

WILTSHIRE COUNCIL

STRATEGIC PLANNING COMMITTEE

Date of Meeting	16 th April 2014		
Application Number	N12.00560.OUT		
Site Address	Land at North Chippenham, Hill Corner Road, East of A350, Chippenham		
Proposal	A Mixed Use Scheme Comprising up to 750 Dwellings (C3) up to 12,710 sqm Employment Development (B1,B2,B8), a Local Centre(A1, D1, D2), a Primary School, a New Link Road & Other Highway Access, Public Open Space, Landscaping & Other Associated Infrastructure Works		
Applicant	North Chippenham Consortium		
Town/Parish Council	Chippenham / Langley Burrell		
Electoral Division	Chippenham Hardenhuish / Kington	Unitary Member	Councillors Watts, Phillips and Greenman
Grid Ref	391838 175095		
Type of application	Outline		
Case Officer	S T Smith	01249 706 633	Simon.smith@wiltshire.gov.uk

Reason for the application being considered by Committee

Under the Scheme of Delegation Specific to Planning, this application falls to be considered by the Strategic Planning Committee by reason of it being a large-scale major application which, by its nature would raise issues of more than local importance.

1. Purpose of report

- 1.1 To consider the above application and to recommend that, subject to relevant parties entering into a legal agreement under s106 of The Act and subject to the imposition of conditions, planning permission be APPROVED.

2. Report summary

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

1. Principle of development

- Adopted North Wiltshire Local Plan 2011
 - Emerging Wiltshire Core Strategy
 - Housing requirement and 5 year land supply for housing
 - Housing delivery in Chippenham
 - The strategy for Chippenham and the presumption in favour of sustainable development
2. Design, layout and landscaping
 - Principles
 - Detailed consideration
 - Reserved Matters
 3. Birds Marsh Wood, Village Green designation and ecology
 4. Access and highway issues
 5. Flood Risk and drainage
 - The site
 - Proposed drainage scheme
 - Environment Agency
 - Wessex Water
 6. Impact upon neighbour amenity

The application has generated 105 letters of objection, with 3 letters of support. Both the Chippenham Town Council and the Langley Burrell Parish Council object to the application.

3. Site Description

- 3.1 The application relates to a 48.2Ha site located to the North of Chippenham, between the A350 Malmesbury Road to the West and the B4069 Maud Heath Causeway to the East. Predominantly comprising undeveloped green fields, it is acknowledged that part of the site has been used by local residents for dog walking and similar informal activities. The County Wildlife site, (known as “Birds Marsh Wood”) is located immediately to the north of the application site and is controlled by the applicant (known as the “North Chippenham Consortium”).

- 3.2 Ground levels and topography across the site varies, although there is a general fall from the centre and from North to South, where the land meets the northern edge of the town at Hill Corner Road.
- 3.3 Hill Corner Road to the South of the application site predominantly consists of residential properties, of varying types and vintage. Malmesbury Road to the West of the application site is one of the main Northern approaches to Chippenham and consists of a mix of land uses including residential, office and other non-residential institution uses. To the East of the application site, on the opposite side of Maud Heath Causeway is the large Langley Park employment site.
- 3.4 Chippenham is the main market town within the former North Wiltshire District, with high levels of commercial activity, employment and service provision, as well as good transport links via road and rail. It is identified as a Principal Settlement in the emerging Wiltshire Core Strategy. Chippenham functions in association with the smaller settlements that are located nearby, and is an important urban area that has a sphere of influence that extends beyond the defined boundaries of the town.
- 3.5 The application site straddles the administrative boundaries of the Chippenham Town and Langley Burrell Parish Council's.

4. Relevant planning history

- 87/00241/OL – Residential development – withdrawn.
- 99/02582/OUT – Proposed new business park (B1 and B2 uses) – withdrawn.
- 08/02652/SCO – Request for an opinion as to the scope of the Environmental Impact Assessment that would be required in respect of a proposal for mixed use development of 46Ha site.

5. Proposal

- 5.1 Submitted as an outline application, with the exception of access, all matters are reserved for later consideration. The application seeks permission for a mixed use development comprising of up to 750 Dwellings (C3), up to 12,710 sqm of employment floorspace (B1,B2,B8), a local centre (A1, D1, D2) and Primary School (1 Form Entry) together with

associated landscaping, public open space, vehicular and pedestrian access and other infrastructure works.

- 5.2 An illustrative masterplan and a series of “Parameters Plans” have been submitted so as to demonstrate how the 48.2Ha site could be developed. They sets out the quantum of development and its spatial distribution across the site, including building heights etc., which can be translated into to land use parcels of: 17.27Ha for residential; 2.69Ha for employment; 1.32Ha primary school site and 0.12Ha to accommodate a local centre, potentially comprising a retail unit, doctor/dental surgery and/or community facility.
- 5.3 The submitted application now takes account of the village green designation, the positioning of development being moved away from those areas as well as incorporating measures to manage Birds Marsh Wood itself.
- 5.4 Several points of pedestrian access to the site are proposed from Hill Corner Road, with a new link road (with distributor road capacity and function) to be constructed between the A350 Malmesbury Road and the B4069 Maud Heath’s Causeway, performing as the main points of vehicular access. A single vehicular access point is proposed for the Eastern end of Hill Corner Road (serving only a small proportion of the new development), with two possible emergency access points further West towards the Hill Corner Road junction with Malmesbury Road.
- 5.5 Due to its scale and significance, the development is EIA (Environmental Impact Assessment) development and has been submitted with the requisite documentation.

6. Planning Policy

National Planning Policy Framework (NPPF)

- 6.1 The NPPF was introduced in March 2012 as a principal material consideration in the determination of planning applications. It identifies the presumption in favour of sustainable development at para 14 as a ‘golden thread’ running through plan making and decision taking. Conceptually, the NPPF confirms the following :
- The need to plan positively,
 - the need for a 5yr supply of housing,
 - the status to be afforded to the development plan,
 - development management issues

North Wiltshire Local Plan 2011 (NWLP)

6.2 The NWLP was adopted in June 2006 and constitutes the statutory development plan. The following policies within it have been “saved” beyond 2009 by the Secretary of State until a subsequent adopted policy document supersedes them :

- C1 - Sustainability
- C2 – Community Infrastructure
- C3 – Development Control Policy
- NE4 – Areas of Outstanding Natural Beauty
- NE9 – Protection of Species
- NE1 1 – Conserving Biodiversity
- NE14 – Trees and the Control of New Development
- NE15 – The Landscape Character of the Countryside
- HE6 – Locally Important Archaeological Sites
- T1 – Minimising the Need to Travel
- T2 – Transport Assessments and Travel Plans
- T3 - Parking
- T4 - Cycling, Walking and Public Transport
- H1 – Required Level of Residential Development
- H4 – Residential Development in the Open Countryside
- H5 – Affordable Housing in Rural Areas
- CF3 – Provision of Open Space

6.3 The direction of the above NWLP policies is considered entirely consistent with the National Planning Policy Framework as they define what is considered sustainable development locally. The NPPF introduces the principle that development should have regard to the presumption in favour of sustainable development. In such circumstances, para. 215 of the NPPF states that due weight should be given to these relevant policies.

Draft Wiltshire Core Strategy

6.5 Upon adoption, the emerging Wiltshire Core Strategy (eWCS) will replace many policies and proposals in the NWLP. It has reached an advanced stage of preparation, with the hearing sessions completed in summer 2013. In a recent procedural letter received from the Core Strategy Inspector (4th February 2014), it has been indicated that the plan could be adopted Summer 2014.

- 6.6 The eWCS introduces a housing requirement for the period to 2026 presented by Housing Market Areas. The Local Planning Authority regard this as the most recent expression of housing need in the County, with Topic Paper 15 (as amended) providing the background to the housing requirement set out within the draft WCS. It must be recognised that the WCS is still under consideration by the Planning Inspectorate. In this way, para 216 of the NPPF states that weight can be afforded to emerging policies according to how advanced in the process the plan is, the consistency of the plan with the NPPF and the extent of unresolved objections.
- 6.7 Incorporating amendments flowing from the Core Strategy Inspector's procedural letters, Core Policy 1 and Core Policy 2 set the foundations for how 'sustainable development' is defined and applied in Wiltshire. The strategy recognises the importance of delivering new jobs and infrastructure alongside future housing. The delivery strategy seeks to deliver future development in Wiltshire between 2006 and 2026 in the most sustainable manner by making provision for at least 178 ha of new employment land and at least 42,000 homes.
- 6.8 Within the eWCS, Chippenham is identified as a Principal Settlement which acts as a strategically important employment and service centre for a number of villages in the Community Area and beyond. Chippenham is to be a focus for development (Core Policy 1).
- 6.9 Following the Council's response to the Core Strategy's Procedural letters, the allocations for Chippenham in Core Policy 2 have been removed and the scale of housing for the town is expressed as a minimum, which is an exception to the approach of indicative housing requirements and identification of sites for the other Principal Settlements. A pattern of development that can best realise the town's economic potential is to be identified through a separate Development Plan Document (DPD) for Chippenham Town (Chippenham Site Allocation DPD), which will support the area strategy. The DPD will focus on identifying land for mixed use development adjoining the built up area. The growth of Chippenham needs to be underpinned by investment in new infrastructure and a more detailed framework will be prepared through the DPD that co-ordinates growth and key infrastructure necessary to deliver the town a more resilient long term future. The Policy continues to envisage that masterplans should be developed for each strategic sites being brought forward in partnership with the local community, the planning authority and the developer. Such a masterplan would be approved as part of the planning application process.

