

AGENDA

Meeting: Northern Area Planning Committee

Place: Council Chamber - Council Offices, Monkton Park, Chippenham, SN15 1ER

Date: Wednesday 27 June 2012

Time: 6.00 pm

Please direct any enquiries on this Agenda to Kieran Elliott, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line (01225) 718504 or email kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

Membership:

Cllr Desna Allen

Cllr Peter Colmer

Cllr Christine Crisp

Cllr Peter Davis

Cllr Peter Doyle

Cllr Alan Hill (Vice Chairman)

Cllr Peter Hutton

Cllr Simon Killane

Cllr Mark Packard

Cllr Toby Sturgis

Cllr Anthony Trotman (Chairman)

Substitutes:

Cllr Chuck Berry

Cllr Bill Douglas

Cllr Mollie Groom

Cllr Howard Marshall

Cllr Bill Roberts

Cllr Judy Rooke

AGENDA

Part I

Items to be considered when the meeting is open to the public

1 **Apologies for Absence**

2 **Minutes of the Previous Meeting (Pages 1 - 8)**

To approve and sign as a correct record the minutes of the meeting held on **06 June 2012**.

3 **Declarations of Interest**

To receive any declarations of personal or prejudicial interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements**

5 **Public Participation and Councillors' Questions**

The Council welcomes contributions from members of the public.

Statements

Members of the public who wish to speak either in favour or against an application or any other item on this agenda are asked to register in person **no later than 5.50pm on the day of the meeting**.

The Chairman will allow up to 3 speakers in favour and up to 3 speakers against an application and up to 3 speakers on any other item on this agenda. Each speaker will be given up to 3 minutes and invited to speak immediately prior to the item being considered. The rules on public participation in respect of planning applications are detailed in the Council's Planning Code of Good Practice.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications. Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda **no later than 5pm on Wednesday 20 June 2012**. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 **Planning Appeals (Pages 9 - 10)**

An appeals update report is attached for information.

7 **Planning Applications (Pages 11 - 12)**

To consider and determine planning applications in the attached schedule.

7a **12/00286/FUL - Brethren Meeting Room, Goldney Avenue, Chippenham, Wiltshire, SN15 1ND (Pages 13 - 20)**

7b **11/04113/FUL - Land at Chippenham Railway Station, Cocklebury Road, Chippenham, Wiltshire, SN15 3QH (Pages 21 - 30)**

7c **12/00885/FUL - Manor Farm, Broad Town, SN4 7RN (Pages 31 - 36)**

7d **12/00908/FUL - 20 St Aldhelm Road, Malmesbury, Wiltshire, SN16 0DB (Pages 37 - 40)**

8 **Urgent Items**

Any other items of business which, in the opinion of the Chairman, should be taken as a matter of urgency.

Part II

Item during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

None

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NORTHERN AREA PLANNING COMMITTEE

MINUTES OF THE NORTHERN AREA PLANNING COMMITTEE MEETING HELD ON 6 JUNE 2012 AT COUNCIL CHAMBER - COUNCIL OFFICES, MONKTON PARK, CHIPPENHAM.

Present:

Cllr Peter Colmer, Cllr Christine Crisp, Cllr Peter Davis, Cllr Bill Douglas (Substitute), Cllr Alan Hill (Vice-Chair, in the Chair), Cllr Peter Hutton, Cllr Howard Marshall (Substitute), Cllr Judy Rooke (Substitute) and Cllr Toby Sturgis

Also Present:

Cllr Howard Greenman and Cllr Carole Soden.

42 Apologies

Apologies were received from:

Cllr Simon Killane
Cllr Mark Packard
Cllr Peter Doyle
Cllr Desna Allen
Cllr Tony Trotman

Substitutes:

Cllr Killane was substituted by Cllr Bill Douglas.
Cllr Packard was substituted by Cllr Judy Rooke.
Cllr Allen was substituted by Cllr Howard Marshall.

43 Minutes of the Previous Meeting

The minutes of the meeting held on **16 May 2012** were presented.

Resolved:

Subject to altering the Refusal reason of Minute 40(c) from:

The proposed development would prejudice the use and enjoyment of the bridleway contrary to Section 130 of the Highways Act. In the absence of any specific development plan policy applicable in this instance, this is considered to be a significant material consideration.

To:

The proposed development would prejudice the use and enjoyment of the bridleway due to the sudden noise and perception of danger contrary to Section 130 of the Highways Act and Policy T5 of the North Wiltshire Local Plan 2011 and the National Planning Policy Framework which seeks to protect and enhance public rights of way.

To APPROVE as a correct record and sign the minutes.

44 **Declarations of Interest**

Cllr Howard Marshall and Cllr Alan Hill declared a personal interest in Minute 48(c) – 12/00889/FUL: *Land Adjacent to 8 Tern Close, Calne* – by virtue of being Calne Town Councillors where the application had come before the Town Planning Committee.

Cllrs Marshall and Hill declared the interest would not prejudice their decisions and would consider the matter with an open mind in debate and vote.

45 **Chairman's Announcements**

There were no announcements.

46 **Public Participation and Councillors' Questions**

The committee noted the rules on public participation.

47 **Planning Appeals**

The Committee noted the contents of the Appeals update.

48 **Planning Applications**

Attention was drawn to the late list of observations provided at the meeting, and attached to these minutes, with regards to applications **7a** and **7c** as listed in the agenda pack.

48 a) **11/02688/FUL - Land at Abbey View Farm, Malmesbury, SN16 9DA**

Public Participation

Mr Mark Willis, agent, spoke in support of the application.

The Planning Officer presented their report which recommended Refusal. Attention was drawn to the location and design of the proposed application, and emphasis on the consideration of the functional and in particular the financial tests regarding the proposed business was highlighted.

The Committee then had the opportunity to ask technical questions of the officers. The size of the dwelling, the viability of the proposed business arrangements, and the possibility of tying the dwelling to the agricultural building legally were raised. It was clarified that there is no specific policy regarding the size of an agricultural workers' dwelling, but that the scale was seen as generally appropriate.

Members of the public then had the opportunity to address the Committee with their views, as detailed above.

Cllr Howard Greenman, Wiltshire Councillor, was permitted to address the Committee by the Chair, and spoke in support of the application.

A debate followed, where the development of the site was discussed, along with concerns regarding the business model and subsequent need for an agricultural workers' dwelling.

It was,

Resolved:

That Planning Permission be REFUSED for the following reason:

- 1. The proposed dwelling cannot be justified in connection with the essential need for a rural worker to live permanently adjacent to Abbey View Farm. Therefore, the erection of a dwelling in the open countryside, outside the framework boundary of any established settlement, would be contrary to policy H4 of the North Wiltshire Local Plan 2011 and guidance contained within the National Planning Policy Framework.**
- 2. No Section 106 Agreement has been secured therefore the proposed development does not include or bring forward adequate provision for public open space as is required by policies C2 and CF3 of the adopted North Wiltshire Local Plan 2011 and supporting guidance contained within the North Wiltshire Open Space Study 2004.**

Informatives

- 1. This decision relates to documents/plans submitted with the application, listed below.**

- 2215/01 – Location plan, date stamped 5th August 2011
- 2215/02A – Plans and elevations as proposed, date stamped 16th November 2011

2. The applicant is advised that planning permission is required for the retention of the storage units and is unlikely to be granted.

48 b) **12/00715/FUL - 4 Kent End, Ashton Keynes, SN6 6PF**

Public Participation

Mr Michael Fowler, agent, spoke in support of the application.

Cllr Ian Woods, Chairman, Ashton Keynes Parish Council, spoke in objection to the application.

The Planning Officer introduced their report, which recommended that planning permission be granted. Attention was drawn to the location within the conservation boundary and the materials being in keeping with the area and the proposed extensions still being subservient to the main property.

The Committee then had the opportunity to ask technical questions of the officers.

Members of the public then had the opportunity to address the Committee with their views, as detailed above.

