

# **ST IVEL FACTORY**

## **WOOTTON BASSETT**



### **DEVELOPMENT BRIEF**

**february 2004**

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## INTRODUCTION

The purpose of this Development Brief, which is to be adopted as Supplementary Planning Guidance, is to set out a redevelopment framework for the St Ivel factory site in Wootton Bassett. As Supplementary Planning Guidance, it will be a material consideration in the determination of planning applications, alongside the statutory Development Plan. This Guidance was subject to a statutory consultation process undertaken during October and November 2003.

In response to public consultation, amendments have been made to the land uses originally proposed, to overall design principles and to the planning obligation package set out in this Development Brief.

Following the closure of the St Ivel factory NWDC has prepared this Development Brief in conjunction with Wootton Bassett Town Council, the site's landowners, Uniq plc, and their agents King Sturge. It is to be read in conjunction with the Summary Analysis and Concept Masterplan prepared for Uniq plc by Aaron Evans Architects.

This Development Brief principally sets out NWDC's objectives for the site, which covers approximately 11 hectares (27 acres) of land located within 0.5km of the town centre of Wootton Bassett. The site has a longstanding employment use and St Ivel was one of the town's major employers. Global food production changes led to the closure of the St. Ivel plant. Given its large area, the site provides a significant opportunity for Wootton Bassett to accommodate new development on previously developed brownfield land within the confines of the existing urban settlement to meet future employment, housing and community needs.

The proposals put forward in this Development Brief will enable more jobs to be provided on site than the number employed before the factory closure. Wider economic, social and environmental benefits will also be gained for the town as a result of its comprehensive redevelopment incorporating a substantial amount of new housing.

## **POLICY FORMULATION**

A presentation of the redevelopment proposals was made in June 2003 to members of Wootton Bassett Town Council and Area 2 District Councillors. This was followed by a separate exhibition at Station House for local residents to explain the proposals on an informal basis.

The Development Brief was presented to the NWDC Executive on 24 July 2003. The main principles of the Brief were supported subject to changes relating to access for commercial vehicles and the extent of the employment land allocation. These matters were addressed in consultation with Planning Officers in finalising the Development Brief and Concept Masterplan, which was then approved by NWDC Executive on 2 October 2003 for public consultation purposes.

Formal public consultation was undertaken by NWDC during October and November 2003. The six week statutory consultation period generated a significant level of response, with the Council receiving 301 written representations. Some 117 local residents attended a special meeting of the Area 2 Committee set up specifically to discuss the St Ivel site redevelopment proposals.

The principles of this Development Brief were discussed at an early stage with Wootton Bassett Town Council which is interested in using the main office building on site, Station House, in the future for community purposes. In considering Station House, the Town Council commissioned a study into existing community halls in the town and how this two-storey building could be converted to provide an important new facility.

Plans included with the study show that the building could be converted to provide a multi-purpose hall at ground floor level and a Council chamber on the first floor, together with various meeting rooms and associated facilities.

The overall conclusions of the report confirm the building offers “*tremendous potential for the Council to improve the quality and availability of community hall provision in Wootton Bassett ... and ... the Town Council strongly urges for this building to be included as part of the overall scheme as a community facility*”. Transferring the ownership of Station House to the Town Council is proposed to form part of a planning gain package negotiated for the site.

## RESPONSE TO THE CONSULTATION PROCESS

A large number of issues were raised during the formal consultation process, some of which relate to matters previously raised, such as the level of employment provision, vehicular access, open space and detailed design. The most significant new issue raised during the statutory consultation was the possibility of converting the listed brewery buildings on site into an Arts Centre.

As a result of the consultation responses, significant changes have been made to the Brief in seeking to accommodate the views of local residents, businesses and consultees. These changes are outlined in detail in subsequent sections of this report, although can be summarised below.

