

REPORT TO THE WESTERN AREA PLANNING COMMITTEE

Date of Meeting	16 October 2013		
Application Number	W/13/01080/FUL		
Site Address	Glove Factory Studios, 1 Brook Lane, Holt, Trowbridge, Wiltshire		
Proposal	Extension to existing Glove Factory studios workhub (class B1) following the demolition of existing modern single-storey buildings, and formation of new ancillary car park and associated landscaping works		
Applicant	Glove Factory Studios LLP		
Town/Parish Council	Holt		
Electoral Division	Holt and Staverton	Unitary Member:	Cllr Trevor Carbin
Grid Ref	386019 161974		
Type of application	Full Plan		
Case Officer	Mr Kenny Green	01225 770344 Ext 01225 770251 kenny.green@wiltshire.gov.uk	

Reason for the application being considered by Committee

Councillor Trevor Carbin has requested that this item be determined by Committee to consider the following matters:

Environmental/Highway Impact and Car Parking

1. Purpose of Report

To consider the above application and to recommend that planning permission be granted subject to conditions.

Neighbourhood Responses - 7 letters of support and 3 letters of objection were received

Holt Parish Council Response - Whilst the Parish Council supports both the concept and implementation of the Glove Factory Studios to date, they have concerns about parking and traffic and requested that the Unitary Ward Member call this application to the Planning Committee to assess the acceptability of forming a car park outside the village policy limits.

2. Report Summary

The main issues to consider are:

- The Principle of Development
- The Defined Area of Opportunity and the Proposed Encroachment into Open Countryside to form a Car Park
- The Impact on the Conservation Area/Heritage Asset
- The Impact on Highway Safety
- The Impact on the Wider Surroundings (Including Ecological, Archaeological and Third Party Interests)

3. Site Description

This application relates to an irregular shaped site amounting to about 0.5 hectares centred at the Glove Factory Studios (hereafter shortened as GFS) - which is a well established rural employment

incubator and work hub (with a B1 Planning Use Class) which provides some 65 jobs located off Brook Lane in Holt. The office/business work hub currently offers about 856 square metres of gross internal employment floor space, which is supplemented by an ancillary on-site café and a small retail outlet occupied by the National Trust.

The site is bounded to the east by Brook Lane and the J T Beaven old tannery site which extends almost 300 metres along the Midlands. Agricultural land and public rights of way (PROW) routes are found to the north and west. Tennis courts and a bowling green are sited to the south along with an area of public amenity land at Dawes Pond which fronts directly onto the Midlands. Vehicular access to the site is via Brook Lane - which is also a PROW.

Well established trees located along the site boundary are supplemented by a hazel panel fence and shrub under planting which provides a relatively robust landscaped edge to the site, especially to the south and west. To the immediate north, the land is within the control and ownership of the applicant, and is characterised by gently undulating open farmland enclosed to a degree by a mix of treed and hedgerow boundaries. Further afield, there is a scattered pattern of free standing parkland trees.

It is important to record that the entire GFS site is located outside of the defined village policy limits. The adopted West Wiltshire District Plan however designates the GFS site within an 'Area of Opportunity'. For the avoidance of any doubt, the field located to the immediate west of the existing GFS site forms about half of the application site, but falls outside of the defined 'Area of Opportunity'. The entire site is however within the designated Holt Conservation Area.

4. Relevant Planning History

- W/10/02683/FUL - Part retrospective application for external alterations to buildings and new drainage system and landscaping - Permitted 15.10.2010
- W/10/02682/FUL - Change of use of part of Workshop/Studio (Class B1) to a single retail unit (Class A1) - Permitted 22.10.2010
- W/11/00446/FUL - Alterations to outbuilding comprising re-roofing, new windows in blocked up openings, waney-edge cladding constituting amendments to planning permission W/10/02683/FUL - Permitted 05.04.2011
- W/12/01013/FUL - Retrospective application for formation of communal refuse storage area, associated turning area and access to electricity substation and proposed 6 metre high pole for mounting a security camera - Permitted 10.08.2012
- W/12/02052/CLE - Certificate of lawfulness to regularise the existing cafe as ancillary to the Glove Factory Studios work-hub (Class B1) - Granted 17.12.2012
- W/12/02154/FUL - Change of use of Studio 6 from a Workshop/Studio (Class B1) to a Retail unit (Class A1) - Permitted 16.01.2013
- W/13/01081/CAC - Demolition of 5 modern 20th century single storey ancillary buildings - Consented 12.08.2013
- W/13/01082/FUL - Flood mitigation works including the formation of an attenuation pond and basin and associated land modelling and strategic landscaping - Permitted 21.08.2013

5. Proposal

Following extensive pre-application discussions, the applicant seeks planning permission to extend the existing GFS site and provide a new landscaped 90 space car park.

As recorded above, the Council has recently granted Conservation Area Consent (under application W/13/01081/CAC) for the demolition of 5 'modern' 20th Century buildings on the GFS site totalling about 247 square metres. The consented demolition works are necessary to accommodate two-storey extensions to the north and west of the original GFS building which would provide about 864 square metres of added B1 employment/office floor space to expand the on-site number of businesses to 60, employing between 130-180 people.

Two main buildings are proposed: a linear two-storey structure mirroring the original building linked via an extended frontage facing Dawes Pond and the means of access to the site; and a shorter addition built onto the northern gable of the existing GFS building. An internal partially roofed

courtyard space would also be provided, which would, in part, provide enhanced communal working and interactive space for the existing/additional on-site businesses.

As detailed within the submitted Design & Access Statement, the "datum heights from the existing building have been respected: the eaves and ridge levels have been followed on the long building, whilst the building at the rear steps up to follow the slightly rising ground [but it does not exceed the existing ridge level]. The buildings are based on a simple repeated structural grid sized for start-up studios at ground and first floor [levels], with the upper studios accessed from covered external walkways and open to the pitch of the roof, lit by floodlights. Internal partitions are non-structural, allowing studios to be amalgamated in the future" (page 10).

The contemporary barn-like design aesthetic has evolved through extensive discussions with Council officials, with the new extensions finished with a rendered Bathstone-coloured lime render - which would present a masonry façade that would be tonally respectful, yet also distinct from the traditional ashlar and rubble stone of the old GFS building. The new roof would be formed by using a simple standing seam grey coloured metal sheeting.

The re-development plans seek to retain the on-site ancillary café with an extended project / meeting room space to be located on the ground floor of the new rear addition with large areas of glazing proposed to allow for greater use of the outdoor space and maximise the relationship with the immediate courtyard space and the rural landscape beyond. The proposed connection with the existing building would be achieved via a recessive link, conceived as a flat-roofed, glazed workshop over a solid masonry base. At first floor level on the Brook Lane side, the glazing would be set back to maintain a clear distinction between the original and new buildings.

The new buildings (as is the case for the existing GFS building) would be heated via highly efficient under floor heating from gas condensing boilers. The existing water harvesting installation would be extended to include the new additions. The masonry construction would provide a thermal mass to the buildings which together with the solar shading, will ensure a suitable internal working environment is created.

The existing entry point located off Brook Lane would remain un-altered, although the existing access and front courtyard space would be used to service the proposed 90 space car park. The retained planting would be supplemented by a 2.4 metre high timber screen waney-edged boarded fencing with climber plants to soften its visual appearance.

The parking area has been designed as a contained space surfaced with gravel contained within a proprietary cellular system (similar to that found at the front of the GFS site). This would allow for natural rainwater infiltration. A landscape planting scheme comprising introducing old varieties of apple trained as espalier hedges would be formed against timber fencing. In addition to providing a path route from the car park into the proposed GFS courtyard space, a new pedestrian gateway is proposed along the southern boundary to afford access direct to the village sports facilities via new wooden bridge to span the existing ditch.

