

South Somerset District Council

Settlement Profile: Milborne Port

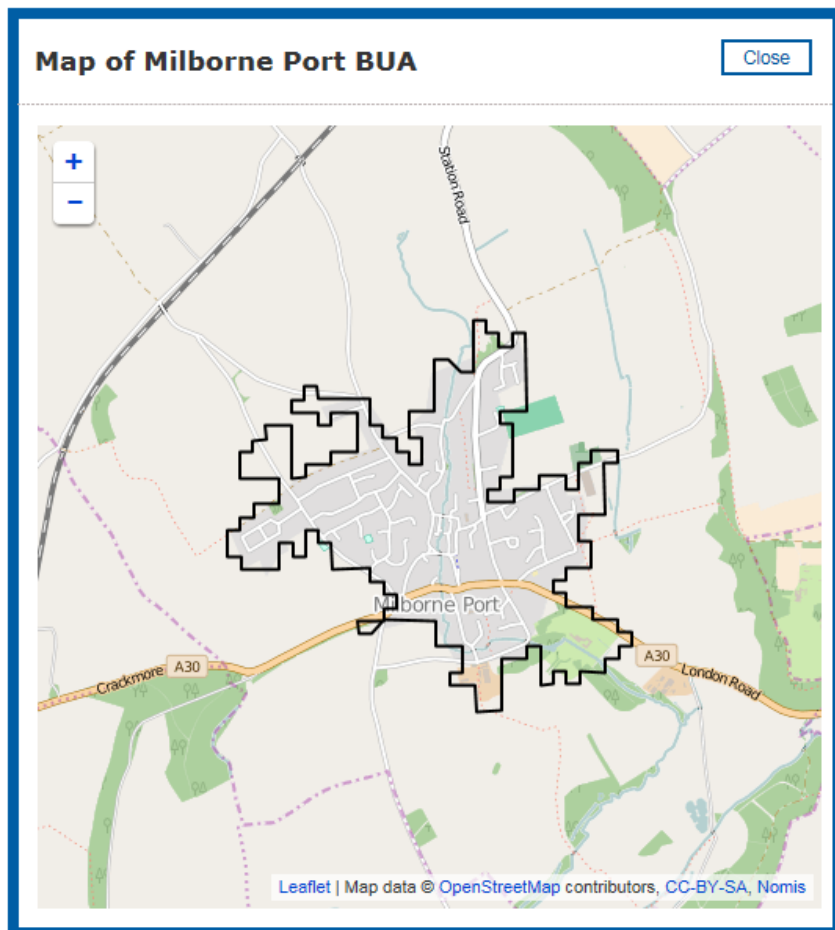


October 2017

1. INTRODUCTION

- 1.1. The Settlement Profile has been produced using 2011 Census data for the 'Built-up Area' (BUA) of Milborne Port (Figure 1.1) unless clearly stated.

Figure 1.1: Map of Milborne Port BUA



Source: Partnership Intelligence Unit, Somerset County Council

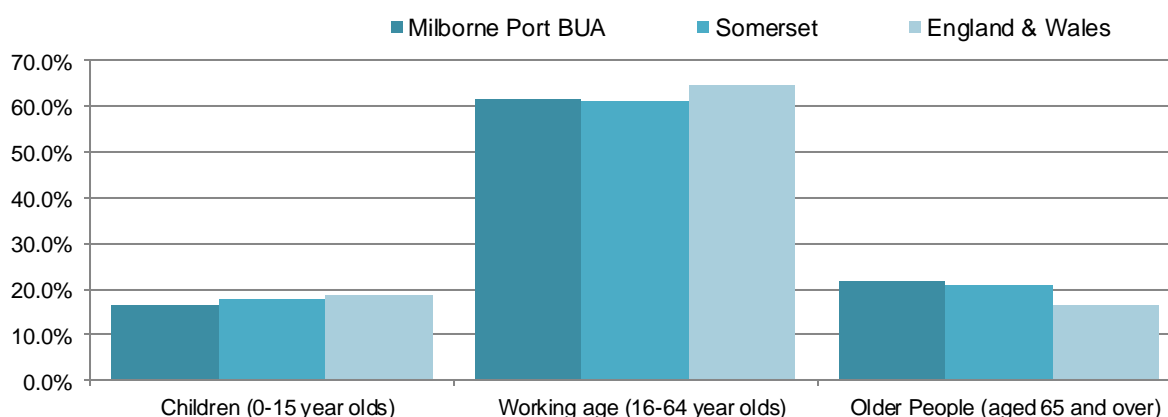
- 1.2. Milborne Port is located in the south east of South Somerset close to the Dorset border and on the edge of Blackmore Vale.
- 1.3. The A30 runs through the centre of Milborne port providing direct connection to Sherborne and Yeovil.
- 1.4. The community plan aims to:
- Encourage balanced new development and support the maintenance and sustainable growth of existing businesses
 - Support community group activities and make the village welcoming
 - Keep the village safe to live and work
 - Create a more sustainable environment.