- 6.10 Core Policy 10 identifies the level of housing growth appropriate for Chippenham. All strategic allocations are proposed to be removed from CP10, as originally configured, and the housing requirement increased to at least 4510 homes (previously 4000) in the town, with the employment land requirement maintained at 26.5Ha. CP10 goes on to identify “at least 2625 dwellings” (once existing completions and commitments, including the Hunters Moon site, have been taken into account) through the Chippenham Site Allocation DPD.
- 6.11 Criteria have been added to CP10 to guide development, in addition to the other provisions contained within the Core Strategy. They have been included to give direction to the preparation of the Chippenham Site Allocation DPD and to provide context for the consideration of any speculative development that may come forward before the DPD is available. The criteria relate to:
- Economic led growth
 - Town centre resilience and accessibility
 - Mixed use development and mix of housing
 - Major infrastructure and traffic impact
 - Environmental constraints

7. Consultations

7.1 Chippenham Town Council – Objection

“The Town Council feel that this application is premature in the absence of the approval of the Wiltshire Core Strategy. Detailed consultation and interaction with the Town Council and residents needs be carried out prior to submission of any application. The application should be considered in conjunction with other large scale developments set out in the Core Strategy.”

7.2 Langley Burrell Parish Council – Objection

“This Council considered the above Application and Plans at a meeting on 23rd April 2012. At that meeting there were in attendance, in addition to Council members, 39 members of the public, comprising 18 from this Parish and 21 from the neighbouring parish of Chippenham Town. Numerous views were expressed at this meeting, and in subsequent deliberations by councillors the following objections and concerns were raised:

The proximity of the proposed "Link Road" to Birds Marsh Wood is a key concern. The nominal 50 metre "buffer zone" between the road and the wood is considered inadequate, particularly with the road being on the prevailing windward side of the wood. Noise and light pollution and traffic fumes will inevitably result in the sterilisation of this peaceful wildlife haven, destroying the only surviving natural woodland environment within close proximity to Chippenham. Vincent's Wood to the west of Chippenham is cited as an example of what happens when a road is built in close proximity -that woodland, formerly a prolific wildlife habitat, is now totally sterile since the construction of West Cepen Way (and for the most part, the buffer zone to the road is in that instance considerably more than 50 metres).

Any woodland site close to, and with easy access from, housing developments will, no matter how well managed, become a site for vandalism and fly-tipping and general dumping. It is believed Birds Marsh has hitherto suffered less than most due to the wide agricultural buffer zone that currently exists.

The current sloping fields between Hill Corner Road and Birds Marsh are good quality agricultural land, and form an attractive natural buffer between the town and the woodland and open countryside beyond. The whole ambience of this part of the town is enhanced by this rural backdrop, and the loss of such an amenity will be a loss to the whole town, not just to the immediate neighbourhood.

Access to Birds Marsh Wood will be seriously affected by the presence of the "Link Road". How will pedestrian road crossings be safely achieved? The Developers Highway Consultant who was present at the meeting, was evasive regarding what speed limit, if any, would be imposed on the road. Whilst accepting this is ultimately a matter for Wiltshire Council, it is felt this is an important key consideration and should be determined at an early stage. Traffic speed will also obviously have a bearing on noise levels.

Management of traffic from the proposed new estates interfacing with Hill Corner Road is of concern -there are various hazard points already in Hill Corner Road, and current proposal would not appear to alleviate these, but rather exacerbate them. The stopping up of Hill Corner Road at some point prevent "rat-running" needs to be done in careful consultation with local residents. There is the danger that traffic local will be forced into the Hill Rise/Heathfield/Greenway Lane area and have a knock-on effect in those residential areas.

The development would further erode the designated rural buffer zone between Chippenham and the rural settlements of Langley Burrell and Kington Langley. Indeed

much of the development, and the associated link road will be visible from the Langley Burrell village and the increase light noise and traffic pollution will adversely affect the rural ambience of what is, after all, a designated Conservation Area.

There was suspicion and a degree of cynicism relating to the current proposal to include a primary school in the development. Such a provision was also included in the early stages of the Cepen Park North development, but this failed to materialise for various reasons, resulting in the designated land being used for even more residential development on the site.

The siting of the proposed school immediately adjacent to the link Road is totally inappropriate.

We would question whether there is a demand for additional employment capacity within the new development when there are already ready numerous empty office buildings and industrial units in Chippenham. If the designated space for employment is not taken up, there is a danger that the land will be diverted to other uses, or left waste.

Due to down-scaling of projected housing needs for the entire area over the last two years, the need for the additional capacity to be provided by this development is disputed. Furthermore, the whole case for this development is based on the Core Strategy, which is currently still only a draft.”

7.3 Spatial Planning Officer – Comments form basis of “Principle of Development” section below.

7.4 Highway Officer – Comments for the basis of “Access and Highway Issues” section below.

7.5 Environmental Health Officer – No objections subject to the imposition of standard planning conditions in respect of contaminated land and hours of construction, as well as contributions in respect of air quality management.

(Note: the requested contribution towards the planned Air Quality Management Plan is considered to be unreasonable at this time, when assessed against the necessary tests set out in the NPPF and recently issued PPG).

7.6 Council Leisure and Amenity Officer (public open space) – Require contributions. Whilst the quantum of POS appears to have been provided, remain concerned about its format.

The majority of the requirement is proposed as wildlife corridors. Whilst these areas could form part of the provision, currently there is a lack of useable Open Space within the residential areas of the development. (The large area of informal Open Space is separated from the development by what presumably will be a busy road.)

In relation to play provision, notes that a MUGA is proposed within the school grounds. If not open to the public, then it should not be counted within the play provision. The two LEAPs are welcomed, but the location of the more southerly should be reconsidered due to its proximity to one of the SUDS. There is currently an under provision of Play onsite, a further LEAP/NEAP would be required.

(Note: the masterplan has been revised to take account of these required changes).

7.7 Council Housing Enabling Officer - Require contributions

"In line with emerging draft Wiltshire Core Strategy; Core Policy 43 and Core Policy 45. Affordable housing provision of 40% will be provided on site of 5 or more dwellings at nil subsidy subject to housing need. The tenure mix should be 70% Affordable Rent and 30% new build homebuy, with a mix of houses and flats in line with the below housing need:

*Affordable Rent - 20% 1 bed flats; 30% 2 bed house; 40% 3 bed house; 10% 4 bed house.
New Build Homebuy - 50% 2 bed house; 50% 3 bed house.*

There are 1136 households seeking an affordable home in the Chippenham Community Area (excluding Bronze Band). The units are to be provided at nil subsidy, built to code for sustainable home level 3 as a minimum, meet Homes and Communities Agency Design Standards and Housing Quality Indicators. The units are to be pepper-potted throughout the site. Further meetings should be held with the New Housing Team to ensure the affordable housing meets the requirements of Wiltshire Council emerging Affordable Housing policy."

7.8 Council Ecologist – No objection. Comments form part of: "Birds Marsh Wood, Village Green designation and ecology" section below.

7.9 Council Landscape Officer and Urban Design Officer – No objection subject to conditions. Provide comments on the submitted revised masterplan and suggest ways in which a Reserved Matters submission could be configured, so as to improve upon the illustrative layout currently submitted. Comments for part of the *Design, layout and Landscaping* section, below.

7.10 Council Arboricultural Officer – No objection subject to conditions.

“I have taken a look at the Masterplan and from the information provided, I would have no objections in principle to the proposed development. The Masterplan seems to have taken account of the majority of trees and hedgerows and it would appear from the Tree Survey that only a small number of trees will be removed to accommodate the new distributor road.

We did agree that no TPO’s would be placed on the trees at this stage, as they could be protected by condition. It is my feeling that if these trees are covered by a condition in the interim, then anyone proposing to carry out any works to the trees in the future would have to consult the Council. If at that stage, I felt that a tree or trees were under threat, then I could serve a TPO.

If planning consent is given for this development and a Reserved Matters application was submitted, I would welcome the submission of: Arboricultural Impact Assessment; Tree Retention and Removal Plan; Plan provided to show all retained trees with RPA’s plotted on a proposed layout; Arboricultural Method Statement; Plan to show alignment of utilities (including drainage) in relation to trees.”

