

REPORT TO THE STRATEGIC PLANNING COMMITTEE

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| Date of Meeting | 10 December 2014 |
| Application Number | 14/06780/OUT |
| Site Address | Land at The Hill Brush Co Ltd, Woodlands Road, Mere, Warminster, BA12 6BS |
| Proposal | Demolition of existing factory and dwelling known as Maltot. Erection of 134 dwellings with supporting infrastructure (hybrid full and outline application) |
| Applicant | C G Fry and Son Ltd and The Hill Brush Company Ltd |
| Town/Parish Council | MERE |
| Division | MERE |
| Grid Ref | 381690 131723 |
| Type of application | Full Planning |
| Case Officer | Andrew Guest |

1. Reason for the application being considered by the Committee

This application is implicitly linked with planning application no. 14/06624/FUL for the new factory. In this respect the Planning Statement accompanying this application states the following:

The application should be considered in conjunction with a separate but parallel planning application for a new factory for the Hill Brush Company submitted by Brimble Lea and Partners. in essence, redevelopment of the existing factory site on Woodlands Road for housing is required in order to fund the relocation of the factory to a new purpose-built site.

2. Purpose of report

To consider the recommendation of the Area Development Manager (South) that the application be approved subject to a Section 106 agreement being completed, and subject to conditions.

3. Report Summary

The main issues to be considered are, firstly, the principle of the proposal, and secondly, assuming the principle is established the following detailed matters:

- Highway safety;
- Infrastructure impacts arising from the development – education, open space, affordable housing, highways improvements, waste collection, etc.;
- Design and visual impact;
- Public protection issues.

The application is supported by Mere Parish Council subject to some concerns.

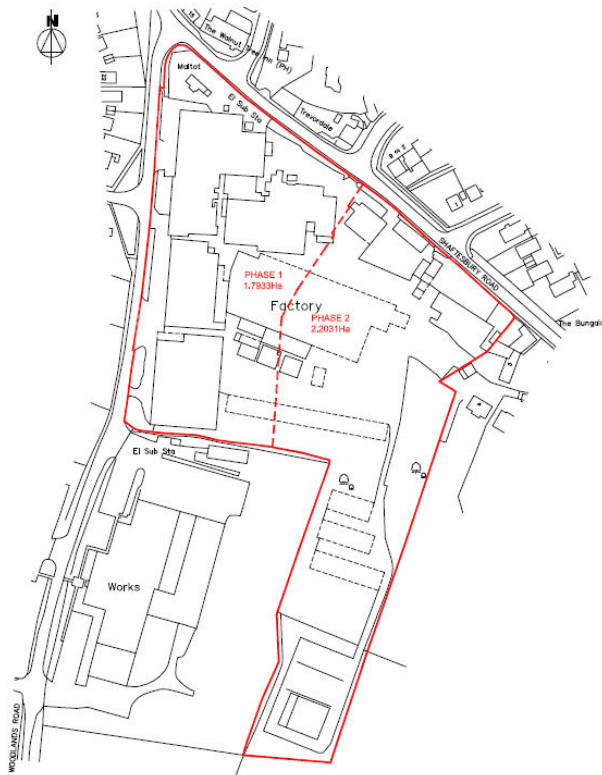
The application has generated representations from 42 interested parties. These include 1 letter of support, 7 qualified 'no objections', and 34 'objections'.

4. Site Description

The approx. 4 ha application site lies on the south side of Mere with frontages to Shaftesbury Road and Woodlands Road. The site supports the long established Hill Brush Company Ltd factory and related land, and a single dwellinghouse, 'Maltot'.

According to the Design and Access Statement accompanying the application, the Hill Brush Company was started in Mere in 1922 and moved to its Woodlands Road site in 1936. It is one of the world's leading companies in the field of food hygiene cleaning tools and has an international reputation for high quality products.

The factory itself is made up of buildings of varying size, age and design, and open yards, mainly used for manufacturing or storage, or currently vacant. The largest buildings on the site were historically used for storage and drying of timber from when milling of wood was carried out as part of the brush production process. In more recent years this on-site activity has ceased with ready processed wood being brought in. The storage/drying buildings, and their potential for continued use for these purposes, remain.



To the north-west, north and north-east sides of the site is established residential development. Also to the north is a public house, The Walnut Tree Inn. To the south-west and south-east sides of the site is open countryside. To the south are further industrial buildings at Beaumont Business Centre, although the application site includes land which 'dog-legs' to the rear of this.

The site is mostly level, although that part in the south 'dog-leg' is raised slightly above the neighbouring business centre.

In planning policy terms the larger part of the site lies outside, but adjacent to, the Mere Housing Policy Boundary (only Maltot is within the HPB). The site and all surrounding land (including the whole of Mere) lies within a Special Landscape Area. Land on the opposite side of Woodlands Road facing the site lies within a Development Restraint Area.

5. Relevant Planning History

There are various historic planning applications relating to the historic commercial use of the site. There is no relevant planning history relating to residential re-use of the site.

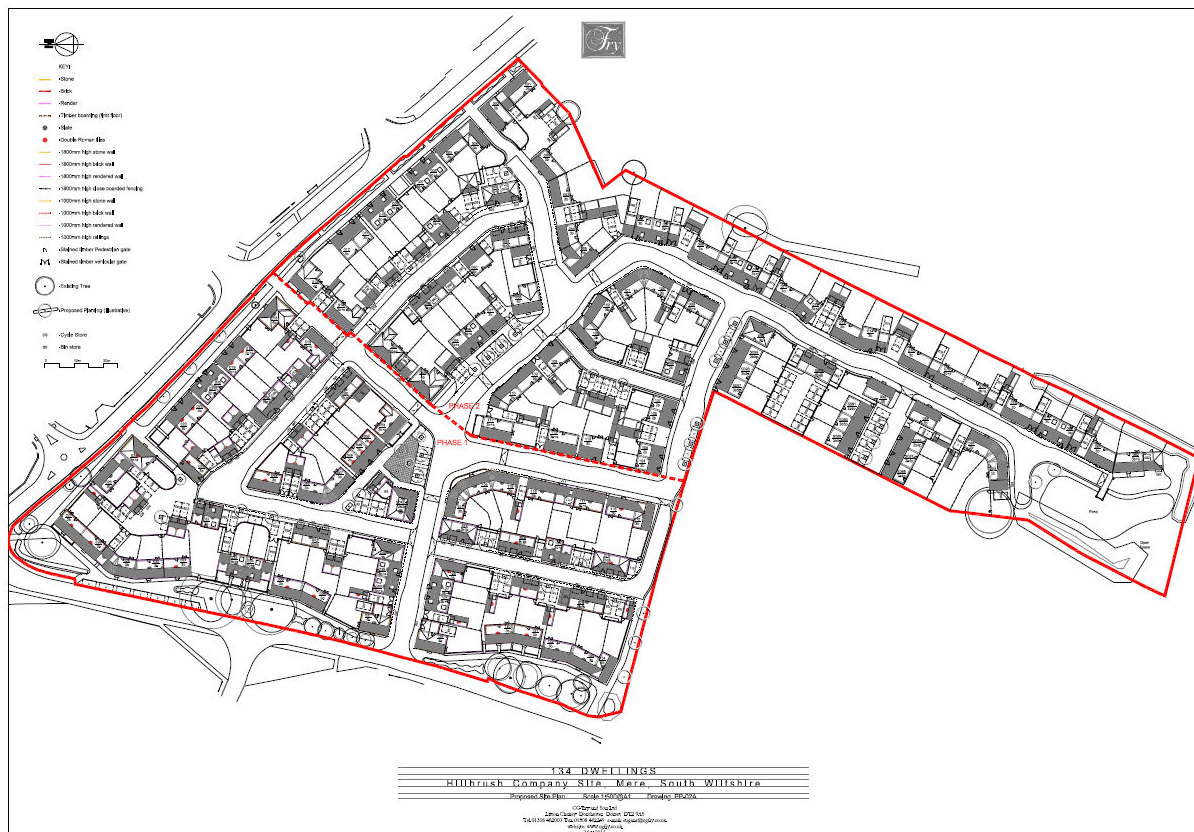
6. The Proposal

This application seeks planning permission to re-develop the entire site to provide 134 dwellinghouses. It is a 'hybrid' application meaning that it is in part for full planning permission ('phase 1' for 59 units) and in part for outline planning permission ('phase 2' for 75 units).