- Restricting housing development on the Station Road frontage of the site to two storeys in height, to reflect the character of housing on the opposite side of the road
- Identifying the listed building complex as a potential Wootton Bassett Arts Centre. In bringing forward this proposal, the Development Brief outlines certain demolition works that will be required within the listed building curtilage boundary. The Arts Centre will form part of a mixed use development incorporating other employment buildings
- Providing a roundabout on the Station Road/Nore Marsh Road junction
- Imposing restrictions upon any new development on the elevated land at the north east corner of the site. The Development Brief now states this land will remain as open space

- Confirming the level of financial contributions that will be paid by a developer in the future towards healthcare and education provision
- Amending the distribution and mix of housing and employment uses across the site to provide for the Arts Centre proposals
- Phasing the first occupation of the employment areas within the site



## **SITE CHARACTERISTICS**

### **The Site and Surroundings**

The St Ivel factory site covers approximately 11 hectares (27 acres) and lies to the south of Wootton Bassett town centre on Station Road. Various plans relating to the site are included in the Summary Analysis and Concept Masterplan document. Plan 1.1 shows the extent of Uniq's ownership and the main buildings on site.

The existing accommodation on site includes the following:

- The main factory and production area located in the centre of the site providing 16,400 m<sup>2</sup> of floor space with additional ancillary storage space.
- A modern two-storey office building (Station House) located on the eastern boundary.
- A former transport depot at the northern end of the site including buildings which historically were used as a brewery and are subject to a Grade II statutory listing.
- Various effluent tanks and ponds located in the south east corner.
- A residential dwelling, 13 Station Road, situated on the junction with Nore Marsh Road.
- Other ancillary and disused buildings as shown on Plan 1.1.

The remainder of the site is used for car parking and servicing. Plan 2.1 shows the relationship of the site to surrounding land uses.

The site lies within a predominantly residential area and is within walking distance of Wootton Bassett town centre. Housing is located against the

northern and western boundaries of the site and also covers land to the south of the main London to Bristol railway line, which forms the site's southern boundary. Cannons Yard to the south west of the site provides small-scale accommodation for industrial businesses. To the east of the site is open land, Brynard's Hill.

### **Historic Use of the Site**

The St Ivel factory ceased food production in January 2003 further to an announcement made in Summer 2002 of the sale of St Ivel's yoghurt business to a French food manufacturer, Danone, and the consequent closure of the Wootton Bassett plant. The closure of the Wootton Bassett factory was due to the increasingly uncompetitive nature of the St Ivel facility in the global marketplace.

About 268 people were employed at the St Ivel site before the closure, split between the main factory and the office building, Station House.

Buildings on the northern part of the site were previously used as a transport depot by Wincanton Group who vacated the site at the end of 2002. About 25 jobs were previously based at the transport depot.

Given the overall scale of the site, which amounts to some 11 hectares, job density per hectare has been very low at about 25 people per hectare.

## **Accessibility of the Site**

The site is located on Station Road and is within easy walking distance of Wootton Bassett town centre.

The site's access is from Station Road with an internal road circulating the principal factory buildings and a separate access to the former brewery building. Plan 2.2 shows the existing vehicular access and circulation arrangement.

The main vehicular access to the site from the north and from the M4 motorway is via the town centre. Heavy traffic associated with the St Ivel factory travelling through the town centre has in the past raised pollution and safety concerns. In the light of these issues intensification of the use of the site for industrial purposes would be inappropriate.

Consultants have been commissioned to survey traffic flows near the site. This information will be used to inform any subsequent planning application made by a developer.

Initial advice from the appointed highway consultant confirms that already a significant amount of traffic passes through the Nore Marsh Road/Station Road junction. As part of the redevelopment of the St Ivel site, as proposed in this Development Brief it will be appropriate to upgrade and improve this junction.

With regard to public transport, a number of buses travel along Station Road adjoining the site, stopping off at the bus stop on the site's western boundary. The western boundary has a pavement along most of its length. There are no public footpaths within the site.

## **Site Constraints**

Plan 2.3 shows the topography of the site, which rises steeply in the north eastern corner. The main part of the site is generally flat, although the effluent plant in the south eastern corner is located at a lower level. Plan 2.3 also shows the existing screen planting and trees on site including those adjacent to the Station Road boundary protected by Tree Preservation Orders.

Plan 2.4 illustrates the environmental analysis of the site and its surroundings. As shown, the site is affected by a number of external factors, such as its orientation and its proximity to the railway. Plan 2.5 provides an analysis in urban design terms of the main views and landmarks created by the site.

## **POLICY CONTEXT**

In preparing a development framework for the surplus St Ivel factory site, consideration has been given to various levels of planning policy.

### **National Policy**

The broad sentiment of national planning policy is to adopt sustainable development principles in the planning of redevelopment schemes.

