

REPORT TO THE DEVELOPMENT CONTROL COMMITTEE Report No.

Date of Meeting	24th September 2008
Application Number	08/00025/FUL
Site Address	Land North of B4042, Malmesbury Road, Nr Ballards Ash, Wootton Bassett, Wiltshire
Proposal	Development of Range of Sporting Facilities, Providing Football, Cricket and Tennis Pitches, Plus Associated and Ancillary Uses Including Two Clubhouses, a Wardens Flat, Parking Facilities, Hardstanding, Infrastructure, Access and Landscaping Works
Applicant	WBSA/Persimmon Homes
Town/Parish Council	Wootton Bassett / Lydiard Tregoze
Grid Ref	407203 184046
Type of application	Full application

Reason for the application being considered by Committee

This application has been submitted to the Committee for decision under the scheme of delegation in force after the 8th April 2002 because 5 letters of objection have been received. The application was reported to Development Control Committee on 2nd April 2008, but a decision was deferred to allow for further information to be sought.

Summary of Report

This report needs to be read in conjunction with application nos. 07/03318/OUT, 08/00024/FUL and 08/00009/FUL which are also reported to this Committee meeting.

This application proposes the erection of a range of sporting facilities providing football and cricket pitches, tennis courts plus ancillary and associated uses including clubhouse, cricket pavilion, a warden's flat, parking facilities, hardstanding, infrastructure, access and landscaping works.

The key issues to consider are:

- Implications on policies contained within the Local Plan 2011
- Design and scale of the development
- Impact on traffic and parking in the local area
- Impact on the Countryside and residential amenity of neighbours

Officer Recommendation

Delegate to Development Control Manager to GRANT Planning Permission subject to:-

1. Completion of agreements with agents to ensure:-

- (a) Highway engineering works to include provision of pedestrian crossing and a bus stop.
- (b) The development is linked to planning application 08/00024/FUL to ensure the development takes place prior to the occupation of residential units approved on the Rylands Way site.

Contact Officer	C Moorfield	01249 706686	cmoorfield@northwilts.gov.uk
------------------------	--------------------	--------------	------------------------------

Proposal and Site Description

The land lies between to the B4042 and the motorway. The site covers an area of 10.6 ha (26 acres). There are some hedgerows within the site and it is within the Great Western Community Forest and the Braydon Forest. There is a County Wildlife Site along the southern boundary of the site adjacent to the B4042.

This application proposes the erection of a range of sporting facilities providing football, cricket tennis pitches plus ancillary and associated uses including clubhouse and cricket pavilion, a warden's flat, parking facilities, hardstanding, infrastructure, access and landscaping works.

The applicants submitted the following supporting documents with this application:

- Planning Statement
- Statement of community involvement
- Landscape and visual report
- Hedgerow Report
- Ecological Surveys- ecological survey (extended phase 1 habitat and protected species report)
- Botanical survey and assessment- protected verges.
- Design and Access statement
- Archaeological report
- Transport assessment
- Travel plan
- Flood risk assessment
- Ground investigation report.
- Light assessment
- Topographical survey

Planning History		
Application number	Proposal	Decision
07.01831	<p>Screening opinion on new sports hub. Application submitted under regulation 5(1) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The opinion issued was as follows:</p> <p><i>"The proposal is for the development of land at the above site. The site has an area of 8.2 hectares and is located within the Parish of Lydiard Tregoze.</i></p> <p><i>The development proposed includes the following:</i></p> <p><i>Buildings and infrastructure</i></p> <p><i>The buildings are predominantly single storey and include a clubhouse, which provides function room bar kitchen office changing facilities toilets and storage (footprint approx. 1,000sq m); Integral groundsmans dwelling accommodation to form a partial second floor (100sq); Cricket Pavilion; Parking 220 vehicles; Balancing Pool; Footpaths and cycle ways; Football Club Playing facilities; Pitch and spectators stand; 1 full sized pitch; 1 senior pitch; 2 junior pitches; 1 artificial pitch; 2 cricket square and practice nets;Tennis-8 courts all floodlit;2 courts houses within all weather 'bubbles'.</i></p> <p><i>Within the Town and Country Planning (Environmental Impact</i></p>	

	<p>Assessment) England and Wales) Regulation 1999 the proposal falls within the definition of a Schedule 2 development, (section 10(b) Urban Development Projects) and exceeds the area of development threshold of 0.5hectares.</p> <p>Developments within Schedule 2 must be assessed in relation to their significant effects on the environment. It is noted that you are proposing to submit technical reports in relation to the following with the planning application:</p> <ul style="list-style-type: none"> • Leisure Assessment • Transport Assessment • Flood risk and drainage assessment • Landscape and Visual assessment • Lighting Assessment • Ecological assessment. <p>I can confirm that whilst it is recognised that the scale and location of this scheme will impact on the area it is not considered that the impact would be 'significant'.</p> <p>With regard to the threshold criteria detailed in paragraph 33 of circular 2/99 (Environmental Impact Assessment), it is not considered that this proposal would have an impact of more than local importance, the area is not sensitive in line with clarification contained within Regulation 2(1) and the development is not considered to have a significant urbanising effect due to the nature of the proposal.</p> <p>Therefore, I confirm that the Local Planning Authority is of the opinion that an Environmental Impact Assessment is not required in this instance. Any planning application submitted will need to be accompanied with the technical reports as listed above.”</p> <p>The above opinion was issued on the 10/07/08. The decision is based on the opinion of the Officers of the Council and this matter was dealt with in the appropriate manners.</p>	
--	---	--

Consultations

Due to the fact that the sports facilities do not actually adjoin the framework boundary the application was advertised as a departure to the local plan.