2. POPULATION

2.1 Figure 2.1 shows the age profile of Milborne Port's resident population, assessing the number and percentage of residents in each of the following groups: children; working age; and older people. It then compares the percentages against those for Somerset, and England & Wales.

Figure 2.1 Milborne Port's Age Profile Compared to Somerset, and England & Wales

	Milborne Port BUA	Somerset	England & Wales
		%	%
Total usually resident population	2,802	100.0	100.0
Children (0-15 year olds)	467	16.7	18.9
Working age (16-64 year olds)	1,722	61.5	64.7
Older People (aged 65 and over)	613	21.9	16.4



Source: Partnership Intelligence Unit, Somerset County Council, using 2011 Census statistics from ONS

2.2 According to the 2011 Census, Milborne Port has a resident population of 2,802.

2.3 The proportion of 'working aged' people is just above the Somerset percentage but below England & Wales. The proportion of children in Milborne Port is lower than both Somerset and England & Wales, and there are proportionately more older people than the Somerset and English & Welsh averages.

3. HOUSING

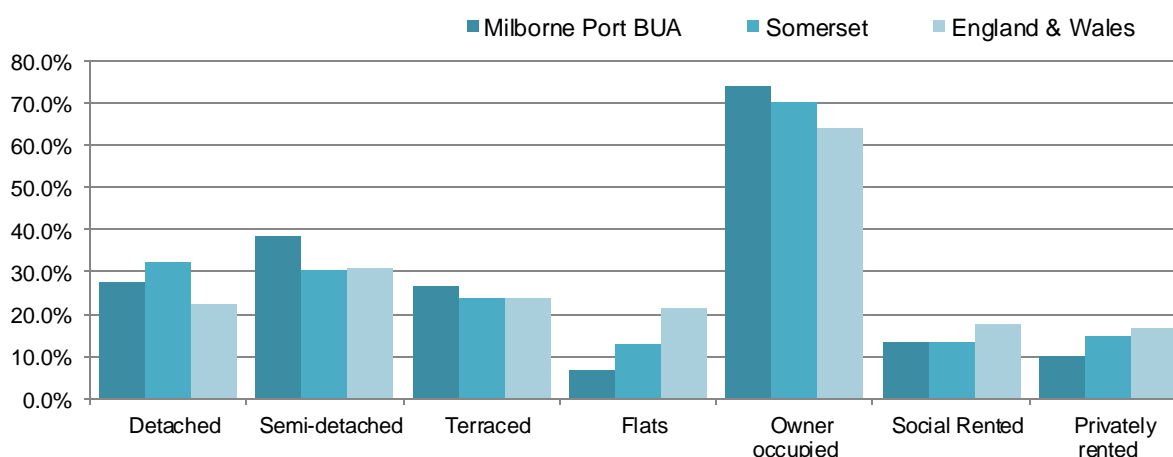
3.1 Policy SS5 sets Milborne Port a target of delivering 279 new dwellings by 31st March 2028. Between 1st April 2006 and 31st March 2017, Milborne Port has delivered 227 dwellings and had 29 commitments¹, suggesting that it is already close to meeting its target.

3.2 Figure 3.1 shows the number and percentage of dwellings by dwelling type and households by tenure. It also presents a comparison of dwelling types and tenure profiles for Milborne Port, Somerset, and England & Wales.

