

**Development Services
The Planning Office,
61 Wyndham Road,
Salisbury
SP1 3AH**

officer to contact: Judith Howles
direct line: 01722 434379
email: developmentcontrol@salisbury.gov.uk
web: www.salisbury.gov.uk

Late Report

Report subject: Application To North Dorset District Council At Land South Of A 30 And East Of Shaftesbury

Report to: Western Area Committee

Date: 11th October 2007

Author: Judith Howles, Area Team Leader for Head of Development Services

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 ACCESS).

Report Summary:

Additional and amended information has been submitted to the North Dorset District Council in respect of the above proposal and the purpose of this report is to see whether members wish to make any additional comments, or reinforce the original comments made.

Background:

WAC was consulted on the above application 28 September 2006. The site forms an allocation in the North Dorset Local Plan. A letter was subsequently written to North Dorset District Council (NDDC) outlining the concerns raised by WAC and also detailing other concerns that had been picked out by officers from the Environmental Statement submitted with the application. This is attached as an appendix.

NDDC made a Regulation 19 request for additional information in the Environmental Statement. This has now been received and the applicants have also requested 6 documents be considered as amendments. These are:

- Allocation masterplan
- Phasing plan
- Parameters Assessment plan
- Application Masterplan

- Design and Access Statement
- Revised Planning Statement

The revised planning statement makes it clear that the 'Coles' – agricultural machinery land and the travellers' site are excluded from the application. These are shown on the phasing plan as phase 2 & 3.

This site provides 95% of employment land supply for Shaftesbury.

Since WAC last considered the application, the residential allocation to the north of the A30 has been allowed at appeal (May 2007). The Inspector recognised that the appeal development would lead to an increase in traffic on the A30. This employment site will have the benefit of providing employment close to the approved housing and therefore to enable the occupiers of the housing to walk and cycle to work.

The Proposal

What are the main changes since the previous consultation?
Have any of the concerns voiced been addressed?

Main Changes

The amendments to the environmental statement are to address the cumulative impacts of the approved residential area north of the A30 and this proposal.

It has been confirmed that the application does not address the whole allocation but excludes two areas of land. This was raised as a concern since these two areas are in need of visual improvement and are previously developed land whereas the majority of the application site is Greenfield. They also detract from a logical development of the site.

An alternative layout has been put forward. This excludes the northeastern corner of the site north of the travellers' site and therefore reduces the overall site area. It shows 3 and 2 and a half storey buildings along the A30 frontage for B1 purposes. The parameters plan shows these as 14m to ridge.

Impact on travelers/gypsy site.

The Environmental Statement now covers this issue. In particular, the issues of hours of use and lighting impacts upon the occupants of the travellers site should it remain. The B2 uses are located away from the site boundary with the gypsy site.

Landscape impact

A woodland belt is proposed along the eastern side of the employment land. However, the hedge along the A30 is to be removed to facilitate access. As the revised scheme omits land to the east of the access, this will remove part of the screening of the land to the south, which includes a traveller site.

Ecology

Additional surveys have been undertaken and are included in the EIA

Transport and Traffic

A draft travel plan for the employment development has been prepared. As the application is in outline, the occupiers of the site are unknown. The plan indicates that by reason of the proximity of the housing development to the north of the A30 there will opportunities to walk to work.

An hourly bus service to Gillingham station is proposed along the A30 (funded for 5 years via S106 contributions from the residential development).

Supplementary Transport information has been submitted which is attached.

Air Quality

The impact upon the retained travelers site has been assessed.

Noise

The impact upon the retained travelers site has been assessed.

Land Contamination and Geotechnical Issues

The impact upon the retained travelers site has been assessed.

Have any of the concerns voiced been addressed?

Concerns raised by WAC

There is no indication that any residential development is included in the application although the ability to use the upper floor of the A30 frontages for such purposes remains in the brief.

The traffic figures show a revised projected 24 hr traffic generation from the site of 3448 vehicles of which 165 would be HGVs. This is a lower number overall but a higher proportion of HGVs. As the occupants of the site are unknown the origin and destination of those vehicles is also unknown, therefore what proportion of those vehicle movements will proceed towards Salisbury on the A 30 as opposed to towards Blandford (A350) and Shaftesbury A30/A350 is unknown.

If it is hypothetically considered to be in similar proportions to existing traffic flows at the A350/A30 junction using data collected from a survey, these are split (2 way figures)

1064	A30
1259	A350

A ratio of approximately 4:5.

It would therefore be reasonable to assume that 1532 additional average 24 hr traffic movements would be generated along the A30 towards Salisbury of which approx. 73 would be HGVs.

There appears to be no proposal put forward for off site highway works in Wiltshire.

Any comments of WCC in respect of the A 30 in Wiltshire will be reported as late correspondence.

Conclusion

The additional traffic figures now submitted give a clearer picture of the potential impact upon those living along the A30.

The impact upon the travellers' site has also been addressed via the Environmental Statement and the omission of development from the north east of it is considered acceptable.

Options for consideration:

- a) **Make no additional comments**
- b) **Make additional comments.**

Consultation Undertaken:

WCC highways- (verbally)

Recommendations:

That NDDC be informed that whilst a number of the issues raised in my letter of 23 October 2006 have been addressed or clarified by additional information, the concerns of Western Area Committee about the impact of those living along the A30 have not been allayed.