Lydiard Tregoze Parish Council Object strongly to this proposal. They state that the scheme is contrary to C3 of the local Plan as well as NE2, NE3, NE7, NE15, NE18, T1,T2 and T3.

Wootton Bassett Town Council - Support the development however the following issues were raised:-

- Floodlighting and possible pollution.
- The built form should be as near to the town as possible.
- Pedestrian facilities must be adequate.
- Left turn only out of the site.

Wiltshire County Council Highways - Comments in respect of pedestrians and cyclists.

- Parking - good arrangement - Sheffield stands should be used.
- 3.5m segregated route should be provided and should link access with pedestrian crossing.

- Providing speed limit reduced to 40mph then cycle/pedestrian route should be adjacent to road.
- Two possible links to this route could be provided. The agreed option could be agreed as part of the S278 agreement.
- £5,000 contribution required for pedestrian and cycle way signs.
- Bus stop located adjacent to site.

As a result concerns and queries raised at the Committee on 2nd April 2008 in relation to highways matters WCC Highways added to their comments reported above and these are addressed in 'Traffic Generation and Access' section of this report.

Highways Agency (HA) - At the previous committee meeting (2 April 2008) concerns were raised by interested parties in respect of a letter issued by the HA which commented that further development which may impact on junction 16 would receive a direction of refusal. However, since that letter was issued, discussions have taken place between the agents and the HA.

Highways Agency have advised in their letter of 20 August 2008 that "the impact of traffic associated with this development is unlikely to have a significant impact upon the operation of this junction (junction 16)" and conclude that they no longer have any objection to the application. The full text of the letter is as follows:

'The Agency and their consultants have undertaken TRANSYT modelling work in order to identify the likely impact of this development upon junction 16 of the M4 in the AM and PM peak periods. Our assessment has now been identified that the impact of traffic associated with this development is unlikely to have a significant impact upon the operation of the junction and therefore conclude that we no longer have any objection against this application proceeding.

The applicant and their own transport consultant have previously prepared a Travel Plan which we consider suitable for this proposal. In light of this it is essential that the Travel Plan be secured through a Section 106 agreement and as such we would like to be consulted on the document when it is being drafted.'

In previous correspondence the Highways Agency also requested that hours of operation of any floodlighting should be limited. (2200-0700)

CPRE-

- Light pollution
- Is the development sustainable?
- Is the site accessible?

Environmental Health Officer - No comment other than the scheme should be in line with guidance produced by the Institution of Lighting Engineers. This to be added as a condition.

The Environment Agency - No objection raised subject to a condition requiring a scheme for the provision and implementation of surface water run off being approved.

Wessex Water - Comments received. A copy of the letter should be attached to any permission issued as an informative.

Thames Water - In respect of 'water' rather than waste water which is within the jurisdiction of Wessex Water. Applicants advised that there should not be any building within 3m of water mains pipes.

County Archaeology Service – Geophysical survey carried out picked out some features. Therefore, condition required to ensure a survey is carried out of upstanding ridge and furrow and a watching brief carried out by professional contractor.

Wiltshire Wildlife Trust - Raised concerns in respect of:-

- Reptiles- condition requiring an ecological clerk to be on site to ensure that during the removal of vegetation any reptiles safeguarded.
- Thunder Brook and Jubilee Lake- If development within 8m then a vole survey would be required.
- Biodiversity- Both a Construction and an Environmental Management Plan is required and should be suitably conditioned.

WSBRC - raised possible issues in relation to protected species on the site although these are covered by WWT comments above.

South West Regional Development Agency - No comment, scheme falls outside their criteria for statutory consultation.

Natural England - No objection.

Sport England – comments as follows-

“In general comments had been that subject to a condition or section 106 securing the replacement site on the north of the B4042 within site for housing would meet the requirements of E4 of their Playing field policy and consequently no objection is raised.

The existing facilities are limited and constrain the clubs growth. The clubs, which make up WBSA, are all successful.

The proposed development of a comprehensive Sports Hub would help to satisfy both current and future demands for the sports involved.

The proposal is seen to secure the operational future of the WBSA by providing improved facilities for the community. The proposed replacement provision will be of much greater sporting benefit than the WBSAs existing site offers.

In terms of accessibility the submitted Access Statement and travel Plan address this matter. The proposed hub application includes a cycle and pedestrian link as well as a bus stop. These elements are seen to improve the access to these facilities from the town.

In conclusion Sport England support this application as they consider it will create significant social, community and economic benefits to Wootton Bassett and the surrounding area.”