7.11 Council Archaeologist - No objection subject to conditions.

“I have now had a chance to look at the environmental statement and the reports from the archaeological evaluation. As described in the reports, the evaluation had uncovered the remains of at least two probable prehistoric or Roman settlements and a range of other features of archaeological significance.... I have noted that there is no detailed archaeological mitigation strategy included in the Environmental Statement. Therefore, if the development is consented, I would like to see a detailed and agreed strategy developed and implemented as part of the archaeological condition.”

7.12 Council Education Officer – Require contributions

“The first point to make is that the number of planned units appears unchanged at 750, and as previously, there is no indication of mix and in particular, no level of affordable housing specified. In view of this, the pupil products of the development quoted at this stage can only be indicative, as they are very much dependent upon the actual housing mix.

The figures we provided in previous e mails were based upon the assumption that 40% affordable housing would be provided and we may well end up with a lower figure and this will impact upon the education position. In the circumstances, I've made two indicative assessments to show what the outcome will be on 30% affordable and another based on the expected 40% – neither allow for any one bed properties which as you know, we exclude from our calculations, so that's a further complication. If an even lower level of affordable ends up being negotiated, then both these figures will be irrelevant and I'll need to recalculate again. The differences aren't/won't be large, but in terms of the required contributions, they do add up.

On 30% affordable:

There will be 225 affordable units x standard 30% discount = 67 units

So qualifying properties = 750 – 67 = 683 to assess

683 x 0.31 = 211.73 rounded to 212 primary places needed x current primary new build cost multiplier of £ 13528 per place = £2,867,936

And

683 x 0.22 = 150.76 rounded to 151 secondary places needed x current secondary expansion cost multiplier of £19155 per place = £2,892,405

On 40% affordable:

There will be 300 affordable units x standard 30% discount = 90 units

So qualifying properties = 750 – 90 = 660 to assess

660 x 0.31 = 204.60 rounded to 205 primary places needed x primary new build cost multiplier of £13528 per place = £2,773,240

And

660 x 0.22 = 145.20 rounded to 145 secondary places needed x secondary expansion cost multiplier of £19155 per place = £2,777,475

We have previously advised that a new primary school is required in either scenario (ref Nick's briefing note from last year, copy attached – the figures are slightly smaller in it because the developer had indicated then that there may be 15 one bed units and so this reduced the qualifying properties accordingly. The latest D &A Statement doesn't seem to mention them, so I've erred on the side of caution and not applied those exclusions to today's assessments). However, the developer has previously queried the position at St Paul's - nominally the catchment area /nearest school to the site. The school has a capacity of 292 places all in permanent accommodation and there are currently 62 spare places forecast at peak forecast numbers, so we ought to offset these against our primary places requirements , reducing them to 150 and 143 respectively = £2,029,200 and £1,934,504.

At secondary level, our position remains as previously advised last year. The only one of the Chippenham schools with any space is Abbeyfield and it has just 179 spare places at current peak forecast numbers. However, a large number of them (58) are already accounted for by other known developments applied for/approved in the area, which have priority of registration date over Birds Marsh, as it is our practice to allocate them on a “first come, first served” basis. This application as it currently stands, generates a need for either 151 or 145 secondary places, and so whilst most of the pupil product of this development can be accommodated without further expansion, there remains a shortfall of 30 or 24 places. We therefore require a developer contribution towards the funding of these places at the current capital cost multiplier for expansion, of £19155 each.

As this is an outline application the usual caveats again apply i.e. our assessment is specific to the site location, housing number and mix supplied, and any changes to any of these would necessitate a new assessment. Assessments use the pupil data, forecasts, capacities and details of other known housing in a designated area as at the time they are made, so were this application to be revised/replaced, this could affect the outcome of our assessment at the later time. School forecasts are updated on an annual basis and this is now due for 2014, so the assessments above reflect the 2013 forecasts which will be updated and so subject to change, upon completion of that annual updating process. Payment of education contributions is to be secured by way of an S106 to which standard terms will apply. The capital cost multipliers applicable to an S106 will be those in operation at the time of its completion, and the figures quoted here are being reviewed and re – calculated at the moment, and will be updated shortly as part of the introduction of a revised S106 Policy.”

7.13 Rights of Way Officer – No objection

The development would have an impact upon a number of rights of way in the vicinity. Require the development to bring forward a number of contributions to improve the following: (i) upgrading of stiles to gates on rights of way near the sites; (ii) improvements to drainage and laying of stone to LBur34, a key link to the site to the north; (iii) to improve cycle link / shared path along B4096 from site to start of Cocklebury Lane.

Further comments in respect of revised masterplan:

- *The site itself is currently very open in character. In order for us to meet our duty under the Equality Act, the ROW through the site must be equally accessible after the development (eg kissing gates must not be installed within the site)*

- *It is not that easy to follow from the plan what is proposed for the rights of way network, but it's clear that some diversions and extinguishments will be required. The developer needs to discuss these with us at the earliest opportunity. The rights of way are currently very rural in character, a rural "feeling" must be retained as far as possible within the site to keep the routes attractive. However, use would be high so hard surfacing would be appropriate. A good width must be retained. Exact details such as this must be agreed through discussions with the applicant*
- *As per previous e-mail we require a contribution for upgrading stiles to gates near the site, to improve access for the residents to the nearby countryside. The contribution would be £2500, enough to pay for and install 10 gates as required*

7.14 Environment Agency – No objections subject to conditions relating to surface water disposal and contamination.

7.15 Highway Agency – No objection

"The Agency has now reviewed the information provided by PFA Consulting in relation to the development proposals and traffic impact on the M4. The Agency has reviewed the planning application documents in accordance with the policy requirements set out in OfT Circular 02/2007 - "Planning and the Strategic Road Network" and National Planning Policy Framework (NPPF) (March 2012) and emerging Agency policy requirements. Following review of the latest information provided and further to detailed correspondence with the applicant's consultants over the preceding months, it is considered that the applicant has now provided the necessary evidence base to satisfactorily assess the impact of the development on the Strategic Road Network. A technical Note summarising the findings of the study work is attached to this letter. It is considered that the development will not have a severe impact on the SRN and that no mitigation is required. Wiltshire Council should ensure that the Travel Plan prepared for the proposals is monitored and achieves the desired mode shift targets in order to protect the strategic road network from traffic increases beyond those stated in the TA, which take account of mode shift potential. In view of the above, please find attached a TR110, recommending no objection to the granting of planning permission for the proposals."

7.16 Wessex Water – no objections subject to conditions.

"The drainage and water supply networks in the vicinity of the site do not have the capacity to accommodate the requirements of this major site. The developer has engaged with

Wessex Water to pursue network modelling to confirm the nature and extent of required capacity improvements.

Foul Drainage - The receiving sewage treatment works is located south of Chippenham. Two indicative options to mitigate against the increase in flows within the foul sewerage network have been discussed with the developer. The developer will be expected to contribute towards capacity improvements to reduce the risk of downstream flooding and pollution.

Surface Water Drainage - We note the Preliminary Surface Water Drainage Strategy Plan (DO61/17) as shown in the Appendices of the Flood Risk Assessment and Drainage Strategy. The developer will provide separate systems of on site drainage which will be adopted in agreement with Wessex Water.”

7.17 Natural England

Conclude that the proposed development is unlikely to affect any SSSI/SAC/SPA and therefore have no comments to make in terms of impacts upon designated sites.

Commentary goes on to suggest measures that should be incorporated into scheme and policies within emerging planning policy.

8. Publicity

8.1 The application was advertised by site notice, press advert and neighbour consultation.

8.2 108 letters in total received in response to publicity. 105 of which were in objection to the scheme, including a letter from the CPRE. Summary of key relevant points raised:

- Loss of well used amenity space at Birds Marsh Wood and surrounding green fields
- Impact upon ecology – especially Birds Marsh Wood County Wildlife Site and hedgerows.
- Development would take place in very close proximity to Birds Marsh Wood.
- Loss of significant trees.
- Highway safety would be compromised by additional traffic.
- Already a traffic problem in and around this part of Chippenham, which this proposal would exacerbate.

- The link road would be busy, would be difficult to cross and would prevent access to the Birds Marsh Wood.
- Noise and disruption from construction phase.
- Overlooking into existing residential properties at Hill Corner Road and Malmesbury Road.
- Building would take place on greenfield land and valuable farm land.
- Impact on landscape.
- Chippenham does not need more housing - recent permissions for 100s of houses. No need for new housing in Chippenham
- Impact upon local drainage and flooding – site is one of wettest in Chippenham.
- No need for additional employment development – plenty of vacant floorspace already in Chippenham.
- Chippenham does not have necessary infrastructure to accommodate additional residents.
- Development was rejected on this land back in the 1980s.
- The development is long overdue and will provide the first step in the link between the A4 and the A350, leaving Chippenham centre free from through traffic.
- Birds Marsh Wood is bereft of wildlife and proposal will provide management it needs.
- Great scheme – should be built as soon as possible so Chippenham is not left behind.

9. Principle of development

Adopted North Wiltshire Local Plan 2011.

- 9.1 In considering planning applications, Section 38(6) of the Planning and Compulsory Purchase Act states that:

“determination[s] must be made in accordance with the plan unless material considerations indicate otherwise”.