The Local Member, Cllr Carole Soden, then addressed the Committee. Cllr Soden supported the application in principle, so long as the objections of the Parish Council were noted and their suggestions in the event of approval adopted.

A debate followed, wherein the types of materials in the construction of the extension to the proposed annex was discussed, along with the possibility of ensuring the annex remained formally tied to the main property.

It was,

Resolved:

To DELEGATE for approval as per officer recommendation, subject to a S106 agreement to tie the annex to the main house and prohibit separate sale/rental for the following reason:

The proposed development is considered to be acceptable and would be in keeping with the character and appearance of the area, and will have no adverse impact on the amenities currently enjoyed by the neighbouring residents or on the character or

appearance of this part of the Ashton Keynes Conservation Area. The proposal would not be subject to an unacceptable risk of flooding or materially increase the risk of flooding elsewhere and is in accordance with Policies C3, HE1 and H8 of the adopted North Wiltshire Local Plan (2011).

Subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. No development shall commence on site until details of the materials to be used on the walls and roof of the proposed development, including details of the proposed solar slates have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.

POLICIES: C3, HE1 and H8 of the North Wiltshire Local Plan 2011.

3. No works shall commence on site until details of the proposed rooflights (including size, manufacturer and model number) have been submitted to and approved in writing by the Local Planning Authority. The new rooflights shall be of a design which, when installed, do not project forward of the general roof surface.

REASON: In the interests of preserving the character and appearance of the listed building and its setting.

POLICIES: C3, HE1 and H8 of the North Wiltshire Local Plan 2011.

4. No works shall commence on site until details of all new external window and door joinery and/or metal framed glazing have been submitted to and approved in writing by the local planning authority. The submitted details shall include depth of reveal, details of heads, sills and lintels, elevations at a scale of not less than 1:10 and horizontal/vertical frame sections (including sections through glazing bars) at not less than 1:2. The works shall be carried out in accordance with the approved details.

REASON: in the interests of preserving the character and appearance of this part of the Ashton Keynes Conservation Area.

POLICIES: C3, HE1 and H8 of the North Wiltshire Local Plan 2011.

5. No development shall commence on site until details of the finish to external timber, including any paint or stain to be used on the potting

shed, machinery store and greenhouse have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development being first brought into use / occupied.

REASON: In the interests of visual amenity and the character and appearance of this part of the Ashton Keynes Conservation Area.

POLICIES: C3, HE1 and H8 of the North Wiltshire Local Plan 2011.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions/extensions or external alterations to any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions/extensions or external alterations.

POLICIES: C3, HE1 and H8 of the North Wiltshire Local Plan 2011.

7. The extension (building) hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 4 Kent End, Ashton Keynes.

REASON: The additional accommodation is sited in a position where the Local Planning Authority, having regard to the reasonable standards of residential amenity, access, and planning policies pertaining to the area, would not permit a wholly separate dwelling.

POLICIES: C3, HE1 and H8 of the North Wiltshire Local Plan 2011.

8. The development hereby permitted shall be implemented in accordance with the submitted plans and documents listed below. No variation from the approved plans should be made without the prior approval of the local planning authority. Amendments may require the submission of a further application.

- 120106-08 A – Design scheme, date stamped 2nd May 2012
- 120106-09 A – Site plan block plan and garden buildings, date stamped 2nd May 2012
- 120106-01 – Location plan, date stamped 9th March 2012

REASON: To ensure that the development is implemented as approved.

9. No part of the development hereby approved shall be first brought into use until the parking area shown on the approved plans has been consolidated, surfaced and laid out in accordance with the approved details. This area shall be maintained and remain available for this use

at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

POLICY: C3 of the North Wiltshire Local Plan 2011.

48 c) 12/00889/FUL - Land Adjacent to 8 Tern Close, Calne, SN11 8NG

Public Participation

Mrs Evelyn Dean spoke in objection to the application.

Mrs Wheel spoke in objection to the application.

Mr Nick Puntis, agent, spoke in support of the application.

The Planning Officer introduced their report which recommended refusal. It was highlighted that it was a material consideration that there remains extant planning permission for a single dwelling on the site. It was also a material consideration that an appeal for erection of a pair of semi-detached dwellings on the site had been dismissed. It was noted that the plans had been reduced since the appeal decision, and that the main issue remained whether the impact on neighbouring properties was overbearing.

The Committee then had the opportunity to ask technical questions of the officers. An enquiry was made to the planning solicitor as to whether the existence of a covenant on the land prohibiting new buildings would have an impact on the Committee's previously granted permission. The solicitor clarified that any covenant would be a civil matter, and should not be taken into account when considering current proposal before the Committee, and further that the deadline for challenging the previously granted permission had passed.

Members of the public then had the opportunity to address the Committee with their views, as detailed above.

The Local Member, Cllr Howard Marshall, then expressed reservations regarding the application, but considered it may have been a better option than the design that was already approved and could be constructed at any time.

A debate followed, where the views of the Town Council were discussed. It was clarified the Town Council had not been consulted regarding the plans as revised since the report was concluded. The scale of the proposed property and impact on the amenity of the neighbouring properties was debated.

It was,

Resolved:

That Planning Permission be REFUSED for the following reason:

- 1. The proposed development would by virtue of its scale, bulk and form result in a cramped form of development which would be detrimental to the open nature of Tern Close and out of character in the locality adversely affecting the visual amenity of the street scene. As such the proposal would be contrary to Policy C3 of the adopted North Wiltshire Local Plan**

- 2. The proposed development by reason of its siting would be overbearing resulting in an unacceptable and oppressive outlook for the occupiers of Number 8 Tern Close which would be detrimental to the amenities of the occupiers of this property. As such the proposal would be contrary to Policy C3 of the adopted North Wiltshire Local Plan 2011**

Informative

- 1. This decision relates to documents/plans submitted with the application, listed below.**

Plan Ref: Dwg No: 2011 -31- 1 Rev c	Dated: 24th May 201
Dwg No: 2011 -31- 2 Rev c	24th May 2012
Dwg No: 2011 -31- 3 Rev c	24th May 2012
Dwg No: 2011-31- 5 Rev B	22nd March 2012
Revised Dwg No: 2011 - 31 - 4 Rev C	10th May 2012
Revised Dwg No: 2011 - 31 - 4 Rev C1	10th May 2012

49 Urgent Items

There were no urgent items.

(Duration of meeting: 6.00 - 7.25 pm)

The Officer who has produced these minutes is Kieran Elliott, of Democratic Services, direct line (01225) 718504, e-mail kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

Wiltshire Council
Northern Area Planning Committee
27th June 2012

Forthcoming Hearings and Public Inquiries between 15/06/2012 and 31/12/2012

Application No	Location	Parish	Proposal	Appeal Type	Date
09/01315/CLE	OS 7400, Hicks Leaze, Chelworth, Lower Green, Cricklade	Cricklade	Use of Land for Storage and Dismantling of Cars, Vans, Lorries, Plant and Machinery for Export and Recycling; Siting of One Caravan for Residential Use	Public Inquiry	22/10/2012
11/02485/FUL	Gable End Farm, Grittleham, Chippenham, Wilts. SN15 4JY	Brinkworth	Retention of Temporary Agricultural Workers Dwelling for a Further One Year Period (Renewal of 07/01681/FUL)	Informal Hearing	17/07/2012
11/02574/OUT	Land at Widham Farm/Widham Grove, Station Road, Purton, SN5	Purton	Outline Planning Application for up to 50 Dwellings, Access and Associated Works Following Demolition of Two Dwellings	Public Inquiry	21/08/2012
11/03524/OUT	Land off Oxford Road, Calne, Wiltshire, SN11 8AW	Calne/Calne Without	Outline Planning Application for up to 200 Dwellings and Associated Works	Informal Hearing	03/07/2012
11/03628/OUT	Land at Silver Street & White Horse Way, Calne, Wiltshire	Calne/Calne Without	Outline Application for Development of Around 154 Dwellings with Associated Vehicular Access to Residential Development	Informal Hearing	04/07/2012
11/03790/FUL	Rose Field, Hullavington, Wilts. SN16 0HW	Hullavington/St Paul Without	Change of Use to a Caravan Site for Occupation by Six Gypsy and Traveller Families with Associated Works.	Informal Hearing	31/07/2012

