the large-scale housing proposals for Shaftesbury may tend to be viewed as contrary to the above aims [to direct growth towards the Principal Urban Areas]. However, there has been a long-term obligation not only under previous approved Development Plans dating back to the 1960's, but also under the Local Plan Strategy of concentrating major development in the towns, to provide for significant levels of growth on the eastern side of the town. The relatively constraint free plateau area here has also tended to endorse and support this legacy. (The whole of this area was proposed under the Town Development Act in the 1960's for a London overspill scheme.) Furthermore, as recognised by the Panel for the examination in Public into the existing Structure Plan (see Panel Report para. 2.34), the town is sufficiently remote from any of the principal urban areas, so as not to promote major out-commuting flows. The proposals for this area are now for an urban village-type mixed-use

development, incorporating employment and community use, which will also help to promote a degree of self-containment.'

2.3 Some of the 'saved policies'¹ within the District Local Plan continue to form part of the present-day Development Plan. The District Local Plan acknowledges that the historical pattern of development in Shaftesbury has been shaped by the town's locational and topographical attributes. The core of the town sits atop a plateau with steep slopes to the west and the Cranborne Chase and West Wiltshire Area of Outstanding Natural Beauty ["AONB"] to the north and east. It goes on to state that *'Despite these constraints, Shaftesbury is in a key position to attract economic development being at the crossroads of the A30 and A350'*. Policy 3.2 sought to retain and enhance employment use within established employment areas and allocated a further 25.6ha of land for employment purposes, including 7ha south of the A30 in Shaftesbury.

2.4 Detailed criteria for its delivery were set out in Policy SB12 of the Local Plan. The parcel (ref E/37/4 and denoted by blue stripes on the inset plan: right) lies to the south east of the main built up area and is bound by the safeguarded alignment of the Shaftesbury bypass.



Figure 2: Extract from the Proposals Map accompanying the North Dorset Local Plan 2003

2.5 Saved Policy SB12 titled: Employment Land Allocation titled 'Land South of Salisbury Road' states:

APPROXIMATELY 7 HECTARES OF LAND TO THE SOUTH OF THE A30 WILL BE DEVELOPED FOR BUSINESS, INDUSTRIAL AND WAREHOUSING PURPOSES SUBJECT TO;

- (I) PROVISION OF A VEHICULAR ACCESS FROM A SIGNAL CONTROLLED JUNCTION ON THE A30 (SEE POLICY SB9).**
- (II) PROVISION OF A BUS STOP WITH SHELTER.**
- (III) EXTENSIVE LANDSCAPING ON THE WESTERN AND SOUTHERN BOUNDARIES OF THE SITE.**
- (IV) MIXED USE DEVELOPMENT ON THE FRONTAGE TO THE A30 MAY INCLUDE COMMERCIAL USES WITH FLATS OVER.**

¹ Saved by means of a Direction from the Secretary of State ref: SW/THM/5819/7 dated September 2007

2.6 Paragraph 37.4.2 of the Local Plan adopted in 2003 helpfully explains: *‘Although it was another principle arising from the Enquiry by Design process that the employment allocation to the south of the A30 should be deleted, this conflicts with a specific recommendation of the Local Plan Inspector. He stated that the allocation should instead be extended to the south and west. It is considered that there will be an ongoing need to accommodate larger industrial type developments (class B2), which could not be satisfactorily included within the development to the north of the A30. Therefore, in accordance with the Inspector’s recommendation, the allocation has been extended further to the south to ensure a sufficient land supply, although land to the west remains outside of the settlement boundary in order to protect the long-range views to Melbury Beacon. Extensive landscaping on the western and south boundaries of the development will also ensure that this remains the case. The A30 frontage to the employment site should be designed to complement the proposed residential development on the north side and provide an attractive gateway into the town. Therefore mixed use, such as commercial with flats over and parking and servicing to the rear, will be encouraged on the A30 frontage, provided that the use of the rest of the site for industrial purposes is not prejudiced’.*

2.7 In the mid 2000’s the Council embarked on a review of the District local plan. The Council undertook a review of existing sites, culminating in a report dated April 2007². This is something that we come back to in section 6 of this report.

2.8 At the time of the 2007 review an outline planning application (ref: 2/2006/1022) to, *‘develop land by erection of employment development of B1 and B2 uses with ancillary B8 use, all with associated infrastructure and landscaping including strategic landscaping to east and south; Formation of vehicular access from A30’* was before the Council. All matters other than access were reserved for future consideration. The application was accompanied by a Demand Study for employment land updated to July 2010³. The application was subsequently granted on 12th May 2011 subject to twenty-eight conditions. The Committee Report and Decision Notice form appendix [1] to this report.



Figure 3: Illustrative masterplan

² North Dorset District Council (April 2007) Employment Land Review: Review of Existing Sites

³ At the time of writing this Study was not on the public file and has not been reviewed

- 2.9 The application lapsed on 12th May 2014. The site has been marketed by commercial agents, Woolley & Wallace, since 2012, but it has yet to be developed for employment. The present-day marketing particulars and record of past expressions of interest form appendix [2] and appendix [3] respectively. There has been some interest in undertaking small developments on the site, but not of a large enough scale to make it commercially viable to undertake this development.
- 2.10 The site was rolled forward into the North Dorset Local Plan Part 1, adopted in 2016. Policy 11 titled 'Economy' stating:

SPATIAL APPROACH TO ECONOMIC DEVELOPMENT

THE ECONOMIC DEVELOPMENT OF THE FOUR MAIN TOWNS (I.E. BLANDFORD, GILLINGHAM, SHAFTESBURY AND STURMINSTER NEWTON) WILL BE SUPPORTED BY:

- A THE DEVELOPMENT OF KEY STRATEGIC SITES TO MEET THE IDENTIFIED NEED FOR EMPLOYMENT LAND; AND
B THE MIXED-USE REGENERATION OF SITES ON THE EDGE OF EXISTING TOWN CENTRES WITH A FOCUS ON OFFICE AND NON-B CLASS EMPLOYMENT GENERATING USES; AND
C THE CONTINUED IMPROVEMENT OF TOWN CENTRES**

JOBS, EMPLOYMENT LAND AND SITES FOR MIXED-USE REGENERATION

ABOUT 3,630 NEW JOBS WILL BE NEEDED IN NORTH DORSET BY 2031. ABOUT 49.6 HECTARES OF LAND WILL BE DEVELOPED PRIMARILY FOR EMPLOYMENT USES IN NORTH DORSET BETWEEN 2011 AND 2031. THIS WILL INCLUDE THE DEVELOPMENT OF THE FOLLOWING KEY STRATEGIC SITES PRIMARILY FOR EMPLOYMENT USES:

- F PART OF THE BREWERY SITE, BLANDFORD ST. MARY (ABOUT 3.0 HECTARES);
G LAND OFF SHAFTESBURY LANE, BLANDFORD FORUM (ABOUT 4.8 HECTARES);
H BRICKFIELDS BUSINESS PARK, GILLINGHAM (ABOUT 11.7 HECTARES);
I LAND SOUTH OF THE A30 AT SHAFTESBURY (ABOUT 7.0 HECTARES); AND
J NORTH DORSET BUSINESS PARK, STURMINSTER NEWTON (ABOUT 6.3 HECTARES)**

... ..

USES ON EMPLOYMENT SITES

EXISTING EMPLOYMENT SITES AND SITES IDENTIFIED FOR FUTURE EMPLOYMENT USES WILL BE PROTECTED FROM OTHER FORMS OF DEVELOPMENT. ON SUCH SITES, THE COUNCIL WILL PERMIT EMPLOYMENT (B CLASS) USES AND, WHERE IT WOULD SUPPORT BUSINESSES AND/OR PROVIDE A WIDER RANGE OF JOBS, MAY ALSO PERMIT:

- O COMMUNITY USES, SUCH AS COMMUNITY HALLS; AND
P HEALTHCARE FACILITIES, SUCH AS DOCTORS' AND VETS' SURGERIES (BUT NOT ANY HEALTHCARE FACILITY WITH A RESIDENTIAL ELEMENT, SUCH AS A CARE HOME); AND
Q EDUCATION FACILITIES, INCLUDING TRAINING FACILITIES FOR BUSINESSES AND PRESCHOOL NURSERIES; AND
R SMALL-SCALE RETAIL, WHICH IS ANCILLARY TO A B CLASS USE.**

THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 ALSO PROVIDES AN OPPORTUNITY TO CONVERT A CLASS B8 (STORAGE AND DISTRIBUTION) USE TO RESIDENTIAL PURPOSES UNDER CERTAIN CIRCUMSTANCES. THESE RESIDENTIAL CONVERSIONS, WHEN COMPLETED, WILL BE COUNTED AS PART OF THE HOUSING LAND SUPPLY.

- 2.11 The emerging Issues and Options Document (draft dated October 2017) states: *‘In terms of economic development, the Employment chapter of this document considers the matters of employment land supply and demand up to 2033. It is considered that there is no need to provide for additional employment land at Shaftesbury given the existing employment land that is allocated for development to the south of the A30. The site is currently being marketed and NDDC is exploring options for funding infrastructure on the site, in order to create serviced plots.’*

3.0 Functional Economic Market Area

- 3.1 It is considered good practice to consider economic development within functional geographies. The NPPF sets out the objective to deliver sustainable development, including *‘building a strong, competitive economy’*. At no point does the NPPF advocate matching the demand for and supply of employment land on a town-by-town basis.

- 3.2 Planning Practice Guidance [“PPG”] sets out guidance on housing and economic development needs assessments. It states that:

Needs should be assessed in relation to the relevant functional area, i.e. ... functional economic area in relation to economic uses⁴ [our emphasis]

It then goes on to state:

Establishing the assessment area may identify smaller sub-markets with specific features, and it may be appropriate to investigate these specifically in order to create a detailed picture of local need. It is important also to recognise that there are ‘market segments’ i.e. not all housing types or economic development have the same appeal to different occupants.

- 3.3 PPG suggests ways in which a Functional Economic Market Area can be defined. Stating that there is no standard approach to defining the Functional Economic Market Area, it suggests a number of factors that could be used⁵:

- Extent of any Local Enterprise Partnership within the area;
- Travel to work areas;
- Housing market area;

⁴ Paragraph: 008 Reference ID: 2a-008-20140306 Revision date: 06 03 2014

⁵ Paragraph: 012 Reference ID: 2a-012-20140306 Revision date: 06 03 2014

- Flow of goods, services and information within the local economy;
- Service market for consumers;
- Administrative area;
- Catchment areas of facilities providing cultural and social well-being;
- Transport network.

3.4 Paragraph 5.5 of the Dorset Bournemouth and Poole Workspace Strategy 2016 implies that functional economic market areas are analogous with two Housing Market Areas in Dorset. North Dorset forms part of the Eastern Dorset Housing Market Area (as highlighted in blue on the map in figure 4). The Bournemouth Poole Christchurch conurbation is by far the largest settlement in the Eastern Dorset Housing Market Area and the focal point for economic activity. Unsurprisingly it influences a wide hinterland, albeit there may well be discreet sub-areas therein.

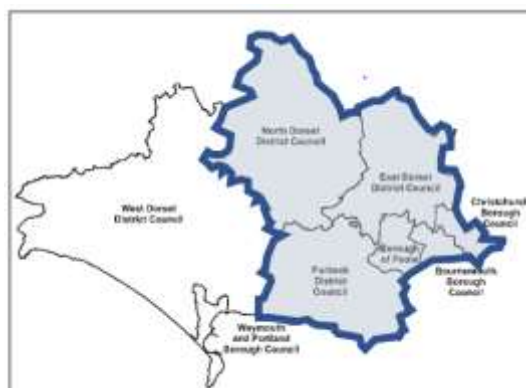


Figure 4: Eastern Housing Market Area

3.5 The spatial approach to economic development within North Dorset is presented in Policy 11 of the adopted Local Plan Part 1 (as supplemented by paras 6.8 to 6.13, p.124). It steers growth towards the four main towns of Blandford, Gillingham, Shaftesbury and Sturminster Newton, and latterly Stalbridge and 18 larger villages. Latitude is also given to new employment in the countryside, particularly where this would entail the reuse of redundant rural buildings. Employment land is principally allocated in the four main towns because this is where new housing is proposed to be delivered. Para 6.11 of the Local Plan Part 1 states that:

By linking the spatial provision of homes and jobs: greater self-containment will be promoted; the need for residents to commute to find suitable employment will be reduced; and investment will be guided to locations where it will have maximum benefit.

3.6 The Local Plan Part 1 states that each main town must have an adequate supply of employment land (para 6.21), although no rationale is given for why this needs to be achieved in each town and little consideration is seemingly given to market forces within the wider Eastern Dorset Housing Market Area. The Plan then allocates land across the four towns according to the proposed distribution of new housing. This method is not particularly robust, as it is based solely on future housing and population growth, and not on the expected level of market demand for employment land. Furthermore, it is important to recognise that a

significant amount of employment growth takes place on sites other than those allocated for B Use Classes. According to the ONS 2011 Census of Population, 16% of North Dorset residents work from home, so new homes are likely to include some home-based employment. We also discuss in section 4 below the fact that over four-fifths of employment in Shaftesbury is in sectors that do not occupy B Use Class sites and premises (including home-based workers). This in-itself has an important bearing on the Functional Economic Market Area.

- 3.7 In general, the factors identified in PPG and listed above imply that the Functional Economic Market Area that contains North Dorset is at least as large as the District, if not larger, contiguous with the Eastern Dorset Housing Market Area. The rationale for this assertion is set out in the figure below.

Figure 5: Evidence Available to Inform an Assessment of the Functional Economic Market Area

Factor	Evidence Available
Extent of any Local Enterprise Partnership within the area	The LEP covers the whole of Bournemouth, Poole and the County of Dorset.
Travel to work areas	Larger than Shaftesbury. See further discussion below.
Housing market area	The LEP area is split into two housing market areas. North Dorset is in the Eastern Dorset Housing Market Area, which covers Bournemouth, Poole, and much of the County of Dorset. This is the level at which employment land supply and demand are matched in the latest, 2016, Workspace Study.
Flow of goods, services and information within the local economy	Information not easily available.
Service market for consumers	Information not easily available.
Administrative area	North Dorset District area.
Catchment areas of facilities providing cultural and social well-being	Information not easily available.
Transport network	Significant trunk road A350 passes north-south through the area linking to Warminster and

Factor	Evidence Available
	Blandford Forum, with the A30 being the main east-west link to Yeovil and Salisbury.

- 3.8 There are strong functional relationships between Shaftesbury, Gillingham and Sturminster Newton, with strong commuting flows between them. Shaftesbury and Gillingham are closely related in functional terms. According to the Local Plan (para 8.97): *Shaftesbury together with Gillingham serves the needs of the northern part of the District and the parts of Wiltshire immediately east of the town.* The synergies between the future growth of the two towns is discussed in more detail at para 8.98, although self-containment for Shaftesbury through the delivery of more homes and employment to the east of the town is discussed in para 8.99 of the Local Plan.
- 3.9 When considering Shaftesbury⁶, we can see that there are strong flows of commuters into and out of the town on a daily basis. More people who live in Shaftesbury work outside the town than work in it; and more people who work in Shaftesbury live outside the town than live in it. This can be seen in the tables and maps below.