¹ South Somerset District Council Monitoring Database

Figure 3.1: Milborne Port's Accommodation and Household Profiles Compared to Somerset, and England & Wales

	Milborne Port BUA		Somerset	England & Wales
Accommodation		%	%	%
Total no. of dwellings	1,325	100.0	100.0%	100.0%
Detached	364	27.5	32.3%	22.6%
Semi-detached	512	38.6	30.4%	31.1%
Terraced	356	26.9	23.7%	23.6%
Flats	92	6.9	13.0%	21.6%
Tenure		%	%	%
Total no. of households	1,251	100.0%	100.0%	100.0%
Owner occupied	924	73.9%	70.2%	64.3%
Social Rented	168	13.4%	13.5%	17.6%
Privately rented	129	10.3%	14.7%	16.7%
Average household size	2.2			



Source: Partnership Intelligence Unit, Somerset County Council, using 2011 Census statistics from ONS

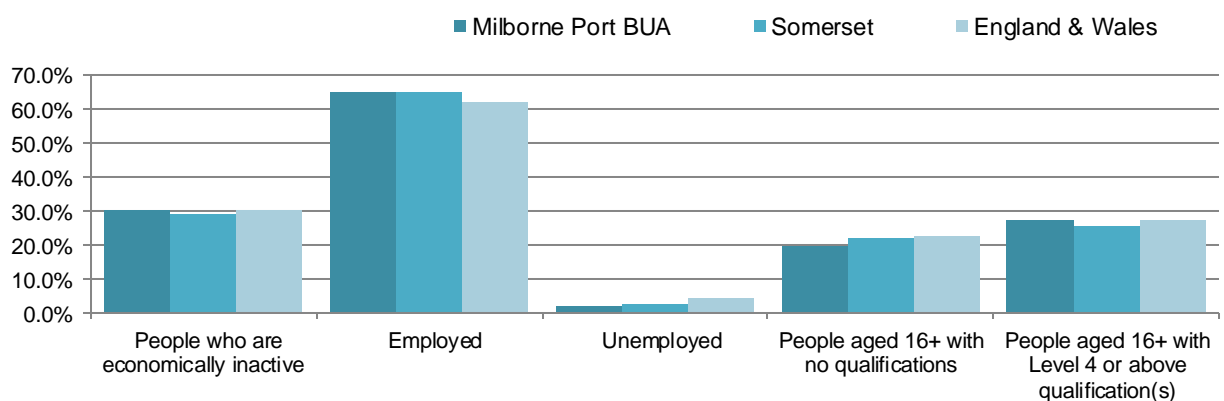
- 3.3 Figure 3.1 demonstrates that Milborne Port offers a good range of houses being above England & Wales, but flats are considerably lower in this settlement than both Somerset and England & Wales.
- 3.4 Detached housing is below Somerset average, but Semi-detached and terraced housing has a higher percentage than both Somerset and England & Wales.
- 3.5 Milborne Port's proportion of owner occupied accommodation is higher than the county and national averages. Both social rented and privately rented properties are below the Somerset and English & Welsh levels.
- 3.6 Overall, the settlement maintains a good variety of housing types, but could focus on increasing the number of flats. The owner occupied number suggests better affordability in Milborne Port than other locations, though both Somerset and Milborne Port fall short of the national levels of social rented housing.

4. ECONOMY

- 4.1 As Figure 4.1 shows, the percentage of residents who are economically inactive is broadly similar. The proportion of people employed is above England and Wales but below Somerset with unemployment being below both.
- 4.2 On the other hand, the proportion of residents aged 16+ have which have no qualifications are below Somerset and England & Wales's averages with the proportion of residents with Level 4 or above qualifications is higher than Somerset and England & Wales. (Figure 4.1).

Figure 4.1: Milborne Port's Economic Activity Compared to Somerset, and England & Wales

	Milborne Port BUA	Somerset	England & Wales
		%	%
Total number of people aged 16 to 74	2,048	100.0	100.0
People who are economically inactive	623	30.4	29.2
Employed	1,328	64.8	65.2
Unemployed	40	2.0	3.0
People aged 16+ with no qualifications	465	19.9	22.4
People aged 16+ with Level 4 or above qualification(s)	644	27.6	25.6



Source: Partnership Intelligence Unit, Somerset County Council, using 2011 Census statistics from ONS

- 4.3 The main employment areas in Milborne Port are located on Higher Kingsbury (Johnsons Stalbridge Linen Services), the town centre, a garage, and shop on the A30 towards Sherborne.
- 4.4 The SSDC Monitoring Database shows that Milborne Port has delivered little gross employment land and floorspace, which with losses result in a loss of 3.79ha net employment land and 7,709 sq. metres since 2006/7.
- 4.5 Figure 4.2 shows the employment for the Milborne Port Ward (E36005252).