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Planning Appeals Received between 24/05/2012 and 15/06/2012

Application No	Location	Parish	Proposal	DEL or COMM	Officer Recommendation	Appeal Type
11/02855/CAC	80 High Street, Cricklade, Wilts. SN6 6DF	Cricklade	Remove 2m Section of Existing Wall	DEL	Refusal	Written Representations
11/03636/S73	Coach House, Heddington, Calne, SN11 0PQ	Heddington	Demolition of Industrial Buildings & Erection of Nine Dwellings (Renewal of N.08.00341.OUT)	DEL	Permission	Written Representations
11/03855/FUL	17 Vale View, Wootton Bassett, Swindon, Wiltshire, SN4 7BY	Wootton Bassett	Erection of Detached House & Garage Including New Vehicular Access (Resubmission of 11/01506/FUL)	DEL	Refusal	Written Representations
12/00172/FUL	29 Purton Stoke, Swindon, Wiltshire, SN5 4JF	Purton	Replacement Garage to Include Studio Above Two Storey & Single	DEL	Refusal	Written Representations

Agenda Item 6

			Storey Rear Extensions & Replacement Windows (Resubmission of 11/01992/FUL)			
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Planning Appeals Decided between 25/05/2012 and 15/06/2012

Application No	Location	Parish	Proposal	DEL or COMM	Appeal Decision	Officer Recommendation	Appeal Type
11/01848/FUL	Land at The Paddocks, Chippenham, Wiltshire, SN15 3DN	Chippenham	Erection of Dwelling	DEL	Appeal Dismissed	Refusal	Written Representations
11/02697/FUL	3 Langley Road, Chippenham, Wiltshire, SN15 1BP	Chippenham	First Floor Rear Extension (Resubmission of 10/04653/FUL)	DEL	Appeal Dismissed	Refusal	Written Representations
11/04145/FUL	29 Silver Street, Colerne, Wiltshire, SN14 8DY	Colerne	First Floor Extension	DEL	Appeal Dismissed	Refusal	Written Representations

Agenda Item 7

Northern Area Planning Committee

INDEX OF APPLICATIONS ON 27/06/2012

	APPLICATION NO.	SITE LOCATION	DEVELOPMENT	RECOMMENDATION
7a	12/00286/FUL	Brethren Meeting Room, Goldney Avenue, Chippenham, Wiltshire, SN15 1ND	Partial Demolition of an Existing Building and Construction of Five Dwellings and Associated Works.	Permission
7b	11/04113/FUL	Land at Chippenham Railway Station, Cocklebury Road, Chippenham, Wiltshire, SN15 3QH	Proposed Stand Alone Car Park. (Resubmission of 11/03080/FUL)	Permission
7c	12/00885/FUL	Manor Farm, Broad Town, SN4 7RN	Demolition of Existing Farm Building & Replace With Building to Provide Ancillary Accommodation to Manor Farmhouse & The Associated Equestrian Yard (Resubmission of 11/03627/FUL)	Refusal
7d	12/00908/FUL	20 St Aldhelm Road, Malmesbury, Wiltshire, SN16 0DB	First Floor Side Extension	Refusal

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REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Report No.

Date of Meeting	27 th June 2012		
Application Number	12/00286/FUL		
Site Address	Brethren Meeting Room, Goldney Avenue, Chippenham, Wiltshire		
Proposal	Partial Demolition of Existing Meeting Room and Construction of 5 Dwellings and Associated Works		
Applicant	The Down Chapel Trust		
Town/Parish Council	Chippenham		
Electoral Division	Chippenham Lowden and Rowden	Unitary Member	Cllr Judy Rooke
Grid Ref	391442 173491		
Type of application	Full		
Case Officer	Kate Backhouse	01249 706684	kate.backhouse@wiltshire.gov.uk

Reason for the application being considered by Committee

Following Committee of the 16th May 2012, it was determined to defer the application for one cycle in order to:

- obtain highways clarification and their attendance at the next meeting;
- seek to negotiate alterations to the proposed detached dwelling either in terms of its re-orientation or reduction in scale.

This report has been updated having regard to the above.

1. Purpose of Report

To consider the above application and to recommend that authority be DELEGATED to the Area Development Manager to grant permission subject to conditions and the signing of a Section 106 Legal Agreement.

The Town Council raise no objections subject to discussions between planning officer and developer in respect of neighbour concerns.

2. Main Issues

- Principle of development Policies C3, CF3 and H3 of the adopted North Wiltshire Local Plan 2011 and the National Planning Policy Framework
- Affect on the privacy and amenity of existing neighbours and potential occupants

3. Site Description

The application site is located at the Brethren Meeting Room on Goldney Avenue. The immediate locality has been subject to fairly extensive residential development, most recently 10 affordable houses, on the adjacent plot, (10/04508/FUL) refers.

4. Relevant Planning History

None

5. Proposal

The proposal consists of the partial demolition of the religious meeting hall. (A new meeting hall has been permitted in Kington Langley on the A350, (08/00631/FUL) refers.) Plans show a row of 3 and 4 bed terraced houses to the west of the plot with a detached dwelling and garage to the east. Centrally, a new car parking area is to be created with 14 no. spaces serving the remaining part of the religious meeting place.

6. Consultations

Drainage Engineer

No objection subject to conditions.

Public Open Space

The current North Wiltshire Hub Open Space provision requirements for this development in accordance with policy CF3 of the North Wiltshire Local Plan 2011 are as follows:

North Wiltshire Open Space Calculator

The North Wiltshire Open Space Calculator has been used to determine the following levels of Open Space provision requirements:

2 × 3 Bed dwellings generate a need for 0.0132 Ha of Open Space

3 × 4+ Bed dwellings generate a need for 0.0252

0.0384 Ha equates to an Offsite Contribution of £33,800

Conclusion: This development generates a need for £33,800 in offsite Open Space Contribution to be used to upgrade facilities at John Coles Park

Highways – Initial comments

Having addressed the submitted information I am satisfied that the proposed development would not raise any highway concerns. The parking standards are not quite up to current standards (the 4 bed should have 3 spaces each) but each property is afforded an allocation of 2 spaces (with plot 5 having a possible 4 spaces to itself). I am happy to allow vehicles to reverse on and off the highway at this location. There appears to be adequate parking for the downsized Meeting Room. In summary based on the submitted plans I wish to raise no highway objection subject to the following condition:

(WD20) No part of the development hereby approved shall be first occupied until the parking areas shown on the approved plans has been consolidated, surfaced and laid out in accordance with the approved details. This area shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

Parish Council

No objections subject to discussions between planning officer and developer in respect of neighbour concerns.

Landscape Officer

No objections subject to conditions

7. Publicity

The application was advertised by site notice and neighbour consultation.

4 letters of objection have been received.

Summary of key relevant points raised:

- Proximity of development to boundary
- Overlooking
- Size, scale and design
- Removal of hedge
- 1st floor side window
- Highway concerns due to retention of religious hall

8. Planning Considerations

As mentioned above the application was deferred in order to seek alterations to the detached dwelling in respect of size and scale and also to seek Highway Officer clarification in respect of parking in the area. All other matters were agreed however are included below for information.

Principle of development

Policy H3 of the Local Plan states that proposals for residential development, within the Framework Boundaries as defined on the proposals map, will be permitted, provided that amongst other things priority is given to the re-use of previously developed land and buildings. The National Planning Policy Framework defines previously developed land as land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

Impact on privacy and amenities of existing and future occupiers

The 4 terraced houses raise no objection in terms of design or amenity issues given the distance between the rear windows and those of the terraces at Lowden Avenue. Parking arrangements show the kerb being dropped and 8 no. spaces being provided directly off the road. Adjacent to the meeting hall a car park with 14 spaces is shown to serve the hall. The detached 4 bed dwelling is set at an angle within the triangular plot with the end gable facing onto the gardens of Lowden Avenue.