This involves adopting a sequential approach to new development with priority being placed upon developing previously used land within existing urban areas and within locations accessible by non-car modes of travel before less preferential sites, such as greenfield options. Specific guidance in the adoption of sustainable development principles also promotes high quality design, the incorporation of mixed land uses and increasing development densities.

The following planning policy guidance notes (PPG) are specifically relevant: -

- **PPG1 (General Design Principles)**

*Promotes the use of mixed land uses in devising new schemes and places emphasis on high quality design.*

- **PPG3 (Housing)**

*Promotes housing on brownfield sites and increasing site densities. This document sets out that new housing sites should be based on a density of approximately 30-50 new units per hectare and advocates a sequential approach to the selection of housing sites. With regard to car parking standards the PPG sets out that developments which provide more than*

*1.5 spaces per dwelling on average are unlikely to be acceptable given overall policies seeking to ensure sustainable residential environments.*

- **PPG4 (Industrial and Commercial Development and Small Firms)**

*Supports economic development objectives.*

- **PPG13 (Transport)**

*Supports sustainable development objectives by seeking to reduce the amount of need to travel by locating developments in locations accessible by non-car modes.*

- **PPG15 (Planning and the Historic Environment)**

*Provides guidance on the consideration of listed buildings and their setting in assessing redevelopment proposals.*

### **Development Plan**

The current Statutory Development Plan for the area comprises the Wiltshire Structure Plan (1996-2011) and the North Wiltshire Local Plan 2001. Both of these documents are under review.

### **Wiltshire County Structure Plan (2011)**

The Wiltshire County Structure Plan is relevant because it outlines the strategic land requirements for North Wiltshire for the period 1996-2011, which includes some 13,500 new dwellings and 150 hectares of new employment land. Policy DP4 sets out the spatial strategy confirming that new development should be concentrated in the District's main settlements, which include Wootton Bassett.

Policy DP7 relates to distribution of new housing developments within towns and settlements. The policy seeks to ensure that new housing should have good access to nearby employment areas, community facilities, other services and open space. The policy also supports high-density housing and incorporates mixed uses.

Policy DP8 outlines that provision should be made for affordable housing on appropriate sites to meet local needs for low cost accommodation. In accordance with Government Policy, Policy DP9 gives preference to the development of previously used land before greenfield sites.

### **Wiltshire and Swindon Minerals and Waste Plan**

Policies 10 and 14 are relevant to the redevelopment of the site. Policy 10 relates to the management of construction waste and the preparation of waste audits. Policy 14 seeks to promote the recycling of materials, requiring all new major developments to provide appropriate waste recycling facilities on site as necessary.

### **North Wiltshire Local Plan (2001)**

Within the current adopted Local Plan 2001 the St Ivel factory site is not designated for any specific use although it lies within the defined Wootton Bassett settlement boundary. Certain plan policies are relevant including:

- Policy RH8 relates to residential development within the defined settlement framework boundaries. This policy sets out various criteria which will be taken into account in the determination of planning applications.
- Policy RH9 relating to residential development on existing employment land. This policy confirms that the release of employment sites will only be permitted in circumstances where the benefits of the

redevelopment in terms of amenity improvements are so significant that they outweigh the desirability of retaining continued employment use.

- Policy RH20 which relates to residential schemes over 25 units incorporating a proportion of affordable housing.
- Policy RB10 which relates to development within the curtilage of a listed building.

### **North Wiltshire Local Plan First Deposit Draft (2011)**

A new North Wiltshire Local Plan was placed formally on deposit in April 2003. It was prepared in accordance with the current approved Wiltshire Structure Plan and is expected to be adopted in due course for the determination of planning applications, subject to the Council's approval.

Within the Deposit Plan, the north western part of the site, including the former brewery buildings and depot, is allocated for residential development under Policy H2. The policy confirms that this site will be expected to provide a minimum of 59 dwellings. Policy H3 is also relevant, confirming residential development within existing settlement boundaries will be permitted provided that the maximum density, compatible with the site's location, its accessibility and its surroundings, is achieved.

Policy H6 relates to the provision of affordable housing in urban areas, confirming that the Council will seek a proportion of up to 30% of total dwellings, subject to identified needs.

Other policies in the Plan include Policy BD3 which relates to the safeguarding of land and buildings in existing business uses or, if vacant, last used for business related purposes. The policy confirms that sites will be



safeguarded unless it can be demonstrated that the continued use of the site for business uses raises unacceptable environmental or traffic problems, or that *“an alternative mix of uses offers greater benefits to the community and/or increases the employment capacity of the site through more intensive use of the land through the creation of a higher number of jobs”*.