The phase 1 dwellings would be traditional in design and layout, mainly two storey although with a few 2 and 3 storey units. Materials would be stone and render and some brick for walls, and slate and double roman tiles for roofs.

A mix of houses and flats is proposed – 27 x 2 bed, 103 x 3 bed and 4 x 4 bed in total. 10% (x13 units) would provide affordable housing – 7 x 2 bed and 6 x 3 bed.

Vehicular access to the site would be from Woodlands Road using a re-configured existing access to the factory. Pedestrian access points would be provided from Shaftesbury Road.



7. Planning Policy

South Wiltshire Core Strategy:

- CP1 – Settlement Strategy and distribution of growth
- CP5 – Employment land
- CP3 – Affordable housing
- CP16 – Meeting Mere’s housing needs
- CP18 – Lifetime homes standard

‘Vision’ for Mere Community Area –

At least 250 new homes and 3 ha of employment land (on a saved Local Plan allocation) will be delivered to meet needs in the Mere Community Area over the lifetime of this Strategy. It is anticipated that most, if not all, of this growth will be centred on Mere. However, the Strategy is designed to be flexible and has the potential for some of the growth to be accommodated through infill and affordable exception development at Zeals. Housing may also be delivered through locally produce Neighbourhood Plans. The identification of new growth sites will be made through the subsequent Site Specific Allocations DPD.

There are a number of businesses that have been within Mere for a number of years, providing important local jobs. However, their buildings and sites are old and not necessarily appropriate for modern business needs. Therefore, in Mere itself, where a business wishes to modernise and the proposal concerns loss of employment land of more than 0.25ha, redevelopment of the original site for alternate uses should be permitted. This is provided that the business and job numbers remain in Mere and the loss of site is replaced with employment land of similar size elsewhere in Mere, subject to meeting other policies within the Development Plan.

Salisbury District Local Plan (‘saved’ policies):

- G1 – Sustainable development
- G2 – General criteria for development
- D1 – Extensive development
- H22 – Previously developed land outside housing policy boundaries
- C6 – Special Landscape Areas
- C12-14 – Ecology
- R2 – open space provision

Emerging Wiltshire Core Strategy:

- CP1 – Settlement strategy
 - CP2 – Delivery strategy
 - CP3 – Infrastructure requirements
 - CP35 – Existing employment sites
 - CP41 – Sustainable construction
 - CP43 – Affordable homes
 - CP50 – Biodiversity and geodiversity
 - CP51 – Landscape
 - CP56 – Contaminated land
 - CP57 – High quality design
 - CP61 – Transport and development
- Mere Area Strategy

The Inspector's report for the emerging Wiltshire Core Strategy has now been published and it concludes that the Strategy is 'sound'. It follows that the Strategy must now be given very significant weight in the decision making process prior to its final consideration and assumed adoption by Wiltshire Council in the new year.

Following its adoption some of the existing development plan policies referred to above will be replaced by the WCS policies whereas others will be 'saved'. In the meantime all of the existing policies remain in force and so continue to be the starting point for the consideration of the application.

NPPF:

Paragraphs 47-55, including

To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby.

8. Consultations

Mere Parish Council: Support subject to conditions / concerns.

The Parish Council has been aware of this pending planning application for a number of years and more acutely aware during the past year. The Parish Council has therefore had time to consider the limitations of the developers whilst also considering the impact that such a large residential development will have on this particular area of Mere and feels that the following conditions will mitigate and alleviate some of these concerns.

Conditions:

1. The Parish Council is of the understanding that there will not be a full requirement for Policy R2 funds in respect of this development due to financial viability, taking into account that the development needs to enable the relocation and rebuilding of the Brush Factory. However, the PC is also aware that Wiltshire Council has sought a Section 106 planning obligation of £600,000. In recognition that there will be little or no Policy R2 or CIL contribution for this development, the Parish Council would therefore require that some of these funds are used for the following purposes:

a) Reconfiguration of the Walnut Road/Shafesbury Road junction -

The present mini-roundabout configuration at this junction does not work and is hazardous (several near misses reported). Vehicles travelling along Shafesbury Road mainly drive straight over the mini-roundabout without reducing speed. Exit from Walnut Road (which serves both the Walnut Road/Oak Lane housing development and the Walnut Tree Inn) is hazardous because drivers cannot see left (south) into Shafesbury Road. The give-way line to the mini-roundabout at the mouth of Walnut Road is positioned well back in relation to a boundary wall on the corner of the junction, so that approaching traffic from Shafesbury Road cannot be seen.

- The present mini-roundabout and its associated signage should be removed, and the junction should be converted to a T-junction.
- The give-way line at the mouth of Walnut Road should become a 'GIVE WAY' sign, and should be repositioned forward to align with the kerb of Shafesbury Road.

- Rumble strips or other physical means of slowing traffic on Shaftesbury Road in the Mere direction should be installed just before the Walnut Road junction. This will also help if a housing development goes ahead on the Hill Brush Site and traffic serving the housing is using the T-junction at Woodlands Road/Shaftesbury Road.

(These recommendations made by a Working Group of Mere Parish Council in November 2013 and unanimously supported by Mere Parish Council in December 2013)

b) Footpath Improvement Project for footpath 50 from corner of Shaftesbury Road / Woodlands Road to Mere Town Centre -

Wiltshire Council put aside money to re-surface this footpath approximately three years ago but that money was subsequently re-allocated elsewhere. The surface of this footpath is in a fairly shocking state – it was re-laid many years ago and the tarmac melted in the very hot weather which has left it extremely uneven and cracked. This is the main footpath from the southern fringe of Mere into the town centre and is heavily used (the only other alternative into Mere town centre is to walk around the very tight and blind bend at Edgebridge which has no pavement at all and then to walk along Pettridge Lane, having to cross the road three times in order to stay on the pavement). The development of 134 new houses in this vicinity will vastly increase the use of this footpath which the PC would like to encourage as long as it was safe and suitable for purpose.

- Widening by cutting back overgrown verges
- Resurfacing
- Provision of renewable lighting so that footpath can be used at night

c) Provision of safety surfacing and new play equipment for Walnut Road Play Area –

Back in 2003-2007, with the knowledge that PC grounds staff were stretched to capacity and could not take on any more grass cutting commitments in the summer and also armed with the knowledge that this play area was to be positioned adjacent to a public house and the risk assessed that there may be broken glass found within the play area, the Parish Council agreed to accept responsibility for the play area with conditions, one of which was clearly stated 'That any such play area is completely surfaced with low maintenance safety surfacing (not grass).' These conditions were never imposed by Salisbury District Council and the Parish Council eventually and very reluctantly took on the responsibility for this play area with its grass surface and very small commuted sum. The commuted sum has now been completely used up and the ratepayers of Mere are paying to have this play area maintained through the parish precept. Due to the extremely close proximity of this play area, the Parish Council feels justified in requesting that this S.106 payment is used to surface the play area with wet-pour safety surfacing and also to provide some new equipment within the play area.