Concerns were raised in respect of the impact the dwelling would have on the residents of the bungalows on Lowden Avenue. The proposed dwelling is over 18 metres away from the rear wall of 24d Lowden Avenue with the other bungalows being positioned a greater distance away. It is noted that the houses backing onto the development are bungalows (a site visit was carried out to view the development site from two of the neighbouring properties) and that the proposed dwelling is 2 storey dwelling however this does not make the proposal unacceptable in planning terms. Indeed, when viewed from Goldney Avenue a 2 storey dwelling is much more in keeping with the street-scene.

Revised plans have been provided in an attempt to alleviate concerns relating to the proposed detached dwelling.

Revised Plot 5 scheme

Following the last committee meeting provisional draft revised plans presenting a number of options were submitted in order to overcome concerns over the scale and size of the original dwelling shown on plot 5 in respect of the impact it will have on residents of the bungalows on Lowden Avenue. These draft plans were circulated. Neighbours remain concerned that the reductions are inadequate and that only a bungalow is suitable on this plot.

Whilst it is acknowledged that bungalows lie to the north of the plot these lie at a distance of over 18 metres from the proposed dwelling. To the south, south/east of the plot lay two blocks of two storey new builds in elevated positions and the proposed dwelling will be read in connection with these dwellings rather than the bungalows to the north.

The revised scheme, considered acceptable by officers following the comments of the committee, shows the slab levels being dropped by 300mm and the dwelling being moved a further 1 metre from the boundary. Additionally the roof has been hipped to reduce the bulk and overall mass of the proposed dwelling.

It is therefore considered that subject to receiving revised plans in accordance with discussions with the agent and the provisional revised drawings, the scheme results in a dwelling which respects the existing street-scene whilst reducing the impact that the dwelling would have on the residents of the bungalows of Lowden Avenue.

Additional Highway comments

Concerns were raised at the previous committee in regards to parking and highway safety.

Highways Officers have now elaborated on their previous comments and have maintained that the scheme is acceptable in respect of highway safety and parking provision and therefore there can be no objection in respect of this.

'It is practice to allow reversing on and off the highway on residential roads as long as there is adequate visibility to achieve a safe exit. I am satisfied that the proposal offers adequate visibility and that vehicle speeds on Goldney Avenue are such that forward visibility of reversing vehicles should be easily accommodated. The footway provides visibility of pedestrians.'

'With regards to the reduction of standards, I am happy that the parking provision (being allocated bays rather than garages) will accommodate only parked vehicles (be this only 2 per house). (2 spaces per 3 bed meets current standards with two 4 beds with 2 spaces each). The site has its own constraints and I noted that the design as proposed would have difficulty accommodating 3 spaces per dwelling. The location is relatively close to the town centre and bus routes and based on this premise I was happy to accept a reduction. The information provided demonstrates that the Gospel Hall is to be reduced in size by about a third and the parking falls in with this reduction leaving an equivalent level of parking provision.'

9. Conclusion

It is considered that the revised proposal complies with the policies of the North Wiltshire Local Plan in that it is sited within the framework settlement boundary for Chippenham and will not impact unduly on the privacy and amenities enjoyed by neighbouring residents. The proposal has adequate amenity and parking spaces and is considered an appropriate addition to the locality.

10. Recommendation

To recommend that authority be DELEGATED to the Area Development Manager to grant permission for the following reason subject to conditions set out below and signing of a Section 106 Legal Agreement.

The proposed residential development is considered to be of an acceptable scale, design and layout that would be appropriate in the context of surrounding residential development. The proposal would not have a significant impact upon the amenities of surrounding residential properties and would deliver an appropriate contribution towards the provision of public open space. The proposal would comply with the provisions of Policies C2, C3, CF3 and H3 of the adopted North Wiltshire Local Plan 2011.

Subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be implemented in accordance with the submitted plans and documents listed below. No variation from the approved plans should be made without the prior approval of the local planning authority. Amendments may require the submission of a further application.

Design and Access Statement date stamped 31.01.12

11-1445-L(0)03 E date stamped 12.06.12

11-1445-L(0)07 A date stamped 31.01.12

11-1445-L(0)08 A date stamped 31.01.12

11-1445-L(0)06 B date stamped 12.06.12

11-1445-L(0)02 A date stamped 31.01.12

11-1445-L(0)09 B date stamped 12.06.12

11-1445-L(0)01 A date stamped 31.01.12

11-1445-L(0)11 A date stamped 31.01.12

11-1445-L(0)04 A date stamped 31.01.12

11-1445-L(0)05 A date stamped 31.01.12

11-1445-L(0)10 B date stamped 12.06.12

11-1445-L(0)12 date stamped 12.06.12

REASON: To ensure that the development is implemented as approved.

3. No development shall commence on site until details of the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development being occupied / brought into use.

REASON: In the interests of visual amenity and the character and appearance of the area.

4. No part of the development hereby permitted shall be first brought into use/occupied until the access, turning area and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), there shall be no additions to, or extensions or enlargements of any building forming part of the development hereby permitted.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions, extensions or enlargements.

6. No development shall commence on site until a scheme of hard and soft landscaping, including the retention of the conifer hedge on the northern boundary, has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:

- (a) indications of all existing trees and hedgerows on the land;
- (b) a detailed planting specification including all species, planting sizes and planting densities and canopy spread of all trees and hedgerows;
- (c) all species, planting sizes and planting densities, spread of all trees and hedgerows within or overhanging the site, in relation to the proposed buildings, roads, and other works;
- (d) finished levels and contours;
- (e) means of enclosure;
- (f) car park layouts;
- (g) other vehicle and pedestrian access and circulation areas;
- (h) hard surfacing materials;
- (i) proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);
- (j) four trees of a size and species and in a location to be agreed in writing with the Local Planning Authority, shall be planted in accordance with BS3936 (Parts 1 and 4), BS4043 and BS4428.

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

7. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

8. Notwithstanding the details shown on the submitted plans, there shall be no window inserted in the first floor side elevation of plot 5.

REASON: In the interests of residential amenity and privacy.

9. No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Local Planning Authority. The lighting approved shall be installed and shall be maintained in accordance with the approved details.