Sports officer - Comments received in support of the proposal. (Details are set out in the main body of the report)

Representations

Consultation.

The Councils Statement of Community Involvement sets out what is expected from Developers in respect of major applications. Pre-application consultation is encouraged but it is not a legislative requirement and therefore, should issues be raised in respect of the process that was carried out in particular circumstances this would not justify refusal of or render invalid an application. The applicants have submitted a statement in respect of community involvement. Whilst some criticism has been made of this process by objectors and in particular it's timing, the general approach taken by the applicants is in line with the advice as given by the Local Planning Authority in their Statement for community involvement.

Support

58 individual letters of letters of support have been received.

220 signatures from members of the Tennis Club, Cricket Club, Running Club and Football Club. The petition has been submitted by the Wootton Bassett Sports Association.

130 signed letters of support submitted on Wootton Bassett Rugby Football Club headed paper.

15 copies of the same letter of support, letters signed with different signatures but no addresses given.

9 more letters of support, 14 of which are on Rugby Club headed paper standard letter:

- There should be a roundabout outside the sports hub.
- The pedestrian crossing should have lights, pelican crossing.

Summary of key points raised-

- The Rugby club is an asset and requires improved facilities
- Preserves the legacy from Major Gerald Buxton.
- This application coupled with the 3 other linked applications will provide the area with an excellent facility for all but particularly the young people.
- There is demand for improved/increased level of social and sporting facilities within the town.
- The clubs cannot expand on the existing site.
- Need for more residential development in the Town.
- Safe and accessible facilities.
- Existing site suffers from vandalism
- Residential development needed to finance the sports facilities.
- A well thought out proposal.
- This will be a viable and sustainable development.
- The scheme will protect the green belt.
- A good location given the existing use of the land limited impact on the countryside.
- All weather facilities and improved changing facilities needed.
- This proposal must happen in tandem with the 3 other linked schemes.
- A valuable asset to the town and will bring in visitors to the Town increasing the town's vitality.
- Existing site does not have enough parking and surrounding area suffers from congestion.

Comments:

- Access must be safe
- Layout appropriate
- Linked to Gerard Buxton
- Landscaping to minimise impact
- Financially the facilities must be able to fund themselves.
- Efforts taken to minimise vandalism.

Objections

152 Standard letters have been received objecting to all 4 applications on the grounds that the applications are contrary to the following policies in the Local Plan 2011: C1(iv), C3(i), (iii), (vii),(viii), NE2 (para 6.5), NE3 (paras. 6.7, 6.8), NE7, NE15 (para 6.42), NE18 (para 6.52), T1, T2 (para 8.4), T4 (para 8.13) and item 1.11 of the introduction of the Local Plan 2011.

18 individual letters of objection have been received. Summary of key points raised (for ease of reference objections have been listed in subject groups):

Loss of existing facilities

- Additional facilities out of town should not be funded by the loss of facilities within the town.
- Loss of publicly available pitches to private club use only.
- Loss of facilities within the town not acceptable.
- Funding of the facilities
- With better organisation existing facilities adequate.

Traffic generation access

- The facilities are not within the Town.
- Site not readily accessible.
- This will not reduce the number of car journeys.
- Access into the site and movement of machinery across the road dangerous.
- Bus will not be used, as it is too infrequent
- The Highway Agency has raised concerns in respect of additional traffic using junction 16.
- Traffic safety issues, ghost island-causing congestion.
- Impact of grass verge on southern side of road. No works proposed on this side in respect of the bus stop.

Impact on countryside and amenity

- No reference to adjacent residential properties.
- Additional noise impacting on the amenity of this rural area.
- This area provides a rural buffer

Impact on flora and fauna

- Impact on wildlife from lights and development
- Impact on wildlife site.

Light pollution

- This amount of floodlighting in this locality would result in light pollution.
- Site will be vandalised.
- Precedent for further development outside the town
- Possible impact on the Lime Kiln centre.

Other

- Drainage issues
- Unsustainable development
- No mention of works undertaken to Jubilee Lake area and the Thunder Brook.
- Impact on the hydrology of the area.

There have been some concerns in respect of 2 letters sent in on behalf of an unknowing third party. The letters that have been drawn to the attention have been withdrawn from the system. Officers cannot guarantee that there has not been a duplication of signatories in various standard letters and petitions that have been submitted. All representations received have been taken on face value unless information to the contrary has been provided.

One interested party has submitted copies of all comments received in respect of the public consultation exercise carried out by the applicants. These letters numbered 164 but the individual comments have not been registered due to the fact that the applicants, prior to the submission of the scheme, have taken on board some and all comments were made prior to the registration of the application.

Planning Considerations

Principle of development

In terms of the principle of this development this report needs to be read in conjunction with report no. 07/03318/OUT, 08/00009/FUL and 08/00024/FUL. Whilst each of the applications has to be

considered individually the four schemes are interlinked. This site is proposed to replace sporting facilities currently accommodated at the Gerard Buxton Sports field, some of the facilities at the existing Ballards Ash sports field and to increase overall recreation provision. Redevelopment of the existing sports fields (as proposed by 07/03318/OUT and 08/00024/FUL) can only be permitted if alternative provision of facilities (as proposed by 08/00009/FUL and this application) are considered acceptable. Any decision taken on this application will have an impact on how the other three (linked) applications are dealt with.