Figure 6: Place of Work of People Who Live in Shaftesbury

	Number of People that Live in Shaftesbury
Work in Shaftesbury	1,160
Work elsewhere in North Dorset	710
Work elsewhere in the England and Wales	990

Source: ONS Census of Population

Figure 7: Place of Residence of People Who Work in Shaftesbury

	Number of People that Work in Shaftesbury
Live in Shaftesbury	1,160
Live elsewhere in North Dorset	1,070

⁶ For the purposes of data analysis we have used the Mid Layer Super Output Area (MSOA) E02004257: North Dorset 003 as the definition of Shaftesbury

Live elsewhere in England and Wales	900
-------------------------------------	-----

Source: ONS Census of Population

Figure 8: Inflow of Commuters to Shaftesbury

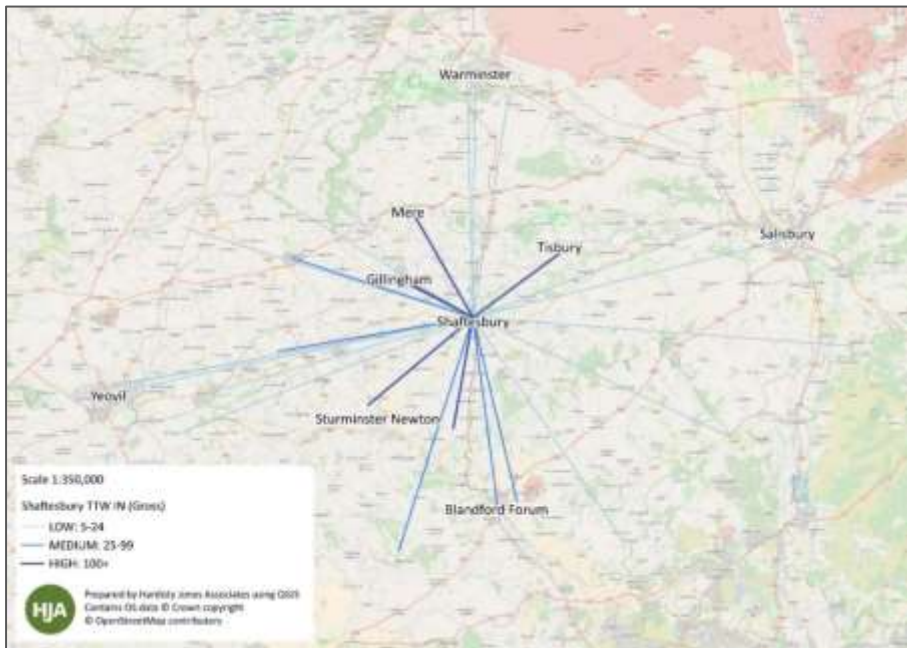
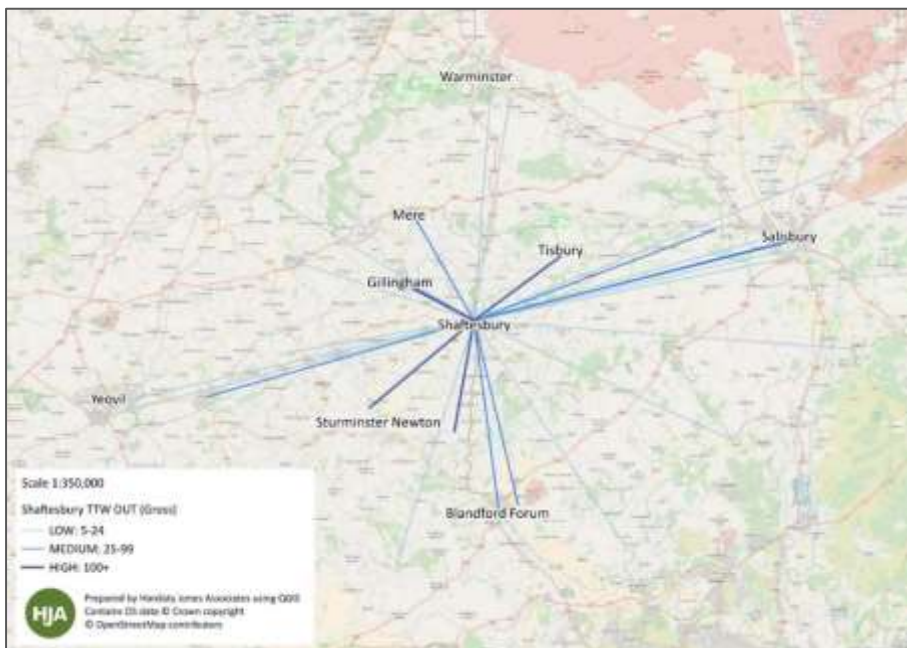


Figure 9: Outflow of Commuters from Shaftesbury



- 3.10 We conclude that attempts to match the need and supply for employment land in North Dorset should be made at the functional economic market area level rather than the town level.

4.0 Employment needs and land requirements

- 4.1 The Local Plan Part 1¹⁰ sets out projected job growth in the local economy, which is derived from the Bournemouth, Dorset and Poole Workspace Study (2012)⁷. This suggests a need for 4,400 additional FTE jobs in North Dorset over the period 2011 to 2031. However, not all of these jobs will be located on employment sites (i.e. B Use Class sites). The main sectors driving growth in North Dorset are expected to be: Business Services; Health & Social; Distribution; Hotels; and Transport & Communications. Woolley and Wallace have identified only limited demand from local businesses, with the most credible enquiries having come from retailers and care home operators.
- 4.2 The Bournemouth, Dorset and Poole Workspace Strategy (2012)⁸ is the source of the forecast employment land demand figures for North Dorset that are used in the Local Plan Part 1. This is an update of a previous study carried out in 2008. A later update was carried out in 2016⁹, which suggests that less employment land will be needed than in the 2012 study. Four scenarios have been considered, and all four show a lower level of demand than the 2012 study.
- 4.3 There is acknowledged to be an over-supply of B Use Class employment land in North Dorset, and as a consequence, Local Plan Part 1 Policy 11 states that other uses are allowed on employment land.
- 4.4 The analysis set out in the Local Plan Part 1, suggests a requirement for 30.5ha of employment land (B Use Class) over the period from 2011 to 2031, calculated pro-rata to 26.2ha for the plan period of 2011 to 2026 [N.b. this is not the Local Plan period, so it is unclear why the Council have relied upon this, one can only assume that it was the only evidence available].
- 4.5 With respect to potential job / floorspace levels set out at appendix 1 of the Council's hearing papers or the EiP (see appendix [4] of this statement); there would appear to be an

⁷ Dorset County Council (2012) Bournemouth, Dorset and Poole Workspace Study: Employment Land Projections 2012 Update

⁸ Dorset County Council (March 2012) Bournemouth, Dorset and Poole Workspace Study: Employment Land Projections, 2012 Update

⁹ Bournemouth, Dorset and Poole Local Authorities and Dorset LEP (2016) Bournemouth, Dorset and Poole Workspace Strategy

unwarranted expectation of a 50/50 split between B1 office and B8 across the board and specifically for the site south of the A30. There is no evidence of these assumptions being challenged at the time.

- 4.6 Much future employment growth will take place on non-B Use Class sites, and those economic sectors which use B Use Class sites are only part of the overall growth in employment. [Caution: Much of the future demand for employment land is driven by replacement of existing premises, which will be required by Shaftesbury businesses, as well as growth].
- 4.7 Analysis of current employment in Shaftesbury and North Dorset shows that fewer people are employed in industrial sectors that occupy B Use Class sites in Shaftesbury than in North Dorset as a whole, so it is not a strong location for these sectors.

Figure 10: Employment in B Use Class Sectors and Other Sectors

	Employment in B Use Class Occupying Sectors, 2015	Employment in Non-B Use Occupying Sectors, 2015
Shaftesbury	18%	82%
North Dorset	27%	73%

Source: HJA Analysis using data from ONS BRES and Census of Population Data

- 4.8 When we look at recent change in employment in those sectors that occupy B Use Class sites and premises, we can see that it has declined slightly in Shaftesbury in recent years, in line with a decline in North Dorset as a whole. What is also notable is that Shaftesbury saw a growth in employment over the period 2009 to 2015, whereas there was a decline in employment across all of North Dorset over the same period. This growth in total employment in Shaftesbury has been driven by the sectors that do not occupy B Use Class sites and premises, rather than those that do. Thus, there will be future economic growth in Shaftesbury, even if B Use Class development takes place elsewhere within the functional economic market area.

Figure 11: Change in Employment in B Use Class Sectors and Other Sectors 2009 to 2015

	Change in Employment in B Use Class Occupying Sectors 2009-2015	Change in Employment in Non-B Use Class Occupying Sectors 2009-2015	Change in All Employment 2009-2015
Shaftesbury	-1%	+11%	+8%

North Dorset	-3%	-3%	-3%
--------------	-----	-----	-----

Source: HJA Analysis using data from ONS BRES and Census of Population Data

4.9 According to the Local Plan Part 1 (para 8.73), Gillingham has *significant potential for further economic growth*, and the economy of the town has the capacity to expand faster than the economy of the wider sub-region, with an aspiration to become the *main service centre in the north of the District*. Therefore, Gillingham is likely to be an attractive location for future employment growth in North Dorset, including by those sectors that occupy B Use Class sites and premises.

5.0 Employment land availability and take up

5.1 The Local Plan Part 1 notes that as of April 2011, some 49.6 Ha of employment land was available across the District, comfortably exceeding the level of demand (para 6.20). The over-supply of employment land is discussed further at para. 6.27 (p.128), in which the over-supply of B Use Class sites leads to a policy of allowing other non-B Use Class developments on such sites (see Policy 11). The Plan also talks about converting B8 sites to residential.

5.2 Local Plan Part 1 Policy 11 states that *about 49.6ha of land will be developed primarily for employment uses in North Dorset between 2011 and 2031*. This is a misunderstanding or misrepresentation of the preceding evidence, which states that there is 49.6ha of available employment land, which exceeds the demand of 30.5ha over the period 2011 to 2031, pro-rated to 26.2ha over the period from 2011 to 2026.

5.3 Locating B Use Class activities, including offices, is proposed on the site to the south of the A30. However, the 2007 Employment Land Review states that North Dorset is not a strong office location, and that most of the public-sector offices within the District are located in Blandford Forum (para 4.2 p.17) – albeit even this is changing.

5.4 Local Plan Policy 18 suggests that future economic growth will be supported in Shaftesbury through the delivery of the site to the south of the A30 and *the development of vacant sites on existing industrial estates* (p.224), which suggests that there are other opportunities to accommodate some economic growth in B Use Class sectors in the town without the site to the south of the A30.

5.5 The most recent published Annual Monitoring Report covers the period 2016/17. The Council have previously provided amalgamated figures for the quantum of completed employment development since the start of the plan period, so theses have been combined in the table below:

Figure 12: Extract from the North Dorset District Council’s Annual Monitoring Report

Monitoring year	Amount of completed employment development (Ha gross)
2011/12	2.7
2012/13	1.51
2013/14	1.49
2014/15	1.87
2015/16	2.31
2016/17	1.01

- 5.6 These headline figures do not consistently identify the source of completions, in terms of allocated site or non-allocated sites, nor their distribution. We therefore undertook our own high-level analysis of extant permissions (from the start of the plan period) and completions in October 2017. Initially we intended to focus on major developments, but our research quickly revealed that there had been very few major applications for new employment development, so we focussed in on a finer grain looking at both major and minor applications for employment use (albeit only the major sites granted consent have been visited).
- 5.7 With regard to employment land take up the methodology used to search planning application approvals was refined to reflect the search parameters of the Council’s website. The baseline date of March 2012 was used to consider employment applications that had been approved within North Dorset. March 2012 being the date of the Workspace Land Projections Evidence update considered by the Inspector at the examination of the North Dorset Local Plan.
- 5.8 For North Dorset the headlines terms of office / industrial and warehouse did not return any search results due to there being ‘too many’ matches. As such the search terms were broken down to:
- Business Unit, Business Use
 - Industrial Use, Industrial Unit
 - Office Space, Office Use, Office Unit.
- 5.9 Additional search terms of workshop, manufacturing, storage/ distribution and B1, B2, B8 were also interrogated. These search terms returned a high percentage of duplications form applications already recorded.

- 5.10 Due to the high threshold of ‘major application’ if the initial search criteria was applied there would have been limited results. As a result, all search returns were logged with the exception of those where judgement was applied in regard to the relevance of an application i.e. variation of conditions on an approval or small developments that related in ancillary office for a farm or estate.
- 5.11 Outside of North Dorset the search area was widened to include the Parishes of Warminster, Longbridge Deverill, Salisbury and Tisbury. Due to the nature of the Wiltshire website search facility greater interrogation of the search criteria allowed for use of the search terms of Employment, Office, Industrial and Warehouse.
- 5.12 Site visits were then undertaken in October 2017 for those applications falling within the ‘major’ category. The findings are presented in appendix [5]. It is noteworthy that the outline planning permission ref: 2/2011/1439/PLNG for a mixed-use development comprising a new convenience superstore and B1/B2/B8 employment units at Blandford Heights, was superseded by the implementation of a subsequent full planning application ref: 2/2016/0325/FUL for a smaller retail store on part of the site. Thus, the permission for employment units fell away, casting doubt on their delivery in the immediate to short term. In Sturminster Newton, on a 7.2 ha site, a single unit has been built out, and a depot (Wessex Water) and containerised storage use brought forward with the remainder of the site remaining undeveloped (permission having been granted in 2013). The uses that have come forward, i.e. a depot and containerised storage do not represent high-end employment uses. This demonstrates that there are available employment sites where limited take-up has occurred and latent capacity remains.
- 5.13 North Dorset’s Annual Monitoring Report (AMR) reports the following completions between April 2016 and March 2017, these are detailed in figure 13 below. The final column shows percentage completed on previously developed land.

Figure 13: Extract from Annual Monitoring Report 2017

	B1 (a)	B1 (c)	B2	B8	% on PDL
Blandford Forum	0	0	0	2,194	0%
Gillingham	0	0	0	0	N/a
Shaftesbury	0	0	1830	0	0%
Stalbridge	0	0	0	0	N/a

Sturminster Newton	0	0	0	0	-
Other	0	949	0	0	0%
Total	0	0	1830	2194	0%

5.14 The latest annual monitoring report reveals that 0.2ha of employment land was built out in Shaftesbury between April 2016 and March 2017, to create c.1,830sqm of new B2 floorspace. Figure 13 demonstrates that employment land is being built out within North Dorset, albeit perhaps at a slower pace than originally envisaged – this would appear to be symptomatic of the sluggish economic growth experienced in North Dorset to date. Significant employment sites remain with the benefit of either allocation planning permission, most notably in Gillingham whereby 14.64ha of allocated or consented employment land remains available, equivalent to 50% of the total supply in North Dorset. The monitoring is consistent with market data available through the Property Pilot database (a snapshot as of November 2015 is presented in table 3.6 of the Dorset Bournemouth and Poole Workspace Strategy 2016) which suggests a plentiful supply of industrial land and premises – particularly serviced land.

5.15 The slow take up in the northern part of the District is perhaps no surprise. In commenting on the market for employment land in North Dorset, David Cowling of Cowling and West (local commercial agents), proffered:

'The south-East Dorset conurbation is the focal point for the majority of commercial and industrial activity, and the area of the County which attracts most inward investment.

Going outside the conurbation to the North of Dorset, I would suggest that Blandford is on the extremities of the majority of enquiries and requirements we receive. Locations such as Shaftesbury, Shillingstone, Sturminster Newton and Gillingham tend to appeal to a localised market and are unlikely to attract businesses from outside the area. As the populations of these towns have grown they have had limited appeal to certain national operators, typically DIY/Contractor trade counters and the like looking to expand their networks, but the main demand comes from organic growth of existing local businesses or start-ups.

5.16 Such observations are again supported by the market data from Property Pilot. Whilst recording a high level of demand for small (below 100sqm) craft / studio / workshops throughout the rural area, the November 2015 snapshot indicated that c.78% of all enquiries for industrial premises were directed towards the Bournemouth Poole Christchurch conurbation. Amongst the barriers to sites coming forward, the Workspace Strategy noted

the need to improve public transport provision which is a particular factor in the attractiveness of outlying sites in Eastern Dorset.

- 5.19 In marketing the land south of the A30, Woolley and Wallace noted enquiries from non-B use class occupiers – as set out in appendix [3] of this report; reaffirming Cowling and West’s observations.

6.0 Evolution of the allocation south of the A30

Shaftesbury

- 6.1 The emergence of the allocation south of the A30 is explained in section 2 of this report.
- 6.2 The market attractiveness of a number of available but undeveloped sites was assessed as part of the 2007 Employment Land Review² (p.28 to 29). Land to the south of the A30 was considered and scored sufficiently highly to warrant the suggestion for continued allocation.

Figure 14: Market Attractiveness Assessment undertaken in 2007 for land south of A30

Factor	Criteria	2007 Response
Market attractiveness	Has the site been formally identified for employment for at least 10 years?	No
	Has there been any recent development activity, within the last 5 years?	Yes
	Would employment development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	Yes
Sustainable development	Is employment the only acceptable form of built development on this site (e.g. because of on-site contamination, adjoining uses or sustainable development reasons)?	Yes
Strategic planning	Are there any other policy considerations, such as emerging strategic objectives or spatial vision, which should override any decision to release the site?	Yes

6.3 To an extent it is evident that the need and suitability of the site were re-examined as part of the consideration of the, now lapsed outline planning application, with the mainstay of evidence being presented and largely corroborated by North Dorset District Council in 2010.

