

<b>Reference No:</b> P/FUL/2022/06898			
<b>Proposal:</b> Demolish units 36,40 & 45 and erect 3 no. blocks of industrial units (9-22) for B2, B8 & E class use			
<b>Address:</b> Units 36,40 & 45 Enterprise Park Piddlehinton Dorset DT2 7UA			
<b>Recommendation:</b>			
<b>Case Officer:</b> Jim Bennett			
<b>Ward Members:</b> Cllr Haynes			
<b>CIL Liable:</b> N			
<b>Fee Paid:</b>	£11088.00		
<b>Publicity expiry date:</b>	22 January 2023	<b>Officer site visit date:</b>	20/12/2023
<b>Decision due date:</b>	16 March 2023	<b>Ext(s) of time:</b>	17/05/2023
<b>Where Scheme of Delegation consultation required under constitution:</b>			
<b>SoD Constitutional trigger:</b>	Parish Council objection		

**1.0** The application is reported to Committee as Piddlehinton Parish Council have objected to the proposal on grounds that it is not small scale, visual impact, no justification for additional units and harmful traffic impacts.

**2.0 Summary of recommendation:**

GRANT subject to conditions

**3.0 Reason for the recommendation:** as set out in Section 17 at end

- The National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise
- The proposed development is considered acceptable in principle
- The proposal is acceptable in its design and general visual impact, following amendment and subject to landscape condition
- There is not considered to be any significant harm to neighbouring residential amenity
- The proposed employment units would provide job opportunities and assist the local economy.

- There are no other material considerations which would warrant refusal of this application.

#### 4.0 Key planning issues

Issue	Conclusion
Principle of development	The benefits of providing additional and modern work space at this allocated employment site, through provision of smaller-scale units within three buildings are considered to outweigh the harm resulting from its location outside of any main town or village.
Impact on the character of the area and landscape	The proposal is acceptable in terms of layout, design and scale. Impact on AONB setting would be neutral, given the existing development on-site, form and scale of proposal and opportunities to introduce landscaping.
Impact on residential amenity	The proposal would not lead to adverse impacts on the residential amenity of surrounding neighbours.
Impact on highway safety	The proposed development would provide adequate parking to support the proposed use, together with suitable turning space, and access from/onto the business park road. No objections are raised by the Highway Authority
Impact on ecology	The application is accompanied by a satisfactory Biodiversity Mitigation and Enhancement Plan to safeguard species, and subject to a condition requiring its implementation, is acceptable.
Heritage Impacts	On balance are considered to be acceptable
Impact on flood risk	The conceptual arrangement proposed is acceptable and subject to conditions, the proposed development would not have an unacceptable impact on flood risk.
Economic benefits	Additional employment at an allocated site, through the provision of smaller-scale units.

#### 5.0 Description of Site

The site is part of the former parade ground at Piddlehinton Camp, is outside of any defined development boundary, although is located a short distance from Piddlehinton village. It is allocated for employment development. The wider site is known as The Enterprise Park and is currently in use for employment and commercial purposes, which has developed from a unique set of circumstances and is now a key employment site. Whilst some larger units can be found on the site, these are interspersed with the smaller converted army buildings.

The site is situated within the Cerne and Piddle Valleys and Chalk Downland landscape character area, and within a ground water source protection area. The boundary of the Dorset Area of Outstanding Natural Beauty (AONB) is located approximately 1km to the north. Part of the proposal site occupies rising land, visible

from the opposite side of the Piddle Valley to the south west. The Park is accessed directly from the B3143 to the south west, which runs parallel to the site.

Tight restrictions formerly applied to the site, with previous planning policies restricting additional employment space, recognising its sensitive position on the hillside, but providing premises suitable for businesses who only required small premises. Government pressure for employment land saw a modest relaxation in policy since the 2006 Local Plan, and a number of larger units were permitted on the site. Since then, the Piddlehinton Neighbourhood Plan has come into force, which duly recognises the need to balance the employment need and sensitivities of the site, noting the visibility of some of the larger units on the upper slopes of the valley.

The site is currently occupied by 3 no. single storey, former military buildings, open grassed areas and car parking within the Enterprise Park.

## **6.0 Description of Development**

It is proposed to replace 3 no. single storey industrial buildings totalling 333 sq.m in area, areas of grass and car parking with 3 no. larger buildings totalling 1,673 sq.m in area (amended to 1,516 sq.m). The new buildings would be used for B2, B8 and Class E uses, which entail general industry, storage distribution and a flexible range of commercial uses.