Notes of importance - A Construction Environmental Management Plan must be in place for this development to ensure that construction traffic does not attempt to drive along The Lynch and to place some kind of control over construction traffic movements.

WC Highway: No objection. Generally agree with the conclusions of the Transport Assessment.

WC Economic Development: [joint response to applications 14/06624/FUL & 14/06780/OUT]. No objection.

A key priority for Wiltshire is creating a resilient, sustainable and competitive economy, with a focus on creating and safeguarding jobs. The priorities of the Swindon and Wiltshire Local

Enterprise Partnership are focussed on job creation, job safeguarding and developing Swindon and Wiltshire as a location for businesses to develop and thrive.

Enterprise Wiltshire has also set a strategic vision, which builds on the resilience of the economy and will develop its strengths into the medium to long term. The intention is to create 4,500 new jobs and safeguard a further 6,000 jobs (2012-2015)¹ through focusing on the retention and growth of indigenous businesses, while supporting inward investment.

As stated in application 14/06780/OUT current employment figures for Hill Brush Company Ltd are 76 full time and 8 part time, or 84 full time equivalent (FTE). In application 14/06624/FUL the applicant has proposed the new development will host 94 full time employees, safeguarding the existing 84 FTE whilst having a net gain of 10 FTE positions. This does not include a further approx. 24 FTE in the moulding company to be relocated to the site.

In choosing to relocate to a purpose built facility in Mere, as opposed to pursuing options outside of Wiltshire (the company has operations elsewhere), the proposal in application 14/06624/FUL accords with the stated priorities and will deliver local employment opportunities.

The relocation will also bring potential future economic benefits. The production and layout efficiencies of the new plant will be designed to support the company's further growth in the medium term, with space for a further 40 staff. The proposed new factory building will take up about half of the new 10 acre site, enabling the Company to expand to twice the floor area in the longer term, giving potential for a further 100 employees on this site².

Wider economic benefits will include those in the local supply chain, indirect jobs supported, and the positive impacts of housing growth enabled through the relocation.

Through its strategic business engagement programme, Economic Development works proactively with key businesses like Hill Brush Company to help support their ongoing presence and growth in the county. Innovation is a central theme in the LEP's Strategic Economic Plan and the company's investment in its new facility will mark a change in its ability to innovate as an export-led advanced manufacturing business – a sector identified as a priority for future inward investment by Wiltshire Council, UKTI, and by the LEP.

As part of its ongoing engagement, Economic Development has actively worked to help the business find a local solution to its growth needs, which has included, for example, a revised affordable housing % within the existing site redevelopment, as proposed in application 14/06780/Out. This will allow the company to proceed with its relocation, safeguard and create jobs, and support further business growth, as well as bringing forward new housing within the town on the site it will vacate.

WC Education: An assessment of the proposal's impact on the local education infrastructure has been carried out as follows:

- It is based upon 121 new open market units less one demolition, and 13 affordable units which attract our standard 30% discount, reducing them by 4 to 9.
- So the total of qualifying properties for the assessment are $120 + 9 = 129$ which generate a need for 40 primary and 28 secondary school places.

¹ Enterprise Wiltshire Economic Strategy 2012-2015

² Economic Development, Hill Brush Company relocation statement, 2012

- The designated area schools are Mere Primary and at secondary level, pupils go across the border to attend Gillingham School in Dorset.
- Primary – Mere Primary has a net capacity all in permanent accommodation of 210 places. As at the January 2014 official headcount there were 189 pupils on roll. Our latest forecasts indicate that numbers are unlikely to rise above this level in the period up until April 2018. There are therefore, 21 “spare” places available at the school at peak numbers, which can be allocated to this planning application, as per our standard and recently updated S106 Methodology. So, $40 - 21 = 19$ additional places are needed, towards which we require a developer contribution of £16,768 per place. This is WC’s 2014/15 capital cost multiplier for primary school places.
- Secondary – Dorset CC will need to be consulted regarding the position at Gillingham School and any capital funding requirements that they may have.
- We note that the level of affordable housing proposed on the application is actually just under 10% and so well below the level of 30% that the Council requires as standard. In view of this, and assuming that 30% is likely to apply, I have also calculated the “education” requirement for it as follows: 30% affordable out of a net 133 new dwellings = 40 units x 30% discount of 12. So qualifying properties = $133 - 12 = 121$ to assess. 121 units would generate a need for 38 primary and 27 secondary school places.
- The revised S106 Methodology for Education now contains a requirement for developers to make contributions towards the provision of Early Years places where appropriate.
- As this is an outline application, standard caveats apply i.e. the assessment is specific to the site location, housing number and mix supplied, and any changes to any of these would necessitate a new assessment. Assessments use the pupil data, forecasts, capacities and details of other known housing in a designated area as at the time they are made, so were this application to be revised/replaced, this could affect the outcome of the assessment at the later time. Contributions are to be secured by a S106 to which standard payment terms will apply. The capital cost multipliers quoted apply to S106s signed in the current financial year and will be subject to updating for 2015/16.

WC New Housing: Core Policy 3 of the South Wiltshire Core Strategy sets out a requirement of 40% on-site affordable housing provision on all sites with a net gain of 15 or more dwellings. However, Core Policy 43 of the emerging Wiltshire Core Strategy introduces two separate affordable housing zones. This site falls within an area requiring at least 30% affordable housing. This is the policy which is now being applied on sites of 15 or more dwellings in South Wiltshire. This proposal would therefore usually be required to provide 30% on-site affordable housing.

Previous discussions relating to viability, undertaken between August and November 2012, reached a compromise position in concluding that a 10% affordable housing contribution should be provided on this site. Given the length of time since these discussions and the subsequent improvements in the housing market, it is considered that the viability assessment is now historic, and therefore New Housing require an updated viability appraisal, together with supporting evidence, to justifiably support any agreed reduced level of on-site Affordable Housing.

Housing Need - There is a high level of housing need, with 11,209 applicants on the housing register in immediate need for affordable rented accommodation across Wiltshire. Of those 395 are in immediate need of affordable rented housing in the South West Wiltshire Area Board area.

Tenure Mix - Affordable housing units should generally be provided with a tenure mix of 75% of the units being for Affordable rented housing, and 25% of the units being provided as shared ownership dwellings.

Property mix - (indicative only at this stage – to be confirmed by the New Housing Team prior to any reserved matters application). The proposal to provide 1 x 1 flat over garage, 3 x 2 bed flats, 3 x 2 bed houses and 6 x 3 bed houses does not adequately reflect demand for affordable housing in the area. In order to better reflect the local demand, the affordable housing units should be provided in the following mix:

Affordable Rented: 1 bed 30% 2 bed 30% 3 bed 30% 4 bed 10%

Shared Ownership: Should be a mix of 2 and 3 bed houses. The preference is for houses rather than flats.

Clustering - The affordable homes should be dispersed throughout the development in small clusters. The current application proposes one cluster of 10 units and one cluster of 3 units. This would be acceptable subject to confirmation (through an updated viability appraisal) that an appropriate level of affordable housing is being provided.

Size and Design - Care should be taken to ensure that the design of affordable units ensures their integration within the development. All affordable homes would need to be built to at least minimum size standards to meet the Design and Quality Standards set out by the Homes and Communities Agency. I confirm that the units currently proposed meet the minimum size requirements.

Transfer to a Registered Provider - All affordable homes would need to be transferred to a Registered Provider, approved by the Council, on a nil subsidy basis. It is strongly recommended that the applicant makes contact with some Registered Providers as soon as possible in order to discuss the best options for the affordable units on-site.