6.4 It is noteworthy that tumultuous changes took place in the governance of economic planning between 2003-2016 including:

- the abolition of structure plans and the emergence, rise and abolition of Regional Spatial Strategies [“RSS”];
- the bonfire of the quangos including the SW Regional Development Agency [“RDA”];
- the abolition of RPG10 and the introduction of the National Planning Policy Framework [“NPPF”]; and
- emergence of Local Economic Partnerships [LEP’s].

6.4 To some extent this is all reflected in the economic evidence base underpinning the Local Plan 2016, with each coordinating body applying a slightly different take and methodology. Overlaid onto this have been the real-world impacts of the recession during the late 2000’s and early 2010’s and considerable technological advancements which are enabling more people to work from home and changing job to floorspace ratios.

6.5 It is therefore helpful to revisit the evidence that was put before the Local Plan Inspector and to review the questions posed through the EiP Hearing Sessions. Issues 3 titled Supporting Economic Development ... addressed amongst other matters the distribution and quantum of employment land and Issue 9 addressed growth in Shaftesbury. The Inspector posed, amongst others, the following question:

‘Are the employment and mixed-use sites listed in policy 11 justified and available? Has consideration been given by the Council to allowing a residential use in appropriate circumstances?’

6.6 In responding to the first question North Dorset District Council issued a series of Hearing Statements, as did other third parties. Relevant extracts from the Council’s Hearing Statements are set out in appendix [4], but there is explicit recognition by the Council that there is an oversupply of employment land across the District. In finding the Plan Sound the Inspector simply sought to ensure that sufficient land was available rather than determining whether it was all needed. The Inspectors Report dated 17th December 2015, proffers the following:

Employment Land Requirements

28. *The Workspace Land Projections Evidence update estimates that about 28.5ha of employment land is required across the District between 2011 and 2031 in order to meet need. With an allowance for flexibility this rises to 30.5ha across the revised plan period. The Council has concluded that there is the potential for about 50ha of employment land to come forward between 2011 and 2031 and no substantive evidence was submitted to demonstrate that the employment land requirement, as identified by the Council, could not be met. I am therefore satisfied that sufficient land is available, across the District as a whole, to meet employment needs. In any event the opportunity will be available to review the evidence through the monitoring process and as part of the forthcoming local plan review. I deal with settlement-specific proposals under the individual settlements (see Issue 7).*

6.7 With respect to the availability of land south of the A30 for employment purposes, this would appear to have been a matter of common ground at that time. In terms of suitability, the Council were heavily reliant upon the 2007 Employment Land Review, concluding that the allocation remained ‘fit for purpose’. Despite the lapsed permission, the Council were optimistic that the site would be taken up and noted the active marketing of the site by Woolley and Wallace. Indeed, the Inspectors Report concludes:

‘98. The main area for employment growth is to the south of the A30. This site has been granted planning permission in the past and efforts are currently underway to deliver the site. There is no evidence that leads me to conclude that the site will not come forward and therefore consideration of an alternative site at Higher Blandford Road is not required.’

6.8 Notwithstanding the above, we would question whether the spirit of paragraph 22 of the NPPF was genuinely observed, primarily owing to the fact that the evidence relied upon was very much of its time and one might argue did not accord with the requirement for ‘regular review’. In line with paragraph 161 of the NPPF, it is anticipated that the forthcoming SHLAA (publication scheduled for November 2017 – albeit still eagerly awaited at the time this study went to print) will include a reappraisal of the suitability of previously allocated land.

6.9 The only main modification relating to employment was clarification of the Council’s approach to the small-scale expansion of employment sites in the countryside in response to the Inspectors observation at paragraph 30 that:

‘The submitted plan lacks clarity regarding the Council’s approach towards the expansion of employment sites in the countryside. In order to provide that clarity it is proposed to confirm (in policy 30 and the supporting text) that the appropriate small-scale expansion of an existing employment site in the countryside would be supported, thus providing encouragement for the achievement of a prosperous rural economy. This is the most appropriate strategy to follow and therefore MM24 is recommended. ‘In terms of economic growth the Council’s priority lies towards employment provision in the four main towns. In the countryside the emphasis is on

enabling local communities to meet their own needs and to that end, over 6.5ha of available employment land is identified in the rural area. Other policies in LP1 support the rural economy (policies 29 to 33) and the preparation of LP2 and Neighbourhood Plans will provide further opportunities for local communities to consider the issue. I am satisfied that the Council's overall approach to the rural economy is sound. More detailed matters are addressed under Issue 3.'

- 6.10 One of the more interesting phenomenon revealed by our review of extant permissions from 2011 onwards, is the number of small premises brought forward within the villages and countryside areas. This reflects the spirit of the above modification, the diversification of the rural economy and the employment dynamic within North Dorset. Thus, not only has North Dorset been generous in allocating sites through the local plan process, this is being supplemented in practice by the delivery of employment land outside of the allocations.
- 6.11 In the ten years that have passed since the review of existing sites was undertaken, a number of factors have changed. These are noted in the table below.

Figure 15: Update of Market Attractiveness Assessment for land south of A30

Factor	Criteria	2007 Response	Current Situation
Market attractiveness	Has the site been formally identified for employment for at least 10 years?	No	Yes
	Has there been any recent development activity, within the last 5 years?	Yes	No
	Would employment development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	Yes	No viable development proposition has been brought forward during the last fifteen years
Sustainable development	Is employment the only acceptable form of built development on this site (e.g. because of on-site contamination, adjoining uses or sustainable development reasons)?	Yes	No, housing and education could readily be developed on this site (putting aside the current allocation)

Factor	Criteria	2007 Response	Current Situation
Strategic planning	Are there any other policy considerations, such as emerging strategic objectives or spatial vision, which should override any decision to release the site?	Yes	No, as explained elsewhere the employment dynamic has changed markedly in the last 10 years and economic growth is likely to manifest itself in other ways

6.12 The exact method for ranking sites and deciding on their retention is not set out in the Employment Land Review, but it may be the case that this site would be considered less attractive or suitable for employment if re-scored now, due to the changes set out above. This is consistent with the fact that the site has been allocated for employment but not developed over the last ten years.

7.0 Conclusion

7.1 The site has been allocated for employment use in the latest North Dorset Local Plan, Part 1¹⁰.

7.2 The market attractiveness of a number of available but undeveloped sites was assessed as part of the 2007 Employment Land Review² (p.28 to 29). Land to the south of the A30 was considered and scored sufficiently highly to warrant the suggestion for continued allocation. The exact method for scoring sites and deciding on their retention is not set out in the Employment Land Review, but we believe that this site would be considered less attractive or suitable for employment if re-scored now, due to the changes set out above in table 13. This is consistent with the fact that the site has been allocated for employment, but not developed over the last fifteen years. Land south of the A30 has not seen a viable proposition brought forward over this fifteen-year period, despite an active marketing campaign; whilst a number of small scale proposals (including the conversion of rural buildings) within the rural hinterland have progressed. The fact that no employment proposition has been brought forward would

¹⁰ North Dorset District Council (January 2016) North Dorset Local Plan Part 1

significantly impact on the Council's ability, when re-scoring the site, to conclude that employment development would be viable on the site.

7.3 Given the over-supply of employment land, not of all of the currently allocated employment sites in North Dorset are needed. Economic and employment growth has taken place in Shaftesbury during the past ten years without any development taking place on the site to the South of the A30 in Shaftesbury. Given that demand and supply should be assessed at the functional economic market area level, then forecast future economic growth can take place across North Dorset with fewer sites than are currently allocated. Gillingham is a particularly strong location for future economic growth – in part owing to its excellent transport links to the A303. Future economic growth potential in Shaftesbury and the surrounding area can be met without the need for employment development on the land south of the A30.

7.4 Having regard to changing nature of employment needs in North Dorset, the current over-supply of land, the extent of the functional economic market area and the comprehensive marketing campaign sustained by Woolley and Wallace that has yielded few if any credible enquiries from B-use class developers and / or occupiers, then the second part of paragraph 22 of the NPPF would prevail:

'Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land and buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities.'

7.5 There is an immediate need for housing, as exemplified by the lack of a demonstrable five-year housing land supply in North Dorset. The site is, in our opinion, suitable for a mixed-use development. Commercial uses could include retail and / or speculative employment units. It is also understood that a primary school is needed to meet the projected need for school places in Shaftesbury so might present a plausible alternative.

APPENDIX [1]

Town and Country Planning Act 1990

Town and Country Planning (General Development Procedure) Order 1995

GRANT OF OUTLINE PLANNING PERMISSION

This permission does not carry any approval or consent which may be required under any enactment, byelaw, order or regulation (e.g. in relation to Building Regulations or the Diversion of Footpaths etc) other than Section 57 of the Town and Country Planning Act, 1990.

Application No: 2/2006/1022

Date Registered: 5 September 2006

Location of Development:

Land South Of A30 And East Of Shaftesbury, Salisbury Road, SHAFTESBURY/CANN

Description of Development:

Develop land by erection of employment development of B1 and B2 uses with ancillary B8 use, all with associated infrastructure and landscaping including strategic landscaping to east and south. Formation of vehicular access from A30 (Outline application to determine use and including means of access)

In pursuance of their powers under the above mentioned Act, North Dorset District Council, **HEREBY GRANT OUTLINE PLANNING PERMISSION** for the development described above in accordance with the details given in the application numbered above.

**SUBJECT TO ATTACHED
SCHEDULE OF CONDITIONS**

To: Pegasus Planning Group



Signed:



Applicant: Persimmon Homes (South Coast)
PLEASE REFER TO NOTES ENCLOSED

MR N FAGAN
DEVELOPMENT CONTROL MANAGER
Dated: 12 May 2011

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

1. With respect to any condition that requires approval of details to be obtained in writing from the Local Planning Authority the works thereby approved shall be carried out in accordance with that approval unless subsequently otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development or work proceeds in accordance with agreed details in accordance with Implementation Policies A and D of the Bournemouth, Dorset and Poole Structure Plan.

2. Approval of the reserved matters relating to appearance, layout, scale and access (other than the means of access to the site) and landscaping of the site shall be obtained from the Local Planning Authority in writing before any development is commenced, provided that the access to the site shall be in accordance with drawing number Figure 5 A received on 5 September 2006.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended)

3. The development to which this permission relates must be begun not later than whichever is the later of the following dates:-

- (i) the expiration of three years from the date of grant of outline planning permission, or
- (ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended).

4. The development hereby permitted shall be laid out in accordance with the following approved plans - Figure 5 A Access Layout, received on 5th September 2006, together with Parameters Assessment Plan (revised) P.0139_87-2D received on 31st August 2007 and the Illustrative Application Masterplan P.0139_109C, On Site Highways and Phasing Plan (revised) P.0139_91D and Employment Development Red Line Application Plan P.0139_89B, all received on 8th April 2011.

Reason: For the avoidance of doubt and to clarify the permission.

5. Prior to the submission of any application in relation to any of the Reserved Matters in respect of any part of the development there shall be submitted to and approved in writing by the Local Planning Authority a design code including comprehensive masterplan for the whole of the development which sets out:

- a) block layouts
- b) massing and elevational treatments including design principles and materials ranges for each block
- c) proposals to incorporate existing and new landscaping into strategic and individual block and plot layouts, to include long term landscape management objectives and mechanisms for ongoing maintenance,
- d) principles of sustainable design,
- e) design principles for all lighting proposals to include lighting of buildings, directional signage and advertisements

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

- f) design of all street furniture to include freestanding and building signage,
- g) design of all external storage areas and their screening.
- h) the method of delivery of all points of connection between individual blocks and between the application site and (i) the residue of the employment allocation identified as block 01 on the Parameters Assessment Plan (revised) P.0139_87-2D, and (ii) the approved travellers site 2 2010 1323.

The development shall thereafter be implemented in accordance with the design code parameters, provided that the design code may be amended in accordance with a detailed justification for any changes that are expressly submitted to and approved in writing by the Local Planning Authority for such a purpose.

Reason: To ensure the development respects the design requirements established by the Enquiry By Design pre-application consultation process, the principles set out in the Adopted Development Brief (2003) The Boulevard Strategy and the requirement for the development to properly respect its rural edge location in accordance with Adopted North Dorset District Wide Local Plan Policies 1.1, 1.8, 1.33, 1.40, SB1, SB3, & SB12.

6. The Reserved Matters shall generally accord with the location of B 1 & 2 uses shown on the illustrative application masterplan principle uses B1 & B2 drawing number P.0139_109C and the maximum roof heights set out in the east Shaftesbury Parameters Assessment Plan (revised) P.0139_87_2D, provided that the uses may be amended in accordance with details expressly submitted and approved in writing by the Local Planning Authority for such a purpose. For the purpose of defining ancillary B8 uses as set out in the description it is considered that ancillary use can comprise up to but no more than 10% of total floorspace within any one building. Thereafter proposals for additional B8 space must be submitted by way of a further application.

Reason: To define the layout and scale of building types and uses in order to define the extent of the permission, ensure development will accord with the principles and uses set out in the illustrative layout proposals accompanying the application and to respect the amenity of adjoining landusers and to properly respect the urban and landscape character of the site and its setting in accordance with Adopted North Dorset District Wide Local Plan Policies 1.1, 1.8, 1.33, 1.40, SB1, SB3, & SB12.

7. Before the commencement of building work samples of materials to be used in the construction and finish of all walls, roofing, window or other openings, boundary screening and street furniture shall be submitted to the Local Planning Authority. Any such samples shall require approval to be obtained in writing from the Local Planning Authority and the development shall thereafter accord with the approved details.

Reason: To safeguard the character of the locality in accordance with Settlement Policy H, Environment Policies F and H and Implementation Policies A and D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.8 of the North Dorset District Wide Local Plan (First Revision).

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

8. Before the development commences a scheme showing precise details of all external lighting (including appearance, supporting columns, siting, technical details, power, intensity, orientation and screening of the lamps) shall be submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority. The approved scheme shall be implemented before the development is occupied and shall be permanently maintained thereafter. No further external lighting shall be installed on site without the prior approval, in writing, of the Local Planning Authority.

Reason: In the interest of the amenity of the area and public safety in accordance with Implementation Policies C and D of the Bournemouth, Dorset and Poole Structure Plan and Policies 1.8 and 1.19 of the North Dorset District Wide Local Plan (First Revision).

9. Before the development commences a scheme detailing the means of foul drainage from the land shall be submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority. The approved scheme shall be implemented before the building(s) are occupied.

Reason: To minimise flooding and the risk of pollution in accordance with Environment Policy M and Implementation Policies C and D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.16 of the North Dorset District Wide Local Plan (First Revision).

10. Before the development commences a scheme detailing the means of surface water drainage for the whole site shall be submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority. Any off site drainage works shall be completed before the ground floor to any building is constructed.

Reason: To minimise flooding and the risk of pollution in accordance with Environment Policy M and Implementation Policies C and D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.16 of the North Dorset District Wide Local Plan (First Revision).

11. Before the development commences a scheme showing precise details for the provision and future maintenance arrangements of run off limitation measures (including the provision of balancing tanks, balancing ponds, infiltration basins, swales and similar measures) shall be submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority. The approved works shall be constructed prior to the commencement of construction of any building.

Reason: To minimise flooding and in the interests of the amenity of the area in accordance with Environment Policy M and Implementation Policies C and D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.16 of the North Dorset District Wide Local Plan (First Revision).

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

12. Prior to the submission of any application for any of the Reserved Matters to be submitted in accordance with the approved masterplan, there shall be submitted to and approved in writing by the Local Planning Authority a scheme showing proposals for an alternative access into the travellers site comprising planning permission 2 2010 1323 from the temporary solution approved as a part of that permission. The scheme shall identify the point of connection into the adopted highway as well as the revised point of connection into the travellers site together with suitable landscape planting and management measures to replant the route of the temporary access. In addition, the scheme shall demonstrate how the revised access makes provision for the creation of appropriately sized and shaped development blocks along the boulevard frontage required by the Adopted Development Brief (2003) as amplified by the Design Strategy for the Boulevard prepared by Pegaus Planning Group on behalf of Persimmon Homes and approved by the Local Planning Authority. The development of block 06 as shown on the approved Parameters Assessment Plan (revised) number P.0139_87-2D shall thereafter accord with the revised access scheme details.