The site is located just outside the framework boundary for Wootton Bassett. However, it does sit in close proximity of the boundary being some 25m away. The site is within the Great Western Community Forest and Braydon Forest Areas, but it is not within the Rural Buffer Area. The relevant policies in relation to this proposed development are C3, CF2, NE7, NE12, NE13 and NE15, NE18, T1, T2 and T4 of the Local Plan 2011. In addition to the Local Plan the RSS must be taken into account as well as general government policy and guidance. The Local Plan, which was adopted in 2006, provides the main policy framework in relation to the proposal being considered. The plan through its adoption reflects central government policy and guidance. The RSS whilst being a material consideration does not override the policies within the Local Plan.

There are numerous matters of detail in respect of this scheme i.e. the impact that the scheme will have on the natural environment the amenity of the area, its visual impact and the impact that it will have on traffic generation within the immediate locality as well as further afield in respect of junction 16 of the motorway.

The acceptability of this proposal as a principle has, in line with policy, hinged on the accessibility of the new sporting facilities, and whether they are seen to represent a sustainable form of development in terms of their accessibility. (When compared to the existing provision)

Policy CF2 is a permissive policy, which states proposals for leisure facilities “within or adjoining the framework boundary.... will be permitted”.

In relation to redevelopment replacement or improvement of existing leisure facilities 4 criteria are stipulated. These criteria refer to the retention of the existing level of facilities; the facilities must be beneficial to the community and must be beneficial to the existing use. Of particular relevance to this policy is the reference to ‘loss of existing facilities’ and this is only justifiable where there would not be a resultant deficit in terms of quality, quantity and accessibility in accordance with the methodology in the councils Open Space Study.

This argument must be considered in respect of this application and 08/00024FUL as the two are interlinked in terms of policy justification.

Accessibility of the development

The pre application discussions in relation to this scheme concentrated on the accessibility of this development particularly to the people of Wootton Bassett. It is recognised that the development is some 25m from the Towns framework boundary. Negotiations in respect of the scheme have looked at means of ensuring that the facilities are as accessible as possible to as many people as possible. Physically the scheme provides parking spaces for disabled drivers adjacent to both the main buildings. Cycle racks have been provided adjacent to the entrances. The car park layout includes drop off points access and parking for coaches. Access to the site has included the provision of a new bus stop outside the facilities and a pedestrian crossing is to be provided to the South of the site. The highway verge detailing is to include a footpath/cycle way, which runs along the front of the site. Various options for the location of this path were explored but the position as shown is the one considered on balance to be the most acceptable. It is envisaged that the works to the highway will be coupled with a reduction of the speed limit from 60mph to 40mph. This reduction in speed limit would be seen to improve highway safety for both pedestrian’s cyclists and motorists. The visibility splays and access arrangements have been designed to suit the existing situation and it is considered that the existing layout is acceptable subject to some further safety detailing in respect of the level and surfacing of the cycle/footway. Such matters may be the

subjects of a condition. The highway works will be covered within the 106 agreement. The proposed pedestrian and cycle links are an extension of the existing footpath network within the adjacent residential area. In response to particular concerns raised by members at the previous committee meeting the agents have produced a plan to indicate the existing links within the locality, links proposed and how the access routes to the new sporting facilities will link into these networks.

The bus stop will enable people to access the site via the bus service. Whilst the site is on the periphery of the town it is considered that the site has good pedestrian links and is accessible to those who will use forms of transport other than the car.

Traffic generation and access

The Highway Agency issued a direction of non-approval for a period of 3 months to ensure the applicant gave due consideration to the impact of the development upon junction 16. Concerns have been raised by interested parties into the fact that application no. 07/03318OUT which was submitted prior to this application received comments from the Highway Agency that stated that no further development which may impact on junction 16 would be allowed.

However, since that letter was issued detailed and lengthy discussions have taken place which indicates that the Highway Agency have reassessed their position. The Highways Agency no longer raise an objection.

The provision of parking facilities within the scheme and the access into the site has all been discussed at length with the Highway Engineer. In principle these elements are acceptable. The provision of parking spaces is 200 car spaces, 12 disabled spaces (provided near the entrances of the two sports clubs), 72 cycle spaces and 4 no. coach parking spaces and this level of parking is acceptable to the traffic engineer.

The works to the main road have been agreed with the WCC Highways and the scheme as submitted is acceptable the detailing of the scheme will be covered by condition and the works the subject of the 106 agreement.

Policy T1 seeks to minimise the need for travel. In respect of the location of this site it would be virtually impossible to find a site of this scale within the framework boundary of Wootton Bassett. Every effort has been made to ensure that the site is accessible by foot, cycle and public transport. The site sits very close to the Wootton Bassett framework boundary and therefore it is recognised that this is a well-positioned location for such a facility. The application has been supported by a travel plan and transport assessment and the details of these have been considered by both the Highway Agency and the WCC Highways thereby following the guidance included within policy TR2.