The submitted floorplans suggest the new buildings would be single storey, although they would be 7m in height and high level windows suggest mezzanine floors could be installed. Units 15 to 21 would be located at a higher elevation to the north east of the site, with Units 9 to 14 at a lower elevation to the south west, behind existing Units 50A and 50B. The proposed buildings would be typical of modern portal framed, steel clad industrial buildings and reflect the appearance of Units 52a to 52h which have recently been completed within the Enterprise Park at a lower elevation to the west. The materials are proposed to be buff brick to the lower part of the walls, with olive green cladding to the upper walls and goosewing grey roofs. Window frames would be anthracite grey as would the large roller doors on each unit.

## **7.0 Relevant Planning History**

Historically the site was used for military purposes, but has been used as an employment site for small to medium sized businesses more recently. The relevant planning history is as follows:

WD/D/20/003173 – Decision: GRA – Decision Date: 29/06/2021 - Erection of 8 No. industrial units (Use Class E(g)(iii)) and parking.

1/D/13/000618 - Decision: GRA - Decision Date: 02/08/2013 - Approval of reserved matters following outline planning permission 1/D/11/000164 - Erect building for use classes B1 & B8 (light industrial/storage & distribution)

WD/D/16/002401 - Decision: GRA - Decision Date: 05/01/2017 - Demolish existing unit & erect new industrial unit

1/E/94/000408 - Decision: GRA - Decision Date: 05/10/1994 - Permanent consent for the retention of existing industrial and storage units

1/E/04/000829 - Decision: GRA - Decision Date: 02/03/2005 - Relief of conditions 2, 3 and 5 of P.A. 1/E/2000/0004 to enable buildings to be used for class B1, B2, and B8 uses, the replacement of the roofs and a phased landscaping scheme.

1/E/04/000828 - Decision: GRA - Decision Date: 25/11/2004 - Erect an industrial unit for use classes B1 and B8

1/E/05/000302 - Decision: INV - Decision Date: 01/01/1900 - Construct alternative new vehicular access to Units 15-22

1/E/07/000972 - Decision: GRA - Decision Date: 20/07/2007 - Overclad existing walls and re-clad existing roofs of units

1/D/08/000632 - Decision: REF - Decision Date: 04/08/2008 - Erect extension and clad existing building. Form enlarged parking area

1/D/08/001359 - Decision: REF - Decision Date: 22/09/2008 - Change of use of building from Use Class B1/B2/B8 to Use Class D1 (Nursery). Form parking and turning area & bin store. Use adjacent land as grass playground

1/D/08/001941 - Decision: GRA - Decision Date: 15/12/2009 - Erect extension and clad existing building, additional parking and erect retaining wall to existing vehicular access

1/D/11/000164 - Decision: REF - Decision Date: 16/06/2011 - Erect building for use classes B1 & B8 (light industrial/storage & distribution) (outline)

## **8.0 List of Constraints**

Setting of Area of Outstanding Natural Beauty

Poole Harbour Catchment Area

Landscape Character Area

Ground water Source Protection Zone

SSSI Impact risk zone

Outside settlement boundary (countryside)

## **9.0 Consultations**

All consultee responses can be viewed in full on the website.

**Wessex Water** – no objections, but give informatives

**Dorset and Wiltshire Fire and Rescue Service** – No objection, but give informatives.

**Dorset Council (DC) Flood Risk Management Team** – The site falls within Flood Zone 1 (low risk of fluvial flooding) in accordance with the Environment Agency’s indicative mapping and is not shown to be at (theoretical) risk of surface water flooding. Infiltration methodologies may be viable at this location subject to adequate assessment of ground conditions and fluctuations in ground water levels. A surface water drainage management and maintenance plan and soakaway calculations provide the necessary detail to show that a viable surface water management scheme can be delivered for this development. No objection, subject to conditions and informatives.

**DC Highway Authority** – No objection, subject to access, geometric highway layout, turning and parking areas conditions.

**Natural Environment Team** – An updated Biodiversity Plan, report and metric output has been provided and certificate issued.

**DC Growth and Economic Regeneration** – Support the application as it is important for local jobs

**DC Building Regulations** – no objections

**DC Policy** – Proposed E use class, if unrestricted, could allow development contrary to policy ECON2. A condition restricting E class uses to those falling within the E(g) sub category should be considered to align with ECON2 and previous B1 use class. Alternatively the applicant would need to demonstrate that any E class uses falling outside of the previous B1 classification would satisfy criterion II. and III. of ECON2.

**DC Urban Design** – No comments

**DC Senior Landscape Architect** – No comments

**Puddletown Area Parish Council** – No objections

**Piddlehinton Parish Council** - Object for the following reasons:

Whilst the Piddle Valley Neighbourhood Plan (PVNP) Policy 10 seeks to support economic development at the site through the provision of small-scale units, the proposed scale of the new buildings is considerably larger than the existing buildings, contrary to Policy 10 and negatively impacting the character of the WW2 camp.