Nominations - The Local Authority would have nomination rights to the affordable homes, secured through a Nominations Agreement which will be signed by the Council and the Registered Provider.

WC Archaeologist: no objection. The photographs and information included in the archaeological desk based assessment suggest that large part of the site would have been subject to significant below-ground disturbance. Therefore, on the evidence available at present, it is unlikely that significant archaeological remains would be disturbed by the proposed development.

WC Public Protection: recommend conditions.

WC Public Arts: Would expect the applicant to integrate public art into this site, which would be in line with Salisbury's saved policy regarding public art, Salisbury Local Plan: Creating Places Design Guide SPG. It would also be in line with the guidance note the arts service have been developing for a more cohesive countywide approach to art and design in the public realm (or public art). Public art is also referenced in Core Policies 3 (Infrastructure Requirements) and 57 (Ensuring high quality design and place shaping) of the draft Wiltshire Core Strategy.

An experienced professional public art advisor would be required to join the design team to devise any public art scheme. WC would want to work with the design team, assist with the short listing of a public art advisor and approve the final public art scheme.

An indicative figure for a public art contribution of a site of this size, based on £300 per dwelling, would be £40,200 and no more than 10% of this figure should be spent on the engagement of a public art advisor for the production of a public art plan.

Environment Agency: no objection subject to conditions.

Highways Agency: no objection.

Natural England: general advice and guidance given.

Wessex Water: The site will be served by separate systems of drainage constructed to current adoptable standards.

The applicant has indicated surface water will be attenuated on site and disposed of via two connections. A flow not exceeding 25 l/s has been proposed via the existing 2100mm diameter public surface water sewer which discharges to Shreen Water. This is acceptable in principle to Wessex Water.

Proposals will necessitate adjustment to the existing hydrobrake controlling the flow from the existing tank sewer. If the Environment Agency does not agree to an increase in peak flow by 25l/s to Shreen Water, extra on site storage will need to be considered by the applicant. Approval for the second discharge to the southern unnamed tributary of Shreen Water will also be required from WC and the Environment Agency.

As described in documents submitted with the planning application the applicant commissioned Wessex Water to undertake a foul drainage modelling exercise to assess the capacity of the local sewerage network. The submitted Foul Water Drainage Strategy Drawing PDL/102 Rev A appears to reflect the preferred option determined by the modelling exercise. Modelling did indicate, however, that due to site levels a pumped connection will be required from the southern portion of the site.

It is noted that further appraisal and proposals by the applicant has concluded that it will be possible to drain the southern portion of the site by gravity. This amendment to strategy will be assessed in detail through Section 104 (Water Industry Act 1991) adoption arrangements. If a pumping station is subsequently required it is noted that space for the appropriate compound may be afforded within the public open space. There is adequate current spare capacity within the existing public water supply network to serve proposed development. Buildings above two storeys will require on site boosted storage.

9. Representations

One letter of complete support has been received; 7 qualified 'no objections' have been received; 34 objections have been received. Comments have also been made by the Cranbourne Chase AONB group.

The support is summarised as follows:

- "Wonderful news; the sooner the better".

The qualified no objections are summarised as follows:

- Concerned that traffic will use single carriageway Woodlands Road as quickest link to the B3092 (Mere to Gillingham road). It is narrow with blind bends, and so has potential safety issues;
- Affordable housing provision should be 30%, as per policy, without clustering;
- Light pollution must be minimised;
- Traffic management plan required for construction phase. No construction traffic should use Water Street or The Lynch;
- Main vehicular access to site should be via Shaftesbury Road with emergency vehicular access via Woodlands Road (to avoid residents being blocked-in the event of an incident in Woodlands Road);
- Improvements to the Woodlands Road / Shaftesbury Road and Clements Lane junctions required for safety reasons;
- Estate roads must be wide enough to allow residents to park;
- Existing mature trees should be retained, particularly those close to The Bartletts and the adjacent paddocks;
- Upgrading of infrastructure made necessary by the development should be funded by the developer.

The objections are summarised as follows:

- Site is viable for continued employment uses. Site could be downsized for Hill Brush and fewer houses built;
- No employment, community or retail facilities are included in the proposals;
- Contrary to H22, G2 and G7;
- An incongruous form of development, particularly the southern dog-leg section, and so an intrusion into area as a whole. Over-development – 70-75 units previously agreed only (SHLAA). No mandatory requirement for this number of houses;
- Scale of development is too great; should be limited to phase 1 only. Road infrastructure in Mere not capable of supporting this scale of development, including pavements between the site and town centre (which are presently unsuited for prams, wheelchairs, etc.). Other infrastructure also unsuitable – schools, doctors, etc.. Where will all the new residents work? – likely out-commuting from Mere. Services inadequate;
- Unsustainable – housing only, no other uses including employment;
- Potential harmful impact of additional traffic (particularly construction traffic) on fabric of Grade I Listed Woodlands Manor;
- The single carriageway Woodlands Road cannot support scale of development and resulting traffic generation. It is narrow and windy, and is already used as an unsuitable rat-run to Gillingham.
- Increased use by traffic of Woodlands Road junction with Shaftesbury Road close to Lordsmead would be dangerous. Traffic already speeds along Shaftesbury Road, proposal would add to this – limit needs to be reduced;
- Pettridge Lane, Water Street & The Lynch unsuitable to support more traffic;
- TA is erroneous;
- Loss of trees on site which are an important feature and provide screening. Loss of streetscape trees and hedging in Shaftesbury Road would be detrimental to environment. Replacement planting would be non-native varieties;
- No on-site play area, resulting in children crossing Shaftesbury Road;
- Insufficient on-site parking would lead to residents parking in other residential roads in the area;
- Too much development for Mere where existing infrastructure (such as parking) cannot support it;
- No wildlife survey. Loss of habitat;

- Likelihood of flooding from surfaced water;
- Unneighbourly as a consequence of tree and hedgerow removal and positions of proposed houses relative to existing houses.

The Cranbourne Chase AONB Group makes the following comments:

“The unspoilt views across the Vale of Gillingham from the AONB were significant aspects of the Inspector’s report in dismissing the proposed wind turbines at Silton, to the south west of Mere. The AONB is, therefore, concerned that major development within the setting of the AONB does not adversely impact on those fine views. In welcoming the reuse of a brown field site the AONB is concerned that development should not appear to impact adversely on those views.

The Cranborne Chase and West Wiltshire Downs AONB has been established under the 1949 National Parks and Access to the Countryside Act to conserve and enhance the outstanding natural beauty of this area which straddles three County, one Unitary and five District councils. It is clear from the Act, subsequent government sponsored reports, and the Countryside and Rights of Way Act 2000 that natural beauty includes wildlife, scientific, and cultural heritage. It is also recognised that in relation to their landscape characteristics and quality, National Parks and Areas of Outstanding Natural Beauty are equally important aspects of the nation’s heritage and environmental capital. The AONB Management Plan is a statutory document that is approved by the Secretary of State and is adopted by the constituent councils. The AONB and its Management Plan are material considerations in planning.

The National Planning Policy Framework states (paragraph 109) that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. Furthermore it should be recognised that the ‘presumption in favour of sustainable development’ does not automatically apply within AONBs, as confirmed by paragraph 14 footnote 9, due to other policies relating to AONBs elsewhere within the Framework. It also states (paragraph 115) that great weight should be given to conserving landscape and scenic beauty in Cranborne Chase Area of Outstanding Natural Beauty AONBs, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in these areas.

Whilst recognising that the outline application deals with matters of principle the AONB is very concerned at the reference within paragraph 5.4 of the Design and Access Statement to ‘incidental trees’. To aid the integration of development of the proposed site rather more significant internal landscape planting is going to be needed than ‘incidental trees’. The AONB recommends that a structure planting scheme is prepared so that the viability of the landscape integration can be assessed.