Also that with the travellers site and the agricultural storage land excluded from the site, the development will be predominantly on greenfield land and the opportunity to improve the appearance of the agricultural storage site at the entrance to Shaftesbury will be lost until later phases. The omission of this site also makes the proposed layout illogical. Instead opportunity should be taken to relocate the agricultural storage land within the development so that the access to the site can be from the western access currently shown as phase 2.

The comments previously submitted in connection with the environmental statement namely: too urban a design on the edge of the AONB, concern about light pollution related to the above and illogical phasing of the site development therefore still stand.

Background Papers:

Further Information to the Environmental Statement and Supplementary Transport Information August 2007

Implications:

- **Financial:** None
- **Legal:** None
- **Human Rights** None
- **Personnel:** None
- **Community Safety:** Additional development adjacent to the District Boundary
- **Environmental implications:** Addressed in the Environmental Statement
- **Council's Core Values:** Fairness & Equality Protecting the Environment, An open learning council
- **Wards Affected:** Donhead directly- Fovant, Wilton (indirectly)

Appendix 1
Head of Development Services,
Salisbury District Council, Planning Office,
61 Wyndham Road, Salisbury,
Wiltshire SP1 3AH

Phone Switchboard: 01722 434541
fax: 01722 434520
dx: 58026,
email: developmentcontrol@salisbury.gov.uk
web: www.salisbury.gov.uk

North District DC
Nordon
Salisbury Road
BLANDFORD FORUM
DT11 7LL

F.a.o. John Hammond

DATE: 23 October 2006 **OUR REF:** JH/otherdistricts **YOUR REF:** 2/2006/1022

Dear Sirs ,

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 ACCESS).

LOCATION : LAND SOUTH IF A 30 AND EAST OF SHAFTESBURY.

Thank you for inviting Salisbury District Council to comment on the above application.

At its meeting on 28 September the Western Area Committee considered that:

- It is very concerned about the possibility of any housing development south of the A30 as part of this proposal and would strongly resist any such development.
- This development would have a great impact on all those people living along the length of the A30, not just those people immediately in the vicinity of the development.

Subsequent to the meeting, looking through the ES (3 volumes sent directly from Pegasus) sent under separate cover , the documents seem to have underestimated the impact on the current rural appearance of the A30 that will arise through loss of roadside hedges, road widening and signalized junctions, bearing in mind that the road eastwards remains unchanged.

Furthermore looking at the documents an issue that causes considerable concern is that the application site does not match that of the allocation. It specifically omits two parcels of land. One - where there is potential for visual improvement- the agricultural machinery area and secondly an area which would appear central to achieving a cohesive layout - the travellers site. To achieve a coherent and high standard development it would appear important that notwithstanding the land ownerships, that these parcels should be included in any application and conditioned accordingly.

Whilst phasing of the development is shown in light of this, this phasing makes little sense in masterplanning terms since the travellers' site, which forms a key section of the link road, is relegated to phase 3. The ES does not go into any analysis of the effect of industrial development upon the amenities of the occupiers and vice versa. Nor do there appear to be any proposals to relocate this site within the development to provide for a more satisfactory layout.

The agricultural machinery site is the part nearest to Shaftesbury and where there is the most potential visual gain from redevelopment. Again, the impact of this on the visual and environmental quality of the development is not really addressed in Environmental Statement.

I have concerns that the following issues are either inaccurately described or they are inadequately addressed beyond the site boundary:

Landscape impact (the site is relatively elevated from the south and east), light pollution (in respect of the impact upon Wiltshire where there are low ambient light levels at present), surface water drainage (potential for impact upon the River Avon SAC of which the river Nadder forms part), traffic impact, traffic vibration impact and air quality impact on those settlements along the A30 to the east, especially Ludwell, Donhead St Andrew and Wilton where there is frontage residential development close to the road and the carriageway is narrow .

To quote specifics:

Para 4.6.5 does not say why the development is not out of keeping with outskirts of Shaftesbury. At present there is distinct change in character of A30 at the eastern end of dual carriageway where it becomes a narrow road flanked by high hedges in the main. This continues into Wiltshire.

4.7.9 demonstrates that this will dramatically change – with a 'boulevard' but concludes it would be beneficial- no justification is given for this. It will look very urban in a rural landscape. Although reference is made to removal of views of agricultural storage- this will not be the case as it is excluded from the application site.

4.11.2 Light pollution

Darkness starts at the end of the dual carriageway and light levels are low on the Wiltshire border. The filling station is an isolated light source, which closes at 22.00 at the latest. Ambient light levels are actually quite low because Shaftesbury lies on the W facing slope predominantly- there is less light leakage to the east. There is no street lighting on A30 east of the dual carriageway. Therefore I consider that nighttime effects on the AONB have been underestimated.

6.2 Loss of agricultural land

Although this involves loss of grade 2 agricultural land which is to be regretted, that argument will have already been addressed in the allocating of the site. However, it would be preferable if the previously developed land within the allocation were developed first, but much of this is actually excluded from the application site.

Yours sincerely,

Judy Howles

Area Team Leader
For Head of Unit

Cllr Cole- Morgan

Encs. Minute of Western Area Committee 28 September 2006.