Figure 4.2: Employment Provision in Milborne Port, 2015

Sector	Milborne Port		South Somerset
	No of Jobs	%	%
1 : Agriculture, forestry & fishing (A)	0	0.0	n/a
2 : Mining, quarrying & utilities (B,D and E)	0	0.0	0.9
3 : Manufacturing (C)	25	6.6	20.3
4 : Construction (F)	30	7.9	5.5
5 : Motor trades (Part G)	0	0.0	(All G) 18.8
6 : Wholesale (Part G)	5	1.3	
7 : Retail (Part G)	40	10.5	
8 : Transport & storage (inc postal) (H)	0	0.0	3.5
9 : Accommodation & food services (I)	15	3.9	6.2
10 : Information & communication (J)	30	7.9	2
11 : Financial & insurance (K)	0	0.0	0.9
12 : Property (L)	15	3.9	1.4
13 : Professional, scientific & technical (M)	20	5.2	7
14 : Business administration & support services (N)	5	1.3	5.5
15 : Public administration & defence (O)	0	0.0	2.3
16 : Education (P)	30	7.9	7.8
17 : Health (Q)	35	9.2	14.1
18 : Arts, entertainment, recreation & other services (R,S,T and U)	125	32.8	3.9
Total	400	104.9	

Source: Business Register and Employment Survey, NOMIS, 2015

The BRES data does not include farmagriculture (SIC subclass 01000) data at settlement level; it is only available at region and country level. This is Open Access data that has been rounded to make it publishable; as such, the figures do not tally to an exact 100%. Super Output Area E36005252 has been used for Milborne Port.

- 4.6 Of the industries, the primary sector within the settlement is arts, entertainment, recreation and other services (32.8%) being a lot higher than the district's overall average; the second and third largest employers are retail (10.5%), and health (9.2%).
- 4.7 The BRES data shows that Milborne Port provides approximately 400 jobs. This means that the settlement provides approximately 19.5% of a job per resident aged 16-74.

Town Centre

- 4.8 Milborne Port's centre has a limited but vital number of commercial units, including a library. These units are interspersed with domestic properties, set within one of the settlement's historic conservation areas. At the time of writing there is one vacant unit – the Queens Head Public House.
- 4.9 The A30 runs through the centre, adversely affecting pedestrian movement.

- 4.10 The centre lacks a bank and convenience store, although there is a Co-op store located at Coldharbour, north of the centre, and a Texaco petrol station with some convenience offer on the edge of the settlement.
- 4.11 Overall, despite low qualification levels Milborne Port is in a relatively strong economic position in terms of the number of jobs created and the proportion of the resident population employed.

5. INFRASTRUCTURE

- 5.1 The Infrastructure Delivery Plan (IDP) shows that the development proposed for Milborne Port in the Local Plan is unlikely to result in abnormal or fundamental infrastructure constraints. Subject to growth and water quality objectives, Wessex Water may carry out a treatment works scheme at Milborne Port.

6. TRAVEL

- 6.1 The A30 runs through Milborne Port, meaning that it is a prime location for commuters. Sherborne is located approximately 3 miles away.
- 6.2 For a Rural Centre, the settlement is fairly well accommodated by bus services, as shown below in Figure 6.1.