As you know the AONB is very concerned about light pollution and this development could be an exemplar site where adequate lighting can be provided which does not prejudice dark night skies.

I also notice that none of the illustrations in the Design and Access statement show the capture and utilisation of solar energy, neither is that topic mentioned. The AONB strongly advises that the utilisation of renewable energy is fully incorporated within any approved scheme.

The adopted AONB Management Plan includes policy VRC4 which encourages the provision of affordable housing in the towns and villages around the AONB. This seems to be an ideal opportunity to achieve a significant number of affordable homes and the AONB

is, therefore, disappointed to see that only 10% of the proposed new dwellings will be affordable. The AONB would very much prefer to see the level of affordable homes in line with the emerging Wiltshire Core Strategy.

I note from the materials schedule (appendix C of the Design and Access Statement) that three very light coloured renders are proposed for the majority of the buildings. I have to advise that such light colours will make the proposed buildings stand out in the landscape more than is necessary. Significantly darker shades of render will help the buildings blend into the landscape. That is, I think you will agree, particularly important in this edge of village situation. I also note that the example of the stone proposed for use appears to be extremely white and similarly that type of stone would make the buildings more, rather than less, obvious”.

10. Planning Issues

Principle

The larger part of the application site lies just outside the Housing Policy Boundary for Mere. It is occupied by a factory and associated buildings/land, and so is by definition previously developed, or ‘brownfield’ land.

Policy CP5 of the South Wiltshire Core Strategy (which replaced Policy E16 of the SDLP) states that permission will not be granted for development of land or buildings previously or currently used for, or allocated for, activities falling within Use Classes B1, B2 or B8, unless it can be demonstrated that:

- i) the proposed development will generate the same number or more jobs than could be expected from the existing use, or any potential employment use; **or**
- ii) where the proposal concerns loss of employment land of more than 0.25ha within Salisbury city or the settlements of Amesbury, Downton, Mere, Tisbury or Wilton, it is replaced with employment land of similar size elsewhere in that settlement; **or**
- iii) it can be shown that the loss of a small proportion of employment floorspace would facilitate the redevelopment and continuation of employment use on a greater part of the site, providing the same number or more jobs than on the original whole site; **or**
- iv) the site is not appropriate for the continuation of its present or any employment use due to a significant detriment to the environment or amenity of the area; **or**
- v) there is valid evidence that the site has no long term and strategic requirement to remain in employment use.

In this case the ‘bigger’ proposal is for the existing business occupying the site to relocate to an alternative site which, although not ‘in that settlement’, is close to the settlement and has been demonstrated to be acceptable in terms of its impacts in all other respects. It follows that as a matter of principle the loss of this employment site under these circumstances is justified and in accordance with these development plan policies. Of course, this is subject to the alternative site first gaining planning permission and mechanisms being put in place to ensure its delivery.

The policy position is confirmed by the ‘vision’ for Mere set out in the SWCS which states -

There are a number of businesses that have been within Mere for a number of years, providing important local jobs. However, their buildings and sites are old and not necessarily appropriate for modern business needs. Therefore, in Mere itself, where a business wishes to modernise and the proposal concerns loss of employment land of more than 0.25ha, redevelopment of the original site for alternate uses should be permitted. This is provided that the business and job numbers remain in Mere and the loss of site is

replaced with employment land of similar size elsewhere in Mere, subject to meeting other policies within the Development Plan.

It is also relevant under point (iv) of Policy CP5 that the existing factory site is not a particularly attractive feature of this part of Mere, and the road infrastructure within its vicinity is now not ideally suited to accommodating the larger commercial vehicles which service it. Although not overriding issues in themselves, these are still relevant material considerations to be given weight accordingly. They are considered further below.

On balance it is, therefore, considered that this site can, at least in principle, be granted planning permission for non Class B1, B2 or B8 uses, although subject to, in the first place, permission being granted for a suitable alternative site elsewhere in, or (in this case) close to, Mere and subject to appropriate mechanisms being put in place to ensure delivery of the alternative site; and secondly, in view of the likely improvements to the environment and amenity in general in Mere stemming from the removal of the factory buildings/use and related commercial traffic from the Woodlands Road area.

A similar policy to CP5 is set out at CP35 of the emerging Wiltshire Core Strategy, although its protection of employment sites extends only to those within the principal settlements, market towns, local service centres and Principal Employment Areas.

Suitability of housing and the scale of development proposed

Policy H22 of the SDLP states that in the main settlements residential development will be permitted on previously developed land outside a Housing Policy Boundary provided that the site is –

- (a) not identified for an alternative form of development in the Local Plan;
- (b) well related to the existing pattern of development; and
- (c) accessible by public transport.

The policy further states that proposals which would involve land currently in employment use will only be permitted if the business is relocated to an alternative site in the settlement which does not increase reliance on the private car, or the land and buildings are unsuitable and not viable for alternative employment uses. This application's compliance with this second part of the policy has already been addressed in the paragraphs set out above.

Regarding the (a), (b) and (c) criteria, the site in this case is not identified for an alternative form of development in the development plan, is well-related to the existing pattern of development in Mere being on the edge of the settlement and adjacent on two sides to established residential development, and is accessible by public transport and/or other means (including cycling and on foot). It follows that the proposal complies with Policy H22 in all respects, and so is acceptable for residential use.

Regarding its scale, the proposal is for 134 houses in total. This number of houses is proposed for three reasons.

Firstly, and fundamentally, the site is capable of accommodating this number. 134 houses across the 4 ha site equates to approximately 34 dwellings/ha, and this is considered to be a suitably low density for the edge of settlement location, comparing well with nearby established housing estates. A significantly lower number of units across the site would push the density to an unacceptably low level which would then not fulfil the fundamental principle of making the best use of sustainable land. As the NPPF states, planning should "... encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that is not of high environmental value", and it is considered that the proposal fulfils this principle.

Secondly, the Mere Area Strategy set out in the emerging Wiltshire Core Strategy acknowledges that the Mere Community Area will deliver new homes during the life of the Strategy. Specifically, it states that "... at least 250 new homes will be provided, of which 200 should be at Mere ...". According to the Council's Housing Land Supply Statement 2013 the outstanding requirement from these indicative, 'at least' figures are 76 for Mere or 87 for the Community Area as a whole. The proposal would achieve 'at least' these expectations.

The figures set out in the Mere Area Strategy must also be read in the context of the rest of the Strategy, and in particular its acknowledgement that there are businesses providing important local jobs which may wish to relocate within Mere, and that such relocations should be supported, including re-development of their original sites for other purposes.

Thirdly, the dynamics of the 'bigger' proposal – to relocate the Hill Brush Co. Ltd. to a new site elsewhere in Mere – requires this scale of development to meet the costs of the move and other reasonable infrastructure expectations. To this end the overall proposal has been subjected to viability assessment by Levvel Ltd on behalf of the applicant. This has demonstrated that the viability of the bigger proposal is finely balanced, and that even with 134 units compromises will be necessary to achieve delivery of the new factory. The background and outcome of the viability assessment is summarised by Levvel in its supporting statement as follows:

"..... Levvel undertook a number of viability tests using the Council's preferred viability model, the HCA Development Appraisal Toolkit (DAT). The results of these tests were submitted to Wiltshire Council on 25 September 2012 with an accompanying Viability Statement which demonstrated that the Council's affordable housing target of 40% [reduced by WC to 30% in this area since the statement was produced] was not viable.