Units 21 and 22 are proposed immediately next to Unit 20. Combined these units will be longer than any other development on the Enterprise Park. Due to their elevated position these units would be clearly visible from public ROWs on the west of the valley.

There are already numerous vacant units, including 8 units (52 A- H) approved 2022. No business plan or evidence has been provided to justify the demand for additional units.

The increase in parking spaces from 50 to 55 will exacerbate local concerns with traffic volume. Coupled with the fact that the types of business expected to use the units is currently unknown the impact on local traffic may be even greater which is unacceptable.

Should the application be approved conditions are requested on external lighting, consistent with recent approved planning on the Enterprise Park and PVNP Policy 13.

### **Representations received**

No representations have been received.

### **10. Relevant Policies**

#### **Adopted West Dorset and Weymouth & Portland Local Plan:**

The following policies are considered to be relevant to this proposal:

INT1 – Presumption in favour of sustainable development  
ENV1 – Landscape, seascape and sites of geological interest  
ENV2 – Wildlife and Habitats  
ENV4 – Heritage Assets  
ENV5 – Flood risk  
ENV9 – Pollution and contaminated land  
ENV10 – The Landscape and Townscape Setting  
ENV12 – The design and positioning of buildings  
ENV15 - Efficient and appropriate use of land  
ENV16 – Amenity  
SUS2 – Distribution of Development  
ECON1 – Provision of employment  
ECON2 – Protection of key employment sites  
COM7 - Creating a safe and efficient transport network  
COM9 - Parking standards in new development

#### **Piddle Valley Neighbourhood Plan (2018)**

Policy 3 – Improving wildlife areas  
Policy 5 - Reducing flood risk and sewage inundation  
Policy 6 – Road safety concerns  
Policy 7 – Outside the development boundaries  
Policy 10 – Enterprise Park  
Policy 12 – The character and design of new development  
Policy 13 – External lighting

#### **Emerging Local Plans:**

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

### **Supplementary Planning Document/Guidance**

National Character Areas (NCA) Profile: 134 Dorset Downs and Cranbourne Chase (NE494)

West Dorset Landscape Character Assessment 2009 – Open Chalk Downland West Dorset, Weymouth and Portland Strategic Landscape and Heritage Study Stage 2 Assessment 2018

Dorset Council Local Plan Options Consultation document - published on 18 January 2021 (with the public consultation concluding on 15 March 2021)

### **Other Material Considerations**

#### National Planning Policy Framework (2021)

1. Introduction
2. Achieving sustainable development
4. Decision-making
6. Building a strong, competitive economy
9. Promoting Sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

#### **11.0 Human rights**

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property.

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.

#### **12.0 Public Sector Equalities Duty**

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

Measures have been taken to meet the needs of people with certain protected characteristics through provision of parking bays for each unit, level access to each unit and appropriate WC facilities, in addition to the requirements of Part M of the Building Regulations. Bus stops are situ 200m to the south east of the main site entrance on the B3143.

### **13.0 Financial benefits**

The proposed small employment units would provide job opportunities, assist the local economy, the aims of the key employment site and may attract additional businesses to the area, in addition to an increase in local business rates and employment generated by the construction process.

### **14.0 Climate Implications**

Dorset Council has declared a climate emergency and in recognition of this, the applicant has submitted a Sustainability Statement which sets out the environmental factors taken into account in the design of the building, having regard to climate change.

The applicant explains that the new units have been designed to improve upon minimum insulation standards required by Building Regulations. 10% of the roof area will be rooflights, reducing the need for artificial light. The artificial lighting will be via LED lighting.

One electric vehicle charging point will be provided for each unit. There is also provision of 10 cycle spaces for each block of units.

Where appropriate, the materials from the demolition of the three units will be crushed and used as hardcore on the new development. The Contractor operates a waste management plan that separates materials for recycling.

The units will each be fitted with a disabled WC facility that will use a ‘low flush’ WC.

Each unit will be fitted with a 6kW PV system. Heating, when installed, will be via air source heat pumps.

### **15.0 Planning Assessment**



The main issues of this proposal are considered to be:

- Principle of proposed development
- Employment and Economic Benefits
- Impact on rural character and landscape
- Access and highway safety
- Residential amenity
- Flood risk and drainage
- Impact on ecology
- Heritage Impacts

### Principle of proposed development

Development at Piddlehinton Enterprise Park has evolved as a result of a special set of circumstances in relation to its history and previous uses. This location, outside of any defined development boundary, might otherwise be considered unsuitable for new employment, for reasons of sustainability and owing to the sensitivities of the site. In order to allow the most efficient and effective use of previously developed land, redevelopment/ re-use of the vacant buildings was allowed. Today Piddlehinton Camp is identified in the adopted Local Plan as a key employment site. “Key employment sites” are the larger employment sites that contribute significantly to the employment land supply for B class uses. These are safeguarded for B class uses and other employment uses which would achieve economic enhancement without detriment to the site or wider area.