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

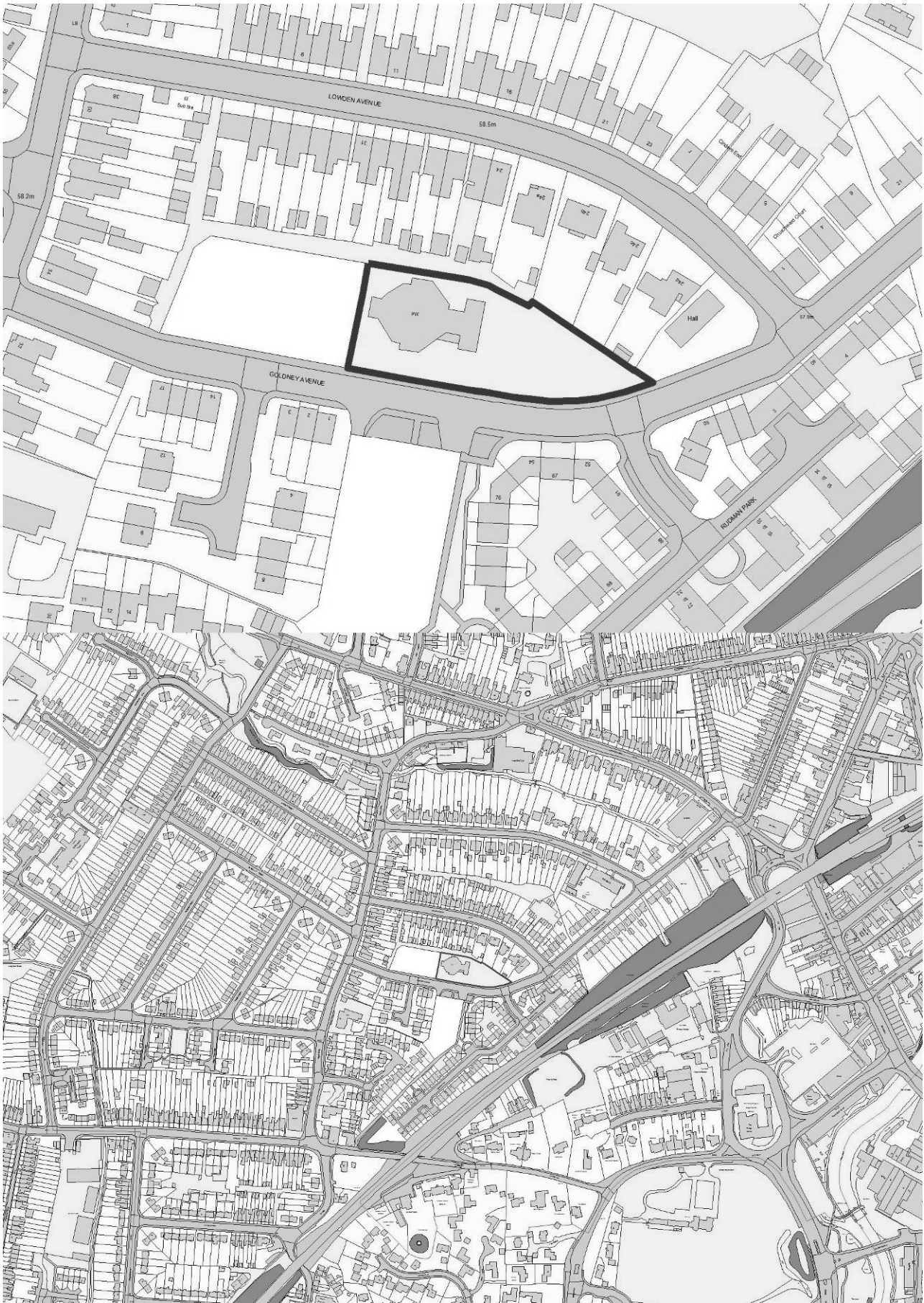
10. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. Where possible, this should include SuDs methods to attenuate surface water thereby allowing for runoff volumes. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

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

Informatives

1. Attention is drawn to the Legal Agreement relating to this development or land which has been made pursuant to Section 106 of the Town and Country Planning Act 1990, Section 111 of the Local Government Act 1972, Section 33 of the Local Government (Miscellaneous Provisions) Act 1982 or other enabling powers.

2. The attention of the applicant is drawn to the contents of the attached letter from Wessex Water dated 16th February 2012.



REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Report No.

Date of Meeting	27 June 2012		
Application Number	N/11/04113/FUL		
Site Address	Land at Chippenham Railway Station, Cocklebury Road, Chippenham SN15 3QH		
Proposal	Proposed Stand Alone Car Park		
Applicant	Network Rail		
Town/Parish Council	Chippenham Town Council		
Electoral Division	Chippenham Monkton	Unitary Member	Cllr Christopher Caswill
Grid Ref	392284 173843		
Type of application	Full		
Case Officer	Chris Marsh	01225 706657	chris.marsh@wiltshire.gov.uk

Reason for the application being considered by Committee

The Unitary Member has called the application to Committee in order to consider the general impact of the development on the site and its setting.

1. Purpose of Report

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

2. Main Issues

The main issues for consideration are as follows:

- Principle of development
- Impact on the character and appearance of the Conservation Area
- Impact on neighbour amenity
- Impact on highways

3. Site Description

The application relates to a parcel of land located immediately East of the existing railway car park between the railway lines and Cocklebury Road. The site comprises some 5,080m² of former railway land, including some areas of hardstanding associated with the former goods yard at its West end, arranged in an elongated form narrowing to the East.

Until recently, the site hosted a mixture of tree and plant species, however, those not within the Conservation Area have now been removed, lending an exposed appearance to the land between the College building to the South of Cocklebury Road and the Westinghouse estate. This exercise exposed the remains of a 19th Century goods platform in the centre of the site, which lies immediately East of the boundary of the Conservation Area, which covers the Western half of the site. A badger habitat has been identified at the site's Eastern end and the greenery in its immediate surroundings has been retained.

The site was acquired by Network Rail in late 2010, having previously been owned by Royal Mail with only rights of access along the Northern boundary of the site for railway maintenance work. Having once been a goods station and yard believed to date from the 1841 establishment of the railway in Chippenham, the site has not seen any particular use since the 1970s.

4. Relevant Planning History

Application Number	Proposal	Decision
N/11/03080/FUL	Proposed Stand-Alone Car Park. Change of Use to Operational Railway Land	Withdrawn
N/10/00899/FUL	Erection of New Vehicle Access Gate & Fencing Following Demolition of Existing Buildings & Fence	Permission
N/09/02280/CAC	Demolition of Two Curtilage Listed Buildings and Boundary Fence	Permission

5. Proposal

The application is a resubmission of a previous scheme (11/03080/FUL refers), which was withdrawn for a number of reasons relating to the quality of design and implications of a change of use of the land, for which there was little substantial justification. The current scheme addresses the concerns raised during the course of the previous application and seeks permission for a car park only, on a slightly revised site area. Due to the electrification works to Chippenham Station over the coming years, part of the existing Western Network Rail car park will be temporarily closed for the use of contractors and the car parking displaced accordingly.

Under the revised proposal, the majority of the site is to be re-graded and surfaced in order to accommodate some 166 parking spaces in order to serve the demands of Chippenham Railway Station. The existing splayed access is to be retained and will provide vehicular access and egress to the split-level car park that will extend most of the length of the site. Pedestrian access is to be provided separately via an open footpath linking to Cocklebury Road at the Southwest corner of the site. Due to the undulating levels of the site, particularly at its Eastern end, ground works are required to provide a simple split-level layout, with a shallow ramp at either end and a short retaining wall through the centre of the site, accounting for the variation in site levels over a distance of 25m.

Whilst the majority of the site is to be surfaced in tarmac, the boundary treatment where the site borders Cocklebury Road has been the subject of lengthy negotiation and a suitable scheme generated. This comprises a 1.5m coursed Bath stone wall with coping detail, behind which will be a series of native tree species along the length of this boundary. Owing to the presence of power lines, choice and density is restricted, and the railway line precludes any such planting along the Northern boundary. The trees are to be protected by low-level metal guards and a bull-nose kerb running the length of the slightly raised grass verge into which they are to be set, which extends to a depth of 1.7m into the car park.

The Northern and Western site edges are to retain their chain link fence boundaries, with little alternative due to the operational railway track and separately-run car park adjacent. 5.5m steel LED lighting columns are to be distributed around the perimeter and additionally in pairs through the centre of the wider part of the site. The existing splayed access to the site is to be altered slightly but will generally follow the same form, providing direct access and visibility onto Cocklebury Road. Where the access narrows to pillars accommodating a height restriction bar, a slot drain is to be installed to intercept surface water.

The badger sett area at the site's Eastern end has been set aside from the proposal and is to be screened from the car park by a security fence with secure access through for the purposes of railway maintenance. In any case, the sett and its immediate surroundings are covered under the Protection of Badgers Act 1991, which affords the habitat statutory protection.