6. Planning Policy

The West Wiltshire District Plan - 1st Alteration

C1 - Countryside Protection; C6a - Landscape Features; C9 - Rivers (Watercourses); C14 - Archaeological Field Evaluation; C15 - Archaeological Assessment; C17 - Conservation Areas; C18 - New Development in Conservation Areas; C19 - Alterations in Conservation Areas; C31a - Design; C32 - Landscaping; C35 - Light Pollution; C37 - Contaminated Land; C38 - Nuisance; C40 - Tree Planting; C41(D) - Areas of Opportunity; CF3 - Villages and Rural Areas; E6 - Rural Employment; H17 - Village Policy Limits; T10 - Car Parking; T12 - Footpaths and Bridleways; U1a - Foul Water Disposal; U2 - Surface Water Drainage.

Wiltshire Local Transport Plan 2011-2026 - Car Parking Strategy

Supplementary Planning Guidance

The Leisure & Recreation DPD - CR1 - Footpaths and Rights of Way

The Emerging Wiltshire Core Strategy (shortened as eWCS)

Whilst the NPPF recognises the primacy of the Council's saved development plan policies, the following "emerging" core objectives and policies can be given some weight as part of the determination process as the Core Strategy has now completed its examination and is well advanced, with the Inspector's report due later this year.

The relevant Strategic Objectives of the WCS are: To deliver a thriving economy; To address climate change; To help build resilient communities; To protect and enhance the natural, historic and built environment; and, To ensure that essential infrastructure is in place to support our communities.

The relevant Core Policies are: 7. Bradford on Avon Community Area; 34. Additional Employment Land; 35. Existing Employment Sites; 36. Economic Regeneration; 41. Sustainable Construction and Low Carbon Energy; 48. Supporting Rural Life; 49. Protection of Services and Community Facilities; 50. Biodiversity and Geodiversity; 51. Landscape; 52. Green Infrastructure; 56. Contaminated Land; 57. Ensuring High Quality Design and Place Shaping; 58. Ensuring the Conservation of the Historic Environment; 60. Sustainable Transport; 61. Transport and Development; 62. Development Impacts on the Transport Network; 64. Demand Management; and, 67. Flood Risk.

Government Guidance

The National Planning Policy Framework (NPPF) and the Noise Policy Statement for England (NPSE).

7. Consultations

Holt Parish Council - At its meeting on 17 July, Holt Parish Council decided to ask Councillor Trevor Carbin to call in this application to ask the Elected Members of the Planning Committee to consider the appropriateness of the development. The Parish Council maintain that the call-in is justified in that the proposed car park falls outside the village boundary and therefore is seen as a departure from policy notably Emerging Core Strategy Policy 1 (paragraph 4.15) and West Wiltshire District Plan Policies H17 and C41.

It is the adopted policy of Holt Parish Council that it "would expect all developments to fall within the Village envelope. However, where it is in the interest of the community, the Council would consider extensions to that planning envelope" - source Parish Council Meeting dated 28 June 2012 (Mins p3037).

Whilst the Parish Council supports both the concept and implementation of the Glove Factory Studios to date, they have the following concerns:

- Parking: Experience from the Phase 1 development would indicate that the provision of parking on the scale of 1 space per 30 sq m would be totally inadequate for this type of business. There is also no scheme to ensure that workers/visitors use the car park rather than other village facilities which calls into question the applicants claim that this proposal would bring about a "permanent resolution of off-street parking provision for GFS".
- The parking survey figures in the Transport Assessment do not create a true picture which is more related to 'surge effects' due to weather (The Courts) and sports events rather than the small sample used.
- Any public use of the proposed car park out of working hours will be complicated by security issues.
- The proposal would only partially resolve the National Trust parking problem by providing some space at weekends - which merely provides further space for the National Trust to prevaricate on providing a proper resolution of the issue which is of their making.
- Traffic: The traffic survey information used in the Transport Assessment is statistically unsound. One weekday and one weekend day do not show the true picture which is dependent on weather and time of year for the more than 40,000 Courts visitors a year that drive into this area. It is also understood that the National Trust intend to increase visitor numbers.

- Suggested Community Benefits: The GFS currently provides 7 jobs to local residents in Holt, out of 60. It is reasonable to expect that the majority of the new 120 jobs will be in-commuters to the village for the foreseeable future. It is possible that local businesses/residents could connect to the 100MB broadband link by Wi-Fi should such a commercial arrangement prove feasible?

Wiltshire Council Spatial Planning Team - The current development plan for the area is made up of the saved policies in the adopted West Wiltshire District Local Plan First Alteration 2004, and the West Wiltshire Leisure and Recreation Development Plan Document. The development proposal is described in detail in Section 5 of the Planning, Design and Access Statement submitted by the applicant.

The development proposal is economic-led which would be supported in principle through West Wiltshire District Local Plan (WWDLP) First Alteration 2004 policies C41, E6 and the emerging Wiltshire Core Strategy (WCS) core policies 7 and 34 and more generally through the vision and objectives of the emerging Wiltshire Core Strategy which promote the provision of additional employment in Wiltshire to reduce out-commuting. Therefore, the Spatial Planning Service supports the extension to the existing Glove Factory Studios for the purpose of providing additional space for start-up businesses at Holt.

Justification is given in detail below:

WWDLP Policy C41 (D) supports economic development at the Holt Area of Opportunity. Currently the Glove Factory Studios host a number of companies in the digital media and creative industries; web-based technology and IT companies; and rural diversification businesses such as artisan design makers. The proposal to provide additional space for start-up businesses in these areas plus business support to create a vibrant business community is therefore fully supported through the policy.

This approach is also supported through the emerging Wiltshire Core Strategy Core Policy 7 which is linked with paragraph 5.36 of the Plan which proposes to retain the Area of Opportunity. The Council proposes to save WWDLP Policy C41 in order for it to guide development in this location. In this context it needs to be noted that a proposal for the wider Tannery site is under development, although no formal pre-application has been submitted to date.

WWDLP Policy E6 supports proposals for the establishment or expansion of small scale employment enterprises in existing premises or on new sites in rural areas provided they meet criteria A-C in the policy. Detailed discussions have taken place between Council officials (including the conservation officer) and the applicants to agree the design and layout of the extension to the Glove Factory and it is felt that the proposal meets the terms of criterion B - which seeks to ensure that development "maintain[s], enhance[s] and [is] compatible with, the rural character of the area, and [does] not harm acknowledged nature conservation interests".

In terms of criteria A and C disturbances for neighbouring residential uses could arise from car traffic on and off the Glove Factory site, however, the actual operations as described above are unlikely to cause a significant level of disturbance. The Spatial Planning Team will rely on the Council's drainage specialist's judgement if the flood risk issues can be sufficiently addressed through the proposed arrangements or appropriate conditions. It is noted that the Council's Highways Team has not objected to the proposal so it is considered that Criterion A is met, subject to meeting set conditions.

Regarding the issue of car parking, it is noted from the applicant's submission that the existing Glove Factory Studios operates with an element of off-street car parking (circa 16 spaces) plus a temporary overflow car park located on the Tannery site. The latter was put in place in 2012 to relieve pressure on the limited amount of on-street parking availability on The Midlands.

The proposed 90 spaces car park would provide parking space for the Glove Factory Studio users who would otherwise have to use the overspill car park on the Tannery site or park elsewhere within the village; and it would provide additional car parking for visitors to the village, the Courts and the

sports ground adjacent to the site. Further comments on the car park and the relevant policy context are given below.

The proposal for extending the Glove Factory Studios meets the key criterion of emerging Wiltshire Core Strategy Core Policy 34 which supports economic developments outside the Principal Settlements, Market Towns and Local Service Centres. The proposal seeks to expand businesses currently located within or adjacent to the settlements identified in Core Policy 1 (including large villages such as Holt), and it would provide space for new rural based businesses within or adjacent to the village. The proposal would raise the profile of Wiltshire's economy and the self containment of Holt through the provision of more jobs.