Policies in the transportation section of the Local Plan promote locating all new developments in places where the need to travel can be minimised. Policy T5 sets out maximum standards for car, cycle and disabled parking. In summary, the relevant parking standards are 2 spaces per unit, plus 1 space per 5 units for all dwelling houses up to 4 bedrooms. For B1 commercial development the relevant standard is 1 space per 30 m<sup>2</sup> gross floor area.

Policy T7 is also relevant as it seeks to safeguard land for a new cycle link proposed along Nore Marsh Road and the Station Road site boundary. The new route forms part of an overall transport scheme proposed for Wootton Bassett, which could also include possible traffic calming of other parts of Station Road and surrounding streets.

Policy C3 relates to the provision of on and off site physical, social, economic and environmental infrastructure relating to development. This could include ICT infrastructure including broadband capability, which would improve the potential for local business development and home working employment.

Other policies in the Plan of relevance include those relating to Listed Buildings (HE4, HE5) and Sustainable Construction (S1).

## **Development principles**

The District Council will expect the site to be developed according to the following development principles:

- 1 To develop the site according to principles of sustainable development, incorporating a mix of land uses as indicated in the Masterplan.
- 2 To provide at least the same level of employment on site as in the recent past. Given the past low density of the site, it should be redeveloped to provide a more efficient use of land, by providing an equivalent or greater number of jobs on a smaller area, thus releasing land for other uses.
- 3 To utilise the released brownfield land for housing development, reflecting national policy guidance which encourages increased development densities (30-50 dwellings per hectare).
- 4 To provide a development that is designed in accordance with good urban design principles and practice.
- 5 To ensure the listed buildings on the site are reused with appropriate uses that are sensitive to the design of the buildings and will secure their long term future and maintenance.
- 6 To fully integrate open space provision and landscaping into the overall design, retaining existing features of amenity value where

possible and respecting the site topography in the siting of new development.

- 7 To retain an area of elevated open land at the north eastern part of the site and to utilise the site's key views and vistas.
- 8 To ensure safe and satisfactory transport arrangements in and around the site. New development should help strengthen the commercial viability of existing bus services on Station Road and provide a pedestrian and cycle friendly environment within the site (avoiding route segregation of modes), with the possibility of providing: a cycle lane(s) along Station Road, links to the existing footpaths to the north-east and south-east of the site and links to the wider Wootton Bassett cycle routes network.
- 9 To provide a number of benefits in the form of a section 106 agreement. Whilst this will remain the subject of negotiations with a developer at the detailed stage, this will incorporate the provision of affordable housing and the possible transfer of Station House to Wootton Bassett Town Council together with a package of other planning obligations.
- 10 To provide a range of housing types and sizes on the site, and to provide a proportion of affordable housing on the site in accordance with Government Guidance, the Local Plan and the District Council's Housing Needs Survey.
- 11 To allow for the provision of a local retail facility on site, if required.

- 12 To allow for the provision of a healthcare facility on site, if required to meet local needs.
- 13 To provide a financial contribution towards future educational provision.
- 14 To extend the potential for local business development and homeworking by providing broadband access.

## Concept Masterplan

In consultation with the site owners, Uniq plc, and their agents, a Masterplan has been prepared for the St Ivel factory site. This is based upon the above development principles. The Masterplan provides an indication of the scale and type of development that could be achieved.

Plan 3.1 sets out a Concept Masterplan for the site, demonstrating how the site could be developed to provide a mix of housing and employment use. The footprint generally reflects the extent of built development and hardstanding areas of the existing factory complex.

The balance between these uses is approximately 8 hectares of residential land (incorporating an amount of open space) and around 3 hectares of employment land. The majority of commercial buildings will be located on the southern boundary adjoining the railway.

In response to feedback received during the statutory consultation process, the Development Brief now proposes that the listed brewery complex be used for the Wootton Bassett Arts Centre. An area of land is allocated on the Masterplan to accommodate not only the Arts Centre proposal, but also buildings for other commercial purposes (retail/employment) intended to generate income for the Arts Centre.