The Highway Engineers comments reported in the previous committee report were as follows-

“The alteration to the setting down area within the site as shown on the amended plan is an improvement from the original layout.

The access arrangements to the site are adequate for the level of use likely to occur.

There will not be anything like the traffic levels required justifying a roundabout. The type of crossing proposed on the main road is not specified at present and this, and its location, can be left as a matter for future determination with only a requirement to provide within the legal agreement.

There are still no precise details of pedestrian links between this site and the rugby club site on the opposite side of the road. Neither are there details of possible bus stop locations adjacent to the site. However all this work can be undertaken within the highway boundaries and thus could be incorporated as a requirement within the legal agreement.

The incorporation of the footpath/cycleway within the site was investigated however in terms of safety from surveillance from motorists, the issue of preserving the wildlife corridor and the impact on the visual amenity of the road frontage it was considered on balance for the footpath to be located adjacent to the road.

As most of the highway matters will be covered by the legal agreement the only highway condition required in respect of parking being retained”.

The package of works which include the provision of a bus stop cyclepath/footway and pedestrian crossing coupled with the proposed works to the highway and proposed reduction in speed limit are all seen to comply with policy TR4.

At the meeting of 2nd April 2008 Members raised specific queries relating to highways issues. The local Highways Authority have commented as follows:-

Speed Limit: Any change is subject to statutory procedures and advertising. Whilst best endeavours can be used to secure the change from 60mph to 40mph limit it cannot be 100% guaranteed.

Interactive Speed Signs: The site does not meet the adopted criteria for the introduction of these signs. They are primarily used to address existing accident problems.

Accessibility: New links will be provided into the existing footpath and cycle networks in Wootton Bassett. Studies are still ongoing into the best way of achieving this, although the application does suggest one solution. The volume of traffic on B4042 does not justify a footbridge which, in any case would be very expensive and require third party land in order to comply with disabled access requirements. The crossing will be light controlled and will allow legal use by cycles.

Roundabout: The traffic flows to and from the site do not meet the design criteria for a roundabout which would also involve a greater land take within the site.

Design and Scale of Development

The general design of the proposed development is relatively low in height being single storey. There is one two storey element being a maximum of 7m high which forms a focal point and identifies, visually the entrance to the sports hub. The built form of the main building has been kept relatively simple and its low height will reduce the visual impact that the complex will have on the views into the area and across the locality. The cricket pavilion, which is set slightly away from the main complex of buildings, has a maximum ridge height of 5.25m with a small clock tower feature, which proposes to give the building a traditional ‘pavilion’ appearance.

A landscaping scheme forms part of this proposal and it is considered appropriate for this scheme to include native planting to enhance the existing hedging on the site as well as providing a level of screening and softening to the overall appearance of the site particularly as seen from the main road.

Adjacent to the B4042 will be landscaping beyond which will be car parking. In the middle of the site will be the structure to provide all weather tennis courts. Beyond this built element will be the main club facilities.

The layout of the site has been the subject of negotiation with officers. The general mass and bulk of the buildings on the site are considered acceptable. The agent in respect of the design detailing of the built form has carried out further work and amended plans have been submitted.

There have been several factors, which have influenced the design of buildings and the layout of the site. There is an existing hedgerow on the site, during initial discussions it was flagged up that this must be kept. There is also an ecological strip along the south side of the site this impacted on the amount of works that were proposed along the road frontage. As a general principle it was seen to be preferable to keep as many structures as possible and lighting etc as close to the South

Eastern side of the site (i.e. as near to the Town boundary) as possible. This was with a view to minimising the encroachment of built forms into the countryside. In addition to these physical constraints there were very specific requirements imposed by Sport England in respect of the layout of and relationship between the facilities within the site. The orientation and positioning of pitches is crucial as well as the relationship between uses and the safe access and manoeuvrability within the site. These matters have all impacted and guided the design and layout of the scheme now being considered.

Impact on amenity

Concerns have been raised in relation to the impact that the lights will have on the amenity of the locality. The application has been accompanied by a light assessment. This assessment has been considered by Environmental Health Officers who has raised no objection to the scheme providing the works are carried out in accordance with guidance supplied by the Institute of Lighting Engineers.

It is proposed that there will be three sets of floodlights:

- Tennis Courts – fifteen masts to light the court area. for the children's court 8.0m high masts (Lux levels will be 250) and for the senior courts on 10.0m masts (400 lux).
- Artificial grass pitch – six 15.0m masts with 200 lux level
- Grass senior pitch – six 15.0m masts with 120 lux level

All mast heights and lux levels have been selected in accordance with governing body recommendations and with reference to *The Institution of Lighting Engineers Guidance Notes for The Reduction of Obtrusive Light 2005*. Submitted drawings demonstrate the area the light will cover, the direction of the lamps, decreasing illuminance and light spillage. These show the spread of light from each of the masts shining directly onto the playing area and not the surrounding area. The type of lamp proposed is designed to reduce light pollution, glare and spillage. The proposed lights ensure that there is no direct upward light, restricting sky glow.