Holt is part of the Bradford on Avon Community Area which is seeing a high number of residents out-commuting to higher order settlements, something which is evidenced in the Council's Core Strategy evidence base. Holt's level of self-containment is at 26 per cent (based on 2001 Census data). Provision of additional jobs locally is a key objective in the Council's Core Strategy in order to deliver sustainable development in the Bradford on Avon Community Area and across the County. This proposal would contribute to meeting that objective.

Concerning the proposed car park and landscaping, the Plan defines it as land in the open countryside (just like the GFS site is) and is covered by WWDLP Policy C1 outside the existing policy limit (WWDLP Policy H17), and adjacent to the Area of Opportunity (WWDLP Policy CP41). It furthermore falls within the Holt Conservation Area (WWDLP policies C17-25).

It is noted the development proposal would extend the current Glove Factory Studios by some 864m². This extension would result in a requirement for an additional 29 spaces based on the adopted parking standards and WDL Policy T10. However this does not reflect the flexible nature of the Glove Factory Studios which can be tailored towards individual start up businesses' requirements, i.e. smaller units, potentially resulting in higher or lower parking requirements.

Policy C1 states that development in the open countryside will not be permitted, other than inter alia "those which encourage diversification of the rural economy". This proposal fully satisfies such criterion; and it should not be overlooked that the entire 'Area of Opportunity' site already lies outside the policy limits of Holt as per Policy H17. Furthermore, it is noted that Policy C1 affords flexibility in terms of essential transport improvements. It is noted that the applicant has established through research, that the land was used for industrial purposes in the past, so it cannot be entirely correct to say that the development impacts upon greenfield land.

The Spatial Planning Team is aware that car parking opportunities are severely limited within Holt, especially in its central area and The Midlands. Visitors to the National Trust Courts park at The Midlands and elsewhere within the central area of Holt due to the lack of parking space in the village (and the lack of a dedicated NT car park). The neighbouring sports ground attracts visitors particularly in the evening which also results in vehicles parked up along The Midlands.

It is understood that the Council's Highway Team have voiced concern about the current parking situation and corresponding highway safety particularly at The Midlands. We also understand that the Council's Highways Team supports the development, including the car park, subject to appropriate conditions. There is no policy reason to argue otherwise.

The settlement boundary of Holt is tightly drawn making it difficult for alternative sites to be considered for car parking. For those reasons, we believe that the dual purpose of the car park justifies its approval as an integral part of the proposed Glove Factory Studio extension as this would contribute to improving the car parking situation in the village. Taking a balanced line, it is submitted that the benefits of this scheme to the community of Holt outweigh the impacts it could cause by encroaching into the countryside.

We are aware that the second phase of the Tannery redevelopment is currently being pursued separately, although no planning application has yet been received. With this in mind, it is proposed that, if this application is permitted, a car park management plan should regulate parking at the Glove Factory Studios to ensure continuous supply of spaces for visitors and Glove Factory Studio workers alike; and that any Phase 2 development would have to cater for its own car parking requirements.

A Green Travel Plan should be required by condition in line with emerging Wiltshire Core Strategy Core Policy 61 to demonstrate that alternative modes of travel will be encouraged.

For the reasons set out above, the proposal is considered to be acceptable provided that:-

- A car park management plan be prepared prior to commencement of works;
- A Green Travel Plan is prepared to be approved by the Council prior to commencement of works; and that,
- The Council's conservation and landscape officers are satisfied with the proposed landscaping and mitigation measures proposed for the development.

Wiltshire Council Economic Development Officer - Supports and welcomes this application as it is likely to increase the jobs on the site from 65 to around 180 which fits with the emerging Core Strategy that seeks to reduce out-commuting. The 'Area of Opportunity' identified in the West Wiltshire Local Plan 2004 for Holt is being carried forward in the Core Strategy whilst recognising that it offers a suitable location for mixed use development in accordance with Core Policy 1. The accommodation at the Glove factory is very popular having a high level of occupancy and high demand for space and the owner also has a wealth of experience in setting up similar incubation centres. The space will be available for start up businesses primarily in high value sectors. At the Glove Factory, emphasis is placed on provision of business support, networking and training to help businesses to grow. The site brings together complementary sectors of higher skilled small businesses which are much needed encourage sustainable economic growth.

Wiltshire Highways Officer - No objections are raised. Highway officers have attended several meetings and have been involved in extensive pre-application discussions concerning the proposed extension to the Glove Factory and the provision of a new car park since 2012. The highway authority recognises the existing parking problems on the surrounding roads mainly as a result of the popularity of The Courts and the success of the Glove Factory Studio site and its ancillary café.

The proposed car park would accommodate the additional parking needs of the proposed extension to the Glove Factory, together with helping to alleviate the general parking pressures on The Midlands. The proposed introduction of waiting restrictions (double yellow lines) along part of The Midlands will help control the on-street parking in this area and prevent the current situation where vehicles are being parked in unsuitable locations, restricting the width of the running carriageway and creating hazardous situations for all users of the highway.

Following the receipt of the Parish Council comments, the Highways team were asked to respond. Their response was as follows:

- The parking surveys carried out and used to justify the development are acceptable. The surveys provide data for when The Courts was closed and the schools were open (21/09/11) and when The Courts was open and the schools were closed (30/08/12). The worst case of the two surveys was then used in the overall assessments of the site and surrounding road network. The surveys and analysis contained within the TA (traffic assessment) are considered to be robust and reasonable and I have no reason to doubt the conclusions reached.
- Whilst it is acknowledged that the National Trust attracts a significant number of visitors to Holt, which as a result creates parking problems particularly on The Street and The Midlands, the creation of a car park on The Midlands can only be seen as a positive solution to alleviate some of the parking problems. The owners of the Glove Factory are under no obligation to provide the additional parking for The Courts or other visitors to the village for sports or community events. The addition of waiting restrictions (double yellow lines) on The Midlands should encourage workers / visitors to use the car park together with removing the hazards and inconvenience associated with the on-street parking on The Midlands.
- The security issues raised will be addressed in the requested Car Park Management Plan.

Wiltshire Council Conservation Officer - From a heritage aspect, there are several approaches to extending an historic building and the one presented here comprises a traditional form mixed with

modern materials to give a complementary blend which allows the historic sections to remain as the primary focus of the site.

The southern elevation demonstrates this approach: a traditional gabled building similar to the original, but lime rendered to give it a plainer yet characterful elevation, industrial windows of similar scale but simplified detail to the original, and a modern link within a traditional envelope of built form to join the two buildings. The use of lime render with metal cladding and roof would give a strong indication of this being a new section of an evolving industrial site. The new buildings are contained within the existing Glove Factory Studios (GFS) site and would use appropriate industrial themes. The character of this part of the Conservation Area is both industrial heritage and edge-of-village. The extension of the GFS would continue that industrial character and its form, scale and use of materials would be appropriate to preserve this functional part of the Conservation Area. The land to the rear of the site would remain as agricultural and therefore the edge-of-village character would be retained in that direction.

The proposed car park has the potential to remove the 'edge-of-village character' of the area. The application does however propose to plant new hedgerows and tree planting around the proposed car park to mitigate the view of cars. A more robust planting scheme of semi-mature specimens, to give immediate screening, would give some mitigation to the impact of the parking. The landscaping scheme does not seem to be comprehensive enough to provide sufficient screening. If this development goes ahead then a condition should be imposed for a new, more detailed, landscaping plan to increase, or clarify, the vegetation buffers to screen the parked vehicles.

English Heritage - No objections/comments, other than to recommend that the application should be determined in accordance with national and local policy guidance as well the Council's Conservation Officer's advice.