6. Consultations

Chippenham Town Council – no objection in principle, however the following comments are raised:

- *“The proposed stand-alone car park will require a new, separate entrance/exit and considers this is unnecessary and will be potentially detrimental to the sound management of traffic flows in Cocklebury Road, adding to the conflicts that already exist between vehicles exiting railway premises and through traffic. The Council considers that the respective owners of the car parks, both of which are in the railway business, should seek an arrangement to ensure an integrated approach for car parking at the station.*
- *The Town Council is mindful of the potential increase in traffic in Cocklebury Road over the next few years resulting from potential housing development in the area, including Rawlings Green and on the north side of the railway, with the possibility of a new link across the railway to Monkton Park and Cocklebury Road. It notes that there is potential for an extension of National Cycle Route 4 in this area which would provide separation for cyclists accessing the station and town centre from motor traffic on Cocklebury Road. Consideration should be given to making provision for the cycle route alongside the railway, and plans for existing and future railway car parks should facilitate this, in conjunction with Sustrans and the Highway Authority.*
- *The Council is concerned that if the new car park is designated ‘operational railway land’ the Planning Authority would then have no powers over any additional development on the site. This area of land is identified in the Core Strategy Consultation Document as part of the central area of opportunity in Chippenham for redevelopment and regeneration. The ability to ensure that development on this site in the future is in line with these regeneration objectives could be severely compromised.”*

Highways – no objection, access has been agreed in principle

Urban Design – no objection

Environmental Health – no objection

Rights of Way – no objection

Conservation – no objection, subject to archaeological recording of platform

English Heritage – [awaiting comment]

7. Publicity

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

Two letters of objection from nearby residents have been received, citing concern over the potential exacerbation of light pollution caused by floodlights in this area and loss of amenity.

8. Planning Considerations

- Principle of development
- Impact on the character and appearance of the Conservation Area
- Impact on neighbour amenity
- Impact on highways

Acknowledging that the site in its current condition offers little benefit to Cocklebury Road or the immediate area, particularly since the clearance of much of the greenery, the principle of development for the purposes of car parking in association is considered acceptable. Development plan transport policy emphasises the importance of providing adequate off-street parking and facilitating the use of public transport wherever possible, and therefore the reasoning behind the proposal is sound in policy terms. However, the impact of an effective extension of an already expansive swathe of parking is such that suitable mitigation in terms of design and street scene is required in order to ensure that the development does not detract from the amenity of the area.

Cocklebury Road is characterised by its mixture of uses and already features large areas of car parking further to the West of the site in question. It is therefore desirable to minimise the visual impact of such an expanse of vehicles, especially when considered in the context of the Sadlers Mead and Wiltshire College car parks to the South of Cocklebury Road and the Westinghouse car park to the North of the railway. The cumulative effect of car parking in the area, given the relatively elongated form of the site, is such that a high-quality is warranted as part of the scheme.

Following the submission of the application, which provided very little information relating to the remains of a goods platform in the centre of the site, a request was made to English Heritage to consider whether this structure would be worthy of listing, either in its own right or as part of the Grade II-listed Chippenham Station. The outcome of this exercise was that the structure would not qualify for listing and this decision is attached at **Appendix I**. As such, there is no statutory basis to preserve the platform, which has been proposed for demolition by the applicant, and to seek to protect the structure would not be reasonable. The National Planning Policy Framework states that where loss of non-designated heritage assets or less than substantial harm is incurred, this impact should be weighed against the public benefit of the scheme, in this instance in supporting rail use.

It is understood that the residents of Esmead, to the South of the site, have experienced problems with light pollution nuisance emanating from the Westinghouse site, to the North of the railway, owing to the high-power lighting fixed to a number of the buildings. This may have been exacerbated by the removal of trees from the application site earlier this year, which may have previously provided some degree of screening. The current scheme includes provision of a number of 6m lighting columns, upon which LED lights are to be attached, distributed throughout the site boundaries and along the central parking rank, which should be screened to avoid glare.

The scheme has previously been subject to pre-application discussions with the Highways Officer in respect of the proposed access and egress to and from the site, the volume of traffic anticipated and the impact upon the safety of Cocklebury Road. As confirmed by the representation received, the Officer is satisfied that the proposed configuration provides adequate space and visibility to enable the safe movement of vehicles between the site and the adjacent highway, without posing a significant risk to pedestrian safety. The prospect of a shared access, and associated pedestrian route, with the adjacent car park to the West has been considered, however no resolution has been reached between the respective operators. Whilst the Town Council's comments are noted, and this might perhaps be a preferable solution, the creation of a new access, given its acceptability in its own right and adaptation from the existing, is considered satisfactory.

9. Conclusion

It is considered that the proposal is acceptable in principle given the lack of a design brief for this area of Chippenham. The access arrangements are considered adequate in terms of maintaining highway and pedestrian safety, which is further affirmed by the separate pedestrian access to the site. The revised proposed boundary treatments are sufficient to mitigate the visual impact of additional car parking on this site without compromising public safety and will serve as an overall enhancement to this stretch of Cocklebury Road.

10. Recommendation

Planning Permission be GRANTED for the following reason:

The proposed development will not adversely affect the character or appearance of the site or the Chippenham Conservation Area. The measures proposed in the applicant's supporting documentation are considered sufficient to mitigate any adverse impacts on the ecology of the site. Subject to the subsequent agreement of lighting and boundary treatments, the proposal will not significantly harm the residential amenity of the locality. The proposal therefore accords with Policies C3, NE9, HE1, T1, T3, T4 and T5 of the adopted North Wiltshire Local Plan 2011.

And subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 No works shall commence on site until an archaeological survey and recording of the existing historic platform structure in situ has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

REASON: In the interests of maintaining a record of the undesignated heritage asset on the site.

- 3 No development shall commence on site until details and samples of the external stonework, including type, coursing and bedding of the natural stone, type of pointing and mortar mix, have been submitted to and approved in writing by the Local Planning Authority. The external stonework shall be constructed in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.

- 4 All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use or completion of the development, whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

- 5 The development hereby permitted shall not be first brought into use until the first five metres of the access, measured from the edge of the carriageway, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

- 6 No development shall commence on site until details of external cowls, louvers or other shields to be fitted to the floodlights to reduce light pollution, have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be put in place before the floodlights are first brought into use and shall be maintained in accordance with the approved details.

REASON: To minimise light pollution and in the interests of the amenities of the area.

- 7 The development hereby permitted shall be implemented in accordance with the submitted plans and documents listed below. No variation from the approved plans should be made without the prior approval of the local planning authority. Amendments may require the submission of a further application.

440304/C/100 rev J - Proposed General Arrangement (sheet 1)
 440304/C/100 rev J - Proposed General Arrangement (sheet 2)
 440304/C/105 rev J - Elevations Existing and Proposed
 440304/C/200 - Cross Sections, Proposed Cut & Fill (sheet 1)
 440304/C/200 - Cross Sections, Detailed Sections (sheet 2)
 440304-C108 rev C - Retaining Wall & Grass Verge Detail
 440304/C/102 rev C - Surface Water Proposed Drainage Plan
 440304/C/101 rev C - Traffic Paths & Turning Circles