Reason: To ensure the development adequately respects the need to create a comprehensive frontage treatment to the A.30 at this important junction entry into Shaftesbury and to properly reflect the design treatments adopted to the immediate north of the employment site and to accord with policies 1.1, 1.8, SB3, SB4 and SB12 of the Adopted North Dorset District Wide Local Plan (First Revision)

13. Before the development commences a scheme shall be submitted to the Local Planning Authority detailing:

- (a) The layout and width of the carriageways, road(s), footways, footpaths and turning spaces.
- (b) The construction and form of any junction between any roads, including the provision of visibility splays thereat (such splays shall form part of the highway and shall not be included in private curtilages).
- (c) The specification of the type of construction proposed for the roads and/or footpaths including all relevant horizontal cross sections and longitudinal sections showing the existing and proposed levels, each with details of street lighting, highway drainage and disposal of surface water.
- (d) A Programme for the making up of the roads and footpaths.
- (e) Traffic calming measures.
- (f) Noise attenuation measures.

Any such scheme shall require approval to be obtained in writing from the Local Planning Authority in conjunction with the Local Highway Authority. The approved scheme shall be constructed before any part of the development served by that part of the highway is occupied or is brought into use.

Reason: To enable the Local Planning Authority in conjunction with the Local Highway Authority to give further consideration to these matters and to ensure the well planned and proper construction of the roads in accordance with Transport Policies A, E, F, G, H and V, Environment Policies F and H and Implementation Policies A, D and E of the Bournemouth, Dorset and Poole Structure Plan and Policies 1.1, 1.8, 5.1, 5.2, 5.3, 5.4, 5.7, 5.8, 5.11, 5.12, 5.14 and 5.17 of the North Dorset District Wide Local Plan (First Revision).

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

14. Before any foundation of any individual building is dug on land forming the subject of this application, a new estate road shall be constructed from the carriageway of the existing highway to the site of that building. The minimum requirements for this estate road shall be concrete foundations to kerb, hardcore laid level to the top of the kerb foundations and suitably blinded, soil and surface water drainage laid complete with road gullies and gratings - all to the approved specification of the Local Planning Authority in conjunction with the Local Highway Authority. No building shall be occupied until such time as the carriageway and footway/footpath have been constructed up to and including base course surfacing (complete with kerbing and street lighting to the approved specification) from the site of the building to the existing adopted highway.

Reason: To ensure that individual dwellings or buildings are accurately set out in accordance with the approved layout and an adequate means of access is available when the dwelling or building is under construction and when it is occupied in accordance with Transport Policies A, E, F, G, H and V, Environment Policies F and H and Implementation Policies A, D and E of the Bournemouth, Dorset and Poole Structure Plan and Policies 1.1, 1.8, 5.1, 5.2, 5.3, 5.4, 5.7, 5.8, 5.11, 5.12, 5.14 and 5.17 of the North Dorset District Wide Local Plan (First Revision).

15. Within a period of:

- (a) Two years of the commencement of any work on site or,
- (b) Where the development is phased, within a period of two years of the commencement of works on any particular phase of the development, or
- (c) Within three months of the completion of building works, or
- (d) Where the development is phased, within three months of the completion of building works on any particular phase of the development, or,
- (e) Within six months of the completion of 75% of the buildings on any phase (whichever is the sooner), completion of all roadworks shall occur. This will entail the making good of works previously undertaken, the provision of kerbing, channelling, street lighting (where applicable) and the final surfacing of all roads, footways and footpaths to the approved specification of the Local Planning Authority in conjunction with the Local Highway Authority.

Reason: In the interests of highway safety and to ensure a well co-ordinated development in accordance with Transport Policies A, E, F, G, H and V, Environment Policies F and H and Implementation Policies A, D and E of the Bournemouth, Dorset and Poole Structure Plan and Policies 1.1, 1.8, 5.1, 5.2, 5.3, 5.4, 5.7, 5.8, 5.11, 5.12, 5.14 and 5.17 of the North Dorset District Wide Local Plan (First Revision).

16. No development shall commence unless and until the following works have been constructed to the specification of the Local Planning Authority in conjunction with the Local Highway Authority:-

The traffic signal controlled junctions from the A.30 Salisbury Road.

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed in accordance with Transport Policies A, E, F, G, H and V, Environment Policies F and H and Implementation Policies A, D and E of the Bournemouth, Dorset and Poole Structure Plan and Policies 1.1, 1.8, 5.1, 5.2, 5.3, 5.4, 5.7, 5.8, 5.11, 5.12, 5.14 and 5.17 of the North Dorset District Wide Local Plan (First Revision).

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

17. Prior to the submission of any of the Reserved Matters relating to any part of the application, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include full details of the measures to be implemented to:

Promote a reduction on vehicle based trips to and from the site,

Secure the promotion of modes of transport other than the private vehicle,

Define the methodology to be adopted to identify future reductions in trip generation including the establishment of agreed targets,

Confirm the methods to be adopted by the developer and subsequent owners and operators to monitor and manage ongoing reductions in vehicle based trips against agreed targets, and

Confirm the methods to be secured to ensure the Travel Plan Objectives and Targets are capable of being properly monitored and enforced by Dorset County Council in conjunction with North Dorset District Council.

Reason: To ensure the development seeks to minimise trip generation and minimise unnecessary or duplicate trips as well as promoting more sustainable modes of transport in accordance with policies 1.1, 1.8 and 5.10 of the Adopted North Dorset District Wide Local Plan (First Revision) together with PPG 13.

18. All existing trees shown on approved plan P.0139_109C Illustrative Application Masterplan (Principal Uses B1 & B2) to be retained, shall be fully safeguarded during the course of site works and building operations. No works shall commence on site until all trees to be protected on and immediately adjoining the site shall be protected from damage for the duration of works on the site to the satisfaction (to be confirmed in writing) of the Local Planning Authority in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any new Standard that may be in force at the time that development commences. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

Reason: To ensure that trees to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity in accordance with Implementation Policy D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.40 of the North Dorset District Wide Local Plan (First Revision).

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

19. All existing hedgerows shall be retained unless they are shown on the approved drawings as to be removed. All the hedgerows on and immediately adjoining the site shall be protected from damage for the duration of works on the site to the satisfaction (to be confirmed in writing) of the Local Planning Authority in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any new Standard that may be in force at the time that development commences. In the five year period following the substantial completion of the development any hedgerow or parts thereof removed without the written consent of the Local Planning Authority or which die or become (in the opinion of the Local Planning Authority) seriously diseased or damaged, shall be replaced as soon as reasonably practical and not later than the end of the first available planting season, with plants of such size and species and in such positions as may be agreed with the Local Planning Authority. In the event of any disagreement the Local Planning Authority shall conclusively determine when the development has been completed, when site conditions permit, when planting shall be carried out and what plants, size and species are appropriate for replacement purposes.

Reason: To ensure the continuity of amenity afforded by existing hedgerows in accordance with Implementation Policy D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.40 of the North Dorset District Wide Local Plan (First Revision).

20. Before the development is commenced a landscape management plan shall, by reference to site layout drawings of an appropriate scale, be submitted to the Local Planning Authority and shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens. Any such management plan shall require approval to be obtained in writing from the Local Planning Authority.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by the landscape features of communal, public, nature conservation or historical significance in accordance with Implementation Policy D of the Bournemouth, Dorset and Poole Structure Plan and Policies 1.8 and 1.40 of the North Dorset District Wide Local Plan (First Revision).

21. Prior to the submission of any application in respect of any of the Reserved Matters, a biodiversity and habitat protection and enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority that builds upon the assessment and evaluations undertaken in the Ecology Solutions Ltd Report of September 2010. The scheme shall identify those works to include erection of structures, planting proposals and subsequent management measures to be undertaken within the site to secure these objectives and set out how each reserved matter application will incorporate the approved measures into their subsequent submissions and schemes. The development shall thereafter accord with the approved schemes and details.

Reason: To ensure the scheme fully accords with the provision of PPS9 together with policies 1.37 and 1.38 of the Adopted Adopted North Dorset District Wide Local Plan (First Revision).

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

22. Before the development commences plan(s) and section(s) of a scale not less than 1:200 and other particulars showing the level of the finished floor slab of the building(s) in relation to Ordnance Datum shall be submitted to the Local Planning Authority. Any such plan shall require approval to be obtained in writing from the Local Planning Authority.
Reason: To ensure that the building relates properly to adjoining property or properties in the locality, to safeguard the character and amenity of the area and to minimise the risk of flooding in accordance with Environment Policies F and H and Implementation Policies A, B, C, D and E of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.8 of the North Dorset District Wide Local Plan (First Revision).

23. Each Reserved Matters application shall be accompanied by a Construction and Environmental Management Plan setting out the location of all compounds, stores, site buildings and structures required during the construction process together with measures for storing liquids and chemicals and their locations as well as provisions for wheel washing facilities for vehicles leaving the site. The development shall thereafter accord with the approved details which will be considered to form a part of that Reserved Matter submission.

Reason: In the interests of the amenity of the setting of the site, local residents and to protect the habitat and biodiversity of the area in accordance with policies 1.1, 1.8, 1.37 and 1.38 of the Adopted North Dorset District Wide Local Plan (First Revision) together with PPS9

24. Following the Contaminated Land Assessment dated 3 November 2009, no site clearance, development or other work shall take place within the area indicated in red on drawing P.0139_89B until a scheme is submitted to the Local Planning Authority to deal with potential contamination of that part of the site. Such scheme shall include the following actions and reports, which must be carried out by appropriately qualified consultant(s):

(a) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Statement, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s), or part(s) thereof recommended in the remediation statement, shall require approval to be obtained in writing from the Local Planning Authority.

(b) No development shall occur until the measures approved in the remediation scheme have been implemented to the satisfaction of the Local Planning Authority.

(c) If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority.

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

(d) On completion of all of the works detailed in the agreed Remediation Statement, a Remediation Completion Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have supervised all the agreed remediation actions. This report to be submitted to the Local Planning Authority confirming that all works as specified and agreed have been carried out to the point of completion. Until the Local Planning Authority is in receipt of said Remediation Completion Report and is satisfied with the contents of the statement and the standard of work completed it will be viewed that the remediation of the site is incomplete.

Reason: To safeguard the living conditions of future and neighbouring occupiers and to protect the water environment and other sensitive receptors in accordance with Environment Policy M and Implementation Policy C of the Bournemouth, Dorset and Poole Structure Plan and Policies 1.16 and 1.20 of the North Dorset District Wide Local Plan (First Revision).

25.No external storage of goods, materials, plant, machinery, equipment, vehicles or other items or artefacts shall, at any time, take place outside the building(s) unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the area and the orderly operation of the site in accordance with Implementation Policies C and D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.8 of the North Dorset District Wide Local Plan (First Revision).

26.Before the development commences a scheme showing details of facilities to be provided for the storage and removal of refuse from the premises (including, where necessary, the means of enclosure for the area concerned) shall be submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority. The approved scheme shall be implemented before the development is occupied.

Reason: In the interests of amenity in accordance with Implementation Policies C and D of the Bournemouth, Dorset and Poole Structure Plan and Policy 1.8 of the North Dorset District Wide Local Plan (First Revision).

27.Prior to the submission of any application in relation to any Reserved Matters relating to blocks 02, 03 or 04 as shown on the approved Parameters Assessment Plan (revised) P.0139_87-2D there shall be submitted to and approved in writing by the Local Planning Authority a scheme showing how vehicular, cycle and pedestrian connections will be provided up to the common boundary with that part of block 1 forming the residue of the employment allocation SB12 of the Adopted North Dorset District Wide Local Plan (First Revision) not included in the red line as shown of approved drawing P.0139_89B, and the vehicular, cycle and pedestrian connections shall be provided to a standard considered acceptable by the Local Planning Authority in writing prior to the first occupation of any buildings within blocks 02, 03 or 04.

Reason: To ensure the development adopts a comprehensive approach to the development of the overall allocation SB12 in the interests of proper planning and the efficient use of land and in accordance with Policies 1.1, 1.8, SB9 & SB12 of the Adopted North Dorset District Wide Local Plan (First Revision) and to the provisions of PPS1.

APPLICATION NUMBER 2/2006/1022
Land South Of A30 And East Of Shaftesbury, Salisbury Road,
SHAFTESBURY/CANN
SCHEDULE OF CONDITIONS

REASONS FOR DECISION / POLICY CONSIDERATIONS

1. The proposed development of an employment site complies with the principles set out in policy SB12 of the Adopted North Dorset District Wide Local Plan (First Revision) (the Local Plan) as well as Policies Settlement C and Economy A & B of the Bournemouth Dorset and Poole Structure Plan (the Structure Plan) in relation to site access, bus service provision and boundary landscaping. In relation to criteria (iv) the scheme does not provide a mixed use frontage, however this change is considered to make the employment development opportunities more flexible and does not undermine the intentions of the policies overall objectives. The development is located in a sustainable settlement in accordance with the Local Plan policies 1.1 & 1.2 and the Structure Plan policies Settlement C and Transport B. The development, taken with the housing developments to the north of the application site make provision for localised off site highway improvements in accordance with Policies 5.10, 5.11 & 5.15, SB9, SB10 and SB 11 of the Local Plan and policies Transport B & C. The development includes significant boundary screening to reduce its impact upon the wider landscape including the AONB in accordance with the Local Plan policies 1.8, 1.32, 1.33, 1.40 & 1.41 and policy Environment F of the Structure Plan. There is a balance to be struck between the degree of mitigation sought by the AONB Partnership and the efficient use of the site to provide for strategic employment development opportunities to balance the provision of new houses and jobs to the east of the town and in this instance the balance is considered to give greater weight to the need to secure significant and flexible employment development opportunities to meet the towns role as a settlement for major growth in accordance with the Local Plan policy 1.2 and the Structure plan policy Economy B and Environment F.

COMMENCEMENT OF DEVELOPMENT

The attention of the Applicant/developer is drawn to the fact that development pursuant to this planning permission may **not** lawfully commence unless and until **all** conditions requiring the consent, agreement or approval of schemes and/or details have first been submitted to and approved in writing by the Local Planning Authority. The Applicant/developer should be aware of their responsibility in this regard. If you have not already done so, you are advised to put arrangements in place for the timely submission of these requirements and to check that there are no omissions in terms of the details required. Failure to do so may render the development totally unauthorised and could result in **Enforcement Action** being taken by the Council.

Cann, Shaftesbury

Application No: 2/2006/1022

Application Type: Outline Planning
(Major)

Case Officer: John Hammond

Applicant: Persimmon Homes (South Coast)

Recommendation Summary: Approve

Location: Land South Of A30 And East Of Shaftesbury, Salisbury Road, SHAFTESBURY/CANN

Proposal: Develop land by erection of employment development of B1 and B2 uses with ancillary B8 use, all with associated infrastructure and landscaping including strategic landscaping to east and south. Formation of vehicular access from A30 (Outline application to determine use and including means of access)

Plan Numbers:

Reason for Committee Decision: Major application in excess of 10,000 square metres.

Statutory Duties (upon the LPA):

Planning and Compulsory Purchase Act 2004:

Section 38(5): *If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published (as the case may be).*

Section 38(6): *If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.*

Town and Country Planning Act 1990:

Section 197: *It shall be the duty of the local planning authority – (a) to ensure, whenever it is appropriate, that in granting planning permission for any development adequate provision is made, by the imposition of conditions, for the preservation or planting of trees; and (b) to make such orders under section 198 as appear to the authority to be necessary in connection with the grant of such permission, whether for giving effect to such conditions or otherwise.*

Description of Site:

The application site comprises part of a larger employment allocation within the North Dorset District Wide Local Plan. (First Revision) This allocation is covered by policies 3.2 (E/37/4) and SB12 which provides for an employment allocation across the site to include a mixed use provision to the A.30 frontage. The application site

does not cover the whole employment allocation. It originally omitted 2 areas that lie within the same allocation, comprising (1) The area currently developed and used by Coles Tractors located to the west of the allocation, and (2) the area of land within the North Dorset District Council ownership which currently accommodates a gypsy site under lease to resident tenants. Subsequent to the submission of the application, the applicant together with the district Council have worked to re-locate the existing gypsy pitch occupants. The long term occupant, Mr G Cooper snr. has secured alternative accommodation on land at Calves Lane. The remaining residents have expressed a desire to move into housing.