Wiltshire Council Urban Designer - It is clear that the design has been derived from a desire for the new buildings/extension not to compete with the original glove factory building. In order to do this, the applicant has opted for a simple built form, plain design features and a small materials pallet. In this context there is no objection with regards to the building arrangement and general built form. Should this application be approved a condition requiring the submission and approval of materials is required.

Wiltshire Council Archaeologist - A desk-based assessment was undertaken for the proposed development site in 2011 and this was followed by archaeological evaluation in March 2013, targeted at two crop mark features which had been identified from aerial photographs. The results of the evaluation revealed those features to likely be field boundaries or drainage gullies and the absence of cultural material, there is low potential for significant archaeological remains in the immediate area.

Based on the results of the desk-based assessment and archaeological evaluation, there is unlikely to be any significant archaeological remains to be impacted by the proposed development. It is therefore recommended that no further archaeological investigation or conditions are required.

Wiltshire Council Ecologist - No objections subject to conditions. The Ecological Appraisal and Protected Species Report demonstrates that the redevelopment of the buildings and the extension of the car park presents a low risk for bats and other protected species.

Wiltshire Council Public Protection Team - No objections, subject to a condition covering land contamination reporting and monitoring.

The Environment Agency - No objection subject to conditions and informatives.

Wessex Water - New water and waste water connections are required. It should be noted that DEFRA intend to implement new regulations that will require the adoption of all new private sewers. All connections subject to these regulations will require a signed adoption agreement with Wessex Water prior to any drainage works commence. Separate systems of drainage will be required to serve the development and no surface water connections shall be permitted to connect with the foul sewer infrastructure.

Wiltshire Council Drainage Engineer - No objections.

Wiltshire Council Strategic Landscape Officer - Supports the application and concurs with the submitted Landscape Analysis, which describes the immediate landscape around the site as 'unremarkable' although it does provide a pleasant rural setting to the village. It is noted that the higher quality wider parkland setting is 'in decline as the parkland trees age'. Therefore, the landscape master plan seeks to strengthen and enhance the local landscape character through:

- extending the parkland character setting to meet the northern edge of Holt;
- drawing inspiration from the designated Courts Garden;
- a sensitive design and landscape treatment to the external elements of the proposal;

The flood prevention scheme has been informed by the Flood Risk Assessment and designed to create some positive landscape features in the form of a new pond, dry balancing pond and earth modelling. Existing trees have been retained and new individual trees shall be planted to strengthen the parkland character. Views from the footpaths, including the proposed boardwalk, and the studios shall be enhanced. It is noted that the parkland will be managed by sheep grazing and therefore it will be necessary to enclose the pond. The suggestion of black estate rails is welcomed being most in keeping with the aspired parkland character, and is preferable to agricultural timber post and sheep netting which would compromise the parkland setting in this context.

The car park design has been influenced by the style of the 'garden rooms' at The Courts, enclosed by vegetation clad timber screen fences, espaliered fruit trees and planted with shrubs and perennials. It is noted that the final decision for the car park surface is to be permeable gravel which will allow water percolation and tie in with existing materials.

The approach taken to understanding the existing landscape, the consideration of the site constraints and design opportunities, has resulted in a sustainable development proposal that respects the built and natural setting of the site. If/when complete, it shall be a wonderful asset for the local community, local businesses and visitors alike.

Wiltshire Council Green Economy Officer - There is a minimum requirement for major developments under Emerging Core Strategy Core Policy 41 for Energy Strategies and a minimum BREEAM level which was not disputed through the recent Core Strategy Examinations in Public. It is also noted that GL Hearn (who act as the agents for this proposal) acknowledge the need for energy strategies in other applications that they have submitted to the Council.

The application is a major application comprising a proposed 1,111 square metres of extension to the Glove Factory Studios. This will provide an expanded rural work hub of 1,720 square metres. Core policy 41 is explicit in its requirements. At the very least BREEAM very Good should be sought and an energy strategy should be submitted. Non residential development will be required to achieve the relevant BREEAM "Very Good" standards from 2013, rising to the relevant BREEAM "Excellent" standards from 2019. A condition should be imposed upon any permission.

8. Publicity

The application was advertised by site notice, press notice and individual neighbour notifications.
Expiry date: 31.07.2013

Summary of points raised:

7 letters of support received raising the following points:

- The existing GFS and café have positively raised the profile of the village. The proposed development appears in proportion to the site and surroundings.
- The applicant is taking a risk here - especially during this troubling economic period. He is nevertheless, very committed to developing a successful dynamic cluster of creative businesses, expand the incubator capacity and provide wide range benefits both for the site, the village and the County.

- The proposals create great potential for cross-fertilisation for businesses to share innovation and expand upon enhanced networking opportunities. On a larger scale, the proposals shall allow for existing / new businesses to grow-on and reduce the risk of having to re-locate. The GFS extension shall deliver 'high value niche product and service businesses - important locally, regionally and nationally. Some of the creative industries based already at the GFS and those likely to be encouraged to re-locate are essential for scaling up the manufacturing capacity in the UK as well as promoting and delivering products.
- More employment means more jobs- including more job opportunities for local people. Since 2012, the number of Holt residents employed at the GFS has more than doubled. The café (which was awarded the 2013 Certificate of Excellence) employs 12 people - 7 of whom are Holt residents.
- Support for the off-street car park which shall help improve DDA compliance and make the whole site much more accessible.
- There shall be beneficial highway improvements following the proposed parking restrictions along part of the Midlands.
- The landscaping scheme would benefit everyone as an enhanced natural backdrop and users of the PROW.
- The National Trust offers its full support asserting that the proposals shall have multiple benefits through creating new employment, sustaining existing businesses, enhancing innovation and networking, providing further landscaping and reduce out-commuting.
- The separate flood mitigation proposals (approved under application w/13/01082/FUL) shall greatly benefit the site and village. In Nov 2012, businesses had to close for 2 days.

3 letters of objection received raising the following:

Whilst the Glove Factory Studio hub is seen as being a positive and welcome addition to the village providing employment and a pleasant, rural meeting place for business and pleasure, the following concerns/objections are raised about its proposed re-development:

- **Policy Conflicts** - The proposed car park would conflict with both adopted local plan policies and the NPPF. The site lies beyond the village limits, forming part of the attractive open sensitive landscape setting, its within the Conservation Area and provides the rural frame to the village from the elevated land around Great Chalfield Manor and Holt Manor. The proposed surfacing of what is currently open countryside to be replaced with brightly coloured shiny vehicles will not respect the attractive rural landscape and shall detract from the character and appearance of the Conservation Area and setting of adjoining/nearby Listed Buildings contrary to section 12 of the NPPF and WWDP Policy C17 and criteria (A) and (D) of Policy C18 which requires development to preserve and enhance the character and appearance of designated conservation areas and protect open spaces and views into, out of and within such areas.
- It is contrary to WWDP Policy E6 (B). LPAs should encourage the effective use of land by reusing land that has previously been developed. This links in with the Council's own policy allocation on the Glove Factory and adjoining Tannery site - where there is significant scope to provide additional employment space. The Tannery has always coexisted next to agricultural land for centuries. The proposal will mean shifting the boundary and the permanent loss of open space in the village alongside the children's playground and conservation area.
- Policy C41 of the WWDP allocates part of the site as an Area of Opportunity; describing the areas as having fallen into a state of disrepair. Policy C41 seeks to direct development towards the adjoining brownfield site (rather than the expansion on to an undeveloped greenfield site) in an attempt to encourage a significant improvement to the local environment. The current proposal does not comply with the aims set out in the NPPF or the Council's policy.
- Such greenfield development will reduce commercial incentive for regeneration projects in Melksham and Trowbridge. The redevelopment of Frome shows that market towns in the South West can draw in businesses from other parts of the Country and developments like this one are needed in Melksham or Trowbridge not on green fields.
- Specific objections are raised about the size/ capacity of the proposed car park. WWDP Policy T10 states that the quantity of parking provided within new development should be limited to maximum standards. The proposed 863m² additional floor area (triggers a maximum allocation of 29 spaces) calculated at 1 space per 30m² - in addition to the retained 15 spaces. There is no requirement for a 90 space car park. This is contrary to the Adopted Wiltshire Local

Transport Plan - Car Parking Strategy, which seeks to reduce the amount of land required for parking to enhance the built and natural environment.