It has been considered appropriate for the lights to be limited in their use in order that adjacent residents do not suffer unduly from light pollution and to address Highways Agency concerns. The suggested hours to be conditioned are no operation between 2200hrs and 0700hrs. An additional plan has been submitted by the applicants to show how the levels of light generated by these floodlights diminishes quite rapidly within a limited distance from the source.

This level of control has been considered acceptable to CPRE and the Highway Agency. The use of the site will inevitably attract a high level of visitors to the site and this will be a dramatic change. The use of the function facilities is likely to generate evening activity. This has the possibility to result in noise and traffic generation into the evening. It is considered appropriate therefore for the hours of operation to be limited. There are a couple of neighbours on the southwestern side of the development but the main residential neighbours to the South East of the site. These neighbours are closest to the football pitches located on the southern side of the site. These properties are some distance from the central indoor/stand facilities, which include the elements that are most likely to generate noise and disturbance later into the evening.

The impact on the residential amenity of these residents is considered to not be of such a level so that refusal of this application is warranted. The southwestern boundary is to be planted and this is included within the landscaping scheme, which will in part screen the development from the adjacent residential properties. It is considered appropriate for a condition requiring details of any external storage to be submitted and its use will be subject to an hour's condition. The impact on visual amenity is covered elsewhere in this report.

Impact on Countryside

The site does have County Wildlife Sites on its southern boundary. Prior to the submission of this application the applicants investigated the translocation of the vegetation along this frontage in order that the access and necessary sight lines could be provided. Whilst such works would not normally be encouraged by the WWT it has been agreed that in accordance with the ecological surveys submitted these works are acceptable subject to the conditions suggested by the Wiltshire Wildlife Trust.

The site is within the Great Western Community Forest and Braydon Forest and therefore policies NE13 and 12 are relevant.

The scheme will result in a change to the appearance of this area, which at present is just farmland. However, in accordance with the councils policies it is recognised that every attempt has been made to respect the features of value on the site and to incorporate an appropriate landscaping scheme within the layout to ensure the visual amenity of the area is not diminished. In accordance with policies NE13 development is not precluded but must be seen to protect the area. This scheme has retained the existing hedgeline which runs through the site NE to SW. The submitted ecological study has investigated and proposed the translocation of vegetation to retain the protected wildlife interests along the southern side of the site. This approach complies with policy NE14 and the landscaping scheme is seen to contribute positively towards the character of the countryside and thereby complies with NE15. The location of this area of land must be seen in relation to its unique and unusual location as it sits between the B4042 and the M4 motorway.

Reference has been made by objectors to policies NE2 and NE3. These policies do not prohibit development, but restrict development which results in the coalescence of built up areas. This site is not identified in the local plan as being a 'buffer zone'. However, it is seen as having the role that it provides a transition zone between Wootton Bassett and the motorway and countryside beyond. A use of this nature provides in visual terms a transitional area, which is semi-open in nature but has some low rise and low density development on it.

In terms of its impact on the character and appearance of the area this scheme is seen to be acceptable and not to conflict with the relevant policies.

Drainage Implication

The Council's Drainage Engineers has assessed the Flood Risk Assessment submitted and in relation to particular concerns expressed has commented that the modal calculations submitted have included an allowance for dealing with the one in a hundred years storm event plus a 30% surcharge to cater for global warming. There is a weir structure with pipes penetrating it at different levels but the total discharge passing the structure will not exceed the piped culvert under the highway.

Legal Agreement (Section 106)

This application needs to be the subject of a section 106 agreement in respect of its interdependency on application, 08/00024/FUL and its link with applications 07/03318/OUT and 08/00009/FUL. Football pitches, which are at present on the southern side of the road, will be reallocated on the northern side of the B4042 and form part of this development.

Archaeology

Comments received from the County Archaeologist in respect of this site request a survey to be carried out prior to the commencement of development. The applicants have carried out a geophysical survey. The preliminary results from this investigative indicate the possibility of some archaeological remains and therefore a condition to ensure the site is surveyed and a watching brief is carried out is considered necessary.

Need for the facilities

Some residents have questioned the need for these facilities however the comments of both the Councils Sports Officer and Sport England have supported this application.

The current situation is as follows:

- 1) All clubs are limited in their capacity to develop the number of participants involved in their sport due to the lack of space that they have at their disposal currently and the lack of available space to develop into on their respective sites.
- 2) Wootton Bassett RFC have particular problems with drainage at their ground which makes it unsuitable for juniors on many occasions with the ground becoming extremely boggy in places for large periods of time.
- 3) All clubs have issues with changing facilities which limits their development in terms of junior memberships and in particular the provision of sport for women and girls. Current National Governing Body guidelines suggest that separate changing facilities is provided for children and adults if participating at the same time and also then for women and girls.
- 4) All clubs wish to develop links with local primary and secondary schools which will improve the pathways available for young people in education to move into out of school hours sports club settings to participate in sport and physical activity.
- 5) Tennis and Football clubs have particular concern over space due to the number of teams and members they provide for. Cricket club is developing and entering more teams into local and national competition and struggles to cater for the number of fixtures they are generating due to the pitch requirements that this entails.