The application site is a generally flat combination of fields bounded by mature hedgerows with a raised element comprising the former landfill to the east. Again, this is generally screened from local views from the east and south by existing hedgerow. The site slopes gently down to the south. The landform then begins to drop down towards Cann Common and further south to Melbury Abbas before rising again towards Compton Down with elevated long views of the site extending westwards from Compton Down towards Charlton Down.

The site also includes a Groundwater Source Protection Area (policy 1.16) and is bounded to the east by the reserved line of the Eastern By pass corridor (Policy SB18). The Cranborne Chase & West Wiltshire Downs AONB lies to the east and south east of the application site but does not directly adjoin it.

The application site comprises a mix of land uses including a Greenfield element comprising the western and central core together with land to the eastern part of the allocation which includes a former landfill site, the gypsy caravan site and land occupied by Dorset County Council as a highways depot. This part of the allocation represents an existing brownfield site.

Relevant Planning History:

It should be noted that this application was initially reported to the Development Control Committee in January 2007.

At that time the Committee was simply asked to note that the application site comprised a committed site within the Adopted Local Plan & was the subject of Policy SB 12. The report noted that there were further areas of work required before a positive recommendation could be made to Committee. The outstanding work related to:

- Resolution of wider landscape impact,
- Further habitat assessment to determine the extent of mitigation of protected species,
- Resolution of the impact of continued residential presence on site together with possible contamination issues arising from the gypsy site sitting over an historic landfill, and
- Resolution of the issues raised by the (then) Wiltshire County Council with regard to off site impacts and impacts upon the A.30 generally.

Subsequently, the District Council has been consulted by Dorset County Council with respect to planning application 2/2010/1323 relating to the provision of 8 travellers pitches on land to the east of the employment site, served by an access taken through the employment site itself.

This application was determined by Dorset County Council on 22 March 2011 who resolved to approve the development for a 10 year term. The implications of this decision are addressed in the planning appraisal below.

Consultations:

Note; the application was initially consulted upon in September 2006, with further consultations in response to amended submissions being undertaken in September 2007.

Over the intervening period the applicant has been securing a programme of contamination investigation and review. This has now been consulted upon with the Authorities contamination consultants.

In September 2010 further updated details with respect to habitat assessments, updated market assessments and planning statements were submitted. These were the subject of consultation only with the relevant external bodies.

Shaftesbury Town Council: No objections.

Cann Parish Council: There is a need to provide the Shaftesbury by pass & provision of surface and foul water infrastructure. The local road infrastructure cannot accommodate the additional growth in traffic

DCC Highways Authority: No objections subject to conditions relating to access to A.30, estate road layouts and provision of bus shelter.

Environment Agency: No objection subject to conditions relating to contaminated land, surface water drainage, pollution prevention, sustainable drainage systems, control over maintenance of surface drainage system, foul drainage, construction / environmental management plan, control over storage of oils, fuels or chemicals, securing water efficiency measures and sustainable construction / design.

Wessex Water: The Environmental Statement addresses supply and sewerage treatment issues. Existing foul sewerage system should have capacity. The use of soakaways should be pursued. The existing water supply may require diversion.

County Archaeologist: No observations received to date.

NDDC Environmental Health: Initial concerns related to the likely relationships between ongoing residential occupation of the caravan sites and the development of employment uses, together with the need to clarify the extent of any contamination were the caravans likely to remain on site. These concerns have now been addressed by (i) the relocation programme for existing caravan occupiers

removing the potential use conflicts, and (ii) the Merebrook contaminated Land Study of March 2010 which assessed the findings of contamination investigations.

Rural Economy Policy Manager: This application may require amendment to accommodate re-location of gypsy accommodation. Important to achieve high quality development with appropriate mix of sizes and uses to accommodate existing and future demand. We have evidence of demand for 1,000 sq m units so it shouldn't accommodate only small units which could be developed on smaller sites elsewhere. The mix set out in the Demand Study Report looks appropriate.

South West Regional Development Agency: Supports the proposals. The proposal will help to deliver one of the key Strategic Objectives of the Regional Economic Strategy (RES), namely to promote successful and competitive business in the South West. Evidence indicates that Shaftesbury currently has a shortage of employment land to meet the needs of the town and as a result experiences high levels of out commuting. The proposals will provide for choice and range of employment opportunities to meet this shortage and could provide quality employment space to secure higher skilled jobs and opportunities in primary sectors. SWERDA would expect good practice Urban Design & sustainability measures to be adopted in developing the site to meet RES "Future Foundations & Delivery Activity" 3B.2

Natural England: Have reviewed the updated Ecology & Nature Conservation Report dated September 2010 and confirm that they have no objections to the proposal and are satisfied with the mitigation measures set out in the Report and Environmental Assessment.

Cranborne Chase & West Wilts Downs AONB Partnership: Consider the Environmental Statement underplays the impacts of the employment allocation upon the AONB, and does not understand why the developer is reluctant to provide maximum building height information at this stage. A number of elevations within the development will not benefit from landscape screening when viewed from the AONB. The expanse of roofing and reflective surfaces will potentially result in glare within the AONB. Lack of recognition of need for planting within as well as around the edge of the site. The planting proposed will not provide effective screening of the development. There is a need for 3-4 belts of planting through the development if it is to be effectively screened. Lighting needs to be controlled. Remain concerned about the impacts of traffic upon the AONB.

Salisbury District Council (SDC): Concerned about appearance of the A.30 arising from the development proposals in terms of loss of hedges and widening proposals. Concern about the application not including the whole allocation. The development should prioritise the use of brownfield land rather than greenfield sites. Additionally, there is a need for additional pedestrian crossings for the A.30, enhancement of walking and cycle linkages to Ludwell as well as possible impacts upon the River Nadder SAC.

Wiltshire County Council (WCC): Having considered the Transport Assessment for both this site and the housing land, there is an approximately 20% increase in traffic level predicted on the A30 and A350 by the year 2020. Approximately half of the

overall traffic will emanate from this development site during the peak periods of the day.

Whilst the County Council has set down its position on the housing land some time ago, this proposal raises further concern about the impact on highways within Wiltshire. I therefore raise with you whether you consider there is scope for contributions from this development towards improvements along the A30 route towards Salisbury (it is felt that the A350 is of a sufficient standard to not warrant further investigation or consideration for improvements). Having consulted colleagues within Traffic Services, we consider that a route study should be undertaken along the A30 to identify improvements which could involve improved traffic management by way of amendments to current speed restrictions and limits, improved signing including interactive signs, and further remedial measures at specific locations where traffic conflict occurs. The study and the improvements could be introduced in a phased approach but would cost, overall, a significant amount of money. Our current view is that at least £250,000 could be required to implement a full programme of work.

We have also considered the position regarding public transport and remain concerned that the contributions currently being negotiated do not include improvements to service 29 which runs to Salisbury. Additional support to improve this service could cost £40,000 per year. The County Council would therefore be disappointed if the pt contribution could not be used flexibly to meet demand or even possibly increased to reflect additional improvements in public transport resulting from the overall development, i.e., both this site and the housing land.

Therefore, for this site alone, and based on the peak hourly traffic level, contributions of half the overall above figures should be considered. For clarification, a figure of £125,000 for the route study and contributions of £20,000 per year for upto five years, i.e. £100,000, towards public transport.

(It should be noted that representations made on behalf of Wiltshire at the Call In Inquiry did not persuade the Inspector of the need for off site highway improvements on the a.30 east of the site or of the need for further contributions towards public transport infrastructure linking to Salisbury.)

Dorset Road Group: Would welcome the application subject to conditions which entail either providing the eastern by pass in tandem with the development or securing adequate space to facilitate a roundabout junction onto the bypass (rather than traffic lights).

Consider that Shaftesbury is at capacity in terms of level of traffic using north south and east west routes. Consider that DCC has not appropriately prioritised the delivery of the by pass to the detriment of the town. Subsequently wrote to reiterate their view that the development must deliver the by pass, noting the losses to local businesses arising from inadequate road provision if the by pass is not delivered as well as the impacts upon the amenity of the local area arising from increased vehicle movements upon local roads.

Shaftesbury Civic Society: Keen to ensure the open space between B. 3081 and application site is protected. Happy that the proposal does not impinge upon this view.

CPRE: Development will lead to increased traffic on inadequate roads, adverse visual impact, it would not be accessible on foot and would be a major expansion of Shaftesbury harming the locality and town centre.

Representations:

Objections have been received from 15 dwellings raising the following issues:

- Harm to countryside, visible from AONB,
- Lack of need, there are vacant industrial sites within the local area (specifically Mere),
- Significant increase in traffic upon the inadequate roads, including A.350, A.30 (eastwards) & B.3081 together with impacts upon amenity,
- Use for traffic light junctions will cause queuing at peak hours
- Would result in a step down in Shaftesbury social economic profile leading to tensions within the community,
- Inadequate access to water supplies,
- Risk of flooding,
- What proposals exist to re-site the resident gypsies?
- Should be developed in a larger town,

Planning Appraisal:

The planning application.

The application comprises a proposal to develop a 7.04 ha site located to the south of the A.30 east of Shaftesbury for employment purposes comprising a mix of B1 and B2 uses with ancillary B8 uses. The application is submitted in outline form and seeks to determine the means of access only.

The application is accompanied by an Environmental Statement required by the planning authority under the provisions of the Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999.

This Environmental Statement was the subject of screening and scoping opinions prepared by the planning authority following consultation with a range of statutory and non-statutory consultees including DCC Highways, Environment Agency, Natural England, Dorset Wildlife Trust, Salisbury District Council and Wiltshire County Council (the relevant adjoining authorities at the time of consultation), Government Office for the South West, Regional Assembly and South West Regional Development Agency as well as relevant sections within the District Council.

The Environmental Statement comprises 3 volumes;
Volume 1 The Environmental Statement,
Volume 2 The Transport Assessment, and

Volume 3 The Supporting Appendices. (Other than Transport)

The Environmental Statement itself comprises 15 chapters addressing discrete topic areas. These are; Introduction, Planning Issues, Socio-Economic Issues, Landscape and Visual Issues, Ecology, Agriculture, Transport & Traffic, Air Quality, Noise, Cultural Heritage & Archaeology, Hydrology & Hydrogeology, Infrastructure Services, Land Contamination and Geotechnical Issues, Sustainable Construction and Design and Summary.

The Environmental Assessment is based upon a masterplan for both the employment site and the mixed residential development located to the north of the A. 30 (The Parameters Assessment Plan) and the Environmental Statement addresses the impacts arising from both developments.

The plans contained within the Environmental Statement comprise:

- The red line application plan,
- On site highway works and phasing plan,
- The Employment Parameters Assessment Plan confirming development parcels, gross floor area per parcel and maximum ridge height,
- Employment Masterplan confirming story heights and indicative layout,
- Parameters Assessment Plan providing a masterplan context for both employment and housing allocations,
- A land ownership plan, and
- A detailed access layout plan for the employment site providing detailed proposals for 2 access points into the employment allocation (the western access falling outside the application site but within the allocation to serve the possible re-development of the "Coles" land) from the A.30.

In addition to the Environmental Statement the application is accompanied by a Planning Statement, an (Employment Land) Demand Study Report and an Accessibility Report.

Subsequent to the initial submission, the applicant provided further supporting and updated reports comprising:

a contaminated land assessment received in April 2010 seeking to address the possible impacts of the historic uses upon (i) existing residents, and (ii) future users of the site,
an updated Ecology and Nature Conservation Chapter to the Environmental Statement dated September 2010,
a Demand Study Report for employment land updated to July 2010, and
an updated Planning Statement dated September 2010.

These update documents have been the subject of re-consultation with the consultees to which their subject matter relates.

Planning Policy Context.

The Development Plan comprises RPG 10 (RSS), The Bournemouth Dorset and Poole Structure Plan and the North Dorset District Wide Local Plan. Other documents of relevance comprise the Wiltshire County Structure Plan, the Salisbury District Local Plan, The Adopted Development Brief for Land East of Shaftesbury, The Annual Monitoring Report, PPS1, PPS 4, PPS 7, PPS 22, PPS23 together with the draft Regional Spatial Strategy, Regional Economic Strategy (RES) and the Cranborne Chase & West Wiltshire AONB Management Plan. It will be noted that the RPG 10 and the draft RSS are the subject of correspondence from the Secretary of State at CLG confirming an intention to revoke this tier of the development plan. Whilst revocation has not to date taken place, the intention, set out in the Localism Bill, together with the status of the draft RSS (i.e. a document that is unlikely to be adopted) means that this policy tier can be afforded lesser weight in the planning judgement

The relevant RPG policies are VIS 2, SS2, SS7, SS19, EN1, EC1 and EC3. these are not assessed further in light of the direction of travel for the RSS tier.

The Structure Plan identifies Shaftesbury as a local service centre under Settlement Policy C where the role of the town will be supported by the development of employment, shopping, education, recreation and community facilities. The Economy policy A allocates about 40 hectares of employment land requirement to North Dorset over the period 1994 – 2011 Economy policy B advises that new employment opportunities should be directed towards locations providing the opportunity to reduce commuting, well related to residential and associated facilities, accessible by public transport with good road access. Policy Environment F requires proposals to maintain and enhance the Dorset landscape through respect for particular characteristics of the local landscape and encouragement of design that will benefit landscape. Environment policy G requires priority to be given to the conservation of the natural beauty of the AONB where development is proposed within it. Although this development does not lie within or adjacent to the Cranborne Chase AONB, there is an additional, wider duty upon the planning authority to have regard to the special interests of the AONB in considering development proposals.

The Adopted District Wide Local Plan policy 1.2 identifies three towns within the district as being suitable and appropriate for major growth during the plan period. Shaftesbury is one of these three towns. Policy 3.1 establishes the overall employment strategy confirming the provision of a range of sites for comprehensive development of employment uses to broaden & sustain the economic base, provide range of opportunities, not result in overriding harm to the landscape or give rise to unacceptable increase in traffic to and from site. Policy 3.2 confirms the allocation of a new employment site of 7 hectares at Shaftesbury (E/37/4), within which the application proposals lie. Policy SB 12 establishes the detailed requirements for the E/37/4 site including signal controlled access from A.30, bus stop with shelter, extensive landscaping to western and southern boundaries and mixed use development to frontage.

Paragraph 37.4.2 notes that the Enquiry By Design treatment of the East Shaftesbury allocations recommended deletion of the employment allocation

however the Local Plan Inquiry Inspector disagreed with this recommendation and extended the allocation to the south and east to ensure sufficient land supply.

(It should be noted that neither Wiltshire County Council nor Salisbury District Council made any representations to the Local Plan Inquiry in relation to either the principle or detail of the site's allocation.)

The Adopted Development Brief for the residential development developed through the Enquiry By Design process focused upon the mixed residential proposals to the north of the A.30, however in addressing the design objective to secure a boulevard entrance to Shaftesbury supported a mixed use frontage to add a range of activities and patterns of use to the main frontage.

The Annual Monitoring Report (as updated for 2010) identified the development of 44.5 hectares of employment land across the district for the period 1994/5 – 2009/10. The AMR also identified a fall in employment land development over successive years from a high point of 4.5 ha for 2005/6. The AMR also identifies very low vacancy rates for employment space within Shaftesbury with less than 1000 m² being available over the period since 2005/6.

Turning to the issues raised with respect to the desire to improve the A.30 east of Shaftesbury, it should be noted that neither the Adopted Salisbury District Local Plan (June 2003) nor the Wiltshire County Structure Plan (2006) has a specific policy relating to the need to improve the A.30 east of Shaftesbury. Both documents were developed in the knowledge that North Dorset was proposing major development to the east of Shaftesbury.

The Cranborne Chase & West Wilts AONB Management Plan 2009 – 2014 confirms the Countryside & Rights Of Way Act (2002) requirement for planning authorities to “have regard” to the purpose of conserving and enhancing the natural beauty of AONB's. This requirement can extend beyond the administrative boundary from the AONB itself. The most relevant objectives are contained within the sections Vibrant Local Communities and towards a Sustainable Local Economy. These sections note the need to consider the impact of development on sites outside of, but seen from the AONB, albeit the provenance for this assessment draws from draft RSS Policy Env 3.