- The Parish Council is concerned about the car park. At a public meeting, both the applicant and his agent confirmed that the car park was for the sole use of people working or visiting the Glove Factory studios on weekdays (with 7 spaces for the cafe). They went on to state that the new parking would only be made available for wider use at weekends. This therefore negates the arguments for the provision of such a large car park as during those hours, employees will not be using the car park. A car park of this size will generate noise disturbance in what is currently a very quiet area - reducing residential amenity..
- There is no clarity about how the "public benefit" parking would be enforced in the future against the Glove Factory and successors in title. In previous public consultations it has been stated that the public benefit parking would be withdrawn after 5 years to allow parking for the Tannery site. All previous consultations and documents until April 2013 stated that the GFS car park would be cross used by the Tannery development. The applicant and his planning consultant have now stated that the existing car park may in future be utilised for "phase 3" of the Tannery redevelopment. The potential plan for "cross-use" of the car-park by the Tannery development is a real concern.. Currently, the plans for the Holt Tannery are unknown. The last consultation document for the entire scheme was in 2011 and made clear that cross-use of the GFS car park was needed. At the July Parish Council EGM, the applicant stated that the planned employment space on the Tannery site has been reduced by 75%. In these circumstances, where the community has no firm idea as to what is planned on the Tannery site, it would be irrational to grant permission for a car-park three times larger than that permitted under the development guidelines. Relevant planning guidelines in any event requires any development of the Tannery site including the car park, stay within the existing site and Area of Opportunity.
- One objector does however argue that the meadow car park should remain its current size and not encroach further into the countryside.
- **Detrimental to the Conservation Area** - The existing Glove Factory is a stone built historic building which has been sensitively converted. The extension appears to have blank rendered walls and a fairly cheap looking roof, and its sheer size overwhelms the historic original. These additions will be detrimental to the conservation area.
- The open and rural outlook from the playing fields and conservation area shall be permanently lost by the development. This would be inconsistent with Wiltshire Council's statutory duty to preserve and enhance the character and appearance of the Holt Conservation Area under the Planning (Listed Buildings and Conservation Areas) Act 1990.
- The applicant proposes having a 1.5 metre high lighting in the car park. This will cause significant disturbance and light pollution to this sensitive rural area.
- **The Rural Landscape** - The current field has no mature trees, as it has always been an open agricultural field. There are some late leafing trees on adjoining land along the boundary of the proposed car-park, but the majority of the year, the high perimeter fence will be the outlook from neighbouring land and the public footpaths.
- It is understood that the developer intends to let the existing hazel hurdles rot in front of the fence (meeting with applicant on 18 July 2013). Attractive espaliered trees are proposed inside the car park. However, the developer is not proposing any additional soft landscaping to help mitigate the visual impact of the car park to neighbours or footpath users in the Holt Conservation Area. There are some small laurel plants on the Glove Factory land which might grow in front of the fence at some point. However, a huge laurel hedge (if it were to ever develop) would not be in keeping with the traditional mixed rural hedging or stone walls in the surrounding landscape.
- The applicant's proposal to plant trees to screen the car park from the elevated footpaths near Holt Manor/Great Chalfield Manor is noted; however, as there are currently no mature trees to screen the car park from the north, it is likely to be decades before a screen develops. Ranks of shiny cars will be visible from the footpaths to Great Chalfield Manor for a long period.
- **Environmental and Highway Safety Concerns** - The traffic generated by the development will lead to an increase in noise and activity on the site to the detriment of the quality of life of nearby residents - contrary to WWDP Policy E6 (C).
- The proposal will adversely affect highway safety. The means of access to the car park is via a narrow private road joining The Midlands on a bend, close to the well used pedestrian access currently used by children and adults visiting the play area and tennis courts. The Midlands is a narrow road serving a number of industrial units and houses. The additional traffic generated by

this proposal would conflict with these users and adversely affect highway safety both in the Midlands and further afield. Furthermore, the traffic will create a significant hazard for children using the play area, tennis courts and football pitch.

- As the redevelopment of the Tannery site is encouraged by a policy in the adopted local plan, the additional traffic generated by the current proposal needs to be considered in the light of the future development of the Tannery site and the additional traffic that will also be generated by the development of the Kingston Farm site in Bradford on Avon. These developments taken together will add a significant volume of traffic to the B3107.
- The Transport Assessment concludes that the proposed extension will result in 273 extra vehicles movements per day. However, this calculation excludes visitors to the café from the calculation of vehicle movements. The Glove Factory café is a popular local attraction which generates visitors in its own right from outside the village. Visitors to the café will increase vehicle movements significantly.
- The Transport Assessment also fails to consider the very large proposed development along the B3107 at Kingston Farm between Bradford on Avon and Holt. The Traffic Assessment for the Kingston Farm development states that more than 30% of the additional traffic for the development will be on the B3107 and 18.6% will drive through Holt village centre. The Tannery development will further increase this. The "sustainability" of the Glove Factory extension needs to be considered in this context.
- **Cycling** - The application states that the proposed development is in a sustainable location "within an easy walking distance from all areas of Holt and within an acceptable cycling distance from Bradford-on-Avon, Melksham, and areas of Trowbridge." (Transport Assessment para 8.4) However this is not correct. There is no cycling or pedestrian route to these towns which the majority of people would consider safe. The B3107 through Holt between BOA and Melksham is a notorious accident black spot with large parts having 50/60 mph speed limits, blind turns, no verges and no pavements.
- **"Accident Black Spot"** - The Traffic Report states that only 13 accidents were recorded in the "Holt area" but this conclusion is drawn by considering a very small area. When determining whether the proposed Glove Factory extension is commutable by cycling from BOA or Melksham it is more appropriate to look at accidents over the potential cycling route. The Department of Transport Road safety data (2005-2011) show that for the size of the road, local population and traffic, the B3107 road has a significantly higher number of serious road accidents than would be expected. 50 incidents are recorded as occurring on this stretch of road between 2005 and 2011 including 4 deaths. Therefore when considering the claim made in the Transport Assessment that the "accident records for the local highway network do not give rise to any particular concerns nor do they identify any particular accident blackspots" (Transport Assessment paragraph 8.4) regard should be had to the very small geographical area considered in the report (apparently all within the 30 mph limits of the village). When considering the reliability of the Transport Assessment we would ask the Council to consider evidence of incidents on the commuting routes in and out of the village.
- **Public Transport** - The Travel Plan states that the proposed development site is "well located for employees to commute from Trowbridge and other towns by bus". However, the truth is that the Zig-Zag bus services are not frequent enough for someone to rely on them to travel to work. Wiltshire Council plans to reduce or withdraw the service in any event. In reality, there is no public transport service for workers in and out of Holt. Any proposed introduction of season ticket loans to promote public transport is nonsense. What would they buy a season ticket for?
- **Footpaths and Pavements** - The Transport Assessment states that the pavements in Holt are generally good. However, pedestrians in Holt can feel very threatened by traffic, particularly commercial vehicles, as the road and the pavements are narrow. Vehicles are inches away from you which is very dangerous for young children, the elderly and dogs.
- **Car Sharing** - The proposals for car sharing for employees working for different businesses is highly unlikely to have any impact.
- **Unsustainable Development** - Holt has no virtually no public transport links and already suffers from too much traffic along a road not designed for the volume. The development will only exacerbate this problem.
- **Scale / Massing and Design Concerns** - The proposed building is too high and its roof-line unrelieved. It is not in keeping with the varied roofscape of the existing buildings. The design precedent of the existing buildings is not sufficiently extrapolated. The design is also over-fenestrated with the internal first floor being lit by windows plus roof lights on both pitches.