Use of this site for employment purposes is established through its current use and its allocation as a key employment site by Policy ECON2, also acknowledged by Policy 10 of the Piddle Valley Neighbourhood Plan (PVNP). The principle of the proposed development is therefore considered to be acceptable, subject to the material planning considerations set out in the following sections.

### Employment and Economic Benefits

Policy ECON1 of the West Dorset, Weymouth and Portland Local Plan seeks to support the intensification of existing business premises. Policy ECON2 identifies the Enterprise Park at Piddlehinton as a key employment site, offering support for economic growth, subject to having no adverse impact on surrounding land uses. The PVNP forms part of the development plan and sits alongside the Local Plan and decisions must be made in accordance with its policies. Policy 10 of the PVNP seeks to support economic development at the Enterprise Park, in accordance with the Local Plan, but through the provision of small scale units and where it takes local character and the historic value of the Second World War camp into account. Overall the proposal would provide modern employment premises, offering support for economic growth, in accordance with Policies ECON1, ECON 2 and 10.

The proposal is supported by the Council’s Growth and Economic Regeneration Section, who point out that the industrial unit type continues to be the most popular of all employment space types in the Dorchester and West Dorset area. There is an acute shortage of industrial/light industrial units to let in the Dorchester catchment

area and that has been the position for some years. Those landlords who renovate space or add to an existing industrial park/small business park eg, Enterprise Park or Rampisham Industrial Park have become fully let in a very short space of time.

Notwithstanding the appropriateness of the uses proposed for these units under Classes B2, B8 and E, Class E use, if unrestricted, could allow development contrary to policy ECON2. Class E(g) includes administrative offices, research and development and light industrial processes, all previously encompassed by Class B1 and considered appropriate here. However Class E also includes retail, food and drink, financial and professional services, leisure, medical facilities and creche services to visiting members of the public, which would not be considered acceptable in this location. A condition is therefore proposed restricting E class uses to those falling within the E(g) sub category to align with ECON2 and previous B1 use class.

### Impact on rural character and landscape

The site falls within the Chalk Valley and Downland landscape character area. Much of the Enterprise Park sits on an elevated hill slope, with land falling to the chalk river valley floor, which runs parallel with the B3143, before climbing up the adjacent valley hillslope where mid range views towards the Enterprise Park are provided by the network of public footpaths rising up the valley slope. The site is thus quite sensitive in its landscape setting, with the designated Area of Outstanding Natural Beauty (AONB) approximately 1km away to the north west.

Policies ENV1 and ENV10 of the Local Plan, and Policy 10 of the PVNP seek to safeguard the landscape quality of the area. Policy ENV1 states that opportunities should be taken to secure visual enhancements and that appropriate measures will be required to moderate the adverse effects of development on the landscape and seascape. Policy ENV10 relates to landscape setting and states that development should only be permitted where it provides sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area. Policy ENV15 encourages development to optimise the potential of the site and make efficient use of land, subject to the limitations inherent in the site and impact on local character. Policy 10 of the Neighbourhood Plan seeks to support economic development at the Enterprise Park, but through the provision of small scale units and where it takes local character and the historic value of the Second World War camp into account. NPPF paragraph 176 states that great weight should be given to conserving and enhancing landscape and scenic beauty in AONBs, which have the highest status of protection in relation to these issues. Within the setting of AONB's development should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

The development would be seen within wider rural surrounding countryside, especially when viewed from across the Piddle Valley to the west, a point noted in Piddlehinton Parish Council's objection to the proposal. The Parish Council note that the proposed scale of the new buildings is considerably larger than the existing buildings to be replaced.

It is accepted that due to the site's elevated nature, landscape impact is a critical issue, particularly Units 15-22 which are at a more elevated level. Units 9-14 would

be less prominent in the landscape being sited directly behind Units 50A and 50B, at a lower elevation and with the benefit of existing tree screening to the south. In light of the potential landscape impacts a Landscape and Visual Impact Assessment (LVIA) has been provided.

The Parish Council point out that what is proposed would not be 'small scale' contrary to Policy 10. There is no prescribed definition of 'small scale', only reference to the character and historic value of the Second World War camp buildings present on the site, which are relatively small in scale. The proposed buildings do not reflect the character and scale of the WWII camp buildings referred to in Policy 10. However, a key driver of that policy relates to the landscape impact and whether the proposal would be acceptable depends on the impacts of the development, particularly in terms of its visual and landscape impact.

While the proposed buildings are larger than the buildings they seek to replace, it must be acknowledged that this is a key employment site and a balance between supporting employment and the visual impact of the buildings needs to be struck, in line with the supporting text of Policy 10, which states a key aim 'is to balance the economic benefits against the wider impact on the character of the valley over time'.