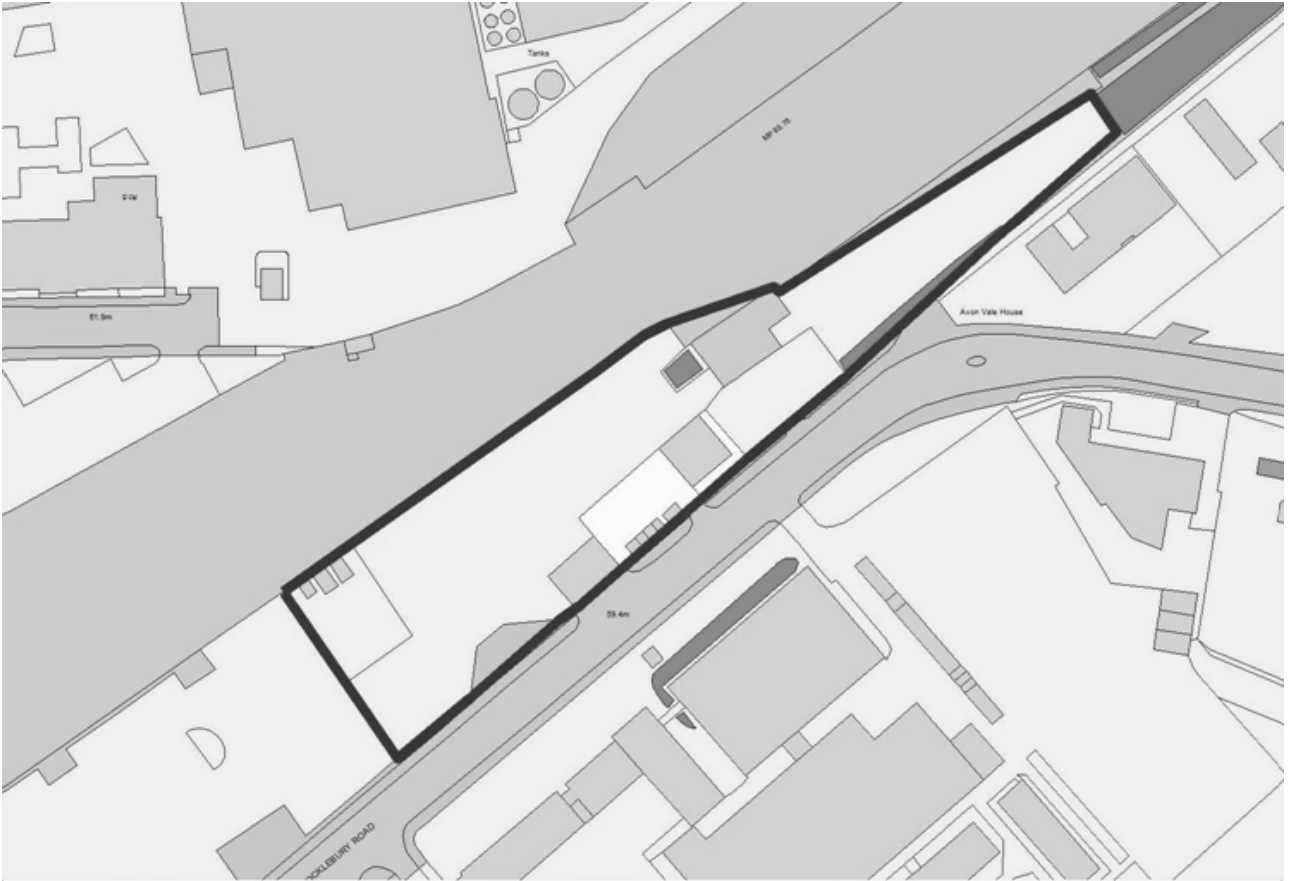
Received 21 May 2012

REASON: To ensure that the development is implemented as approved.

INFORMATIVES

1. No specific details are submitted in respect of any signage, ticket machines, etc, to be incorporated into the scheme. Any advertisement which does not have consent by virtue of the Town and Country Planning (Control of Advertisements) Regulations 1992 (as amended) must not be displayed unless you have received the necessary consent from the local planning authority. Application forms are available, on request, from the local planning authority.
2. The applicant should note that there may be badger setts in the vicinity of the site, and as a consequence compliance with certain requirements and provisions of the Badgers Act 1991 may be necessary. If this is the case the applicant is advised to contact Natural England who are responsible for issuing licences relating to development on the site of badger setts.

Appendices:	Appendix I – English Heritage Reject at Initial Assessment Report
Background Documents Used in the Preparation of this Report:	As above



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Application Name: Goods Platform c.280m to the North-East of Chippenham Railway Station

Number: 472128
Type: New
Heritage Category: Listing

Address:

The former goods platform is situated c.280m to the north-east of Chippenham Railway Station, on the south side of the railway line.

County	District	District Type	Parish
	Wiltshire	Unitary Authority	Chippenham

Recommendation: Reject

Assessment

Context

English Heritage has received an application requesting that we assess a mid-C19 goods platform at Chippenham Railway Station for designation as a listed building. The platform is subject to a current planning application which will result in its demolition to facilitate the laying out of a new car park. It lies marginally outside the Chippenham Conservation Area. Chippenham Railway Station is listed at Grade II.

History and Details

The Great Western Railway was founded in 1832 and incorporated by Act of Parliament in 1835, with the aim of constructing a railway line from London to Bristol; Isambard Kingdom Brunel was appointed company engineer. The line from London to Bristol opened in eight separate stages from 1838, opening throughout in 1841, the same year that Chippenham Railway Station opened. The station, however, was substantially rebuilt in 1856-58 to meet the increased volume of rail traffic following the opening of the first section of the Wiltshire, Somerset and Weymouth Railway from Chippenham to Westbury in 1848; the line was completed through to Weymouth in 1857. At the same time, the increased growth in freight traffic also necessitated the construction of a goods yard and goods shed some 200m to the north-east of the station; it is, therefore, believed that the goods platform was also constructed at this time. The early to mid-C20 growth in freight traffic resulted in the platform being extended at its north-east end. In the 1960s, however, following a review of train services, especially freight workings, goods traffic at Chippenham began to decline and by the 1970s the platform had been taken out of railway use.

The platform, which is situated on the south-east side of the main line, has brick walls and copings with a C20 extension in concrete blockwork and a surface composed of brick and earth patching. It is rectangular on plan with ramps to its south-east and south-west sides. The north-east end of the platform has now been partially demolished and recent ground disturbance in this area makes it difficult to ascertain where it terminated.

Assessment

As set out in the Principles of Selection for Listing Buildings (March 2010), although most buildings pre-dating 1840 are strong candidates for listing, progressively greater selection is required for post-1840 buildings due to the greatly increased number of buildings erected and the much larger numbers that have survived. Further guidance on the designation of railway structures is laid out in the English Heritage Listing Selection Guide for Transport Buildings (April 2011), which states that goods yards need to be assessed as a whole rather than as individual structures. Furthermore, in response to Network Rail announcing their proposal to electrify the Great Western main line, an extensive survey of the route has been undertaken by English Heritage, in conjunction with Network Rail and Alan Baxter Associates, to identify those heritage assets which warrant further assessment for designation. In view of this, the goods platform at Chippenham Railway Station does not meet the criteria for designation for the following principal reasons:

- * Architectural interest: the platform is a utilitarian structure, being of a design that is common throughout the railway network.
- * Historic interest: being constructed after the opening of the Great Western Railway in 1841, it does not have any inherent historic interest with Isambard Kingdom Brunel.
- * Selectivity and rarity: the platform was not identified as one of the structures requiring further investigation by English Heritage prior to the electrification of the Great Western Main Line. Government guidance is clear that, in cases of mass-produced or frequently encountered structures, a selection of the best and most representative examples is the approach to follow.
- * Engineering interest: it exhibits no innovative engineering or pioneering use of materials.
- * Group value: it does not comprise part of a particularly well-preserved goods yard group, particularly as the goods shed has now been demolished.

Conclusion

Although the placement of this goods platform on the Great Western main line affords it some interest, it does not, however, meet the criteria for listing in a national context.

REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Report No.

Date of Meeting	27 th June 2012		
Application Number	12/00885/FUL		
Site Address	Manor Farm, Broad Town, SN4 7RN		
Proposal	Demolition of Existing Farm Building & Replace with Building to Provide Ancillary Accommodation to Manor Farmhouse & The Associated Equestrian Yard. (Resubmission of 11/03627/FUL)		
Applicant	Ms Allison		
Town/Parish Council	Broad Town		
Electoral Division	Wootton Bassett East	Unitary Member	Cllr Groom
Grid Ref	409100 177951		
Type of application	Full		
Case Officer	Kate Backhouse	kate.backhouse@wiltshire.gov.uk	01249 706684

Reason for the application being considered by Committee

The application has been called into committee by Cllr Groom to consider the scale of development, relationship to existing properties and car parking.

1. Purpose of Report

To consider the above application and to recommend that planning permission be REFUSED

No comments have been received from the Parish Council at the time of writing this report. No objections have been received.