- 9.2 Saved policies within the adopted North Wiltshire Local Plan 2011 (NWLP) comprises the development plan. Policy H4 of the adopted NWLP 2011 controls new residential development in the open countryside. Outside of the Settlement Framework Boundaries defined within the plan, residential development is strictly controlled and only permitted if in

connection with the essential needs of agriculture or forestry, or it is a replacement dwelling. The substantive C3 residential element of the proposal under consideration is neither.

- 9.3 Since the proposal is outside of the Settlement Framework Boundary of Chippenham and is therefore, by definition, development in the open countryside, the C3 residential element of the proposed development is considered contrary to policy H4 of the North Wiltshire Local Plan, the statutory Development Plan. In reaching this conclusion, it must be acknowledged that whilst the principle of using settlement boundaries as part of the emerging development plan for Wiltshire has been confirmed as appropriate by the Inspector examining the Wiltshire Core Strategy, in his 10th Procedural letter of 2nd December 2013, he has nonetheless raised concerns over whether the settlement boundaries are up to date.

Emerging Wiltshire Core Strategy

- 9.4 The emerging development plan is contained within the emerging Wiltshire Core Strategy Submission Document including Proposed Changes (July 2012) and Schedule of Proposed Modifications (August 2013). The hearing sessions of the eWCS has taken place and the Council is currently awaiting the Inspector's Report. The Inspector has asked for more information on certain areas of the strategy through a series of procedural letters and the Council's responses.¹ In its most recent submission to the Inspector of 28th February 2014, the Council sets out Proposed Modifications to the Core Strategy, so as to address concerns raised. It remains anticipated the Core Strategy will be adopted in 2014. Accordingly, emerging policy within the WCS is a material planning consideration with some weight.
- 9.5 The spatial strategy (specifically core policies 1, 2 and 3) sets the foundations for how sustainable development is defined and applied in Wiltshire. The strategy recognises the importance of delivering new jobs and infrastructure alongside future housing. The spatial strategy within the emerging Wiltshire Core Strategy is the local expression of the principle of sustainable development as required by para 15 of the NPPF (see below).
- 9.6 For this proposal the relevant policies relating to the principle of development in Chippenham are:

¹ CS Inspector's Procedural Letters 10, 11 and 12, together with the Council's responses, are available at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/wiltshirecorestrategy/wiltshirecorestrategyexamination.htm>

- Core Policy 1: Settlement Strategy
- Core Policy 2: Delivery Strategy
- Core Policy 10: Chippenham Area Strategy.

- 9.7 Core Policy 1 of the draft Wiltshire Core Strategy identifies the most sustainable locations for growth within Wiltshire based on principal settlements, market towns, local service centres and large and small villages. Chippenham is identified as one of three principal settlements, which are considered to be strategically important centres and the primary focus for development in Wiltshire. The principal settlements will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure meeting their economic potential in the most sustainable way to support better self containment.
- 9.8 Core Policy 2 sets out the delivery strategy for Wiltshire in the period 2006-2026. This is to be delivered in a sustainable pattern, in a way that prioritises the release of employment land and previously developed land. At least 42,000 homes are to be delivered in Wiltshire, with 24,740 of those distributed to the North and West Housing Market Area. The strategic allocations previously set out in CP2 in relation to Chippenham have now been removed as a result of the 28th February 2014 Council modifications.
- 9.9 As of 28th February 2014, Core Policy 10 has been modified to address the concerns raised by the Core Strategy Inspector. It does, however, continue to set out the spatial strategy for Chippenham town and explains that over the plan period (2006 to 2026) at least 4,510 new homes and 26.5 ha of employment land will be provided at Chippenham.
- 9.10 Modified CP10 now states Allocations at Chippenham will be identified in a forthcoming Chippenham Site Allocations Development Plan Document (DPD). The DPD will identify mixed use land opportunities necessary to deliver at least this scale of growth. In this context there are a number of strategic areas where large mixed use sites could be located. CP 10 states that these broad 'strategic areas' for growth are indicated by barriers such as main roads, rivers and the main railway line. The A350 is one such barrier to development, but is also considered to be a clear and logical boundary to the town, which should not be breached unless other options are exhausted. Hence no strategic areas are shown west of the A350. The Chippenham Site Allocations DPD will assess how each of these areas performs against a range of criteria, also contained in Core Policy 10. These being:
- 1) The scope for the area to ensure the delivery of premises and land for employment development reflecting the priority to support local economic growth and settlement resilience

- 2) The capacity to provide a mix of house types, for both market and affordable housing alongside the timely delivery of the facilities and infrastructure necessary to serve them;
- 3) Improves local traffic access to the primary road network and redresses traffic impacts affecting the attractiveness of the town centre
- 4) Improves accessibility by alternatives to the private car to the town centre, railway station, schools and colleges
- 5) Has an acceptable landscape impact upon the countryside and the settings to Chippenham and surrounding settlements, improves biodiversity and access to the countryside
- 6) Avoids all areas of flood risk (therefore within zone 1) and surface water management reduces the risk of flooding elsewhere

9.11 Although not now identified as an allocated site within the Core Strategy, the application site has consistently been identified as a potential strategic site at Chippenham. For this reason, it is not altogether surprising that when assessed against the criteria set out in CP10, the site performs well.

9.12 With the emergence of the Proposed Modifications set out in the Council's 28th February 2014 submission to the Inspector, the policy retains its clear vision that sites on the edge of town should come forward through the Chippenham Site Allocations DPD. However, the criteria included within CP10 could be applied to planning applications, particularly where there is the need to bring these forward in advance of the DPD to maintain a 5 year supply of housing land, as is the case in Chippenham (discussed below).

Housing Requirement and the need for a 5 year supply of housing

9.13 In accordance with the NPPF the Council is expected to maintain a 5 year supply of housing sites. Where a 5 year supply cannot be demonstrated, relevant policies of the development plan should not be considered up to date and planning applications should be considered with a presumption in favour of sustainable development.

9.14 The essence of the housing changes being proposed in response to the WCS Inspectors concern is that the overall housing requirement for Wiltshire is to increase from 37,000 to 42,000 homes. This has been disaggregated to the three Housing Market Areas in Wiltshire resulting in an increase in the North and West Housing Market from 21,400 to 24,740 homes. The housing market area requirement is expressed as 'at least'. Against this revised requirement the Council consider there is 5.64 years supply of deliverable housing in the North and West HMA. As a site that has been consistently been identified for development,

the homes deriving from this application site is counted as part of that supply.

Housing delivery at Chippenham

- 9.15 Chippenham is a town which has seen limited levels of housing delivery in recent years as compared to historic levels of delivery. Indeed, only 24 dwellings were completed between 2012 and 2013, and on average 137 dwellings have been completed per year since the start of the plan period (2006 to 2013) compared to an annual average of 200 homes required over the plan period as a whole.
- 9.16 It could be argued that at present the needs of Chippenham are being met at other, more rural locations within the North and West Wiltshire Housing Market Area. This is contrary to the sustainable delivery strategy of the emerging Core Strategy, which focuses growth at the principal settlements. Indeed a change to the core strategy at paragraph 4.28 explains that the community area housing requirements are there to prevent settlements receiving an unbalanced level of growth justified by under or over provision elsewhere.
- 9.17 It has already been explained that the average build rate for Chippenham over the plan period is 200 homes and that this has not been achieved for the period since 2006. Whilst the emerging core strategy identifies sites to be brought forward in the future, delivery rates are not expected to return to average build rates for Chippenham until 2015.
- 9.18 Paragraph 4.29 of eWCS is relevant as it states that '*the town and community area requirements should be capable of being a material consideration to ensure that delivery is distributed broadly in line with the strategy*'. In the case of Chippenham, at this moment in time, the early delivery of the housing element of the proposal would improve the short term delivery of housing in Chippenham to support the distribution of housing proposed in the plan whilst strengthening the strategy to make Chippenham a strategic centre for growth in the county. It would also support the strategies for other towns where pressure for housing has been felt in the past because of the historical under delivery of housing in Chippenham.

The strategy for Chippenham and the presumption in favour of sustainable development

- 9.19 The strategy for Chippenham in the emerging WCS is to seek to build a more resilient community to strengthen its role and function as a principal settlement (WCS vision page 15). Delivering job growth to help improve the self containment of the town is central to the strategy (paragraph 5.47 of the Plan) because creating the opportunity for people to have the choice to live and work locally will make Chippenham more resilient.