Objections are raised against the design for aesthetic, contextual, light pollution and privacy reasons.

- **Jobs** - Whilst it would be great for new job opportunities, the GFS does not generate significant employment for villagers - the majority of workers travel from outside, some considerable distances.
- **Flooding** - The applicant has been asked by third parties to provide a written assurance about the affect of the flood attenuation works on neighbouring land. Holt Farm has a well (presumably very old) which is used for providing water for the land and facilities. Despite asking the applicant to provide an assurance from his drainage consultants that the works would not dry up the well, he has declined to give this assurance, but suggested we direct this query to Wiltshire Council's experts.
- It is also noted that the extent of the flood attenuation work is calculated by reference to the need to mitigate excess water run-off from the increased built area of the proposed Glove Factory. It is not calculated by reference to existing flood risk. For this reason, we would be concerned that if planning permission were granted for the flood works prior to the other related applications, it would suggest a prejudgment of the other planning applications.
- **Statement of Community Involvement** - Criticisms have been made against the applicant's public consultation events in terms of its fairness and accuracy. This is greenfield development, not regeneration. The proposal does not involve regenerating run down industrial buildings - which the Area of Opportunity policy seeks to promote and achieve. The consultation exercise was over enthusiastic in their use of attractive images and less enthusiastic about giving accurate information about the negative elements of the plans. All consultations until May 2013 illustrated the car park coloured green (giving the impression of an undisturbed countryside fringe to the village on the plan) when a grass covered car park was never feasible. All the consultation mood boards, even those produced in July 2013, show a historic stone garden wall, where nothing remotely similar exists in the proposals. Apples, but not parked cars, are shown on the car park mood boards. Cumulatively, this "rose-tinting" tendency is not trivial, as it amounts to a failure to give accurate and balanced information about the impact of the proposals.
- The Statement of Community involvement refers to broad support for the proposals following the consultation without mentioning the negative comments from neighbouring properties.
- **Pollution** - Concerns are raised about pollution from surface water runoff from the car park. The land on which the proposed car park will be sited habitually floods or becomes very saturated and boggy and therefore a permeable surface may not be sufficient.
- **Conditions** - It is proposed that workers at the Glove Factory have constant access to the car park (365 days a year, 24 hours a day) to allow them maximum flexibility (source a meeting with the applicant on 18 July 2013). The car-park might also be used for other businesses on the Tannery site, who presumably would also have year round 24/7 access. This is completely inappropriate given the location of the car park in a rural location which is currently completely dark and silent at night.
- If the car park is permitted, a 6 pm closing time should be imposed to minimise noise and light pollution in a rural area to safeguard the quality of life for residents and to protect nature conservation. The existing GFS car park will remain. It would appear possible that routine "out of hours" parking could take place on the existing car park where it will intrude less on neighbours and the countryside.

9. Planning Considerations

9.1 The Principle of Development

For the avoidance of any doubt, Members are advised that the proposed extensions to the existing employment base at the GFS site are located entirely within the designated 'Area of Opportunity' as defined within the adopted and saved West Wiltshire District Plan under Policy C41(d). The 'Area of Opportunity' - titled Land at the Midlands, Holt recognises the site's industrial past which extends some 350 metres along the north side of the Midlands and captures the old J T Beavan tannery site as well as the Glove Factory Studio site (which is the subject of this application). The 'Area of Opportunity' also envelopes many residential properties: which have been the subject of previous regeneration proposals for this old industrial part of the village.

Inter alia, Policy C41 supports regenerating the defined area for light industrial, workshop, offices uses with some potential for residential. This application is however entirely employment led to expand the existing rural micro business work hub, which has developed into a popular and successful employment generator which currently accommodates 19 businesses employing about 65 people.

The success of the GFS site has meant that in its current form, it is too small to deliver optimised business development support and cost efficient letting. This proposal seeks to build on a strong base and provide increased capacity to provide what the applicant describes as a "critical mass required to deliver the required support improvements: critical mass of small businesses in order to enable synergies and cross fertilization, business grade 100Mb fibre broadband, on site business development support as well as providing a communal courtyard and meeting rooms. This in turn will safeguard the work-hub as a long term viable and self-supporting entity" (page 15 of the submitted Planning Design & Access Statement).

The additional employment floor space will generate flexible working space for up to 60 businesses and increase the employment numbers to between 130 and 180. The applicant wishes to retain the ancillary café facility which has become quite a successful entity in its own right - which is an integral part of the rural work-hub concept creating a focal point for the interaction between businesses and their customers.

The emerging WCS proposes to carry across but not alter the designated 'Area of Opportunity'. The EIP Hearing Session for the Bradford on Avon Community Area - to which Holt falls under, took place on 19 June. At the Hearing, amongst other matters, a representation was heard by the agent representing the Holt Tannery site developers which sought the enlargement of the 'Area of Opportunity' to include the field to the immediate west of the GFS site (along with land to the immediate north of the JT Beavan site) to "facilitate the wider regeneration of [the] Tannery site".

The emerging Core Strategy's principal and first strategic objective is titled 'delivering a thriving economy'. Paragraph 6.2 of eWCS stresses that "*the objective of delivering a resilient, sustainable and competitive economy [requires] a greater proportion of higher value, higher skilled jobs*". The Core Strategy seeks to deliver 6,000 new private sector jobs in Wiltshire, "using planning powers to build a supportive economic development" and specifically relative to villages like Holt, 'delivering resilient rural communities' (page 158). There is also clear support for "the delivery of additional opportunities for employment provision [including] rural based businesses", which could apply to the GFS site.

As recorded above within the Spatial Planning Officer's consultation, the proposed development is policy compliant and satisfies saved District Plan Policy E6 'Rural Employment' which allows for the establishment and/or expansion of small scale employment enterprises utilising existing premises. By virtue of its title, Policy E6 is not limited to defined settlements. Officers submit that this policy allows for acceptable associated development (such as a car park) linked with an employment led application on land designated as open countryside, subject to set criterion covering impacts on highway safety, flood risk, scale, design and materials used; as well as requiring compatible uses to ensure any employment activities do not harm the rural character, conservation interests or neighbouring land uses. Whilst the parcel of land to be used for a car park falls outside the defined Area of Opportunity, this is not objectionable in policy terms. WWDP Policy H17 in strict terms is a housing related policy and should not be used for reasons to oppose an employment related development.

Saved District Plan Policy C1 'Open Countryside' allows for appropriate economic diversification providing the rural character of the countryside is not demonstrably harmed. In this particular case, the WWDP designates the entire site (including the GFS buildings) as being located outside the defined village policy limits of Holt. Whilst, the GFS extensions can rightfully be assessed under Policy C41(d) and the 'Area of Opportunity' provisions, the entire proposal must also be assessed in terms of its impact on the open countryside. As noted above, the Parish Council support the principle and proposed economic expansion of the GFS site, but have reservations about the proposed new car park. The applicant and his agents however argue that they cannot extend without providing the necessary increased parking; and given the lack of any other practical or logical alternative site, the land to the immediate west is a necessary incursion which would be sensitively landscaped.

If the principle of expanding the employment hub at the GFS site is acceptable in principle in the absence of any demonstrable harm being caused to the Conservation Area, ecological interests or visual detriment, the car park can be supported through both existing and emerging policy, but officers recommend robust conditions to define the terms of any planning permission.

9.2 The Defined Area of Opportunity and the Proposed Encroachment into Open Countryside to form a Car Park

The NPPF and the eWCS highlight the importance of planning being flexible to secure and deliver good development projects. Core Strategy Policy CP1 contains a degree of flexibility to allow "carefully managed development outside settlement boundaries in specific cases" and cites "new employment investment" as one such example. There is no doubt that the car park is directly associated to the proposed economic expansion of the GFS site and therefore, it is argued that the incursion beyond the defined 'Area of Opportunity' boundary, can be justified.