The draft Regional Spatial Strategy developed a revised hierarchy of settlements in order to guide appropriate scales of growth. It is the view of this authority as set out in the draft Core Strategy that Shaftesbury comprises a Policy B market town. As noted above in relation to the RPG however the weight afforded to the draft RSS is lessened by the lack of any commitment to adopt the Strategy inferred by the SoS intention to revoke adopted RSS.

Outside the development plan but a more recent material consideration is the draft Core Strategy dated March 2010.

Draft Core Policy 4 (Core Spatial Strategy for North Dorset) confirms that Shaftesbury remains one of the 3 main service centres in the District and therefore a focus for growth, both for housing and other development.

Draft Core Policy 6 (Economy) re-affirms Shaftesbury's role as one of three centres upon which to focus B class uses.

Draft Core Policy 17 (Shaftesbury) confirms the town's strategy to be the expansion of the town to the east bringing forward housing and employment with the employment uses located south of the A.30.

As a consultation document based upon draft RSS targets the weight afforded to the document is limited to its evidential role, however it does demonstrate an ongoing commitment to deliver the East Shaftesbury employment allocation.

Is there a need for additional employment land in Shaftesbury at present?

The application was accompanied by an assessment of employment demand undertaken in 2006. This has been updated to July 2010. This confirms the absence of available units at Wincombe Business Park and only limited space at Longmead Industrial Estate. As such firms looking to expand within Shaftesbury have to consider a re-location away from the town, with consequent impact upon trip numbers & distances. A wider review of district wide employment sites again indicates high levels of take up and need for additional space.

The updated Demand Report recommends a mixed scale of development, primarily for B1 and 2 uses to include 50/50 office over industrial ground floor and scope for trade / retail at specific plots. This proposal is supported by the Rural Economy Policy Manager.

The Environmental Statement models two scenarios to establish likely employment generation. Without the Coles land (which forms part of the SB12 allocation, but is not part of this application) the application site will provide for between 1,090 – 1,260 permanent jobs over / above construction implications.

In light of the lack of existing facilities for employment expansion, continued demand for employment space within the district as reflected in the Annual Monitoring Report and the role identified for Shaftesbury by Structure Plan policy Settlement C, Local Plan policy 1.2 and draft Core Strategy core policy 17, there remains a strategic need to secure additional employment opportunities within Shaftesbury to maintain its current and future role within the wider hinterland.

It should be noted that the Development Brief as well as Local Plan policy SB12 (iv) suggest the scope to include flats over commercial frontages as a part of the mixed use boulevard frontage concept.

The application does not make provision for the mixed use frontage, restricting the uses to B1, 2 & 8. Whereas the mixed use approach accords with the Enquiry By Design philosophy, it served no strategic role as the quantum of non B uses would be of little significance within the overall allocation. Furthermore, in terms of delivering an employment site to the market, it is considered that any notional uplift in value derived from the inclusion of residential flats would be more than offset by the constraints that would arise through the mitigation of any amenity impacts upon

the residents and the consequent loss of flexibility in planning for new employment growth that would result. As such it is accepted that the application should not make provision for residential uses.

The extent of the planning application site coverage.

The current application is accompanied by an Environmental Statement and a series of plans that address the impacts arising from the development of the entire E/37/4 / SB12 allocation. The planning application however now excludes one area of land from its submission. This comprises the land currently occupied by Coles Tractors existing repair operation, located to the western part of the allocation fronting the A.30. For clarity, the site of the gypsy pitches now falls within the red line as there are now no tenancies that cannot be concluded reasonably quickly by the landowner and site manager.

The then Salisbury District Council raised concerns that the exclusion of sites within the allocation from the application precluded the comprehensive development of the site.

In relation to the Coles Tractor site, the masterplan proposes a redesigned entrance to this land, the scope for generally B1 taller units to front the A.30 and a continuation of the estate road into the application site. The employment application can be controlled through to secure unimpeded access into the Coles land from the internal estate road to ensure that a linked development could be secured in the future. The Coles Tractor site itself comprises an existing employment operation. Given the site's employment designation therefore the current activity complies with the overall requirements of the local plan allocation. What it does not do is secure the more design focused boulevard frontage.

Officers consider that the scope to reject the current application, because it does not include the land owned by R Coles has limited value. Previous efforts to encourage the various landowners to engage in a joint application have proved unsuccessful and it remains the officers view that the immediate objectives particularly of R Coles differ from the desire to secure a comprehensively delivered employment site. As such, an approach seeking to deliver all the employment land at this time is likely to fail.

Given the growth in Shaftesbury's housing to the north of the A.30 and the strategic importance of delivering parallel employment opportunities, it remains the view of officers that the application site remains a good basis for the development of the majority of the allocation, subject to conditional controls seeking to secure highway & cycleway connections to the common boundary with the R Coles land along the alignments shown in the illustrative masterplan.

Landscape & visual impact issues.

The principles behind the allocation of a 7 hectare employment site in this location have been addressed through the Local Plan's development, including the Inquiry process. The status of the AONB to the west was known and taken into account at the time of the Local Plan's adoption.

It is not the role of the current application therefore to consider the principle of the scheme and, by extension the fact that the employment development will have an impact upon the landscape. The site is both substantial and readily visible from high ground to the south and south east. Any form of employment development will impact upon the landscape and will alter the landscape character compared to the generally low key impacts that currently exist in relation to the existing tractor repair shed to the west of the allocation and gypsy site and highways depot within the eastern part of the site.

The Environmental Assessment includes layout plans (The Parameters Assessment Plan) that propose a maximum ridge height for each parcel of development comprising 14 metre maximum heights for parcels 1- 4 (comprising the majority of the boulevard frontage and plots to the north west of the site including land under control of R Coles not part of this application) and 10 metre ridge heights for parcels 5 – 7 (comprising the eastern edge and southern parts of the site). Additionally, the E.S. includes an Employment Masterplan which establishes storey heights within the parcels. This proposes limited three storey B1 units to the frontage (including land outside the application comprising Coles tractors site) with two storey units to eastern side and parcels 3 and 4 dropping to single storey units to the southern side where B2 type units are proposed.

As such therefore, the development masterplan envisages buildings of up to 14 m height, but generally smaller footprint further away from the wider countryside to the east and south, with larger, but lower buildings to the rural edge.

In relation to the larger housing allocation to the north of the A.30, it is worth noting the Call in Inquiry Inspector's conclusions in relation to the impacts of that development upon the AONB set out at paragraphs 58 & 59 of his report:

58. "The position of the AONB Partnership established by the end of the inquiry is that the Partnership is satisfied that the processes of conditions, reserved matters and evolving Design Code would fully protect the statutory duties relating to the AONB, and the objectives of the AONB Management Plan. (This was the 2004 – 2009 Plan) this would include seeking exemplary developments fully reflecting their close proximity to the nationally important AONB and an historically important market town, including the disposition, form and height of buildings, as well as other matters under consideration in the preparation of the Design Code...."

59. "The proposed development would have no effect on the flora, fauna, geology or physiological features of the AONB, nor on any diversity or biodiversity, on distinctiveness, or the sense of remoteness. There would also be no effect whatsoever on the tranquillity enjoyed on the high ground. Any noise impacts would be wholly immaterial and in any event additional traffic generated inevitable from any development of the allocation."

Whilst these paragraphs were drafted in relation to a housing development, and the scale of the proposed employment buildings will be of significantly greater mass, it is considered that the Inspectors position that in principle large scale development proposals within the allocated sites to the east of Shaftesbury would not adversely

impact upon the character and setting of the AONB can be considered to give a useful steer in relation to the ongoing suitability of this site to deliver a strategic scale employment opportunity.

The Design & Access Statement forming part of the application and included within the Environmental Statement includes at page 20 an illustrative section through the boulevard. This illustrates 2 ½ - 3 storey development to either side of a 27.5 m boulevard allowing for substantial tree planting to either side of the highway. The illustration although not scaled suggests 2 ½ employment units of some 10.5 m height contrasting with 3 storey housing of 12 m in height. This illustration therefore falls below the 14 m ridgeheight proposed by the Parameters Assessment Plan and requires further review to ensure coherent treatments to both sides of the A.30.

The requirements of Local Plan policy SB 12 seek to secure extensive landscaping to the southern and western boundaries to the allocation site. The submitted masterplan indicates a substantial green buffer to the site's eastern boundary where strategic planting is proposed along the SUDs corridor, however the western and southern boundaries indicate narrower planting strips. Additionally, the illustrative masterplan indicates the use of extensive tree planting within the development itself.

Amongst other issues, the AONB Partnership suggests effective screening must include planting within as well as to the edge of the development. They suggest the need for some 3-4 screening belts within the development if it is to be effectively screened.

This approach arrives from a position which prioritises the minimisation of impact upon the AONB arising from the employment development. Equally, however the planning authority must consider the need to make best use of the allocated employment site to better serve to deliver a balance of jobs and housing. In this instance it is considered that setting aside larger areas of internal space for screen belt planting would undermine other strategic objectives behind the allocation, and as such the illustrative masterplan is considered an acceptable balance between screening and delivering enough employment space. Further conditions can secure internal planting within development parcels.

In light of the Local Plan policy requirements, the provisions for the boulevard within the development brief and the wider landscape impact of the employment site, officers consider that before any reserved matters proposals are submitted, further work and clarification is required in relation to:

- The appropriate ridge heights for development across the site, particularly in relation to the proposed 14 metre maximum, the relationship between residential and employment built form comprising the enclosure to the boulevard and the maximum heights for buildings of larger scale, generally likely within the B2 parcels,
- The treatment of any road, building and signage illumination to limit light spill and limit night time impacts upon the wider landscape,

- The use of a palette of materials that do not include highly reflective finishes which draw attention from long views,
- The scope to extend the southern & western boundary treatments to secure the requirement for extensive and compensatory boundary landscaping as well as the measures proposed to secure acceptable internal structure planting,
- The provision of a coordinated treatment for street furniture including estate signage, and
- The likely impact of changes in levels across the site to mitigate overall ridgeheights.

These are all issues that can be addressed through the development of a Design Code to inform the development of each parcel in relation to plot coverage, public realm, built form, lighting, the retention of existing trees and hedgerow where appropriate and internal and boundary planting together with future management. It is considered that for the purpose of determining an outline application the Parameters Assessment plan, setting out building heights, taken with the illustrative allocation masterplan setting out general plot coverage, height and usage are sufficient to enable determination of the application.

Contamination and mitigation.

This issue was initially considered key to the resolution of the employment site's development in that the allocation included within it residential caravan pitches and the possibility that they could remain in situ for a significant number of years. The former use of the wider site as a landfill required investigation as part of the applications assessment to determine whether the site was capable of (i) providing safe ongoing accommodation for caravan residents, and (ii) could be developed in a manner which would not create new pollution pathways into the residential area within the site.

Studies undertaken during 2009 identified some evidence of tipped material that would require a remediation strategy including 4 samples of lead, low level PCB in 1 sample and a fragment of asbestos insulation board. Additionally arsenic benzo(a)pyrene and asbestos were found in relation to the caravan site. Little sign of contamination of water courses were found.

The findings indicated limited risk to employment users and little requirement to manage landfill gas migration. None of the findings indicate a level of contamination that is not capable of satisfactory remediation for an employment end user. Again, it should be noted that over the course of the application, the future of the caravan site has been resolved such that there is no tenure not capable of being terminated at short notice. As such, the initial requirement to prepare a mitigation strategy that took into account an ongoing residential presence is no longer required.

Transport issues.

The application has been the subject of significant pre-application discussion with DCC highways in relation to site specific issues such as access location, design, travel planning and wider traffic impacts.

There are two key areas of concern; namely,

(i) concerns relating to the capacity of local roads to accommodate developments from the allocated site, including the lack of a link between the employment site application and the delivery of the Shaftesbury by pass and the wider priority to upgrade the north / south A.350 route, and

(ii) concerns about impacts upon the east / west traffic movement along the A.30, particularly the east bound movements towards Salisbury, raised by the then County and district Councils

In response to the commentary relating to the level of congestion / capacity on the local road network and the north / south flows, DCC regularly reviews the network management across the county and is particularly aware of the sensitivities on primary routes such as the A.350 and allied district distributor routes such as the C13 implementing where they can traffic management schemes that respond to local tensions. Examples of this attention to the network following the A.350 Corridor Study Report (August 2006) have included works in Iwerne Minster (narrowing), Melbury Abbas (road markings), VMS installations along the A.350, Steepleton Bends (minor works), A.350/C.13 (gyratory route signing).

LTP3 (2011-2026) retains aspirations for improvements to the A.350/C.13 corridor but which due the current significant budgetary constraints are scheduled to fall outside of (beyond) the plan period; in other words beyond 2026.

Looking to the North Dorset District-Wide Local Plan, the New Plan for North Dorset (Draft Core Strategy and Development management Policies Development Plan Document. March 2010), Bournemouth, Poole and Dorset Local Transport Plan (LTP3) 2011-2026 and all the Government guidance and policy that they are founded in pints towards the provision of employment and residential development in close proximity as the most sustainable format of development encouraging, as far as is possible, the shortest travel to work journeys achievable by sustainable modes. This foundation raft of policy furthers the achievement of, again as far as is possible to achieve through the planning process, self containment of settlements. It is the DCC highways view that a cornerstone of the joint position by NDDC and DCC at the 2006 Call-In inquiry was that Shaftesbury demonstrates a good level of self containment – partly evidenced by the development comprising of both residential and employment development proposals within walkable neighbourhood proximity to each other.

To refuse this employment application would be contrary to base policy positions at all levels of policy and would retrospectively contradict the joint NDDC/DCC position as taken in the 2006 Call-In Inquiry.

That Call-In Inquiry received energetic submissions about the perceived impact of the development on the local network and in disagreement with the technical assessment of the impact through the recognised Transport Assessment process. This keenly articulated perception about the inadequacy of the local network persists in settlements on the A.350, A.30, C.13 and locally connecting networks.

However assessment made as part of the evidence base supporting the North Dorset Local Development Framework process indicates otherwise. The North & North East Dorset Transport Study (N&NETS) identifies a general theme of (design) under capacity of the local network.

Calculations for 2008 AM and PM peaks at the worst pinch points on the A.350 and C.13 between Blandford and Shaftesbury indicate that RFC were 28% (AM), 29% (PM) and 72% (AM) and 66% (PM) respectively. This indicates that the A.350 is well under capacity and that the C.13 is under capacity. Following the commentary above they also show that both routes are, in general, well under technical design capacity.

With respect to the validity of the submitted Transport Assessment to enable an appropriate judgement to be made upon the adequacy of the road network, the Highways Authority has observed that additional information was submitted in support of the 2006 Environmental Statement in August 2007, that served to update the Transport Assessment for the proposed employment development. The Highway Authority agreed with the applicant that the opening year of the proposal would be 2010, rather than the more normal registration date of the application, due to the phased nature of the construction. This then determined the future assessment year as being ten years after the opening year, that is, 2020.

The Transport Assessment considered the “worst case” scenario – that all the dwellings and employment land had been constructed and occupied.

Traffic growth was modelled using TEMPRO (Trip End Model Presentation Program), the Department for Transport’s software that provides credible forecasts of traffic in future years of a development proposal.

Investigation of the latest traffic flow information for the highways in the vicinity of the site suggests that the methodology employed was correct and that the Transport Assessment still remains valid and robust.

The scope of the Transport Assessment was agreed with the Highway Authority prior to the application being submitted, utilising local knowledge to identify particular areas of importance. The assessment looked primarily at the strategic road network in Shaftesbury, considering both major and minor junctions. It also considered trip distribution onto the network from the proposal as a whole. In recommending approval of the proposal, the Highway Authority is indicating that it accepts the Transport Assessment as being valid and robust.

The Transport Assessment fully considered the total development, both residential and employment, and identified a number of mitigation measures that would be required. None of these measures were directly attributable to the employment proposal so there are no off site highway requirements arising from the employment proposals that have not already been secured through the approvals for the housing

schemes north of the A.30, provide that the applicant enters into a Section 106 Agreement to secure a travel plan and to the application of conditions.