- 9.20 As stated earlier the NPPF contains a presumption in favour of sustainable development and policies in the eWCS represent the local definition of sustainable development for Wiltshire. In the NWLP and eWCS Chippenham is identified as a settlement where there is a concentration of services and facilities and where development is appropriate to support its role and function. It is, therefore, identified as one of the communities capable of promoting sustainable development in the context of Wiltshire.
- 9.21 It is also necessary to consider the nature of development. The emerging WCS recognises that reducing levels of out commuting from many of Wiltshire's settlements is perhaps the most important strategic challenge for Wiltshire (para 2.7, eWCS), as it undermines their role and function by diminishing the jobs and services they can support. The eWCS therefore includes in its spatial vision the objective that '*Wiltshire will have stronger more resilient communities based on a sustainable pattern of development focused principally on Trowbridge, Chippenham and Salisbury*' (p15, eWCS). The strategy for Chippenham is based on delivering significant job growth to improve the self containment of the town. (paragraph 5.47, eWCS)
- 9.22 This proposal provides homes and jobs at a principal settlement on a site consistently identified throughout the Core Strategy process as being suitable for development. It would bring forward homes in the short term to respond to the recent under delivery of housing against the annual average completion rate assumed in the core strategy helping to reinforce the principal settlement status of Chippenham and fulfil its role within the sustainable settlement hierarchy of the plan expressed in core policy 1. The employment element will provide local jobs. The proposal also includes a new link road and other highway improvements which will have wider strategic benefits for Chippenham as a whole.
- 9.23 Ostensibly the applicant seeks support for their application from the emerging WCS. In this context, Core Policy 43 and Core Policy 45 of the WCS must apply to this proposal, whereby affordable housing provision of 40% will be provided on sites of 5 or more dwellings at nil subsidy subject to housing need. This would equate to some 300 of the dwellinghouses, if the entire 750 dwellings being proposed were to be built. This requirement remains unaffected by the recent submission to the CS Inspector of a further viability review for affordable housing.
- 9.24 In the context of a town that has, like others in Wiltshire, been identified as having a need for affordable housing (some 1136 households have been identified by the Council's Housing Officer as seeking an affordable home in the Chippenham Community Area), the provision of such accommodation is a material planning consideration.

10. Design, layout and landscaping

Principles

- 10.1 This planning application is submitted in outline only. With the exception of access, all matters are reserved for later consideration. In order to assist in consideration, a masterplan and series of “Parameter Plans” have been provided on an illustrative only basis. When considered in conjunction with the concepts and principles set out within the also submitted Design and Access Statement, the illustrative master and parameter plans are able to demonstrate that a development of the quantum proposed can, in principle, be accommodated on the site. This is precisely the purpose of an outline submission, where all matters relating to layout, landscaping, appearance and scale are reserved for later consideration under separate Reserved Matters applications.
- 10.2 Following the Council’s decision to designate part of the application site a “Village Green”, a revised masterplan was submitted by the applicant on 20th December 2013. The intent of the revisions precisely being to take account of the new Village Green status.
- 10.3 Defined in the North by the new road (linking Malmesbury Road and Maud Heath Causeway), this aspect of the proposal generally accords with the North Chippenham Strategic Site development template, set out in Annexe A of the emerging Wiltshire Core Strategy. The quantum and general composition of the proposal set out in the master and parameter plans also reflect the principles established in the template. Residential development is to be arranged in parcels through the main body of the site, such that mature hedgerows and trees are respected (see Council’s Arboricultural Officer comment based on the submitted Landscape Parameter Plan and consequential recommendation for planning conditions to be imposed) and working with existing topography. Centrally located is a 0.12Ha space for a community/mixed use development (a potential combination of shop, doctor/dental surgery and other community uses) as well as a 1 form entry primary school site, some 1.32Ha in size. Situated between the link road (to the East) and the Malmesbury Road (to the West) is a 2.77Ha employment parcel. Public open space would be provided on the site in combination with the arterial cycleways and footpaths penetrating into the site from the Hill Corner Road pedestrian accesses. Birds Marsh Field would remain free for public use, with a formal play area being positioned in proximity.

10.4 As one would expect by modern development standards, the parameter plans do demonstrate a range of residential density across the site (30 dph through to 45 dph) and building heights that confirm residential building heights to be 2 storey (ranging from 9.5m – 11.0m) and 3 storey (with a maximum of 13.5m). As would be expected, the parameter plans envisage employment and educational buildings to be on average a little taller, ranging between 10m – 12m. Whilst the details provided are in illustrative form, the submission is a likely solution given site constraints and it remains the case that any Reserved Matters submission will need to incorporate the principles established by this outline permission (if and when granted).

Detailed consideration

10.5 Changes to the proposed development from the previous masterplan can be summarised as follows:

- Removal of all development, drainage infrastructure and equipped children's play from the southernmost field parcel, now part of the Village Green (referred to within the Village Green decision as Birds Marsh Field). Its relocation elsewhere on the development site (thereby retaining a similar quantum of development on a smaller "developable" site area);
- Amendments to access points on Hill Corner Road to account for registration of Birds Marsh Field;
- Removal of proposed woodland management facilities from area adjacent to Birds Marsh Wood Village Green, and revision of proposed allotment location, areas around allotment to be retained in agricultural use rather than provided as informal Public Open Space;
- Minor amendments to internal roads and proposed development blocks to improve potential for frontage and respond to other issues raised during consultation;

10.6 It is certainly the opinion of the Council's Urban Design and Landscape Officers that the recent designation as Village Green status of land referred to as Birds Marsh Field (ie. immediately north of the junction of Greenway Lane and Hill Corner Road) and the resultant removal of all potential development from this land has also resulted in a lost design opportunity to better link the proposed development with the existing town. Indeed, it has been consistently advised that at this point (where Birds Marsh Field is positioned),

the development should form a key pedestrian and cycleway connection / entrance node. While it would seem that the creation of a formal new access point into the Village Green area will not now be possible, it does remain the view of the Urban Design and Landscape Officers that a strategic footway and cycleway connection should continue to be provided as close to this original point as possible. To that end, it was considered reasonable to require that the proposed access point from Hill Corner Road close to the NEAP (Neighbourhood Area of Play) and attenuation ponds to be changed from an 'informal' to a 'formal' footpath and cycleway access/entrance point arrangement. Revised Masterplan (Rev.C) and associated Parameters Access Plan (Rev.B) have now been submitted reflecting this requested change.

- 10.7 Previous comments have highlighted the significance of the “desire line” from the development to the town centre along Greenway Lane, and the broader objective of allowing integration of the proposed community facilities (shop /surgery/ school) on the application site with the existing neighbourhood to the South. Such a route would, happily, also pick up the line of the key PROW into the countryside beyond. Although not shown on the submitted revised masterplan, which in contrast, demonstrates a deflection away from a more direct line at the top end of the site, it is certainly recommended that any Reserved Matters submissions should address the significance of this connection route through the development. Clarity in arterial routing through the development will contribute to an achievement of a strongly legible, hierarchical building / streetscape /open space design; a creative response having the potential to be a defining element in realising a development which is locally distinctive.
- 10.8 Though the significance of the removal of the Woodland Management workshop and separate Wiltshire Wildlife Trust residential dwelling on land to the north of the proposed link road in respect of the management of Birds Marsh Wood itself is dealt with separately within this report, from a settlement containment and land form perspective, its removal from the proposal is welcomed. Despite its small scale, the existence of the workshop building and dwelling in previous iterations of the masterplan did, to some extent, represent built form bleeding over the otherwise definitive edge of development provided by the link road. Such a withdrawal of built form does also increase the distance between built form and the Birds Marsh Wood, a locally raised concern regarding development. The simplified layout of allotments and associated parking area is also viewed as an improvement from the original proposal.
- 10.9 The revision on the Masterplan to indicate an “active” built frontage addressing the link road in the eastern area is welcomed in response to previous comments. The Masterplan appropriately now conveys that 'active' fronts and sides of dwellings rather than rear garden boundaries should be possible along the built perimeter facing the Link Road.

Reserved Matters

- 10.10 Despite its brevity, the NPPF (Section 7) continues to attach great importance to the design of the built environment. The importance is reinforced in the more recently issued NPPG. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The guidance also states that permission should be refused for development of poor quality that fails to take into account the opportunities available for improving the character and quality of an area and the way it functions. All subsequent reserved matters applications submitted in respect of this site will be considered in this context and final agreement of the detail for; detailed plot and building layout; design quality including materials and finishes; hard and soft landscaping including boundary treatments; landscape structure, buffer and amenity planting; design and appearance of SUD's areas; tree and hedgerow protection etc. can all be assessed at that stage

11. Birds Marsh Wood, the village green designation and ecology

- 11.1 Designated a County Wildlife site, Birds Marsh Wood (BMW), is an area of semi-natural woodland located immediately to the north of the application site. BMW is acknowledged to be well used locally for recreational purposes with evidence of regular use by dog walkers and some evidence of use by cyclists. Although not all remain passable, there are a number of Public Rights of Way that pass directly through and adjacent to the woodland. In addition, within the woodland there are a number of informal paths that have been created together with numerous informal access points. Largely as a consequence of the lack of formal management, the woodland has become dominated, in parts, by Cherry Laurel, Rhododendron, Bracken and regenerating Sycamore saplings, thereby reducing its overall ecological value.
- 11.2 The less than optimal condition of the BMW was recognised within the now (proposed to be) removed North Chippenham Development Template contained in the eWCS. Within that template, the proposed development was obliged to conserve and enhance the BMW in terms of the ecological value as well as promoting its understanding and accessibility to the local population. The farmland between the BMW and the routing of the distributor road was intended as a "buffer zone" so as to limit the impact of the development on the wood.