It was initially proposed to replace 3 no. single storey industrial buildings totalling 333 sq.m in area, with 3 no. larger buildings totalling 1,673 sq.m in area; a significant increase in floorspace. Revised plans have been received reducing the floorspace of the proposed development to 1,516 sq.m and introducing a larger gap between Units 20 and 21, following the Parish Council's comment. However, the units themselves will remain relatively small, Units 13 and 14 being the largest at 145 sq.m in area, only a modest increase from the 111 sq.m of the existing units. Nevertheless the cumulative increase in floor area and scale of the buildings will result in larger buildings on the site.

The site forms part of a wider industrial site with very much larger industrial buildings visible on the upper slopes, which do cause a degree of visual harm. The proposed buildings are certainly smaller in scale than these existing buildings and have been designed to integrate with the landscape. The elevations include full external material specification, including buff coloured bricks at ground floor level, Olive Green coloured cladding at upper floor level and Goosewing Grey profiled steel roof cladding. This reflects the character and appearance of more modern buildings on the site, particularly Units 1-8 to the north west. Although the application proposes more units across three buildings, their height, materials and form would be commensurate with existing buildings to the east, and the footprints would be similar to modern buildings further to the west. However, the applicant was requested to reduce the footprint and scale of the units on the upper slopes to enhance landscaping arrangements, a better parking arrangement and a less harmful impact upon the wider landscape. The amended plans received have facilitated a reduction in scale of built form and improved the parking layout and introduced greater opportunities for landscaping.

The revised landscaping arrangements moderate the visual impact of the development through the introduction of heavy native tree standards and good quality landscaping in accordance with Policies ENV1 and ENV10. Commitment

towards on site tree planting is acknowledged by both the submitted LVIA and Ecological Assessment. The planting of heavy, native tree standards to the front and sides of the new building blocks will greatly assist in breaking up the form of development within wider views of the site, particularly as this portion of the Enterprise Park is largely devoid of any meaningful tree planting.

The submitted LVIA concludes that the proposal would represent a very minor change to the existing pattern of development within the business park and the degree of effect on the wider character area is considered to be slight and falling to no change across the wider landscape and low on the immediate landscape surrounding the site. Overall Officers concur with this conclusion as the revised siting, scale, materials and design of the buildings, coupled with appropriate landscaping would not overpower the site and surrounding landscape.

In light of the above landscape considerations, whilst the scale of the proposed buildings are larger than the former WWII huts, the impact of the proposed buildings on landscape character is not considered to be significant, and the design and form is not considered to be out of character with the employment site. Given the separation distance between the AONB and the application site, the scale of development proposed and having regard to the appropriately designed and landscaped development, it is not considered that the proposal would have a significant impact upon the setting of the AONB or wider landscape character.

#### Access and highway safety

Policy 6 of the PVNP seeks to ensure new development is both safe and accessible. The proposal would utilise the existing main access point to the Enterprise Park, off the B3143 to the south. The location cannot be described as sustainable, as it is not directly linked to any settlement. However the site has evolved into an important and key employment site serving the locality, which is material to consideration.

The Council's published non-residential parking guidance advise that employment use of the type sought should provide one car parking space per 30 sq.m of floorspace. The proposal provides 52 car parking spaces, an overprovision of 2 spaces, which meets the adopted parking standards. The Standards require 1 HGV space for every 250 sq.m of floorspace and plans have been provided showing provision for 12 panel vans and 2 HGV spaces, which is deemed to be acceptable. Cycle parking requirements are 1 space per 125 sq.m of floorspace and 20 cycle parking spaces would be provided, which is an appropriate level of provision. It is therefore considered that adequate parking would be provided to support the proposed use. However, as the proposed parking provision is close to what would be considered acceptable for the level of floorspace proposed, it is considered that it would be reasonable and necessary to limit the floorspace to that applied for (no mezzanines), which in turn relates back to the smaller scale nature of premises referred to by Policy 10.

The Parish are concerned that the proposal will exacerbate local concerns with traffic volume, particularly as the types of business expected to use the units is currently unknown. It must be accepted that the form of development and resultant intensification of commercial use of the site would result in some changes to patterns

of travel. However, the County Highway Authority has raised no objection, subject to conditions requiring provision of appropriate visibility splays and parking/turning space within the site. The proposed development is considered to provide suitable parking, turning space, and ingress and egress from/onto the business park road. The restriction on provision of mezzanine floors will further assist in this regard.

In light of all the above considerations, any harm caused to the safe operation of the highway network would be negligible and outweighed by the economic benefits of the scheme.