Turning to the point (ii), the committee will note from the consultations section above that at the time the application was initially consulted upon, both Salisbury District Council and Wiltshire County Council raised concerns regarding the capacity of the A.30 between the application site and Salisbury to accommodate additional traffic. WCC sought funding for a study to be commissioned into the need for a range of signage, speed controls and other safety measures to be implemented along the A.30 east of the site together with funding for the enhancement of bus services to Salisbury.

As noted in the policy framework section above, neither WCC nor SDC had objected to or made comment upon the allocation for either this site or the housing proposals north of the A.30 through the Local Plan. SDC confined its comments upon the Enquiry By Design process to more local drainage / design related issues and similarly raised no wider highways issues in relation to the adoption of the Development Brief (WCC made no contribution to either Enquiry By Design or the Development Brief)

In relation to the residential applications, WCC commented upon possible bus links to Salisbury but did not pursue this point through the call in Inquiry process. WCC officers verbally confirmed that they were not aware of the proposed bus links to Gillingham station.

It is of concern that Wiltshire authorities raised issues of principle at a late stage. The SB12 policy allocating this site for employment development sets out the development requirements but does not make provision for public transport contributions. Policy SB9 does refer to the scope to seek contributions to divert existing bus routes to serve the new development, however the bids from Wiltshire go beyond the policy requirements.

Given the call in inquiry did not require improvements to the A.30 east of the housing and employment allocations in relation to the 730 houses, notwithstanding bids from Wiltshire authorities at the time of the Inquiry, it is not considered reasonable to impose such requirements upon the employment site proposals.

The new travellers site (application 2/2010/1323).

This application, determined by DCC makes provision for a link into the new site by taking an access from the existing site entrance, through the existing DCC chippings depot forming the frontage to Parcel 6, through the landscape buffer & into new site.

As approved, the access effectively precludes the development of a meaningful frontage plot at the site's eastern gateway and undermines the boulevard themes developed through Enquiry By Design.

There is scope for a more suitable access to be taken from the internal estate road within Parcel 6. Officers are aware that the applicant has an obligation to provide an

access to the western side of the landscape buffer in order to enable the future use of the proposed traveller site albeit the exact point of the access is not defined by any option agreement.

It is considered that securing a permanent point of access that does not undermine the site's frontage character is an important aspect of the overall development and suggest that a condition should seek detailed confirmation of the access point before any other details of layout and design for Parcel 6 are submitted and approved.

Protected habitats.

The site was re-surveyed for badgers, bats, dormice, common reptiles and breeding birds during the summer & autumn of 2010.

The surveys noted the presence of main & outlier setts to the north of the site, no sign of bat, dormouse or reptile habitat / presence.

The report proposes various mitigation measures including provision of areas of grassland within the scheme, protection of retained hedgerows indicated on the illustrative masterplan. The inclusion of native species within the new landscaping proposals, the creation of a new artificial badger sett, creation of new bat foraging areas along retained hedgerows together with controls over lighting to avoid light spill, restrictions upon seasons wherein scrub and tree clearance works can be undertaken together with planting proposals to take account of habitat provision opportunities.

Given the extent of investigation and mitigation is accepted by Natural England there is no objection to the development on the basis of habitat protection or replacement.

Conclusion:

This application relates to an employment site that is allocated by the Adopted Local Plan. The application is the subject of a comprehensive Environmental Statement that addresses an appropriate range of impacts. The Environmental Statement is not required to agree with consultees, rather it has to provide sufficient information to allow consultees and the planning authority to form a recommendation. The consultation process has identified areas where further work is required to resolve outstanding concerns. These areas are however considered to relate to points of detail regarding layout, design, landscaping and lighting of the development rather than challenging the principle of the employment allocation per se.

The allocation of this site was considered to provide an appropriate balance between the growth of new housing north of the A.30 with new employment opportunities to the immediate south. Such provision would continue to contribute to Shaftesbury's self containment and off set outwards commuting. With the rate of development currently being delivered within the housing site there is a need to release the employment site for detailed design and development.

Notwithstanding the clearly held views expressed by the Dorset Roads Group and the Cann & Melbury Abbas Parish, there is no requirement from DCC as highways authority to link the provision of the employment site to the delivery of the eastern by pass. Similar arguments were raised by objectors to the housing development approved under the call in Inquiry without persuading the Inspector or Secretary of State of the need to reject the eastern Shaftesbury developments until the by pass was to be delivered.

Recommendation: Approve subject to the following conditions:

Conditions:

1. FR03 - Conditions (Written approval required)
2. FR04 - Reserved matters (Need to apply)
3. FR71 - Commencement (Outline)
4. FR14 - Approved plans and drawings
5. DESIGN CODE REQUIREMENTS
6. GENERAL ACCORDANCE WITH MASTERPLAN LAYOUTS AND HEIGHTS
7. GENERAL ACCORDANCE WITH MASTERPLAN ALLOCATION OF USES
8. MT02 - Materials (Samples for approval)
9. BS08 - External lighting
10. DR01 - Foul & surface water drainage
11. DR02 - Surface water drainage
12. DR03 - Provision of run off limitation measures
13. REVISED ACCESS INTO TRAVELLERS SITE
14. ER01 - Highway Design
15. ER02 - Estate road initial construction
16. ER03 - Estate road completion
17. HW01 - Off site works a pre-requisite of development
18. TRAVEL PLAN
19. LS07 - Tree protection (Fencing)
20. LS09 - Hedgerow protection
21. LS15 - Landscape management plan
22. HABITAT PROTECTION & MITIGATION
23. ST02 - Floor levels
24. CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN
25. BC05 - Contaminated land (Remediation scheme only)
26. BS03 - No external storage
27. BS05 - Refuse
28. CONNECTIONS INTO RESIDUE OF ALLOCATED SITE

Reason for Decision:

The proposed development of an employment site complies with the principles set out in policy SB12 of the Adopted North Dorset District Wide Local Plan (First Revision) (the Local Plan) as well as Policies Settlement C and Economy A & B of the Bournemouth Dorset and Poole Structure Plan (the Structure Plan) in relation to

site access, bus service provision and boundary landscaping. In relation to criteria (iv) the scheme does not provide a mixed use frontage, however this change is considered to make the employment development opportunities more flexible and does not undermine the intentions of the policies overall objectives. The development is located in a sustainable settlement in accordance with the Local Plan policies 1.1 & 1.2 and the Structure Plan policies Settlement C and Transport B. The development, taken with the housing developments to the north of the application site make provision for localised off site highway improvements in accordance with Policies 5.10, 5.11 & 5.15, SB9, SB10 and SB 11 of the Local Plan and policies Transport B & C. The development includes significant boundary screening to reduce its impact upon the wider landscape including the AONB in accordance with the Local Plan policies 1.8, 1.32, 1.33, 1.40 & 1.41 and policy Environment F of the Structure Plan. There is a balance to be struck between the degree of mitigation sought by the AONB Partnership and the efficient use of the site to provide for strategic employment development opportunities to balance the provision of new houses and jobs to the east of the town and in this instance the balance is considered to give greater weight to the need to secure significant and flexible employment development opportunities to meet the towns role as a settlement for major growth in accordance with the Local Plan policy 1.2 and the Structure plan policy Economy B and Environment F.

Human Rights:

This Recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

DECISION:

APPENDIX [2] Marketing Details

It is understood that the site has been actively marketed by Woolley and Wallis since January 2009 via the following means:

Site Boards

Advertising in the Estates Gazette ["EG"] and Blackmore Vale ["BV"] Magazine, including:

- BV 7th June 2013
- EG 30th March 2013
- BV 8th March 2013
- BV 12th October 2012
- EG 14th May 2011

WOOLLEY & WALLIS
CHARTERED SURVEYORS

SHAFTESBURY

Major employment site on the edge of Shaftesbury
Fronting A30

17.5 acres

FOR SALE

01722 330333
commercial@w-w.co.uk

www.estatesgazette.com 14 May 2011

Commercial Property **WOOLLEY & WALLIS**
CHARTERED SURVEYORS

SHAFTESBURY | FOR SALE

Major employment site on the edge of Shaftesbury Fronting A30
12.75 acres

01722 330333 commercial@w-w.co.uk www.w-w.co.uk

blackmorevale.co.uk www.thisisdorset.co.uk 7/6/2013 B.V.M.

Mailshots to prospective developers / occupiers on database.

Website – see extract overleaf.



Trusted local experts,
outstanding results

[About](#) | [News](#) | [The Team](#) | [Contact](#)

Search our Services

[Residential Sales](#) [Lettings](#) [Farm & Rural](#) [Commercial](#) [Professional Services](#) [Auctions](#)



• Industrial development site

Property Description

Land south off the A30 Salisbury Road, Shaftesbury, Dorset.
Industrial development site approx 17.5 acres.
Freehold.

The site comprises approximately 17.5 acres with planning permission for B1, B2 and ancillary B8. The land is mainly level with a gentle slope towards the rear boundary of the site. The vendors will construct a new access to the site as well as a traffic light junction on the A30 main road.

Mains drainage, water and electricity will be connected to the site and a detailed services report is available on request.

Interested in this property?



Contact
Rob Horton,
Associate
Call [01722 330333](tel:01722330333)

[Email Rob](#)

[+ Shortlist](#)

Share this property



APPENDIX [3] – Summary of enquiries

For ease of reference, enquiries coloured pink on the table overleaf are from local businesses.

Those coloured blue are from developers and agents.

Those left white are miscellaneous but are not considered credible enquiries.

In summary it is evident that enquiries have either come from existing businesses (albeit generally only requiring a small site area or premises) or national operators looking for a site (albeit in the retail, hotel or care home sectors).

Date	Party	Enquiry
18-Apr-11	N Coyle	10,000 sq ft to 15,000 sq ft for countryside stores
09-Jun-11	Stock and Partners	Grants available for strategic land
06-Jul-11	Chris Norman	0.5 to 1 acre for moto showroom
21-Jul-11	C Aslin	For Co-op filling Station
29-Jul-11	E G Clinton	Requested details
01-Sep-11	Johnson-Baker	interested in 10,000 sq ft
21-Oct-11	Mrs Sue Moore	Requested details
01-Oct-12	Consolidated Property Group	Interested in non-food retail for the front part of the site
01-Oct-12	Simon Stranger	Requires yard area
01-Nov-12	Shearer Property Group	Interested in retail scheme on the site, met with NDCC
12-Nov-12	Paul McMarran	B2 Motor Trade
01-Jan-13	A Legg- Shaftesbury	Requested details
04-Feb-13	JJ - Adalita Real	Requested details
06-Aug-15	Going Underground	Whole site
20-Aug-15	Jackson Hobson	building of 7,000 - 10,000 warehouse
02-Oct-15	Lidl	26,836 sq ft on 2.68 acres subject to planning
13-Nov-15	Tim Hargreaves	land or 16,000 sq ft building B1/B8 use
21-Nov-15	Goadsby obo Frontier Estates	
12-Feb-16	JJ Design	1.5 - 2.0 acres
25-Apr-16	CF Fabrications	2 acres to build own factory
26-Apr-16	Simon Pearce	1 acre site of building freehold for warehouse/retail
27-Apr-16	Mooreind Estates (deeloper)	£2.75m for 16 acres subject to Planning and decontamination
13-Oct-16	Carter Baynes obo Aldi	£1.7 m retail store subject to planning for 18,740 store
14-Oct-16	Simons (commercial developers)	Whole site
06-Feb-17	Waddeton Park (developer)	£120,000/acre
14-Feb-17	Johnson, Stallbridge	freehold/leaehold 5,000 ft industrial
27-Mar-17	JD Kitchens & Joinery Ltd	1,000 sq ft for workshop freehold/leasehold
	P. Shiner	Telephone call about site but decided to go no further because of proximity to gypsy site
	B MacCartv	Required 1.5 acres of flat site
	Melbury Motors	Requires 0.5 to 0.75 acres for motor trade
	P Lever	Would only want part of the land
	A Batchelor	For Travelodge Site 1.5 - 1.75 acre
	C Oswald	Requirement for 0.5 to 1 acre for factory
	Frith Collection	4000 - 5000 warehouse/office

APPENDIX [4]

Extract from North Dorset District Council's EiP Hearing Statements

Issue 3:

- 1.3 *The strategy of accommodating strategic levels of growth in the four main towns brings together employment opportunities with the vast majority of proposed housing development to support an enlarged workforce. This strategy for the four main towns will deliver more sustainable and self-contained settlements to support the building of a strong, competitive economy.*
- 1.4 *Growth at the four main towns will support a sustainable and prosperous rural economy across the District. In rural areas local communities have the opportunity to bring forward additional employment opportunities through neighbourhood plans. In the countryside, policies in LP1 also:*
- *encourage the re-use of existing buildings for employment purposes (Policy 29);*
 - *support the expansion of existing employment sites (Policy 30);*
-'
- 1.5 *The Workspace Strategy 2012 Update (SED005) demonstrates that North Dorset has more than sufficient employment land to meet its employment needs, as summarised in Figure 6.1 of LP1. This shows that 49.6 hectares of employment land are available against an identified need for 26.2 hectares to 2026.*
- 1.6 *All employment sites identified in the 2003 Local Plan were assessed through the Employment Land Review (ELR) (SED011) to determine whether they were fit for purpose. Some of those sites were identified as being potentially suitable for mixed use regeneration. Sites close to the town centres of all four main towns have been identified for mixed-use regeneration. The key strategic employment sites at the main towns were also identified as being 'fit for purpose' in the ELR, as they meet the needs of the market and are sustainably located. The Council has also worked with landowners, developers and other partners to bring forward the key strategic sites, as discussed in the Council's response to Q3.3 and the issues statements for each of the four main towns.*

1.19 *Land south of the A30, Shaftesbury covers 7 hectares and is allocated in the 2003 Local Plan. The site was granted outline consent (2/2006/1022) for employment purposes in May 2011 and forms part of a larger scheme, extending north of the A30 including over 800 new homes (i.e. the 'land east of Shaftesbury' site). The permission has now lapsed but the technical capability of the site has been tested. The site remains 'fit for purpose' as it meets the needs of the market and is in a sustainable location, as demonstrated in the ELR (SED011). The site is available and is currently being marketed. The landowner is currently in pre-application discussions with the Council to renew the permission and to produce a Master Plan for the site. The Council is also in pre-application discussion with two potential developers.*

Clarification was also provided in relation to the correlation between employment land and job numbers; as follows:

1.23 *There is no straightforward correlation between jobs and the hectareage of employment land proposed in policy 11. This is because the number of jobs created will depend on the types of employment (or other) uses that are built. Office developments typically have low site coverage with buildings, but high worker densities within the buildings. In contrast warehousing typically has much higher levels of site coverage, but lower worker densities within the buildings. Ultimately the number of jobs created will depend on the mix of uses that is built out. For this reason it is considered more appropriate to monitor the delivery of employment land, rather than job growth.*

1.24 *The Workspace Strategy 2012 Update (SED005) sought to identify the need for employment land from projected job growth and concluded that 26.2 hectares of employment land were required to meet the need for projected job growth to 2026.*

1.25 *More recently, the Council has undertaken a rudimentary 'bottom up' check on the figures to inform the preparation of the Dorset LEP's Strategic Economic Plan (SED014). This analysis, set out in Appendix 1, assumes a 50 / 50 office / warehousing split and is based on gross external floor areas and various assumptions about extant (or in some cases now lapsed) consents.*

1.26 *This rudimentary analysis should not be seen as a projection of the jobs that will be provided on the key strategic sites, as different assumptions would give different results. However, it nevertheless provides a basic 'reality check' that the key strategic*

sites have sufficient capacity to accommodate the overall level of job provision envisaged.

- 1.27 Appendix 1 shows that the key strategic sites at the four main towns have the capacity to accommodate 4,491 jobs, against a predicted need for 3,360 jobs by 2026. The capacity of these sites to deliver jobs is the main reason why identifying and bringing them forward is one of the key elements of the Council's spatial approach to economic development set out in paragraph 6.9 of LP1. It also provides the rationale for promoting the sites in the Dorset LEP's Strategic Economic Plan (SED014).

Appendix 1:

Methodology for Calculating Likely Job Generation on Key Strategic Employment Sites in North Dorset Sites Areas The area of each employment site in North Dorset (and the area of land available for employment purposes) is set out in Appendix D of the Bournemouth, Dorset and Poole Workspace Study – Employment Land Projections Update 2012 – see Page 68 onwards of the following link: –

<https://www.dorsetforyou.com/media.jsp?mediaid=176561&filetype=pdf>.