Proposed Development

- 1) This development will be regionally significant in terms of sport and will increase awareness and knowledge of Wootton Bassett and raise the profile of both the town and the sports clubs in the local community.
- 2) The sale of land at Stoneover Lane and Rylands Way will provide all clubs the ability to move into purpose built, high quality sports facilities, which will attract new members and enable greater skill development from all involved at the clubs due to improved surfaces and facilities.
- 3) All clubs will be able to work with local schools to foster mutually beneficial relationships which will result in a greater knowledge of available opportunities for young people in the local area, improved provision of sport within those schools and an increased number of young people joining and participating in local sport. This will be achieved through formally signed Club School link documents, which recognise an agreed set of actions for both the school and the club that will benefit both parties.
- 4) All clubs will be able to appropriately cater for the level and amount of competitive opportunities they provide for all age groups and wish to provide in the future. It will also provide the space to cater for the large number of children and young people involved in coaching programmes, which are both socially and personally beneficial to those young people.
- 5) The proposed development will encourage greater partnership working between the clubs to provide holiday activities for local young people, increased provision of and access to volunteer and coach education courses and space for alternative activities to take place in the clubhouse / function rooms.
- 6) It is unlikely that the development will impact negatively on the Lime Kiln leisure centre as the two facilities provide very different sports opportunities and the proposed development will not be duplicating those provided by the leisure centre. Indeed increased memberships of the sports clubs could well produce an increased demand for indoor space at the centre from any of the four individual sports clubs.

Precedent for further development

Some objectors have suggested that permitting the application will set a precedent for additional development on the site.

There will be some areas of land around the periphery of the site which may at a later date be the subject of pre-application discussions in relation to further development. The acceptability of development on these areas will be dependent on the policy framework at the time. This scheme would have some impact but any proposals would need to be considered on their merits.

Conclusion

In conclusion this scheme is seen to be acceptable in terms of the use of the site, the design and scale of the new buildings. The facilities will be of benefit to the Town of Wootton Bassett and it is considered that the scheme has been well thought through balancing many different concerns and issues. The scheme is seen to comply with Local Plan Policies C3, CF2, NE7, NE12, 13 and 15, NE18, T1, T2 and T3.

Recommendation and Proposed Conditions/Informatives

Delegate to Development Control Manager to grant permission subject to:-

(1) Completion of agreements with agents to ensure:-

(a) Highway engineering works to include provision of pedestrian crossing and a bus stop.

(b) The development is linked to planning application 08/00024FUL to ensure the development takes place prior to the occupation of residential units approved on the Rylands Way site.

(2) 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 Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out strictly in accordance with the approved plans subject to such minor amendments to the development as may be approved in writing under this condition by the local planning authority.

Reason: To ensure that the development is implemented in accordance with this decision in the interests of public amenity, but also to allow for the approval of minor variations which do not materially affect the permission.

3. The use hereby permitted shall not be open to customers before 07:00 hours nor after 01:00 on any day.

Reason: In the interests of the amenity of the area.

4. Prior to the commencement of the development hereby permitted, details of the following matters (in respect of which approval is expressly reserved) shall be submitted to, and approved in writing by, the local planning authority:

- (1) walls, fences, gates and other means of enclosure;
- (2) ground surfacing materials;
- (3) finished floor levels of all buildings;
- (4) finished levels across the site;

- (5) the means of surface water disposal;
- (6) the means of foul sewage disposal.
- (7) cycle stands
- (8) bin stores
- (9) Structure details for means of covering and enclosing Tennis Courts.

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

Items 1 to 9 shall be completed prior to the use or occupation of the development hereby given permission.

Reason: In the interests of amenity and satisfactory layout.

5. The development hereby permitted shall not be commenced until details of the landscaping of the site, including wherever appropriate the retention of existing trees, have been submitted to, and approved in writing by, the local planning authority.

The approved landscaping scheme shall be implemented within one year of either the first occupation or use of the development, whether in whole or in part, or its substantial completion, whichever is the sooner, and shall be maintained thereafter for a period of not less than five years. The maintenance shall include the replacement of any tree or shrub which is removed, destroyed or dies by a tree or shrub of the same size and species as that which it replaces, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity.

6. Prior to the commencement of the development hereby permitted and before any equipment, machinery or materials are brought onto the site for the purposes of the development, details of fencing to be erected for the protection of retained trees/hedges/shrubs shall be submitted to and approved in writing by the local planning authority.

Fencing for the protection of retained trees/hedges/shrubs shall be erected in accordance with the approved details before any equipment, machinery or materials are brought onto the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason: In the interests of protecting the existing trees/hedges/shrubs on the site.

7. Prior to the commencement of the development hereby permitted, details of materials to be used externally shall be submitted to, and approved in writing by, the local planning authority. The development shall be built in the materials approved.

Reason: In the interests of visual amenity.

8. Prior to the use or occupation of the development hereby permitted, details of the layout and construction of areas for the parking of vehicles and means of access thereto shall be submitted to, and approved in writing by, the local planning authority. Such areas shall thereafter be kept available for the parking of vehicles and access thereto at all times.

Reason: In the interests of highway safety and convenient access.