A further meeting was held on 23 October [2012] with the Council and it was agreed that a compromise position needed to be considered which would ensure an appropriate contribution towards affordable housing and Section 106 costs at a level that did not threaten the viability of development and facilitated the move of the on-site Hill Brush factory to a new premises to maintain presence of the significant employer locally.

Levvel submitted a further viability model to Wiltshire Council on 15 November 2012 based upon 10% affordable housing provision and £600,000 of Section 106 costs. This viability model then forms the basis of the viability position"

The Council's expert officers have accepted this viability position as summarised by Level. Specifically, that viability is finely balanced in this case, and that to deliver a new factory for the Hill Brush Co. Ltd. to secure its future in Mere and to deliver the minimum critical infrastructure made necessary by the proposed housing, then a development of at least 134 houses is required. This would represent a compromise on the part of Wiltshire Council but this is necessary if the objective is to enable the Hill Brush Co. Ltd. to relocate in Mere. It is also a compromise on the applicant's part in that in meeting the critical infrastructure costs it has had to accept a land value reduction.

It follows that for all of the reasons set out above residential development is considered to be appropriate for this site and that this should be at the scale envisaged in the planning application.

Highway Safety

The application is accompanied by a Transport Assessment (TA) and a Framework Residential Travel Plan.

Policy G2 of the SDLP states that highway issues are material considerations in the determination of planning applications – in particular, factors such as the effect new development will have on the local road network, off-street parking and access arrangements are all relevant. Policy CP61 of the eWCS is similarly worded, and in addition sets out requirements for TA's.

The TA accompanying the application assesses the impact of the proposed residential development on the local road network. It compares this with how the existing employment use of the site impacts.

In relation to pure road capacity the TA states the following:

“The local road network has the capacity to accommodate peak hour vehicle travel movements to and from the development. The analysis of local road junctions using the assessment program Picardy indicates that all the key junctions analysed, including the junctions with the A303, would operate during the morning and evening peak hours in the year 2020 with significant residual capacity and no queuing. It is concluded that there would be a minimal risk of any blocking from the slip roads to inhibit traffic flows on the A303 as a result of this development.

Personal injury accident data for the past five years indicates that there are no sections of the local road infrastructure which have experienced any pattern of incidents. There have been no recorded personal injury accidents on the road network between the town centre and the site.”

More particularly, in comparing the existing employment use and the proposed residential development the TA states the following:

“The proposed residential development would generate in the order of 20% more vehicle movements during the peak hour compared to the existing manufacturing use of the land. However in the case of the existing land use, in the peak hours, the main flow of vehicle movements is towards the factory. In the case of Pettridge Lane and Clements Lane, this is contrary to the main outbound traffic flow from the existing mainly residential development. The conflicting directional flow of traffic during the peak hours causes opposing flows of vehicles to wait at points of constraint such as Edge Bridge and the traffic calming on Pettridge Lane. In the case of the proposed residential development the main tidal flow of traffic during the peak hours will be consistent with that from the remaining residential development in the immediate surrounds. This will reduce the incidence of opposing vehicle conflicts at points of constraint.

The existing manufacturing operation attracts large heavy goods vehicles for the supply of materials and the distribution of the finished products. A proportion of these vehicles are the maximum permitted size of articulated HGV. Neither Pettridge Lane nor Edge Bridge are of a standard which is desirable for HGV's.

The proposed residential development would attract very few commercial vehicles and these would not be of the largest size. The composition of traffic would be mainly cars for which the local road infrastructure is better suited”.

In conclusion the TA states the following:

It is concluded that if the proposed road improvement measures and the Travel Plan initiatives are implemented the proposal would accord with the transport objectives for residential development sites as stated in the Wiltshire Core Strategy and that there are no

transport related reasons which would prohibit the proposed development coming to fruition”.

The findings of the TA are agreed by both the WC Highways Officer and the Highways Agency. In pure capacity terms, the existing road network can accommodate the relatively limited increases in traffic expected from the proposed residential development. In terms of the types of vehicles, the reduction in commercial traffic (and in particular HGV's) using the relatively narrow roads in Mere will result in an improvement to amenity and the environment in general. In relation to sustainability, access is available from the site to the centre of Mere (and all its services) by means other than just motorcar.

A number of third parties have raised other traffic issues including increased use of Woodlands Road to the south of the site and the impact of construction traffic.

Woodlands Road becomes relatively narrow and winding to the south of the site, and eventually has a 'difficult' junction with the B3092. The concern is that the road could become a 'rat run' to Gillingham, with resulting highway safety implications. As is evident from the quotes from the TA already set out, the actual increase in traffic generated by the proposed residential use compared with that of the existing employment use at peak times is 20%, and the network has capacity to support this traffic in any event. It follows that the traffic generation is not of sufficient scale or impact to justify significant off-site highway improvement works. This applies equally to other objections raised in connection with perceived safety issues on other roads and junctions, including the junction of Woodlands Road with Shaftesbury Road.

Regarding construction traffic, the TA acknowledges that there would be minor increases in HGV's during the three year construction phase. However, to ensure construction traffic is safely accommodated on the network the developer would be expected to sign-up to a construction management plan which would specify routes, hours of operation and locations for parking and loading/unloading in particular. A condition is recommended accordingly.

Layout, Design and Amenity

The layout and design of the proposed development is traditional, along the lines of the relatively recent housing development at Walnut Road adjacent to the site. A traditional approach is considered appropriate for Mere having regard to its many historic and architecturally interesting buildings. The houses would be two or three stories, and again, this is considered to fit in well with established surrounding developments.

The application is accompanied by an Arboricultural Impact Assessment and Landscape Design Strategies which indicate trees and landscape features to be retained or removed, and new planting. Trees and landscape features to be retained are mainly around the edges of the site, and this creates relatively wide margins between the new houses and the public highways in several areas. As a feature of a housing estate at the edge of a settlement this is considered to be both a sound and attractive approach. The hedges along the Shaftesbury Road frontage would be removed although this is considered acceptable as they are 'gappy' and in poor condition.

In terms of residential amenity, only phase 1 (the west side of the site) is fully detailed at the moment. Here there is sufficient separation between the proposed houses and established development to ensure no adverse impacts on residential amenity.

Although phase 2 (the east side of the site) is in outline form only, the application is accompanied by a detailed layout plan. Objections have been raised by some of the residents in The Bartletts (a small estate of houses beyond the east boundary) regarding potential overlooking from the houses shown to be sited adjacent to the common boundary.



Typical Street Scenes / Elevations

Most of the houses on the layout plan are sited sufficiently away from the common boundary to satisfy usual privacy standards. That said, one or two are closer and/or are orientated towards the rear of some of the houses in The Bartletts and/or are indicated to be three storey. It is recommended that the issue of privacy in this area of the site is drawn to the applicant's attention by way of an informative so that any necessary changes to the layout can be made prior to the submission of the reserved matters for phase 2.

Within the site itself there are no concerns relating to garden standards. The WC Public Protection Officer has raised concerns over possible disturbance to the owners/occupiers of the new houses caused by noise from activities at the Beaumont Business Centre or from traffic using Shaftesbury Road. This can be addressed through building design and construction techniques, and a condition is recommended accordingly.

An objection has been received from the owner of a nearby grade I listed building over possible impacts on the fabric of this building, in particular from additional traffic. It is considered unlikely that this would result. The proposal would see reductions in HGV traffic anyway, and the routes of construction traffic can be controlled by planning condition. The site is sufficiently distanced from the listed building to ensure no impacts on its setting or importance.

Ecology

The application is accompanied by a Ecological Mitigation Plan. This follows surveys of the site which identified an active badger sett on the southern boundary, a breeding population

of great crested newts in a pond at the southern end, and a small number of slow worms and grass snakes.