The Arts Centre development is anticipated to attract grant aid. A comprehensive planning application is envisaged for the whole site, however it is recognised the arts complex may not be developed at the same time as the remainder of the site because of the time needed to secure grant aided funding. A safeguarding measure is therefore proposed to avoid the brewery building remaining derelict. If the Arts Group is not successful in attracting sufficient funding within five years, the buildings will be transferred back to

the developer for conversion to employment and associated uses that would not be detrimental to the amenity of nearby residents. The precise wording of this requirement will be determined at the planning application stage.

In response to market demands and the characteristics of this mixed use development site, the employment element is expected to comprise B1 floorspace. The Concept Masterplan illustrates how the site has the potential to accommodate 6809 sq m of B1 floorspace. In addition the existing Station House office building provides an additional 1100 sq m floorspace. If Station House is transferred to Wootton Bassett Town Council there could be the opportunity to use part of the building to generate income and create further employment.

The Concept Masterplan shows residential properties grouped in terraces, creating perimeter blocks with active frontages onto public spaces and highways. Emphasis is also placed on the key pedestrian routes through the site in seeking to link both the residential and employment areas with the town centre. Changes have been made to the distribution of housing/employment throughout the site in response to the statutory consultation. However, the layout seeks to separate the employment and residential areas and the traffic generated from them, both for amenity and commercial reasons.

Plan 3.2 provides an indication of massing, which reflects site topography, the need to accentuate focal points and the creation of a sense of place. This is demonstrated around the central square, where up to four storeys are proposed. The overall development proposes a mix of mews, townhouses, semi-detached and detached dwellings and flats as part of the overall design. In response to comments received at the statutory consultation stage, a restriction has been imposed on the height of development alongside Station Road limiting this to two-storey terraces.

Plan 3.3 shows the division between the public and private realm areas. As shown, the concept layout indicates a series of private courts enclosing gardens, parking and communal areas with secure access. Public squares and mews, containing some on-street parking, are linked by pedestrian routes and enclosed by active frontages for natural surveillance. This layout also illustrates how structural and screen planting will be an important element of the redevelopment proposals. Open space will be located in the north eastern corner of the site, and a restriction will be imposed upon development of this area.

Plan 3.4 shows the proposed access and parking arrangements. The Concept Masterplan now proposes two vehicular access points to the site from Station Road. Concern was raised by members of the Wootton Bassett Town Council, residents and the NWDC Executive regarding the vehicular access arrangements. There was a desire expressed for the residential and commercial areas to be served mainly by separate roads. These concerns have led to Uniq plc's advisors reconsidering traffic flows into the site and the segregation of land uses. The northern access point serves solely the residential areas in the northern part of the site. The position of the southern access point has been moved so that there will now be only a short section used for both employment and residential access before it divides, so segregating residential and employment traffic. Further changes have been made to the Concept Masterplan, following statutory consultation, which confirm the earlier intention to provide a roundabout on the junction of Nore Marsh Road and Station Road. In addition a roundabout is proposed at the southern access point on Station Road close to the junction with New Road.

The layout also identifies opportunities for improving pedestrian routes for the site and incorporates the aspiration contained within the Local Plan for a cycle route along Station Road with the possibility of linking to the wider Wootton Bassett cycle routes network. Parking is provided at approximately

1.5 spaces per dwelling across the site and 1 space per 30 sq m of employment floorspace, both of which are in accordance with the Council's recently issued standards.

Plan 3.5 shows in detail the possible formation of an individual residential block, as an illustrative guide to what could be achieved on site. The private courtyard arrangement ensures natural surveillance and creates a sense of space. The block is designed to present front doors and active frontages to the public realm. The corners of courtyard blocks provide opportunities for landmark structures.

Plan 3.6 provides a summary of the general principles incorporated within the Concept Masterplan. In terms of residential density, the Concept Masterplan provides an overall density of approximately 40 units per hectare, with a mix of unit types and sizes.

Plan 3.7 provides a schedule of employment floorspace assuming the proposed allocation of business/community uses. Given a two-storey scheme, the site is capable of providing 7909 sq m of B1 office accommodation, including Station House. The ownership of the building may however be transferred to Wootton Bassett Town Council for occupation for a combination of office and community uses. The transfer of Station House will include an appropriate level of car parking. Assuming this transfer takes place, the amount of B1 floorspace will be 6809 sq m based on the existing provision.