9. Prior to the use or occupation of the development hereby permitted, an area for the turning of vehicles shall be provided in accordance with details to be submitted to, and approved in writing by, the local planning authority. The turning area so approved shall thereafter be kept clear for the manoeuvring of vehicles at all times.

Reason: In the interests of road safety and convenient access.

10. The residential accommodation included within the application proposal shall be used only for the purposes ancillary to the use of the site as a sporting and recreation facility and shall be occupied only by persons employed in connection with the operation of the site as a sporting and recreational facility.

Reason: Residential development would not normally be permitted in such a location and is only justified in this case because of the nature of the sporting and recreational facility provided.

11. All the recommendations included within the ecological surveys submitted as part of this application – namely those prepared by ADAS dated September 2007 and Keystone Environmental dated August 2007 shall be implemented in full unless agreed in writing by the local planning authority. In addition should any reptiles be found during vegetation clearance an ecological clerk of works should be employed on the site to ensure protection of the reptiles in accordance with a scheme to be agreed with the local planning authority.

Reason: In the interests of protecting the ecology of the area.

12. Should any works be necessary within 8m of the banks of the Thunder Brook a survey should be undertaken to ascertain the presence or otherwise of water voles. Following the survey suitable mitigation measures shall be agreed with the local planning authority and implemented.

Reason: In the interests of protecting the ecology of the area.

13. Prior to the commencement of works an Environmental Management Plan (EMP) addressing all the issues raised in the Wiltshire Wildlife Trust letter of 12th February 2008, and Construction Environmental Management Plan (CEMP) shall be prepared for the site and the proposals and recommendations of those plans shall be implemented in full.

Reason: In the interests of protecting the ecology of the area.

14. The lights hereby approved shall be carried out in accordance with guidance contained within the Institute of Lighting Engineers report or in accordance with details agreed with the Local Planning Authority.

Reason: In the interests of amenity.

15. The flood lights hereby approved shall only be used between the hours of 0700 and 2200 and at no other times.

Reason: In the interest of residential amenity and highway safety.

16. Prior to the commencement of the development hereby approved a management plan for the facilities shall be submitted to and approved by the local planning authority. The management strategy to include details of the availability of the facilities to various groups. Thereafter the facilities shall be managed in accordance with the agreed strategy.

Reason: To ensure the continuing availability of the facilities to the wider community.

17. The area allocated for parking on the submitted plan shall be kept clear of obstruction and shall not be used other than for the parking of vehicles in connection with the development hereby permitted.

Reason: In the interests of amenity and road safety.

18. No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water run-off limitation has been submitted to and

approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved programme details.

Reason: To prevent the increased risk of flooding.

19. Prior to the commencement of the development hereby approved a survey of the upstanding ridge and furrow in the development area as identified by the geophysical survey shall be submitted to and approved by the local planning authority.

Thereafter there shall be a watching brief carried on all areas where archaeological features have been identified and strip map and sample excavation of areas with an intensity of features.

All works shall be carried out by a professional archaeological contractor who shall prepare WSI or method statements for the approval of the local planning authority prior to the commencement of work.

Reason: In the interests of archaeological elements in the area.

Informatives

1. This decision relates to documents/plans submitted with the application, listed below. No variation from the approved documents should be made without the prior approval of this Council. Amendments may require the submission of a further application. Failure to comply with this advice may lead to enforcement action which may require alterations and/or demolition of any unauthorised buildings or structures and may also lead to prosecution.

Planning Statement

Statement of community involvement

Landscape and visual report

Hedgerow Report

Ecological Surveys- ecological survey (extended phase 1 habitat and protected species report)

Botanical survey and assessment- protected verges.

Design and Access statement

Archaeological report

Transport assessment

Travel plan

Flood risk assessment

Ground investigation report.

Light assessment

Topographical survey

All received by the local planning authority 4/01/08

Latest plans received P317/5D and 30543-01 P05E

Additional plans to be added to informative:

30543-01 PO1 V	- Proposed Site Layout (sent 01/04)
P317/5 D	- Swept Path Analysis for Coaches (sent 18/03)
P317/25	- Proposed Access Arrangements (sent 18/03)
30543-01 PO5 E	- Main Clubhouse Elevations (sent 17/03)
30543-01 P08 F	- Cricket Pavilion Elevations (sent 27/03)
30543-01 SK 13	- Sketch of approach to main clubhouse

2. The applicant's attention is drawn to the contents of the attached letter from the Environment Agency dated the 11.3.08.

Reason for Decision

This scheme is seen to be acceptable in terms of the use of the site, the design and scale of the new buildings. The facilities to be provided will be of substantial benefit to the Town of Wootton Bassett and it is considered that the scheme has been well thought through balancing many different concerns and issues. The scheme is seen to comply with Local Plan Policies C3 CF2 NE7 NE12, 13 and15 NE18, T1, T2 and T3.

Appendices:	NONE
Background Documents Used in the Preparation of this Report:	1.20, 2.02, 2.24, 2.25, 2.34, 2.35, 2.37, 4.02, 4.04, 4.06, 4.07, 4.08, 6.02, 6.03