- 11.3 Due to the proximity of the BMW to the development site and associated distributor road, it is axiomatic that a commensurate increase in usage and demand for the environment the wood would offer the local population would result. For this reason the removal of the North Chippenham Strategic Site Development Template from the eWCS is ineffectual on the consideration of the proposed developments impact on the BMW and, therefore, the intent of the Template should be a material consideration. It is understood that the BMW, as well as the farmland between the wood itself and the routing of the distributor road, is under the control of the applicant.
- 11.4 Since the submission of the Core Strategy, a 3rd party application to register the entire application site (including the BMW) as a “Village Green” has been, in part, successful. Birds Marsh Wood itself and a small field in the south of the application site (referred to as ‘Birds Marsh Field’) was designated as Village Green by the Council on 17th May 2013. It is the opinion of the applicants that it is no longer possible to propose or encourage an intensification of activities in the Wood itself without leading to the potential for legal action in light of the rather restrictive nature of the relevant Victorian Statutes which cover what is and is not possible on a registered Village Green. This view is not entirely shared by the Council.
- 11.5 Nevertheless, the practical result has been that, in December 2013, the applicant chose to amend the submitted proposal such that the previously proposed educational centre (together with ancillary residential, visitor, training, catering and storage facilities) alongside the woodland, to be potentially managed and operated by the Wiltshire Wildlife Trust has been removed in its entirety. Similarly, the previously submitted Birds Marsh Wood Management Plan has also been significantly altered, with large parts of the previously embedded provisions for enhancement and improvement to accessibility being entirely removed.
- 11.6 Given the developer’s removal of the original offer of the educational facilities, dwelling, car parking and the freehold of land to the south of BMW, it is understood that the WWT may no longer wish to taken on management of the woods. While this clearly creates some uncertainty over delivery of the BMW Management Plan it must be accepted that alternative parties such as the Town Council may be interested, and responsibilities for implementation could therefore be determined through S106 negotiations.
- 11.7 Following further negotiation between the Council and the applicant, a potential way forward has been agreed. Since, in contrast to the applicant, the Council do not believe the VG designation is necessarily problematic to the conservation and enhancement of the BMW (as set out in the original Management Plan), the solution will involve a transfer of the

BMW to the Council. Following such a transfer The Council will then be in a position to decide who or what body is best positioned to discharge those conservation, enhancement and management responsibilities. Transfer arrangements can be controlled through a s106 Agreement associated with the planning permission.

- 11.8 Confirmation has now been received from the applicant that the freehold transfer of the wood to the Council will be possible, at nil cost to the Council. Whilst the extent of land to be transferred as well the precise terms remains to be agreed, it is now clear that a means to achieve the appropriate management of BMW is indeed available and achievable.

12. Access and highway issues

Means of access

- 12.1 The application is submitted in outline form with means of access being a matter for consideration. To this end, details have been provided for both vehicular and pedestrian access points to the site (discussed in paragraph 10.6, above). The basic form and distribution of development across the site is, however, primarily defined by the two main points of vehicular access: at the A350 Malmesbury Road roundabout and Maud Heath Causeway, opposite Parsonage Way junction. The routing and design of the link road is a matter for consideration.
- 12.2 Drawings have been submitted, D061/63A and D0261/64, showing the arrangements for the horizontal layout of the roundabouts proposed at Malmesbury Road and at Langley Road/Maud Heath Causeway respectively. The Council's Highway Officer considers the design to be generally acceptable. Revised drawing D061/42D, showing the horizontal alignment of the internal road with a 50mph design speed has now been agreed with the Council's Highway Officer. Although a road with a 50mph design does represent a substantial barrier between the Birds Marsh Wood and the surrounding community, such a road is, however, necessary from a road safety angle, because it is important to ensure that speed limits reflect driver perception/actual speeds.
- 12.3 Another T-junction off Hill Corner Road is proposed but no detailed drawing has been submitted at this stage. Nevertheless, the Highway Officer is of the opinion that an acceptable access arrangement is achievable within the controlled land.
- 12.4 The Council has commenced improvement works to the A350 in the vicinity of the Malmesbury Road roundabout junction, making use of Government "Pinch Point" funding.

That work is described as follows: “*The A350 is the key route from the M4 motorway into Chippenham and also forms the Chippenham Western Bypass (West Cepen Way). The objective of the scheme is to reduce congestion and to help unlock the growth potential of two key development areas.*” The scheme will dual this part of the A350. Since this work precedes the development now being proposed, the applicant’s transport consultants have now undertaken a review of the Malmesbury Road junction (as well as the B4069 junction), undertaken appropriate capacity tests and incorporated the improvements into the detailed site junction layouts.

- 12.5 It must be acknowledged that the completion of the link road between the main points of vehicular access, which are integral to the proposed development, does have wider wider strategic benefits and significance for Chippenham town, facilitating the envisaged growth in the town.

Chippenham Transport Strategy

- 12.6 The proposal for a new link road between the A350 at the Malmesbury Road roundabout and Maud Heath Causeway, is identified as key strategic infrastructure, not just to ensure that the site has adequate access, but also in relation to wider infrastructure delivery and as a part of the aspirations for a link forming part of a wider northern corridor route to serve other planned for growth in Chippenham.
- 12.7 The northern corridor would need to cross the railway line. Such a connection is anticipated at the eastern end of Parsonage Road, where the road was diverted with a view to achieving this connection some years ago, at the time of the Wavin Plastics factory being extended. A bridge across the rail line will comprise a key element of the northern corridor, together with the distributor road serving strategic development proposed to the East of Chippenham.
- 12.8 At the time of preparing this report, it is unclear when or if a planning application will be submitted for strategic growth to the East of Chippenham. However, it was certainly confirmed by the relevant parties during the Core Strategy hearing sessions (summer 2013) that the principle of providing a new railway bridge to connect with Parsonage Way has been agreed with Network Rail. Naturally, the Council as the Highway Authority will seek to ensure that an appropriate road link between East Chippenham and the A350 via the North Chippenham site is secured and a planning obligation will be sought accordingly.
- 12.9 Whilst the submitted Transport Assessment (TA) seeks to demonstrate that, in transport impact terms, the land at North Chippenham can stand alone, the TA is largely silent on the

wider transport interests of the town. The Council's Highway Officer notes that such an omission is surprising, given the long held view of all parties promoting sites in Chippenham that the strategic transport network must be a factor universal to all. The recent deletion of the strategic allocations for Chippenham in the eWCS does not alter the necessity to properly consider the transport network within the town in a strategic and comprehensive manner. Fortunately, the proposal itself does not prejudice achieving comprehensive transport network in Chippenham and indeed, the creation of the link road is an important part of that strategic network.

- 12.10 Irrespective of any omission of wider considerations within the application, the development will be expected to deliver its fair contribution towards the Chippenham transport network.

Accessibility and impact of development

- 12.11 The TA adequately addresses issues in relation to the accessibility of the site, but there is a lack of information supplied to demonstrate where local off-site improvements will be provided. The Pedestrian and Cycle Audit, appended to the TA offers an indication of areas where works might be necessary. Further details will be required, and off-site works will be needed to address identified deficiencies; it is reasonable that these be funded through the Chippenham Transport Strategy contribution that will be required from the development.
- 12.12 Traffic impacts on key junctions of the local road network are not evident from the TA with the micro-simulation modelling not being made available as part of the application. Nevertheless, the Council's Highway Officer notes that changes to average journey times across the network are not a cause of significant concern, subject to the site contributing to the Chippenham Transport Strategy.
- 12.13 The Highway Officer questions that the TA might over-estimate the number of internalised trips associated with the development (up to about 16% in the am peak period) as scant evidence is offered to support the assumptions, made in this regard. However, in the scale of operations, this issue is not considered to be material, subject to the wider strategic transport issues being addressed through the implementation of a properly funded Chippenham Strategic Transport contributions scheme.
- 12.14 Provision of improved bus transport to serve the site will be key to the delivery of travel plan objectives and targets. The TA is vague in relation as to what will be provided to ensure a high level of site accessibility, but appears to acknowledge that measures should be in place for at least seven years following commencement of development to encourage

sustainable transport. The transport authority will seek to provide a bus service for this period, or longer if required, aiming to achieve commercial viability. It is considered reasonable that the provision of bus services be supported by way of the Chippenham Transport Strategy contribution.

Parking

- 12.15 The parking on site will be required to meet the standards embraced in the Council's LTP3 Car Parking Strategy. An appropriately worded planning condition can adequately ensure proper parking is provided on the site.

