

Date of Meeting	16/06/11		
Application Number:	S/2011/0476		
Site Address:	Wylve Maintenance Depot Dyer Lane A303/A36 Junction Wylve Warminster BA120RY		
Proposal:	Erection of new salt store, bunded loading area and a permanent roof over the existing salt storage area within the Depot		
Applicant/ Agent:	Mott MacDonald		
Parish:	Wylve		
Grid Reference:	400138.425 137756.235		
Type of Application:	FULL		
Conservation Area:		LB Grade:	
Case Officer:	Charlie Bruce-White	Contact Number:	01722 434682

Councillor West has requested that this item be determined by Committee due to issues relating to the scale of development, visual impact upon the surrounding area, design and environmental impact.

## 1. Purpose of report

To consider the above application and the recommendation of the Case Officer that planning permission be GRANTED subject to conditions.

## 2. Report summary

The main issues in the consideration of this application are as follows:

1. The principle of development;
2. Character and appearance of the area;
3. Environmental impact;
4. Amenities of adjoining and nearby property;
5. Highways considerations.

## 3. Site Description

The site relates to the Highways Agency Wylve Maintenance Depot, situated within a 0.5 ha compound off Dyer Lane, adjacent to the A303/A36 intersection.

## 4. Relevant Planning History

09/0578	Replacement weighbridge cabin	AC	08.06.09
90/0521	Circular 18/84 Provision of portacabin	Obj	13.06.90
80/0755 09.07.80	Circular 7/77 to construct an enforcement weighbridge	No Obj	

## 5. Proposal

It is proposed to erect a replacement salt store and to erect an additional salt barn, in order to increase the salt storing capacity of the site and to comply with Environment Agency guidelines.

## 6. Planning Policy

Local Plan: policies G1, G2, C2, C3, C4, C5, C17, C18

Central government planning policy: PPS7

## 7. Consultations

Parish Council existing	<b>Object.</b> Excessive scale of buildings; intensification of use; lighting is unacceptable and should be improved.
Highways Agency	<b>No objection</b>
Highways Officer provision	<b>No objection.</b> The proposed salt store will reduce the parking and manoeuvrability space on site, however, application documentation states that this will not affect the current level of activity at this site. Due to this, I recommend that no Highway objection is raised.
Environment Agency cess pit	<b>No objection.</b> Recommend informatives regarding operation of and oil / chemical storage.
Environmental Health	<b>No objection</b>

## 8. Publicity

The application was advertised by site notice and neighbour consultation.

1 letter of representation was received. Summary of key relevant points raised:

- Existing lighting is unacceptable and should be improved.

## 9. Planning Considerations

### 9.1 *The principle of development*

The supporting text to Local Plan policies C2 and C3 explain that it will be necessary to allow development essential for the provision of public utilities which cannot be located

within settlements. However, where such development is required, it is important that a countryside can be justified by the relevant service provider, that it can be demonstrated that the selected site is the most appropriate in environmental terms and that the impact of the development on the surrounding area will be minimised by taking satisfactory measures such as careful siting, effective landscaping and sensitive design.

### *9.2 Character and appearance of the area*

The development site relates to an established maintenance depot, which is reasonably well screened within the wider landscape by the embankment of the adjacent A303 and a surrounding band of trees. One of the proposed storage barns would be to replace an existing temporary structure of similar scale, and would have a broadly neutral impact in this respect. The other would be a new building with adjacent bunded loading area. Whilst this new building would have a greater impact, given the mitigating effect of adjacent landscape features, and the proposed matt green colour of the profiled metal sheeting, it is not considered that it would have an unacceptable impact within the landscape. It is also noted that the development will include the removal of 3 existing light columns on the site which will be replaced with smaller directional lighting mounted on the walls of the storage buildings at a lower level. The applicant's Landscape Impact Appraisal concludes that this change in lighting is not anticipated to result in any change in views at night. Consequently, subject to a condition requiring the lighting of the buildings to be installed and maintained in accordance with the submitted details, it is not considered that the proposed development would have an unacceptable visual impact.

### *9.3 Environmental Impact*

The provision of more extensive and permanent storage facilities is intended to ensure compliance with Environment Agency guidelines and to reduce the impact of tanking away collected grey water. The Environment Agency have confirmed they have no objection to the proposal.

### *9.4 Amenities of adjoining and nearby property*

The development relates to an established site, which is reasonably isolated from the nearest residential dwellings. In this respect it is not considered that the provision of the two storage barns would result in significant harm to the amenity of neighbours. The Environmental Health Officer confirms no objection.

### *9.5 Highway considerations*

The Highways Agency and Local Highway Authority Officer raise no objection to the proposal

## **10. Conclusion**

The proposed development relates to the provision of essential trunk road infrastructure at an established maintenance depot, and it is not considered that the proposed salt storage buildings, by virtue of their appropriate siting and design, would result in significant harm to the surrounding environment and landscape.

## **11. Recommendation**

**Planning Permission be GRANTED for the following reason:**

The proposed development relates to the provision of essential trunk road infrastructure at an established maintenance depot, and it is not considered that the proposed salt storage buildings, by virtue of their appropriate siting and design, would result in significant harm to the surrounding environment and landscape. The proposal would therefore accord with the aims and objectives of the development plan and other Government guidance, having particular regard to Local Plan policies G1, G2, C2, C3, C4, C5, C17, C18 and PPS7.

**And subject to the following Conditions:**

- 1) The development hereby permitted shall be begun before the expiration of three 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) The development shall only be undertaken in accordance with the following approved plans:

Plan Ref....MMD-259113-E-DR-WYL-XX-0001 Rev. P1...	Date
Received....31.03.11....	
Plan Ref....MMD-259113-D-DR-WYL-XX-0002 Rev. P1...	Date
Received....31.03.11....	
Plan Ref....MMD-259113-Z-DR-WYL-XX-0014 Rev. P1...	Date
Received....31.03.11....	
Plan Ref....MMD-259113-Z-DR-WYL-XX-0016 Rev. P1...	Date
Received....31.03.11....	
Plan Ref....MMD-259113-Z-DR-WYL-XX-0017 Rev. P1...	Date
Received....31.03.11....	

Reason: For the avoidance of doubt.

- 3) The storage buildings hereby permitted shall only be externally illuminated in accordance with the submitted details contained within the Proposed External Lighting Layout (Drawing No. MMD-259113-E-DR-WYL-XX-0001 Rev. P1).

Reason: To minimise unnecessary light spillage above and outside the development site.

Policy: G2, C4

**INFORMATIVES:-**

Cess pit

The cess pit should be regularly inspected to prevent risk of overflowing. It should be fully water tight to prevent losses to groundwater. Transfer notes should be kept for any cess pit waste collections. The cess pit waste collections can only be made by a licensed waste carrier and can only be taken to a suitably licensed site.

Oil and Chemical Storage

Oil or chemical storage facilities should be sited in bunded areas. The capacity of the bund should be at least 10% greater than the capacity of the storage tank or, if more than one tank

is involved, the capacity of the largest tank within the bunded area. Hydraulically inter-linked tanks should be regarded as a single tank. There should be no working connections outside the bunded area.