In view of this the proposal incorporates measures to minimise impacts on the ecological interests. These include retention and protection of features within the southern end of the site and retention of some trees along the eastern boundary. It is further proposed to apply measures at the construction and operational phases to satisfy the key principles of protecting features of nature conservation interest, ensuring protected species are maintained at a favourable conservation status, and creating areas of compensatory habitat and ecological value and so providing a net gain in biodiversity value.

The measures include a permanent buffer zone of a least 30m around the badger sett and the creation of a badger foraging habitat and cover. The measures would further include the construction of a new pond for the newts (the existing pond would be 'lost' as part of the development) with sensitive site clearance prior to commencement of development. The Ecological Mitigation Plan considers that these measures would ensure that a 'favourable conservation status' for the newts would be maintained with the population either maintained at, or above, present levels post-development. A European Protected Species License would be applied for in the event of planning permission being given.

The slow worms and grass snakes would be 'trapped' and translocated prior to development commencing.

The measures set out in the Ecological Mitigation Plan are satisfactory to safeguard the ecological interests of the site. A condition is recommended to ensure the plan's recommendations are implemented as set out.

Affordable Housing and other Infrastructure Requirements

The matter of viability has already been considered in this report. As is evident, and as has been agreed by officers, the high cost of delivering a new factory for the Hill Brush Co. Ltd. and the high cost of developing a brownfield site for the housing, means that the ability to deliver all 'normal' infrastructure requirements is reduced. In these circumstances the NPPF states that where obligations are being sought, local planning authorities should take account of market conditions and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. More specifically the NPPG states the following:

"In making decisions, the local planning authority will need to understand the impact of planning obligations on the proposal. Where an applicant is able to demonstrate to the satisfaction of the local planning authority that the planning obligation would cause the development to be unviable, the local planning authority should be flexible in seeking planning obligations.

This is particularly relevant for affordable housing contributions which are often the largest single item sought on housing developments. These contributions should not be sought without regard to individual scheme viability. The financial viability of the individual scheme should be carefully considered in line with the principles in this guidance.

Assessing viability should lead to an understanding of the scale of planning obligations which are appropriate. However, the National Planning Policy Framework is clear that where safeguards are necessary to make a particular development acceptable in planning terms, and these safeguards cannot be secured, planning permission should not be granted for unacceptable development".

Notwithstanding the representations made by the WC New Housing Officer, it is not considered that this site can deliver the usual policy expectation of 30% affordable housing.

Instead the offer of 10% is considered appropriate having regard to the viability concerns. If 30% was to be required then the developments (that is, the housing and the new factory) would not be delivered at all. 10% affordable housing equates to 13 units on this site, and as this is a windfall site whose principal purpose is to deliver a new factory, these units could be exceptionally viewed as a bonus in any event. It is not considered that a further viability update is necessary beyond the work already undertaken by Level on behalf of the applicant.

The 10% level of affordable housing ensures that there is also an element of capital to deliver other essential infrastructure as well. In particular, this includes education facilities (for the additional children 'generated' by the housing). However, as an exception to the rule this site will not be able to deliver a public art contribution, open space facilities or contributions (referred to further below), or contributions towards highway junction improvements desired by the community. When final figures are confirmed the development may be able to deliver a contribution towards the Parish Council's Footpath Improvement Project and WC waste containers which can be justified in terms of the CIL 'tests' for obligations.

With specific regard to open space, Policy R2 of the SDLP (which will be saved in the eWCS) requires new residential development to make provision for recreational open space (including facilities for children's play). On larger sites this would normally be by means of on-site facilities. In this case, and as already set out in this report, the viability of the overall development, which is affected by the fundamental requirement to provide sufficient capital to deliver the new factory, is finely balanced. This means that the proposal is unable to deliver on-site open space. This is an exceptional material consideration which in this case it is considered 'tips the balance' away from the usual policy expectation.

Drainage and other services

The application is accompanied by a Flood Risk Assessment (FRA) which establishes the principles of flood risk management on the site. Wessex Water have responded to the application and raised no objection in principle.

The FRA states the following:

"The site is located within the catchment of the Shreen Water which flows to the south and is a tributary of the River Stour. The Environment Agency flood map shows the proposed development site being located within flood risk zone 1 (0.1% annual flood risk). Approximately 200m to the north of the site is Flood zone 3 which is subject to a flood risk of greater than 1:100 (1%).

A ground investigation records that the site is overlain with Kimmeridge clay which exhibit very poor infiltration properties. Soakaways and infiltration will therefore not be suitable.

The proposed residential development would include for storm attenuation designed to attenuate all storm events up to a 1 in 100 year rainfall event, plus 30% for climate change. The proposed discharge rate from the attenuation has been calculated taking into account a summation of the current discharge from the Brush Factory site for existing positively drained impermeable areas including roofs and hard standings, impermeable areas, and grassland and overgrown areas of shrub. The proposed discharge rate is 142 l/sec, and the necessary attenuation has been calculated using Windes as 727.8 cum.

Currently, the Brush factory discharges into the existing foul sewer in Clements Lane. It is understood this foul sewer surcharges and floods in severe rainfall events. The existing foul sewer discharges to the existing treatment works and the treated effluent discharges

into the Shreen Water. It is proposed that NO storm water from the proposed residential site discharges into the existing foul sewer.

It is proposed the residential development would drain via two piped systems, one to the west to connect into an existing adopted storm tank sewer, and the second to the south to connect to the existing ditch which connects to an unnamed tributary of the Shreen Water. The attenuation would be by large tank sewers to be constructed within the residential estate roads, and attenuation crates to be constructed within private open space or parking areas. Wessex Water have given preliminary consent for a limited maximum discharge of 25 l/sec into the existing 2100mm trunk sewer that discharges to the Shreen Water. The exact size of the attenuation tanks will need to be determined based upon the proposed impermeable areas, and sized to match the catchments and the discharge rates.

Overall, the measures proposed will reduce the existing flood discharge and subsequent flood risk to the Shreen Water and downstream the River Stour”.

In terms of foul water, Wessex Water has confirmed that the existing 150mm foul sewer from Woodlands Road to the existing foul treatment works off Rook Street would have adequate capacity to accommodate the proposed 134 dwellings. Wessex Water has also confirmed that there is adequate current spare capacity within the existing public water supply network to serve the proposed development.

Conclusion

A critical consideration in this case is the link between the proposal and the separate application to relocate the Hill Brush Co. Ltd. to another site in Mere. The relocation is necessary to enable Hill Brush to build a new, state of the art factory and so remain competitive in a world market, and to remain based in Mere. The re-development of the existing factory site at Woodlands Road is critical to the financing of the relocation.

Core Strategy policy acknowledges that relocation of existing companies within Mere may be necessary, and so supports as a matter of principle re-development of existing sites where this would achieve this end.

The re-development proposal itself, for new housing, has been demonstrated to ‘stack up’ in terms of all other planning considerations – in particular, the scale of the proposal and the impacts on highway safety, amenity and services. This is subject to the ‘lost’ employment site being replaced by the new site elsewhere in Mere.