13. Flooding and drainage

The site

- 13.1 It is established that the application site is contained within Flood Zone 1. The Environment Agency define Flood Zone 1 as a "Low Probability" zone assessed as having a less than 1 in 1000 (0.1%) annual probability of river flooding and that all uses of land are appropriate in this zone. The Flood Risk Assessment submitted with this outline planning application concludes that the application site is not considered to be at risk from fluvial flooding. The Environment Agency do not disagree with this conclusion.
- 13.2 Anecdotal evidence has, however, been received from local residents that the lower part of the site, in particular, does flood on a regular basis with a proportion of the year, seeing the fields and sometimes the road remaining waterlogged.
- 13.3 Consisting of a series of green fields, the application site is presently drained by a network of unnamed ditches. The ditch network drains to three distinct outfall locations. Catchment A discharges to a ditch that runs from south to north alongside Malmesbury Road B4158. Catchments B and C discharge via ditch systems to the public sewers located within Hill Corner Road. Wessex Water's public surface water sewer system conveys the flows to the south in the direction of the River Avon in Central Chippenham. Catchment D drains via two main ditches, the first running through the site, the second located along the field boundary. The ditch located alongside the field boundary drains to the public surface water sewer system in Langley Road/Maud Heath Causeway B4069. The second ditch, running through the Assessment Site, is culverted prior to crossing Maud Heath Causeway.

Proposed drainage scheme

- 13.4 It is acknowledged by the applicant within the Environmental Statement that the development will disrupt the prevailing surface water drainage regime and increase the extent of hard surfacing across the site. This inevitably leads to an increase in the volume and magnitude of surface water runoff discharged to the receiving water courses and public surface water sewer system. This is not an exceptional situation and is precisely the case with all new development on green field sites. Accordingly, mitigation measures in the form of Sustainable Urban Drainage Systems are proposed to be put in place.
- 13.5 Surface water runoff from the proposed development is to be intercepted by on-site drainage systems incorporating attenuation storage facilities designed to contain the runoff from storms up to the 1:100 year flood level (including an allowance for climate change). Most obviously, this can be seen by the inclusion of attenuation ponds on the submitted masterplan, typical of most modern housing developments. Draining from roofs, roads and other hard surfaces, surface water would be piped to said attenuation ponds – typically grassed and having a visual and/or ecological role in the development. As typically required by the Environment Agency, measures to control the inflow outfall from those ponds would be used (such as rain water harvesting, pervious pavements, soakaways, swales and other retention devices), all designed to limit surface water discharges into the existing ditch network to that no greater than existing greenfield runoff rates.
- 13.6 The proposal incorporates measures for temporary drainage facilities to be put in place during the construction phase. Surface water drainage from the link road would drain to a new ditch or swale adjacent to the road with flows discharged at Greenfield rates to the existing ditch system within the site.

Environment Agency

- 13.7 Subject to the imposition of conditions that would see the submission and agreement of full drainage details prior to any development taking place on the site, the Environment Agency raise no objections to the proposal. Indeed, the EA have signalled their support of the intention to incorporate SuDs measures and see no reason why greenfield run-off rates cannot be achieved from the development. They add, *inter alia*, that consideration should be given to creating attenuation ponds in a manner that would deliver ecological benefit.
- 13.8 The Environment Agency suggest a further planning condition requiring further details to be submitted in the event of contamination being found on the site that has not already been identified.

Wessex Water

- 13.9 Wessex Water note the Preliminary Surface Water Drainage Strategy Plan (DO61/17) as shown in the Appendices of the Flood Risk Assessment and Drainage Strategy. The developer will provide separate systems of on-site drainage which will be adopted in agreement with Wessex Water.
- 13.10 Wessex Water identify that the receiving sewage treatment works is located south of Chippenham town. Two indicative options to mitigate against the increase in flows within the foul sewerage network have been discussed between Wessex Water and the developer and it would be expected that the developer would contribute towards capacity improvements to reduce the risk of downstream flooding and pollution.
- 13.11 Final Agreement between the developer and Wessex Water will need to be reached under separate legislation and there is no suggestion that such agreement will not be possible. In this context there is no reason for planning permission to be withheld on this basis.
- 13.12 To meet the development's requirements whilst maintaining levels of service to existing water consumers, Wessex Water have identified that off site reinforcement to the water supply network will be necessary. Preliminary network modelling undertaken by Wessex Water has indicated approximately 2km of new off-site main and diversion and upsizing of the current water main which crosses the site will be required. The developer will be expected to contribute towards off site network improvements, outside of the planning application process.

14. Impact upon neighbour amenity

- 14.1 It is undeniable that existing residents at Hill Corner Road, Greenway Lane and Malmesbury Road, looking out across the site will experience an abrupt and significant change to their view – from open fields to urban form. However, a change to an existing outlook is simply that, and does not necessarily result in an unacceptably oppressive form of development, loss of amenity or, therefore, a reason to refuse planning permission.
- 14.2 Clearly since the application is submitted in outline only, it remains the case that the final layout, appearance, landscaping etc. will almost certainly be different from that shown on the submitted masterplan, as is allowed for under a Reserved Matters submission. Nevertheless, to a very large extent the masterplan does demonstrate that the amenities of surrounding existing residents are able to be protected by reasonable rear gardens and

intervening landscaped space, out-buildings (that would be typically found) and boundary treatments, whilst simultaneously delivering an attractive development. Equally, with the exception of one entrance at the Eastern end of Hill Corner Road (and that only serving a small proportion of the new development), all vehicular access would be away from residential areas, likely meaning that traffic would not be greatly increased to a point that would unreasonably impinge upon levels of existing residential amenity.

- 14.3 In particular, the employment elements of the scheme can be configured and sited at appropriate distances in relation to surrounding residential properties so as to successfully mitigate against unacceptable noise, disturbance or visual obtrusion.

10. Conclusion

Although no longer identified as a strategic allocation, a mixed used development on this site is, when considered against adopted and emerging local policy (and especially that criteria contained in Policy CP10 of the WCS), as well as having regard to the principles set out in the National Planning Policy Framework and the recently released NPPG, considered to be sustainable development. In particular :

- Subject to the imposition of suitably worded planning conditions and all parties entering into an agreement under s106 of The Act, the proposal will not result in significant harm to the natural or built environment. In particular, the transfer of Birds Marsh Wood and, where considered necessary, the buffer land to Council control will ensure its future management.
- The Council's Highway team have confirmed that the development can be accommodated on the existing road network, subject to the completion of the on-site road link between the A350 and the B4069 which provides for a wider strategic benefit to the town. It is expected that the development should bring forward an appropriate contribution towards the Chippenham Transport Strategy.
- The development of a range of housing types on this site would contribute towards the housing requirement for Chippenham set out in CP10 of the eWCS, where the delivery of housing is currently acknowledged to be weak. Such development would reinforce Chippenham's role as a principal settlement within Wiltshire, in accordance with CP1 of the eWCS.

- The provision of new employment land would contribute towards providing new jobs in the town and provide the opportunity for more people to live and work locally in accordance with CP10 of the eWCS.
- As a substantial site and comprising a mix of land uses, the development, through the use of planning conditions, would allow for the timely delivery of the facilities and infrastructure necessary to serve the expected growth of Chippenham.

On the balance of factors and having regard to the above, it is recommended that planning permission should be granted.

11. Recommendation

That authority be given to the Associate Director of Economic Development and Planning to GRANT PLANNING PERMISSION subject to the planning conditions listed below

and

subject to all parties entering into an agreement under s106 of The Act in respect of the following matters:

- **Delivery of distributor road, other off site highway works and appropriate contribution towards Chippenham Transport Strategy;**
- **Commitment to modify the Malmesbury Road roundabout and a new B4069 roundabout together with a new priority junction to Hill Corner Road and new pedestrian/cycle connections to Hill Corner Road and Malmesbury Road;**
- **Commitment to prepare and implement travel plans. In relation to the residential element of the development the travel plan will require a co-ordinator to address the issue initial welcome packs which are to include vouchers for all dwellings to off-set purchase costs for cycles, and bus-pass vouchers;**
- **Commitment to undertake and fund any local traffic regulation orders required to address the consequences related to the development, and to facilitate local improvements, including parking, speed and weight restrictions, and prohibition of driving orders, both temporary and permanent;**
- **Provision of bus stops/shelters within the site;**

- **Transfer of Birds Marsh Wood and, where considered necessary, other land to Council, together with appropriate measures and/or financial contributions to secure future maintenance, management, conservation and enhancement;**
- **Provision of financial contribution towards the upgrading of stiles to gates near the site so as to improve access for the residents to the nearby countryside and the Birds Marsh Wood;**
- **Phasing of development to secure delivery of the employment component of the proposal at the appropriate time so as to enable a balanced and sustainable form of development;**
- **Delivery of affordable housing;**
- **Delivery and maintenance of on-site play provision and public open space;**
- **Provision of a contribution in respect of local indoor and outdoor sports provision;**
- **Provision of land on site for primary school and financial contributions in respect of local primary and secondary education;**
- **Provision of not less than 1.0Ha of land on site for allotments, including a method of transference to the Council, method of delivery and arrangements for future maintenance;**
- **Off site contribution towards local cemetery provision;**
- **Off site contribution towards library facilities;**
- **Delivery of a scheme for public art;**
- **S106 monitoring fee.**

Planning conditions:

1. The development hereby permitted shall be begun either before the expiration of

three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

2. No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:
 - (a) The scale of the development;
 - (b) The layout of the development;
 - (c) The external appearance of the development;
 - (d) The landscaping of the site;

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

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

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

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

4. Applications for the approval of the reserved matters shall be in accordance with the principles and parameters described and identified in the Design and Access Statement and approved Parameter Plans. A statement shall be submitted with each reserved matters application which demonstrates that the application proposals comply with the Design and Access Statement or, where relevant,

explaining why they do not.