### Residential amenity

Policy ENV16 requires proposals for development to be designed to minimize its impact on the amenity and quiet enjoyment of both existing residents and future residents within the development and close to it. Consideration therefore needs to be given to the impact of the larger replacement units, in terms of changes to the character of the employment site, potential impacts on traffic movements and the level of activity at the units having regard to the residential amenity of neighbouring occupiers, particularly considering the B2 general industrial use sought.

The nearest residential properties are Rose Cottage some 90m to the south of the site and the permanent residential gypsy site some 135m to the south west, both on the opposite side of the access road to the Enterprise Park.

Given the separation between the site and these properties and the established commercial use of the application site, it is not considered that the development would have any unacceptable impact on residential amenity in terms of privacy, light loss, overbearing impact, loss of outlook, noise and disturbance in accordance with Policy ENV16. No objections have been received to the proposal.

### Flood risk and drainage

The site falls within Flood Zone 1 (low risk of fluvial flooding) in accordance with the Environment Agency's indicative mapping and is not shown to be at (theoretical) risk of surface water flooding by relevant mapping.

BGS data indicates that the site is underlain by a sedimentary Bedrock of the Newhaven Chalk Formation, with no recorded superficial overburden. Therefore, the adoption of infiltration methodologies may be viable at this location.

All major development proposals are to be supported by a site-specific drainage strategy in accordance with the recommendations of the revised National Planning Policy Framework (July 2021 -NPPF), relevant technical guidance and best practice. Accordingly, the management of surface water runoff must demonstrate that the proposed development is not to be placed at risk and that no off-site worsening is to result. To this end, the requisite information has been supplied and the Flood Risk Management Team note that the applicant has followed the SuDS hierarchy and is proposing to manage surface water by infiltration within soakaways, that infiltration rate data provided indicates that soakaways will be viable at this location and that shared surface water management assets such as the soakaways will be maintained by a maintenance company. A viable surface water management scheme can

therefore be delivered for this development and the Flood Risk Team raise no objection, subject to conditions and informatives, to ensure an appropriate drainage system is delivered and maintained.

New development or the intensification of existing uses should be planned to avoid risk of flooding. In this instance the risk of flooding has been minimised by steering development towards the areas of lowest risk and by ensuring the development will not generate flooding through surface water run off and/or exacerbate flooding elsewhere in accordance with Policy ENV5.

### Heritage Impacts

The value of the former WW2 camp as a heritage asset has been raised by the Parish Council's comments and it is acknowledged that the camp may be considered a non-designated heritage asset. Policy ENV4 requires the impact of development on a non-designated heritage asset and its setting to be assessed against the significance of the asset. The site plan suggests that huts forming part of the camp have been replaced in the past. The current proposal will see the removal of three huts, with eleven retained to the core of the site, as well as the main WW2 building on site (now the Bowling Club). Overall, it is considered that harm to the asset will be low, due to the retention of the majority of buildings and that it may be justified when weighed against the public and economic benefits of the proposal, particularly considering the site's designated status as a Key Employment Site. Where harm can be justified, appropriate provision will be required to capture and record features, followed by analysis and where appropriate making findings publicly available. In this respect a condition is recommended requiring an interpretation panel to be erected on the site to acknowledge and interpret the history of the former military camp.

### Impact on ecology

Policy ENV2 of the Local Plan advises that opportunities to incorporate and enhance biodiversity in and around developments will be encouraged. Development of major sites should take opportunities to help connect and improve the wider ecological networks.

An Ecological Impact Assessment has been provided, which identifies potential adverse impacts on protected species, with suitable mitigation measures recommended. A Biodiversity Plan has been submitted, as required by the Dorset Biodiversity Appraisal Protocol (DBAP). The Biodiversity Plan has been certified by the Natural Environment Team, is consistent with the revised landscaping plans and is considered acceptable in order to safeguard protected species.

It has been demonstrated that the proposed development would not harm protected species and result in a measurable net gain in biodiversity, in accordance with Policy ENV2 and Chapter 15 of the NPPF.

### Other Matters

The Parish Council note that there are already vacant units on the site and that no business plan or evidence has been provided to justify the demand for additional units. The Design and Access Statement advises that potential users for small units on the business park have been identified, hence the proposal is for 14 small units ranging from 88m<sup>2</sup> to 145m<sup>2</sup>, which will provide for modern employment needs. It is also understood that there is a desire from some existing tenants to expand into larger, more modern units, but to stay in situ at the Enterprise Park, hence the requirement for the 2 no. 145 sq.m units.

The Parish Council request a condition on external lighting, consistent with recently approved planning on the Enterprise Park and Piddle Valley Neighbourhood Plan Policy 13. Policy 13 seeks to ensure external lighting is only permitted where the benefits outweigh the harm and given the landscape sensitivities discussed above, this could be a concern. The application is silent on its external lighting requirements, a condition is therefore recommended requiring details of external lighting to be submitted, should it be deemed necessary and considering its potential landscape, amenity and biodiversity impacts.