The 'Area of Opportunity' identified in the West Wiltshire District Plan for Holt is being carried forward in the Core Strategy through recognising that it offers a suitable location for mixed use development in accordance with Core Policy 1. The proposed extensions to the studios fall within this defined area. The extension and the job creation potential is fully supported by planning policy. The proposed car park to be formed to the immediate west of the studios is located outside the parameters of the Area of Opportunity. However, its provision does not raise sufficient grounds to warrant a policy objection. Indeed under Policy E6 it would not be seen as a departure at all.

Council Officers fully support this application to extend the Glove Factory Studios and deliver further highly skilled employment opportunities and expand upon the site's successful economic regeneration - which fits with the emerging Core Strategy objectives of delivering a thriving economy and building resilient communities. The accommodation at the Glove factory is very popular having a high level of occupancy and high demand for space and the owner has a wealth of experience in setting up business incubation centres. The space will be available for start up businesses primarily in high value sectors and as these businesses grow they will potentially move on to new employment space. At the Glove Factory, emphasis is placed on the provision of business support, networking and training to help businesses to grow. The site brings together complementary sectors of higher skilled small businesses which are much needed to encourage sustainable economic growth. Officers fully support the concept and principle behind the developing new employment opportunities in this historic employment centre of the village.

9.3 The Impact on the Conservation Area/Heritage Asset

No objections are raised in Conservation terms, subject to conditions. Alongside the case officer, the Conservation Officer was extensively involved throughout the pre-application process and participated in discussions which helped evolve the planning proposals. In design and detailing terms, the extension of the GFS would continue that industrial character and its form, scale and use of materials would be appropriate to preserve this functional part of the Conservation Area. Enhanced landscaping to assimilate the car park into the landscape is recommended via a planning condition.

9.4 The Impact on Highway Interests

As reported above, the highways authority report no objections to this proposed development. Whilst the highway related concerns raised by the Parish Council and local objectors are duly noted, the proposed development has officer support and is recommended for approval subject to robust planning conditions requiring highway improvements through kerb line adjustments, footway improvements, securing a car park management plan through a condition to clarify how the car park shall be used for both the employment parking needs as well as alleviating some of the parking problems at weekends and evenings by allowing visitors to the National Trust and users of the village sports facilities (which are located adjacent to the site) to use the car park. The car park management plan should address any security issues, although it is expected that any vehicles left in the private owned car park would be left at the owners risk (as is the case with most car parks). It should be noted that the GFS site at present, benefits from having a security camera mounted on a 6 metre pole (which was granted under application W/12/01013/FUL in August 2012) to provide a degree of

surveillance of the existing GFS site. The Council would expect that details of any proposed / enhanced on-site security would be enshrined within the necessary car park management plan.

In addition, a Construction Method Statement pre-commencement condition is also recommended to ensure that the development follows an agreed and acceptable process to cover the hours of construction, including deliveries, the routing of construction traffic and the loading and unloading arrangements, the parking of construction vehicles, wheel washing facilities, the measures to control the emission of dust and dirt during construction; and the storage of plant and materials to minimise detrimental effects to neighbouring amenities and risks of pollution and dangers to highway safety throughout the construction phase.

It is noted that the Parish Council suggests that the proposed 1 space per 30 sqm of new employment office floor space may be "inadequate". The stated ratio derives from the Council's adopted Car Parking Strategy. In this particular case, and during business hours, the proposed car park would have capacity to accommodate any extra demand. This is factored into the proposed 90 space allocation. The doubts raised over the robustness of the Transport Assessment are not shared by the highway officers.

It is not disputed that Holt has historic parking issues. However, the Council cannot reasonably expect the applicant to resolve all the parking and traffic congestion problems faced by the village. The popularity of the Courts National Trust property significantly increases traffic volumes through the village and significantly impacts upon the parking problems. The Midlands is in places, quite narrow and yet, is without any parking controls. Therefore during the week, week-ends and holidays, the roads in and around the centre of the village, including around the Midlands, become heavily congested. Finding a robust and complete solution to address the problem will require a lot of multi-disciplinary co-operation beyond what can be reasonably imposed upon the applicant here. The applicant for his part recognises the problem and proposes to allow some public access to his privately owned car park during the evenings, week-ends and holidays when the GFS businesses are generally closed. The applicant does not need to do this. He could propose an extended car park to the immediate west of the GFS site to suit the employment needs only, but that would turn its back on and ignore the parking problem within close proximity of the site.

If granted, villagers and visitors would at least have some designated off-street parking, accessed through the existing entry point off Brook Lane, located within relatively easy walking distance of The Courts and the sports facilities. This would make a positive contribution to the village.

The proposed introduction of double yellow lines along part of the Midlands to address hazardous and inappropriate parking would have to be the subject of a Traffic Regulation Order which would help control on-street parking. The costs associated to the advertisement of the TRO proposals, the necessary consultation and implementation would fall upon the applicant. The assessment of any TRO would be assessed separately and be processed by the highways authority following the grant of planning permission.

9.5 The Impact on the Wider Surroundings - Including Ecological, Archaeological and Third Party Interests

The on-site land contamination assessment reveals low concentrations of potential contaminants. The Council's Environmental Protection Officer advises that on the basis of the information provided, there would be no demonstrable hazard, and no remedial action should be necessary.

The Council's ecologist is satisfied with the level of survey work undertaken. The development represents no significant risk to ecological interests. It is however recommended that any permission should be subject to conditions requiring a Construction Environment Management Plan (CEMP) and an Ecological Mitigation and Management Plan.

The development proposals have been thoroughly reviewed by the Council's archaeologist and no concerns are raised.

Third Party Impacts - The development proposal would not demonstrably cause sufficient detriment to neighbouring or third party interest to warrant a refusal. Through planning conditions, third party interests can be duly protected.

10. Conclusions

This application follows extensive and detailed pre-application discussions with a multi-disciplinary team of consultees, all of whom have reported no objection above. A great deal of officer time and resources have been afforded to this project in the interests of finding resolutions and a satisfactory final detailed scheme. The proposed economic development this proposal offers could undoubtedly make a positive contribution to be provided within a carefully and sensitively planned extension to the existing GFS building. The scheme is considered compliant with existing and emerging Council Policy and the NPPF. Robust conditions are recommended to safeguard environmental, conservation, highway safety and public interests.

Whilst the local concern raised about the car park is duly noted, Members are advised that there is sufficient inter-connection with the existing and proposed employment hub to avoid it becoming a discordant entity and that its provision and "over allocation" beyond the requirements of the Car Parking Strategy is not objectionable given that it would accommodate a mix of potential future users. A Car Park Management Plan condition is essential which amongst other things should establish its operation, availability of use, and site security.

On the basis of the above, the application is recommended for approval, subject to conditions.

Recommendation: Permission

For the following reason(s):

In accordance with paragraph 187 of the National Planning Policy Framework, Wiltshire Council has worked proactively with the applicant and to secure an acceptable sustainable future for the site as a whole.