Figure 6.1: Public Transport Provision

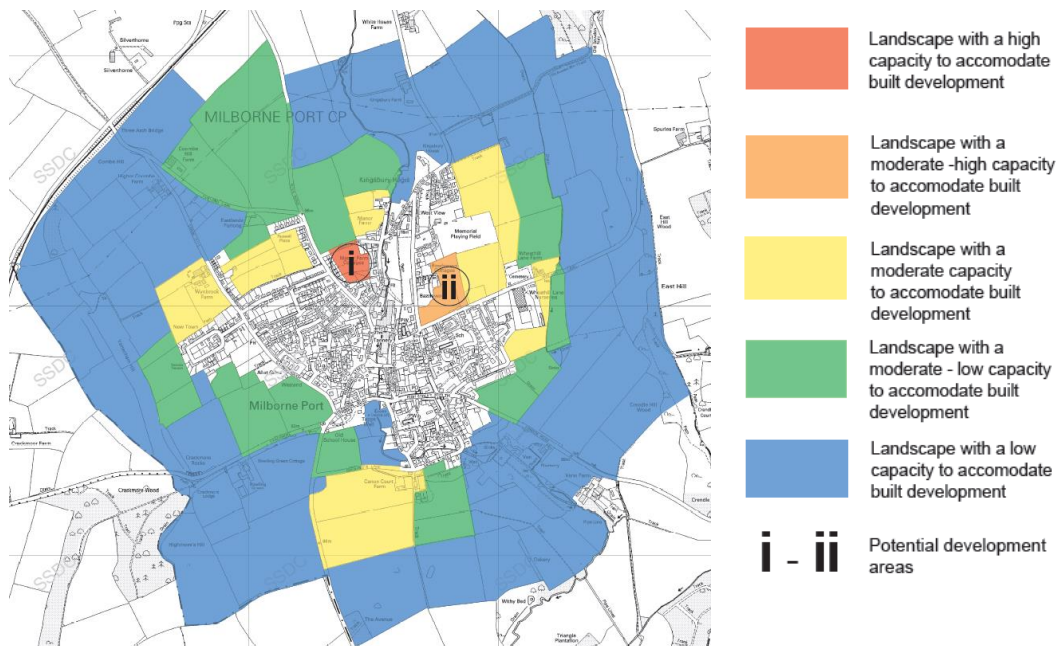
Buses		
Operator	Principal Destinations	Frequency (approx.)
Buses of Somerset	58/ 58A. Yeovil – Sherborne – Wincanton	2 hourly
	59. Yeovil – Sherborne– Stalbridge - Marnhull	2 hourly
South West Coaches	X10 Sturminster Newton – Blandford – Yeovil	Multiple daily

- 6.3 The nearest train stations to the settlement are Sherborne, just over 3 miles away, and Templecombe, which is 4 to 5 miles away. Both stations are on the London Waterloo to Exeter line.
- 6.4 Given its rural context and size, Milborne Port is fairly well served by bus services, and has Sherborne and Templecombe railway stations within reasonable distance.

7. ENVIRONMENT

- 7.1 The Peripheral Landscape Study² shows that there is land to accommodate growth, with the two most suitable sites identified as: Site i with high capacity to accommodate built development; and site ii with moderate – high capacity. There are also large parcels of land with moderate capacity to accommodate built form.
- 7.2 Other factors will inform any judgements on future growth allocations for the settlement.

Figure 7.1: Milborne Port Landscape Capacity



Source: Peripheral Landscape Study (2008)

- 7.3 Best and Most Versatile (BMV) land (Grades 1, 2 & 3a)³ is a key environmental constraint according to the NPPF⁴. As Figure 7.2 shows, BMV is surrounding the settlement.

² Peripheral Landscape Assessment, March 2008: <https://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/evidence-base/district-wide-documents/peripheral-landscape-studies/>

³ Defined in the NPPF, (DCLG) 2012 – Annex 2

⁴ DCLG, 2012

Figure 7.2: BMV Land around Milborne Port



Source: WebMap, Ministry of Agriculture, Fisheries and Food Data

7.4 Another environmental constraint to growth is flood risk, shown below in Figure 7.3.

Figure 7.3: Milborne Port Flood Map (Flood Zones 2 and 3)



Source: Environment Agency data on WebMap

7.5 The map shows that river flooding is a constraint primarily around the river Gascoigne which runs to the left of the settlements down through the centre and then to the south. Larger flooding areas are to the south of the settlement below the A30.

7.6 There are no county geological or archaeological sites located within this settlement.

8. CONCLUSION

- 8.1 Milborne Port has a strong housing market and there would appear to be suitable land for growth. However, the settlement lacks retail and service provision in its town centre, and creates relatively few jobs.

Key Issues

- 8.2 Looking towards the future it is considered that the key issues for Milborne Port are:
- Milborne Port has a high level of commitments
 - An elderly population – additional and enhanced facilities for the elderly may be required
 - The settlement provides limited jobs
 - The need for town centre improvements - occupation of vacant unit and increased variety to improve retail offer and public realm improvements.