## **16.0 Planning balance**

The purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to this: economic, social, and environmental. These dimensions give rise to the need for the planning system to perform a number of roles. These roles should not be undertaken in isolation, being mutually dependent.

There would be economic benefits derived from the proposed development during construction and later with job opportunities and opportunities for local businesses, services, facilities and Business Rates. Significant weight is therefore given to the overall economic benefits of the proposal. Social benefits would also be derived from the increase in the supply of local jobs.

The proposal would make efficient use of land, respect local rural character and secure appropriate infrastructure. The development will provide structural landscaping to assist with its visual integration into the landscape and to enhance biodiversity. It is therefore considered that the quantum of development proposed would be appropriate in this location and would not conflict with local and national policies in terms of character and density. It has been demonstrated that the proposed development would not increase flood risk within and around the site, or harm to protected species and would result in measurable net gains for biodiversity. The resultant traffic levels would be within the capacity of the highway network and it is considered that the proposal has demonstrated overarching environmental benefits.

While the site cannot be considered to be sustainably located and the scale of buildings on the site will undoubtedly increase, the adverse impacts and policy contraventions of the proposal are limited and are not considered to significantly and demonstrably outweigh the benefits identified above. Accordingly, the proposal benefits from the presumption in favour of sustainable development in the NPPF or

in LP Policy 1, material considerations indicating that planning permission should be granted for the development.

## **Conclusions**

The proposed additional employment buildings would be located on a key employment site where new employment uses are generally supported. Despite the location of the employment site outside of the nearest settlement, the benefits to the economy are considered to outweigh the impacts of additional travel to the site.

The proposed development has been scaled back from the initial submission and its scale, design and landscaping are considered to be acceptable and would safeguard the setting of the AONB and visual amenity of the area, in accordance with the National Planning Policy Framework and policies of the Development Plan. The proposed development is acceptable in terms of highway safety, flood risk, protected species, and is not considered to have a significant impact on the residential amenity of the area.

The applicant was requested to agree to the pre-commencement conditions on 18<sup>th</sup> April 2023. Members will be updated on their response.

**Recommendation:** Approve subject to the following conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

4564 61 Proposed floor plans Units 9-14  
4564 62 A Proposed elevations Units 9-14  
4564 63 B Proposed floor plan and elevations units 21-22  
4564 64 A Proposed floor plans Units 15-20  
4564 65 B Proposed elevations Units 15-20  
4564 67 Contextual elevations Units 9-14  
4564 55 C Proposed block and location plans  
4564 68 C Contextual elevations Units 15- 22 1 of 2  
4564 66 G Proposed Site Plan Units 9 to 22-.pdf

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to commencement of work on the site, a lighting strategy which reflects the need to avoid harm to protected species and to minimise light spill, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved lighting strategy and there shall be no lighting of the site other than in accordance with the approved strategy.



Reason: In the interests of biodiversity and the character of the area

4. Before the development hereby approved is occupied or utilised the turning and parking for vehicles and cycles shown on drawing number 4564 66F - Full Site Plan must have been constructed in accordance with the approved plan. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

5. No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

6. No development shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

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

7. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 21st March 2023 must be implemented in accordance with any specified timetable and completed in full (including photographic evidence of compliance being submitted to the Local Planning Authority in accordance with section J of the Biodiversity Plan) prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved details and the mitigation, compensation and enhancement/net gain measures shall be permanently maintained and retained.

Reason: In the interests of safeguarding protected species, compensate and enhance/provide net gain for impacts on biodiversity.

8. The external materials to be used for the walls and roofs (being Olive Green and Goosewing Grey profile sheeting and buff brick) shall be as specified in the materials section of the submitted planning application form.

Reason: To ensure a satisfactory visual appearance of the development.

9. Prior to the commencement of any development hereby approved, above damp course level, full details of hard and soft landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:

Planting scheme including the position, species, type, number and spacing of heavy tree standards and all other planting  
Proposed finished levels or contours,  
Means of enclosure,  
Car parking layout and vehicular and pedestrian access and circulation areas,  
Hard surfacing materials,  
Minor artefacts and structures (eg; bin stores, cycle stands, lighting and signage).

The development shall be carried out in accordance with the approved details.

Reason: To ensure the provision of amenity afforded by appropriate landscape design and maintenance of existing and/or new landscape features.

10. All hard and soft landscape works shall be carried out in accordance with the landscaping plans approved under condition number 9. No part of the development shall be occupied until work has been completed in accordance with the approved details. Any trees or plants that within a period of five years after planting are removed, die, or become, in the opinion of the Local Planning Authority, seriously damaged or defective shall be replaced as soon as it is reasonably practical with others of species, size and number as originally approved.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

11. The buildings hereby approved shall be used for no other purpose other than those purposes in Classes B2, B8 and E(g) of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: The Council considers an unrestricted Class E use would not be compatible with the principles of sustainable development and provision of Policy ECON2.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no mezzanine floors shall be installed within the buildings hereby approved, unless the prior written approval of the Local Planning Authority is forthcoming.