A resolution was made at the Executive Meeting on 24 July 2003 imposing a minimum requirement for 360 jobs to be provided on site. Whilst it would be inappropriate to insist on job numbers by any form of planning condition, a degree of control exists in considering the scheme density/uses. The English Partnerships and Regional Development Agencies' Employment



Densities Study (July 2001) demonstrates that a ratio of 1 job per 19 sq m is an appropriate indicator for B1 development. The current scheme, incorporating the Arts Centre proposals, provides for approximately 357 jobs. The previous employment level on the site was in the order of 270 jobs.

Given that over 350 jobs are expected to be created upon redevelopment, it can be seen that the mix of land uses proposed in the Concept Masterplan accords with planning policy BD3 as set out in the new North Wiltshire Local Plan Draft. This policy confirms that support exists for the redevelopment of employment sites where a higher number of jobs can be created from a more intensive use of the land. It is noted that this level (357 jobs) is very marginally below the requirement set out at the 24 July committee meeting, which indicated a minimum of 360 jobs. This is not considered to be a significant variation and needs to be balanced against the other benefits secured for the site which now involve the allocation of part of the site for an Arts Centre with associated commercial uses.

The above analysis assumes that Station House will not be used for B1 purposes. Possibilities do exist for Station House to be used fully, or partially for B1 purposes, which could provide as many as 58 additional jobs: this would increase the total number of jobs on site to approximately 415.

Plan 3.8 of the Concept Masterplan sets out the mix of dwelling units proposed per block and the corresponding number of car parking spaces. Subject to detailed design, some 340 dwelling units are proposed of which a proportion will accommodate affordable housing needs. The amount of affordable housing will be dependent upon negotiations at a later stage, but is expected to be 30% given the results of the District's Housing Need Survey. In the preparation of this Brief consideration has been given to a document prepared by NWDC in association with Westlea Housing Association and Bromford Carinthia Housing Association on the precise mix and type of

requirements likely to be sought for the site. These requirements will be relayed to prospective purchasers at the marketing stage.

## **planning obligations**

Any planning application submitted to NWDC in the future should conform broadly to the above design principles and will be subject to a developer entering into a section 106 legal agreement to deliver a package of planning obligations.

The precise scope and extent of this package will be dependent upon negotiations at a later stage having regard to Planning Circular 1/97 (Planning Obligations).

The package will include:

- An inclusion of about 30% affordable housing as part of the development with the grant element being provided by the developer in partnership with an approved Registered Social Landlord and the proportion of rented and shared equity units to be agreed after a further survey of local needs.
- The possible transfer of Station House for use by Wootton Bassett Town Council for community and/or office uses.
- Passing the brewery buildings and surrounding land to an appropriately funded public body for a development incorporating an Arts Centre, and including retail (limited to 250 sq m floorspace), employment, leisure and educational uses or other uses not being detrimental to the amenity of nearby residents.

- A requirement to integrate the development of the residential and employment floorspace.

As an indication, the package is also expected to comprise the following measures unless circumstances materially change from the date the Development Brief is adopted and it can be demonstrated these planning obligations are no longer required:

- The provision of open space on the elevated north east corner of the site and an agreement to transfer ownership to NWDC or Wootton Bassett Town Council with an appropriate management agreement with Wiltshire Wildlife Trust.
- Provision for a new cycle lane along the Station Road boundary, if considered necessary, with the possibility of linking to the wider Wootton Bassett cycle routes network.
- Improving the Station Road and Nore Marsh Road junction.
- Encouraging bus accessibility to the site and ensuring suitable provision for passengers with bus shelters and the possibility of a bus loop into the site.
- Off-site pedestrian and cycle improvements, if considered necessary.
- Provision for broadband communication infrastructure to be incorporated in the site layout design.
- A contribution towards local requirements for healthcare. The contribution would be to cover any additional cost to the PCT whilst the

Government determines the additional central funding they should receive for the increased population in Wootton Bassett. The PCT have indicated they would require a contribution of £41,949. The amount actually required would need to be determined at the planning application stage.

- A contribution towards meeting any requirement for education provision generated by the development. As an indicative figure a contribution of £1720 per new dwelling of two or more bedrooms on the site based on March 2004 prices would be an appropriate level of contribution.

The final terms of a section 106 agreement will be dependent upon the actual scheme proposed by the developer of the site. The list set out is intended to assist prospective developers considering this important redevelopment opportunity and to inform them of the future planning context.