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 hereby permitted shall be carried out in accordance with the following approved plans:

LOCATION PLAN – Drawing 002 received 07.06.2013
EXISTING SITE PLAN – Drawing No 003 received 07.06.2013
EXISTING GROUND FLOOR PLAN – Drawing No – 010 received 07.06.2013
EXISTING FIRST FLOOR PLAN – Drawing No 011 received 07.06.2013
EXISTING SECOND FLOOR PLAN – Drawing No 012 received 07.06.2013
EXISTING ROOF PLAN – Drawing No 013 received 07.06.2013
PROPOSED DEMOLITION PLAN – Drawing No 015 received 07.06.2013
EXISTING ELEVATIONS – Drawing No 020 received 07.06.2013
PROPOSED SITE PLAN – Drawing No 100 received 07.06.2013
PROPOSED GROUND FLOOR PLAN – Drawing No 101 received 07.06.2013
PROPOSED FIRST FLOOR PLAN – Drawing No 102 received 07.06.2013
PROPOSED ROOF PLAN – Drawing No 103 received 07.06.2013
PROPOSED ELEVATIONS – Drawing no 200 received 07.06.2013
PROPOSED ELEVATIONS – Drawing No 201 received 07.06.2013
PROPOSED SECTIONS – Drawing No 300 received 07.06.2013
PROPOSED MASSING DIAGRAM – Drawing No 700 received 07.06.2013
PROPOSED MASSING DIAGRAM – Drawing No 701 received 07.06.2013
PROPOSED MATERIALS – Drawing No 800 received 07.06.2013
PROPOSED FRONT ELEVATION MONTAGE – Drawing No 801 received 07.06.2013
FENCE DETAIL PLAN – Drawing No 1081-401-403 received 07.06.2013
LANDSCAPE MASTERPLAN – Drawing No 1081-002 Rev A received 04.09.2013

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

- 3 Notwithstanding the detailed findings of the land contamination site investigation undertaken by CJ Associates (which is included within a report dated May 2013), no occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out within a remediation strategy confirming the effectiveness of any remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until the following steps have been complied with in full in relation to that contamination.

Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Submission of Remediation Scheme

If any unacceptable risks are identified on-site, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Verification of remedial works

Following completion of measures identified in the approved remediation scheme a verification report must be produced. The report should demonstrate the effectiveness of the remedial works. A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out.

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority and the Local Planning Authority must be given at least two weeks written notification of commencement of any remediation scheme works.

Long Term Monitoring and Maintenance

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and

ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

POLICY- West Wiltshire District Plan - 1st Alteration Policy 37 - Contaminated Land

- 4 No development shall commence on site until sample materials for the external surfaces to be used on the development 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.

- 5 Notwithstanding the details enshrined within the landscape master plan, no development of the car park shall commence on site until an extended scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

1. increased screen planting along the northern car park boundary (to be planted in accordance with BS3936 (Parts 1 and 4), BS4043 and BS4428) with a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
2. full details of all retained trees and hedgerows, together with measures for their protection in the course of development;
3. confirmed surfacing material(s) for the car park and the extended GFS site;
4. any minor artefacts and structures (e.g. external furniture, refuse and other storage units, signs, lighting columns etc);
5. proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);
6. all retained historic landscape features and proposed restoration, where relevant.

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

POLICY: West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a and C32

- 6 All soft landscaping comprised in the approved details of landscaping 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 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 shall also be carried out in accordance with the approved details prior to the occupation of any part of the development 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.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a and C32

- 7 No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 'Tree Work - Recommendations' or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

[In this condition 'retained tree' means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years from the first occupation or the completion of the development, whichever is the later].

REASON: To enable the Local Planning Authority to ensure the retention of trees on the site in the interests of visual amenity.

- 8 No development shall commence on site until a Construction Environment Management Plan (CEMP) has been submitted to and approved by the local planning authority which shall detail the exact measures that will be undertaken throughout the construction period to:

- a) protect features of ecological interest including Dawes Pond, ditches and hedgerows;
- b) control risks arising from earthmoving activities, demolition, lighting, introducing invasive species, and other construction works;
- c) protecting species which may be affected by the works either directly or indirectly e.g. breeding birds, great crested newts, water voles, otters, bats, reptiles, dormice and badgers.

The approved plan shall thereafter be adhered to throughout the construction period.

REASON: In ensure that all ecological and biodiversity interests are fully taken into account and protected during and after the construction stages.

- 9 No development shall commence on site until an Ecological Mitigation and Management Plan has been submitted to the local planning authority for its written approval to cover the following:

- a) a location map illustrating all ecological enhancement works (including habitat creation and sensitive management) in line with the Ecological Appraisal and Protected Species Report (produced by 'Engain' dated June 2013) and including new ponds and ditches, the management of hedges, bird and bat boxes, native tree and hedgerow planting, creation of species rich grassland and marginal wetland planting;
- b) confirmation of when and how the measures will be put in place; and
- c) a 5 year habitat management plan for the site.

The development shall be carried out in accordance with the approved plan and any timetable within it.

REASON: In ensure that all ecological and biodiversity interests are fully taken into account and protected during and after the construction stages.

POLICY: The National Planning Policy Framework and specifically paragraphs 109, 118 and 125.

- 10 No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication 'Guidance Notes for the Reduction of Obtrusive Light (ILE, 2005)', have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

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11 No development shall commence on site (including any works of demolition), until a Construction Method statement, which shall include the following:

- a) The parking of vehicles of site operatives and visitors;
- b) Loading and unloading of plant materials;
- c) Storage of plant and materials used in constructing the development;
- d) The erection and maintenance of security hoarding;
- e) Wheel washing facilities;
- f) Measures to control the emission of dust and dirt during construction;
- g) A scheme for recycling / disposing of waste resulting from demolition and construction works;
- h) Hours of construction, including deliveries.
- i) Routing of construction traffic.

has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detrimental to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

12 The development hereby approved shall not be brought into use until details of the Car Park Management Plan has been approved in writing by the Local Planning Authority. Such a Plan should detail to operations, user availability, times of use, including any restrictions, lighting and security. The car park shall be managed in accordance with any approved plan at all times thereafter unless agreed in writing by the Local Planning Authority.

REASON – In the interests of good planning and to define the use and function of the car park at various times of the week.

13 No development shall commence until full construction details of the proposed kerb line adjustment, footway improvements, and new signage have been submitted to and approved in writing by the Local Planning Authority. The kerb line and footway improvements shall be constructed in accordance with the approved details prior to the first use of the development.

REASON - In the interests of highway safety.

14 No part of the development hereby approved shall be first occupied until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

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

15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting or amending that Order with or without modification), the site shall be used solely for purposes within Class B1 (with ancillary cafe premises) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes) (Amendment)(England) Order 2005 (or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).

REASON: The proposed use is acceptable but the Local Planning Authority wish to consider any future proposal for a change of use, other than a use within the same use class, having regard to the circumstances of the case.

- 16 Notwithstanding any permitted development rights, no additional buildings, structures, gates, walls, fences or other means of enclosure, other than those shown on the approved plans, shall be erected or placed anywhere on the site on the approved plans unless otherwise submitted and approved under a separate application.

REASON: To safeguard the character and appearance of the area.

- 17 No development shall commence on site until details showing ventilation and extraction equipment within the site (including details of its position, appearance and details of measures to prevent noise emissions) have been submitted to and approved in writing by the Local Planning Authority. The ventilation/extraction equipment shall be installed prior to the building/extension hereby approved is first occupied and shall thereafter be maintained in accordance with the approved details.

REASON: In the interests of the amenities of the area.

- 18 No development shall commence on site until details of the storage of refuse, including....details of location, size, means of enclosure and materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved refuse storage has been completed and made available for use in accordance with the approved details and it shall be subsequently maintained in accordance with the approved details thereafter.

REASON: In the interests of public health and safety.

Informative(s):

- 1 The applicant/developer is advised to contact Wessex Water to agree connections to their infrastructure prior to any commencement of works on site.
- 2 Pumps used for pumping out water from excavations should be sited well away from watercourses and surrounded by absorbent material to contain oil spillages and leaks. Discharge of silty or discoloured water from excavations should be irrigated over grassland or passed via a settlement lagoon so that gross solids are removed. The Environment Agency must be advised if a discharge to a watercourse is proposed. Storage of fuels for machines and pumps should be well away from any watercourses. Tanks should be bunded or surrounded by oil absorbent material (regularly replaced when contaminated) to control spillage and leakage.

Appendices:	
Background Documents Used in the Preparation of this Report:	