Reason: In the interests of highway safety and to protect the character of the area.

13. The development hereby approved shall not be first occupied or brought into use until a scheme to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations within the development shall first have been submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully installed prior to first occupation or use of the development and retained there after.

Reason: To promote the use of more sustainable transport modes

14. Prior to any development above slab level, full details of the location, materials, appearance and content of an interpretation panel in relation to a record of the history of the former World War II camp shall be submitted to and be approved in writing by the Local Planning Authority. Thereafter the interpretation panel shall be installed in accordance with the agreed details prior to first use of the development.

Reason: In order to acknowledge and interpret the history of the former military camp in accordance with Policy ENV4 of the West Dorset and Weymouth & Portland Local Plan.

### **Informative Notes:**

1. Dorset Council's Flood Risk Management Team advise that in order to satisfy the requirements of the drainage conditions, further details of a finalised surface water drainage scheme will need to be submitted. In particular the following information will need to be included with a future submission:

- Ground investigation results detailing an assessment of ground conditions to not only demonstrate that infiltration is possible but to include an assessment of the suitability of the bedrock for soakaway features (eg. analysis of likelihood of the presence of dissolution features within the chalk that could cause ground stability issues)

- Results of groundwater monitoring to demonstrate that the proposed soakaways will not be compromised when groundwater levels are high. Applicant should provide evidence to show that the base of any proposed soakaway will be at least 1m from the groundwater level throughout the year.

- Results of 3 sets of soakaway tests carried out to the standards set in BRE Digest 365 showing that the test were carried out at the depth and location of the proposed soakaway feature.

- Section 1.4 of the applicant's Surface Water Drainage Management and Maintenance Plan explains that the site has incorporated a modular crate soakaway to manage the requirement to accommodate the 1 in 100 year storm event plus 40% CCF however climate change allowances have been updated and the finalised design should allow for 1 in 100 year storm plus 45% climate change.

2. Dorset & Wiltshire Fire and Rescue Service offer the following informatives:

#### Building Regulation Matters

In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate. The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:

- Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010
- Recommendations to improve safety and reduce property loss in the event of fire

#### Access and Facilities for the Fire Service

Consideration is to be given to ensure access to the site, for the purpose of fire fighting, is adequate for the size and nature of the development.

#### Water Supplies for Fire Fighting

Consideration should be given to the National Guidance Document on the Provision of Water for Fire Fighting and the specific advice of this Authority on the location of fire hydrants.

#### Fire Safety Legislation

Once constructed and put to use, commercial premises will be subject to the Regulatory Reform (Fire Safety) Order 2005. Further information can be found

on the Dorset & Wiltshire Fire & Rescue Service website, where published guides are available to download.

### Commercial Sprinkler Protection

The nature of the proposal gives reason for this Authority to strongly advise the consideration of an appropriate sprinkler system for these premises. There are ten good reasons to install automatic sprinkler systems:

- In the UK, there has never been a fire death in a building with sprinklers
- Installation cost is minimal in a new build (approximately 2-5%)
- Maintenance costs are low and sprinkler systems are designed to last in excess of 50 years
- Fire damage can be reduced by 90% compared to a similar, unprotected building. The chances of accidental discharge due to a manufacturing fault is 1 in 16,000,000 heads
- The likelihood of accidental damage causing a discharge is 1 in every 500,000 heads
- Installation of a sprinkler system may allow the relaxation of other passive fire safety measures
- Insurance costs may be significantly reduced
- Sprinklers will control a fire with significantly less water than full fire service intervention
- Greatly reduced business disruption due to a fire and improved recovery from it

### 3. Wessex Water offer the following informatives to the applicant

#### Foul drainage

Wessex Water can accept the domestic type foul flows only, which ultimately drain to the public foul sewer network. The use of an existing private sewer connection will require building control approval and approval from the current sewer owner. If non domestic or Trade Effluent flows are proposed to discharge into the public sewer please contact [trade.effluent@wessexwater.co.uk](mailto:trade.effluent@wessexwater.co.uk) to discuss.

#### Surface water drainage

Surface water must be disposed of via the SuDS Hierarchy which is subject to Building Regulations. There must be no surface water connections into the foul sewer network. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system. The planning authority will

need to be satisfied that soakaways will work here and arrangements are clear for any shared obligations. Soakaways will be subject to Building Regulations.

#### Water Supply

Wessex Water's records indicate the existing industrial estate is served by a private water supply. Connection to this existing system is by private agreement with the water pipe owner.