REASON: So as to provide certainty and clarify the expectations for the form of development to take place on the site.

Limits of permission

5. The residential element of the development hereby granted planning permission shall not exceed 750 dwellings.

REASON: To define the limits of the planning permission and to set the maximum number of dwellings to be constructed on the application site.

6. No more than 12,710 sqm (gross) of employment floorspace [Use Classes B1, B2, B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification)] shall be constructed on the site pursuant to this planning permission.

REASON: To define the limits of the planning permission and to set the maximum amount of employment floor space to be constructed on the application site.

7. The total gross retail floorspace available for use by customers (excluding toilets and other ancillary facilities) of all premises falling within Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) shall not exceed 200 sqm.

REASON: To define the limits of development and to ensure retail development on the site does not adversely impact upon the town centre.

Phasing

8. As part of the first reserved matters application a phasing plan for the whole site

shall be submitted to the local planning authority for approval in writing. The phasing plan shall include details of the intended number of market and affordable dwellings for each phase of development together with general locations and phasing of key infrastructure, including surface water drainage, green infrastructure, community facilities and access for pedestrians, cyclists, buses and vehicles. Development shall take place in complete accordance with the phasing plan so agreed.

REASON: So as to ensure a balanced development for the benefit of future residents and Chippenham town as a whole.

Refuse and recycling

9. 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 occupied until the approved refuse storage has been completed and made available for use and maintained in that condition thereafter in complete accordance with the approved details.

REASON: In the interests of public health and safety as well as effective and efficient refuse collection.

Tree protection

10. As part of the first Reserved Matters application, an Arboricultural Impact Assessment, a Tree Retention and Removal Plan as well as an Arboricultural Method Statement shall be provided for the entire site. Such documents shall show all retained trees with Root Protection Areas plotted so as to demonstrate the necessary alignment of utilities and drainage so as to retain and respect trees on the site. Development shall take place in complete accordance with the details so agreed.

REASON: In the interests of securing a form of development that retains and respects existing trees on the site.

11. No operations shall commence on site in connection with the development until a scheme showing the position of protective fencing to enclose all retained trees and hedgerows in accordance with *British Standard 5837: '2005: Trees in Relation to Construction'* has been submitted to and approved in writing by the Local Planning Authority. Protective fencing must be erected in accordance with the approved plans and shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations without prior written approval by the Local Planning Authority.

In this condition "retained trees" means an existing tree which is to be retained in accordance with the approved plans and particulars; the paragraphs above shall have effect until the expiration of five years from the completion of the development.

REASON: To prevent trees being retained from being damaged during the construction works, in the interest of visual amenity

Contamination

12. No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. 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 step (iv) has been complied with in full in relation to that contamination.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

A survey of the extent, nature and scale of contamination on site;

The collection and interpretation of relevant information to form a conceptual

model of the site, and a preliminary risk assessment of all the likely pollutant linkages; If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants; An assessment of the potential risks to

- human health,
- property (existing or proposed) including buildings, crops,
- livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

This 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.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, 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.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) 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.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report (referred to in PPS23 as a validation 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 Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage (ii) above).

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) 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.

Archaeology

13. No development shall commence within the area indicated until a written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority. The approved programme of archaeological work shall be carried out in complete accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

Drainage

14. No development shall commence on site until a surface water drainage scheme for the site based on sustainable drainage principles (SUDS) and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to completion of the development. The scheme shall also include details of how the scheme is to be managed after completion.

REASON: To ensure that the development can be adequately drained.

15. No development shall commencement on site until a foul water drainage strategy is submitted and approved in writing by the local Planning Authority. The drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

REASON: To ensure that proper provision is made for sewerage of the site and that the development does not increase the risk of sewer flooding to downstream property.

Amenity

16. No building services plant shall be installed until a scheme for its siting and design has been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved scheme and retained as such thereafter.

REASON: To protect the amenity of nearby residents, especially those sited closest to the care home.

17. No external lighting shall be erected on the site until a scheme for such lighting has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved scheme and retained as such thereafter.

REASON: To protect the amenities of nearby residents.

Construction phase

- 18.. No development shall commence on site (including any works of demolition), until a Construction Environmental Method Statement has been submitted to and agreed in writing by the local planning authority, which shall include the following:
- a. the parking of vehicles of site operatives and visitors;
 - b. detailing of routing arrangements for lorry traffic associated with the development;
 - c. loading and unloading of plant and materials;
 - d. storage of plant and materials used in constructing the development;
 - e. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - f. wheel washing facilities;
 - g. measures to control the emission of dust and dirt during construction;
 - h. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
 - i. measures for the protection of the natural environment.

- j. hours of construction, including deliveries;
- k. measures for protection of retained habitat features
- l. sensitive working protocols including vegetation clearance to avoid impacts upon protected species

19. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out other than in accordance with the approved 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, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

During the site preparation and construction of the development, activity which may give rise to noise audible beyond the site boundary shall not be undertaken outside the following hours unless written permission is obtained from the Local Planning Authority:

- 08:00 to 18:00 Monday to Friday
- 09:00 to 13:00 Saturday
- No working Sundays and Bank Holidays

20. This shall include, excavation, construction, loading, unloading, deliveries or any similar construction related activity.

REASON: To protect the amenity of nearby residents.

Highways

21. No development shall commence on the site unless and until a phasing plan for the development has been submitted to and approved in writing by the local planning authority in relation to highway infrastructure. The phasing plan shall include, *inter alia*, full details in relation to the completion of the road junctions at Pew Hill, Malmesbury Road and Hill Corner Road, and the connecting distributor road. The development shall be completed in accordance with the approved phasing plan.

REASON: In order to ensure that the development proceeds in an acceptable manner.

22. There shall be no vehicular accesses to Hill Corner Road, Malmesbury Road or the B4069 other than those shown on the Revised Illustrative Masterplan – Rev.A (received 23rd December 2013).

REASON: In the interests of highway safety, and to deter rat-running through the site and onto Hill Corner Road.

23. Prior to the commencement of the development a detailed drawing showing the network of cycle/footpaths to serve the site, with particular emphasis on access to the proposed primary school and the employment areas, shall be submitted to and approved by the local planning authority. Development shall be carried out in complete accordance with those details so agreed.

REASON: In the interests of sustainable transport and to ensure that a comprehensive approach to movement within to and from the site has been secured.

24. The gradient of all private drives shall not at any point be steeper than 7% for a distance of 5 metres from its junction with the prospectively maintainable highway.

REASON: In the interests of highway safety.

25. There shall no gates provided on any private accesses served from the prospectively maintainable highways, unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of highway safety

26. No development within any individually approved phase of the development shall commence on site until details of the estate roads, footways, footpaths,

unsegregated pedestrian/cycle routes, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works within any particular phase, have been submitted to and approved by the Local Planning Authority. The development shall not be first occupied until the estate roads, footways, footpaths, unsegregated pedestrian/cycle routes, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture have all been constructed and laid out in accordance with the approved details, unless an alternative timetable is agreed in the approved details.

REASON: To ensure that the roads and paths are laid out and constructed in a satisfactory manner, and are of adequate amenity for users.

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

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

28. No dwelling shall be occupied until the parking space(s) for that dwelling, together with the access thereto, have been provided in accordance with the approved plans. Parking provision for all dwellings shall meet the minimum parking standards set out in the Wiltshire LTP3 2011-2026 Car Parking Strategy, March 2011, and any garages counting towards parking spaces shall be provided with minimum internal dimensions of 3m by 6m per vehicle space; provision shall be made for the parking of cycles for all dwellings in accordance with Appendix 4 of the LTP 2011-2026 Cycling Strategy

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

29. No development of the employment land shall commence on site until details of

secure covered cycle parking, changing and shower facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first occupation of the buildings to which they relate and shall be retained for use at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car

Approved plans

30. The development hereby permitted shall be carried out in accordance with the following approved plans:

1:5000 Site Location Plan (dated 12th January 2012)

Revised Illustrative Masterplan – Rev.C

Parameters – Land Uses – Rev.B

Parameters – Amounts – Rev.B

Parameters – Building Heights – Rev.B

Parameters – Access – Rev.B

Parameters – Landscape – Rev.B

Environmental Statement: Supplement

Environmental Statement (dated February 2012)

Design and Access Statement (dated March 2012)

All Received 23rd December 2013, unless otherwise stated.

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

INFORMATIVES TO APPLICANT:

1. Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.
2. This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the [INSERT].

3. The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

4. If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.