RECOMMENDATION

That, subject to planning permission having first been granted for an acceptable relocation proposal in Mere for the factory, the Area Development Manager (South) be delegated to grant planning permission following completion of a Section 106 agreement covering the following matters:

- **A requirement for the new factory planning permission to be completed prior to implementation of the housing planning permission;**
- **A requirement for a minimum of 10% of the houses to be ‘affordable’;**
- **A requirement for a financial contribution to be made towards the cost of additional education provision made necessary by the housing development;**
- **In the event of a surplus being available after the final calculation of the education contribution, a requirement for a financial contribution to be made towards the local ‘footpath improvement project’ or other local infrastructure made necessary by the development;**

- **In the event of a surplus being available after the final calculation of the education contribution, a requirement for a financial contribution to be made towards waste collection containers.**

And subject to the following planning conditions –

- 1 Phase 1 (the 'full' element) of the development hereby permitted shall be begun before the expiration of five years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 Phase 2 (the 'outline' element) of the development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 3 No development in Phase 2 (the 'outline' element) shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:

- (a) The scale of the development;
- (b) The layout of the development;
- (c) The external appearance of the development;
- (d) The landscaping of the site;
- (e) The means of access to the site.

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

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.

- 4 An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- 5 Notwithstanding the details set out in the application particulars, no development shall commence on site within any particular phase until details and samples of the materials to be used for the external walls and roofs within the particular phase have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.

- 6 No development shall commence on site in any particular phase until details of the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure within that particular phase have been submitted to and approved in writing by the Local Planning Authority. Development of

the particular phase shall be carried out in accordance with the approved details prior to the development being first occupied or in accordance with a programme to be first agreed in writing with the local planning authority.

REASON: In the interests of visual amenity and the character and appearance of the area.

- 7 No development shall commence on site in any particular phase until a scheme of hard and soft landscaping for that particular phase has been first submitted to and approved in writing by the Local Planning Authority, the details of which shall include :-
- a) location and current canopy spread of all existing trees and hedgerows on the land;
 - b) full details of any to be retained, together with measures for their protection in the course of development;
 - c) a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
 - d) finished levels and contours;
 - e) means of enclosure;
 - f) car park layouts;
 - g) other vehicle and pedestrian access and circulation areas;
 - h) all hard and soft surfacing materials;
 - i) minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 8 All soft landscaping comprised in the approved details of landscaping for any particular phase of the development shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development within the particular phase whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping within a particular phase shall also be carried out in accordance with the approved details prior to the occupation of any part of the development within the phase or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 9 The roads, including footpaths and turning spaces, shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

REASON: To ensure that the development is served by an adequate means of access.

- 10 No dwelling shall be occupied until the parking space(s) together with the access thereto, have been provided in accordance with the approved plans.

REASON: In the interests of highway safety and the amenity of future occupants.

11 No development shall commence on site until details of the stopping up of all accesses proposed to be stopped up, both pedestrian and vehicular, have been submitted to and approved in writing by the Local Planning Authority. The details shall include a programme for the timing of the stopping up of the accesses. The stopping up of the accesses shall take place in accordance with the approved details. On completion of the development, the means of vehicular and pedestrian access to the development shall be as shown on the plans hereby approved.

REASON: In the interests of highway safety.

12 Prior to first occupation of any dwelling hereby approved the developer shall implement the 'Welcome Pack' initiative set out in the Framework Residential Travel Plan dated April 2014. Following implementation of the initiative each and every first owner/occupier of any dwelling on the development shall receive from the developer the Welcome Pack.

REASON: In the interests of road safety and reducing vehicular traffic to the development.

13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), the garage(s) hereby permitted shall not be converted to habitable accommodation.

REASON: To secure the retention of adequate parking provision, in the interests of highway safety.

14 Foul and surface water from the development shall be disposed of strictly in accordance with the schemes of disposal set out in the Flood Risk Assessment dated May 2014 accompanying the planning application.

REASON: To ensure satisfactory disposal of foul and surface water in accordance with the agreed scheme.

15 No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

REASON: In the interests of sustainable development and climate change adaptation.

16 No development approved by this planning permission other than demolition works shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

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

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

3) The results of the site investigation and detailed risk assessment referred to in (2)

and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To protect controlled waters from pollution.

- 17 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON: To protect controlled waters from pollution.

- 18 The development shall be carried out strictly in accordance with the 'measures' set out in the Ecological Mitigation Plan dated May 2014 accompanying the planning application.

REASON: To ensure wildlife interests are safeguarded.

- 19 Prior to commencement of the approved dwellings immediately adjacent to Shaftesbury Road and the Beaumont Business Centre, a scheme or schemes indicating how these dwellings will be insulated against noise disturbance from traffic using the road or industrial activities in the business centre shall be submitted to the local planning authority for approval in writing. The dwellings shall be constructed in accordance with the approved scheme(s) and the insulation measures shall be retained thereafter.

REASON: To safeguard the future amenities of the occupiers of these dwellings.

- 20 Prior to commencement of development the developer shall submit a Construction Management Plan for approval in writing by the local planning authority. This shall specify the hours of working (in particular, the hours during which potentially noisy equipment or machinery will be used), site traffic management plans (including routing plans for employee/contractor vehicles and delivery vehicles, areas on site for employee/contractor parking, and areas on site for loading/unloading of collection/delivery vehicles), and environmental controls (including locations of storage of fuels, etc.). The development shall be carried out strictly in accordance with the approved Construction Management Plan throughout the development phases.

REASON: In the interests of amenity.

- 21 The development hereby permitted shall be carried out in accordance with the approved plans listed in the attached schedule.

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

- 22 **INFORMATIVE TO APPLICANT:**

The applicant should note that under the terms of the Wildlife and Countryside Act 1981 and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting

birds, roosting bats and other protected species. You should note that the work hereby granted consent does not override the statutory protection afforded to these species and you are advised to seek expert advice if you suspect that the demolition would disturb any protected species. For further advice, please contact the district ecologist at Wiltshire Council.

23 INFORMATIVE TO APPLICANT:

The applicant will be aware of the badgers sett on the site and the possibility of further setts in the vicinity of the site, and as a consequence compliance with certain requirements and provisions of the Badgers Act 1991 may be necessary. If this is the case the applicant is advised to contact Natural England who are responsible for issuing licences relating to development on the site of badger setts.

24 INFORMATIVE TO APPLICANT:

The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

25 INFORMATIVE TO APPLICANT:

Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.

26 INFORMATIVE TO APPLICANT:

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the [INSERT].

27 INFORMATIVE TO APPLICANT:

The developer is advised to discuss the contaminated land issues relevant to the site and what works, if any, are required in order to comply with the relevant conditions attached to this approval. The developer should contact Peter Nobes at Wiltshire Council.

28 INFORMATIVE TO APPLICANT:

In designing the layout for Phase 2 the applicant is requested to take particular care with dwelling designs and sitings on that part of the site adjacent to The Bartletts to ensure the privacy and amenities of the occupiers of The Bartletts are safeguarded.

29 INFORMATIVE TO APPLICANT:

The development should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered.

An appropriate submitted scheme to discharge condition no. 16 will include a water usage calculator showing how the development will not exceed a total (internal and external) usage level of 105 litres per person per day.

30 INFORMATIVE TO APPLICANT:

Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:

- the use of plant and machinery
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds

- the control and removal of spoil and wastes.

The applicant should refer to the Environment Agency's Pollution Prevention Guidelines at:

<https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

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INFORMATIVE TO APPLICANT:

There are ordinary watercourses within or in close proximity to the site. If it is intended to obstruct the flow in the watercourse (permanently or temporarily, including culverting), or construct a surface water outfall, you may require prior Land Drainage Consent from Wiltshire Council as the Lead Local Flood Authority. You are advised to contact the Drainage Team to discuss their requirements:-

<http://www.wiltshire.gov.uk/communityandliving/civilemergencies/drainage/drainageordinarywatercourseconsent.htm>

There must be no interruption to the existing surface water and land drainage arrangements of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively and that riparian owners upstream and downstream of the site are not adversely affected.

Appendices: None

Background Documents Used in the Preparation of this Report: Application particulars, Development Plan documents

**Brushworks
Woodlands Road Mere**