Plot Ratios – Translating Site Area into Floorspace

The first stage in calculating the likely job generation on a site is to try and establish the proportion of an employment site that will actually be developed with employment generating uses (i.e. excluding other uses such as car parking, landscaping etc.). This proportion varies both by District and by the type of employment use (i.e. office, industry, warehouse, mixed). Completions and commitments data for each District in Dorset during the period April 1994 to March 2010 has been used to estimate the likely level of coverage on sites to be developed in the future. These figures have been taken from Appendix C of the Bournemouth, Dorset and Poole Workspace Study – Employment Land Projections Update 2012 – see Page 62 of the following link:-

<https://www.dorsetforyou.com/media.jsp?mediaid=176561&filetype=pdf>.

For North Dorset the figures are: Office 0.23 Industry, 0.27 Warehouse, 0.62 Mixed, 0.22
Total: 0.29.

Worker Densities - Translating Floorspace into Jobs

Workers in different 'typical' employment land use classes have different floorspace requirements. Uses such as warehousing (B8) typically have the lowest densities (or largest requirement in terms of square metres per worker) with office (B1) the highest densities. The Bournemouth, Dorset and Poole Workspace Study – Employment Land Projections Update

2012 uses figures from the *Employment Densities Guide 2010*, produced by Drivers Jonas Deloitte for OffPAT and HCA – see Page 18 of this link:-

<https://www.dorsetforyou.com/media.jsp?mediaid=176561&filetype=pdf>

These figures, which have been used across Bournemouth, Dorset and Poole, are:

- Office 12 sqm per FTE
- Other Business Space 36 sqm per FTE
- Warehousing 70 sqm per FTE

Most sites in North Dorset have B1 / B8 consent and on the basis of a 50/50 split, these figures have been applied in relation to each employment site in North Dorset, as set out below:

... ..

Land South of the A30, Shaftesbury

Total Site Area 7.0 ha

Available Employment Land 7.0 ha

Assumed Office Floorspace 3.5 ha x 0.23 = 8,050 sq m

Estimated Office Employees 8,050 / 12 = 671

Assumed Warehouse Floorspace 3.5 ha x 0.62 = 21,700 sq m

Estimated Warehouse Employees 21,700 / 70 = 310

Total Jobs Estimate 671 + 310 = 981

Issue 9:

1.7 *There is no evidence that the proposed economic development sites in Shaftesbury, including the land to the south of the A30 are not available, sustainable or deliverable.*

1.8 *The key strategic site covering 7 hectares of land to the south of the A30 is allocated in the 2003 Local Plan. The site was granted outline consent (2/2006/1022) for employment purposes in May 2011. This permission has now lapsed but the technical capability of the site has been tested. The site remains 'fit for purpose' as it meets the needs of the market and is in a sustainable location, as demonstrated in the Council's Employment Land Review (SED011). The site is available as the landowner for the site, Persimmon Homes (South Coast), has instructed Woolley and Wallis to market the site. The site is deliverable as it is available now, it offers a suitable location for development and the landowner is currently in pre-application discussions with the Council to renew the permission and to produce a Master Plan for the site. The Council are also in pre-application discussion with two potential developers.'*

APPENDIX [5]

NORTH DORSET EMPLOYMENT LAND TRACKER

Reference							Scale		Address			Status	Deliverability	Comments	
No.	Keyword/ sub	Allocation ref:	Source	Planning app ref:	Date of decision	Description	Market From commercial agent / BDP	Site area (ha)	Floor space (sqm)	Street	Town	Postcode			
1		E/2/6	2003 LP			Mixed use - part built out - convenience retail store only under 2/2016/0325/FUL		7.5		Shaftesbury Lane	Blandford				
2		E/3/2	2003 LP					0.5		South of Lilac Cottage	Bourton				No development
3		Site I	2003 LP					2.5		Peacemarth	Gillingham				Three business units constructed south eastern section of allocation built out
4		Site L	2003 LP					4.5		Park Farm	Gillingham				Mixed use of builders merchant and historic builders yard
5		Site K	2003 LP					1.5		Higher Ham Farm	Gillingham				No evidence of construction
6		E/34/2	2003 LP					2.1		Poultry Houses	Okeford Fitzpaine				No development
7		E/37/4	2003 LP					7		South of A30	Shaftesbury				
8	Employment	NA	NA	2/2016/1052/FUL	19/07/2017	Erect 14 No. dwellings (demolish existing buildings) B1 local employment space with flexible D1 meeting space, 3 No. live-work units and modify vehicular access from Pidney Hill		0.73	B1(a) + 624, B	Pidney Hill	Hazelbury Bryan	DT10 2EB			Live work units
10	Business/ Unit	NA	NA	2/2016/0191/FUL	21/04/2016	Erect business/storage unit for B1 and B8 use. Form new vehicular and pedestrian access and 2 No. additional parking spaces		0.03	157.5	Wincombe Business Park	Shaftesbury				
11	Business/ Unit	NA	NA	2/2016/0033/FUL	23/03/2016	Erect extension to 2 No. business units.		0.007	74.7	Applins Farm	Blandford Forum				
12	Business/ Unit	NA	NA	2/2015/0791/FUL	19/08/2016	Demolition of existing buildings. Redevelop land with 18 No. dwellings, garages and associated parking (66 spaces in total) and 4 No. Business (B1) units. Modify existing vehicular access, form access roads and carry out landscaping in association with this.		0.9935	398	Scats, North Street	Winterborne King	DT11 9AZ			Same site as outline app 2/13/1421 (not counted). SV: Under construction
13	Business/ Unit	NA	NA	2/2012/1208/PLNG	05/12/2012	Extend and convert cart shed to form a business unit with associated parking area.		0.0673	68	Hinton Business Park	Tarrant Hinton	DT11 8JF			
16	Duplication - deleted														
17	Business/ Use	NA	NA	2/2014/1291/FUL	08/12/2014	Erect 3 No. industrial units for Business (Class B1), General Industrial (Class B2) and Storage / Distribution (Class B8) uses; form parking and turning areas.		No application form							
18	Business/ Use	NA	NA	2/2014/0363/PLNG	19/06/2014	Change of use of premises to Business (Class B1), Industrial (Class B2) and Storage / Distribution (Class B8) uses and carry out associated internal and external alterations		2.17	8000	Station Road	Stalbridge	DT10 2RN			Completed

19	Business/ Use	NA	NA	2/2011/1295/PLNG	01/08/2012	Change of use from agricultural to commercial/business use and erect two storey extension to form office and staff room	No application form					
20	Industrial/ Use	NA	NA	2/2012/1324/PLNG	31/01/2013	Develop land by the erection of Industrial/Commercial Buildings for Class B1, B2 & B8 use with access/parking, (outline application to determine access, appearance, layout and scale).	0.49	2000	Holland Way	Blandford	DT11 7RU	SV: Site built part out with different layout. Units 9-12 not constructed. Units 1 - 3 now 2 units.
21	Industrial/ Unit	NA	NA	2/2017/0539/OUT	19/05/2017	Demolish existing industrial unit and develop land by the erection of 6 No. industrial units, modify vehicular access and form parking & turning area. (Outline application with all matters reserved).	0.17					Renwal of 2/2014/0255/PLNG - replacement, no floorspace given.
22	Industrail/ Unit	NA	NA	2/2016/0949/FUL	Pending	Extend existing building to form an industrial unit Class B1 and B8.	0.03	178	Noade Street	Ashmore	SP5 5AA	
23	Industrial/ Unit	NA	NA	2/2016/0732/FUL	22/08/2016	Erect 2 No. replacement industrial units (Class B2). (Demolish existing units).	0.06	197	Butts Pond Industrial Estate	Sturminster Newt	DT10 1AZ	
24	Industrial/ Unit	NA	NA	2/2014/0357/PLNG	13/05/2014	Erect 1 No. industrial unit.	0.51	195.5	Sunrise Park	Blandford	DT11 8ST	
25	Industrial/ Unit	NA	NA	2/2012/0401/PLNG	10/07/2012	Erect 5 No. industrial units	0.18	292	Off New Road	Gillingham	SP8 5JL	
26	Office/ Space	NA	NA	2/2017/0050/FUL	03/05/2017	Convert agricultural barn into an office/storage, form associated parking by creating 6 No. parking spaces, widen vehicle access and create landscaped areas	0.28	190	Cole Street Lane	East Stour	SP8 5JQ	
27	Office/ Space	NA	NA	2/2016/1867/FUL	16/03/2017	Change of use from carpark to office, form 7 No. parking spaces (drop kerb into carpark).	0.025	13.9	Old Boundary Road	Shaftesbury	SP7 8ND	
28	Office/ Space	NA	NA	2/2016/1284/FUL	04/11/2016	Erect 1 No. building for Class B1(a) office and B8 storage or distribution. Create new vehicular access and 11 No. parking spaces	0.3	549	Rolls Mill Way	Sturminster Newt	DT10 2GA	
29	Office/ Space	NA	NA	2/2012/1516/PLNG	30/01/2013	Erect 1 No. extension to create additional B1 office space and form 3 No. parking spaces.	0.006	60	Woodrow Dairy	Hazelbury Bryan	DT10 2AH	
30	Warehouse	NA	NA	2/2016/0971/FUL	21/03/2017	buildings. Change of use of part of the site to form a Distillery producing spirits by converting and enlarging one of the remaining agricultural buildings and erect new warehouse building. Form new vehicular access, erect wall, gate piers and gates	0.72	1745	Mill Street	Fontmell Magna	SP7 0NU	
31	Warehouse	NA	NA	2/2016/0612/NLA	11/05/2016	Erection of Warehouse, security fence and use of land for storage.	No application form					

32	Industrial Buildin	NA	NA	2/2015/0683/FUL	01/07/2015	Erect 1 No. industrial building (linked to existing).	0.03	270	Church Hill	Kington Magna	SP8 5EG	
33	Industrial Buildin	NA	NA	2/2015/0135/FUL	26/03/2015	Land East of 10F Wincombe Business Park Shaftesbury Dorset	0.0147	62	Wincombe Business Park	Shaftesbury	SP7 9QJ	
34	Industrial Buildin	NA	NA	2/2012/1614/PLNG	41389	Develop land by the erection of Industrial/Commercial Buildings for Class B1, B2 & B8 use with access/parking. (Outline Application to determine access	7.2	28505	Rolls Mill Way	Sturminster Newt	DT10 2GA	Single unit built (see site 14). Depot and storage uses to the north.
35	Distribution	NA	NA	2/2016/1562/FUL	15/12/2016	Erection of building for use as dance school, Business (B1) or Storage and Distribution (B8)	0.03	282	Wincombe Business Park	Shaftesbury	SP7 9QJ	
36	Duplication - deleted											
37	Distribution	NA	NA	2/2014/0114/PLNG	02/04/2014	Erect 3 No. industrial units for Business (Class B1), General Industrial (Class B2) and Storage / Distribution (Class B8) uses; form parking and turning areas	0.17	884	Blandford Heights	Blandford	DT11 7TE	
38	Employment	NA	NA	15/01800/OUT	Pending	The proposed demolition of a series of agricultural sheds and a residential dwelling and the delivery of up to 1,200 dwellings (Class C3); a local centre (Classes A1-A5, C2, C3 and D1); an employment area of 6 hectares (Classes B1, B2 and B8); a primary school; formal and informal recreational open space including children's play areas, allotments and changing facilities; car parking; hard and soft landscaping including a noise bund along part of the western boundary; storm water attenuation ponds; foul and surface water drainage infrastructure; and provision of road access infrastructure to include roundabout accesses on Bath Road and Victoria Road. (Outline application to determine access)	Application form not completed - Persimmon app					
39	Office	NA	NA	15/05612/FUL	05/01/2016	Erect warehouse containing offices and cold store with PV panels and cooling equipment	0.4	1414	Newopaul Way	Warminster	BA12 8RY	
40	Industrial	NA	NA	17/05947/FUL	Pending	Construction of Industrial Units, for use classes: B1, B2 & B8; with Forecourt Construction & Secure External Areas. Accessed from Stephens Way, via Remainder of Area B	0.58	1855	Stephens Way	Warminster	BA12 8SR	
41	Warehouse	NA	NA	16/04097/FUL	27/09/2016	Plot 3 - Area C Newopaul Way Warminster Business Park Warminster Wiltshire	0.15	1004	Newopaul Way	Warminster	BA12 8RY	

**Longbridge Deverill
Salisbury**

Outline application - option A
up to 673 dwellings and option
B up to 425 dwellings , B1, B2,
B8 employment uses,
neighbourhood centre, primary
school, public open space and
new access onto A345

42 Employment
Tisbury

NA

NA

13/00673/OUT

02/07/2013

2.95ha

East of A345

Salisbury

NORTH DORSET EMPLOYMENT LAND TRACKER

Reference						Address			Status	Deliverability	Comments	
No.	Keyword/ sub	Allocation ref:	Planning app. ref:	Date of decision	Description	Site area (ha)	Floor space (sqm)	Street	Town	Postcode		
1		See site (8) in Gain										
2	Employment	NA	2/2012/0066,	19/12/2012	Develop the land with a mixed use development comprising of 29 No. dwellings with parking and Class B1 business use with parking	1.398	B1(a) -3808	Factory Hill	Bourton	SP8 5AX	Outline	Variation of condition application approved change of retained B1 to C3. SV: restricted access site appears derelict not development
3	Business/ Unit	NA	2/2017/0443,	23/05/2017	Carry out building works to convert the former business units into 2 No. dwellings. (Change of use previously granted under Class O by Prior Approval No. 2/2016/1852/OTDWPA).	Recorded under COU application						
4	Business/ Unit	NA	2/2016/1852,	07/02/2017	Change of use from 3 No. business units (Class B1(a)) to 2 No. dwellings (Class C3).	No application form						
5	Business/ Unit	NA	2/2013/1362,	04/02/2014	Change of use and extension of existing business units to form 2 No. dwellings with garages / carports.	0.17	B1 (a) - 290	Church Close Business Park	Sturminster Newton	DT10 1JH		
6	Business/ Use	NA	2/2017/0443,	23/05/2017	Carry out building works to convert the former business units into 2 No. dwellings. (Change of use previously granted under Class O by Prior Approval No. 2/2016/1852/OTDWPA).	0.31	B1(a) -110	Ansty Lane	Ansty	DT2 7PN		
7	Business/ Use	NA	2/2017/0030,	06/03/2017	Application for a Certificate of Lawfulness to continue occupying the dwelling in breach of Condition No. 10 to convert the dwelling to business use under planning permission 2/2000/0985.							
8	Business/ Use	NA	2/2015/1810,	25/01/2016	Change of use from Class B1 Business use (Offices) to Class C3 dwelling including external alterations.							
9	Office/ Space	NA	2/2012/0954,	07/09/2012	Convert part of office into 2 No. dwellings and remove some internal walls and doors. Erect internal walls and form new openings. Form 4 No. parking spaces	No application form						
10	Office/ Space	NA	2/2012/0916,	06/09/2012	Remove some internal walls and doors, convert part of office into 2 No. dwellings. Erect internal walls and form new openings. Form 4 No. parking spaces. Carry out internal and external alteration in association with this.			Market Place	Blandford Forum	DT11 7EB		Same as 0954
11	Office/ Unit	NA	2/2017/1321,	Pending	Change of use and conversion of existing vacant building from offices into 6 residential units consisting of 5x2 bed and 1x1 bed units	0.428	410.3					

12	Warehouse	NA	2/2016/0364,	21/06/2016	Change of use of existing buildings from B8 (warehouse) to residential. Erect single storey extension to side and rear.	1.1	482 Mower Lane to Farrington Bridg	Farrington	DT11 8RA
13	Warehouse Tisbury	NA	2/2014/1584,	12/02/2015	Convert and extend existing shop, flat and warehouse into 1 No. two storey dwelling and 1 No. flat	0.0291	165 Victoria Road	Blandford Forum	DT11 7JR
14	Employment	NA	13/05975/FU	24/07/2014	Change of use of land currently approved for B1 business (Phase 2 employment) for four residential plots (C3) and associated garages. Replacement of approved dwellings in southern corner of the site with alternative semi-detached dwellings	0.24	-1452 Hindon Lane	Tisbury	