2. Main Issues

The main issues in considering the application are:

- Principle of development. Policies C3, H4, H8 and NE15 of the adopted North Wiltshire Local Plan 2011
- Scale and size of the proposal

3. Site Description

4. Relevant Planning History

Application Number	Proposal	Decision
11/03627/FUL	Demolition of Existing Farm Building & Replace with Accommodation/Office Facilities and Garaging	REF
10/01199/FUL	Conversion of Garage to Ancillary Accommodation	PER PER

08/02820/FUL	Alterations and Extension to Farmhouse, COU of Land to Garden	PER
08/02819/FUL	Diversification of Existing Farming Use to Include Equestrian Business	

5. Proposal

Permission is sought to remove an existing range of outbuildings and to replace them with ancillary living accommodation comprising of two bedrooms, kitchen/living room and shower room. Adjacent to this plans show a large office with kitchenette and WC. Attached to the proposed office plans show a large gym with sauna, male and female WCs and male and female changing rooms. Following on from the gym, the building provides a seven bay open fronted garage. The building as a whole is approximately 47 metres long and is broadly on the same footprint as the existing outbuilding. The primary difference is the height of the building which increases approximately 1.5 metres. Plans also show an area of landscaping to the south-west of the barn. These do not fall within the redline site plan however and do not therefore form part of the application. The use of this land for residential garden would require a change of use application to be submitted.

6. Consultations

Broad Town Parish Council have not commented on this application however commented on the previous, refused application, which they supported.

Archaeology Service has offered no comments or objections.

7. Publicity

The application was advertised by site notice and neighbour consultation.

No comments or letters of support / objection have been received

8. Planning Considerations

Principle of development.

In the countryside the reuse of rural buildings is considered under policy BD6 of the North Wiltshire Local Plan 2011 where priority is given to employment, community then residential use. The proposal is for a replacement building however therefore this policy is not applicable.

The proposed uses consist of 4 elements. Ancillary residential accommodation, business office, gym/sauna and parking.

In principle the provision of grooms accommodation within an established equestrian enterprise is considered acceptable provided it is supported by a proven, justified need. There is already a two bedroom annex on site permitted under 10/01199/FUL which is conditioned to remain ancillary to the house and not be used as a separate dwelling.

The submitted information states that there are currently 2 full time and 2 part time staff employed on site. It is anticipated by the agent that the proposal would result in 3 full time and 2 part time. The design and access statement states that the experienced staff required to look after the horses are generally older and therefore prefer not to share living accommodation.

The agent has been invited to provide a business plan in order to support the application which fully details the required accommodation in relation to business need. Although information has been provided within the design and access statement in general terms, the figures are not specific enough in respect of year round animal numbers and number of staff required to live on site with detailed justification. The agent has commented that no justification was provided under

the previous application for grooms accommodation and therefore the principle has been established. Concerns lie with the addition of another 2 bedroom unit which operates entirely independently from the main dwelling in an area where residential accommodation is not normally considered. The agent has indicated that the applicant is happy for any permission to be conditioned so as to remain ancillary. However, without an expansive business plan which fully justifies the business need for an additional separate 2 bedroom grooms accommodation, it is not considered appropriate to permit this additional accommodation.

In respect of office accommodation, this is considered acceptable in principle, however, the extent shown on the plans appears excessive for the business need given the levels of staffing.

The gym element of the proposal is not considered at all acceptable within the confines of the business area of the site. Proposals for residential facilities should be located within the residential curtilage of the existing dwelling to prevent the expansion of residential uses into the countryside.

The principle of some form of garaging on site is considered acceptable in principle albeit that at least two spaces have been removed by conversion of the garage to grooms accommodation under planning permission 10/01199/FUL. It is considered that there is sufficient parking on site for this not to be of concern.

Scale and Size of the proposal.

The proposal is to replace a range of buildings already on site. These consist of a brick and slate outbuilding, with a long breeze block and tin roofed barn. The block built part of the building is in clearly in a poor state of repair and currently is used to house a tractor and occasional cars. The existing brick part of the building, whilst also in a poor state of repair and requiring some works to make habitable, if converted (with potentially the addition of a small lean-to to provide office accommodation) could provide additional accommodation without the need for the erection of new builds. This would still be subject to a business plan being provided in support. The replacement of the block and tin building with a new brick building, increased some 1.5 metres in height will increase the visual impact of the building. Whilst this is not necessarily in itself a reason for refusal, the continued domestication of the site, outside of the residential curtilage cannot be supported.

9. Conclusion

The proposal is for replacement buildings rather than the conversion of existing. Policy in this respect is much stricter in that conversions are considered under policy BD6 which is a generally permissive policy subject to criteria. The proposal for new residential accommodation within a new building, outside of an existing residential curtilage however is considered contrary to policy H4 of the North Wiltshire Local plan 2011. Regardless of whether a condition is placed on any decision tying the accommodation to the main dwelling, the accommodation would be effectively a new dwelling in the open countryside contrary to both local and national policies.

10. Recommendation

Planning Permission be REFUSED for the following reason:

1. By reason of its scale and extent of facilities provided and self contained nature, it is considered that without sufficient justification, the proposal is tantamount to a new dwelling in the open countryside. As such the proposal would be contrary to policies C3 and H4 of the North Wiltshire Local Plan 2011
2. The proposal by way of its scale and massing is considered to result in an overly large building which contributes to the domestication of a site outside of a residential curtilage within a rural setting, contrary to policies C3, NE15 and H8 of the North Wiltshire Local Plan 2011.

Informatives

This decision relates to documents/plans submitted with the application, listed below.

Plan Ref:

153/01A

153/02A

153/03A

153/04A

Date stamped 21.03.12



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REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Report No.

Date of Meeting	27th June 2012		
Application Number	12/00908/FUL		
Site Address	20 St Aldhelm Road, Malmesbury, SN16 0DB		
Proposal	First Floor Side Extension		
Applicant	Mr Thornbury		
Town/Parish Council	Malmesbury		
Electoral Division	Malmesbury	Unitary Member	Cllr Simon Killane
Grid Ref	392740 187696		
Type of application	Full		
Case Officer	Sue Hillier	01249 706685	sue.hillier@wiltshire.gov.uk

Reason for the application being considered by Committee

The application has been called to committee by Councillor Killane to consider the scale of development, visual impact upon the surrounding area, relationship to adjoining properties, design – bulk, height, general appearance and environmental/highway impact.

1. Purpose of Report

To consider the above application and to recommend that planning permission be REFUSED.

2. Main Issue

The main issues in considering the application are:

- Principle of development Policies C3 and H8 of the adopted North Wiltshire Local Plan 2011
- Affect on the privacy and amenity of existing neighbours and potential occupants.
- The design, bulk and height of the proposal.

The application has generated an objection from Malmesbury & St Paul Without Residents' Association and 1 letter of objection.

3. Site Description

The dwelling was permitted in 2009 (09/1117/FUL). The site forms the end section of a garden that did belong to 2 Athelstan Road, The area is predominantly residential and to the north west of the site is a relatively new terrace of dwellings. The site is situated within the Settlement Framework Boundary.

4. Relevant Planning History

Application Number	Proposal	Decision
09/00117/FUL	Amendment to Application 07/02418/FUL – Proposed New Dwelling and Proposed New Access for 2 Athelstan Road Including Single Storey Extension	Permission
09/00043/FUL	Proposed New Dwelling & New Access (Revised Scheme)	Permission
07/02418/FUL	Proposed New Dwelling & New Access	Permission
07/01331/FUL	Proposed New Dwelling and Driveway	Withdrawn

5. Proposal

The proposal is for the erection of a first floor extension over an existing single storey living area to this small detached dwelling.

6. Consultations

Malmesbury Town Council - supports the application.

Malmesbury & St Paul Without Residents' Association – state there are a number of aspects relating to this application that the Association is concerned about and hence, on balance, wish to register an objection. If a condition of the original approval was that the new dwelling should be 12m distant from 2 Athelstan Road the developer would appear to be in breach and hence do not believe it would be lawful to approve this application. We further understand that the developer has not paid the S106 contribution associated with 20 St Aldhelms Road and thus is in further breach of the original permission. These are considered serious issues and would wish for these two potential breaches to be cleared away before an assessment of this application is made.

The Highway Authority – The proposed extension results in a 2 bedroom property. As such there is a requirement for 2 parking spaces. The remaining parking space is able to accommodate this requirement and therefore, raise no highway objection.

7. Publicity

The application was advertised by site notice and neighbour consultation.

1 letter of objection received and 1 comment.

Summary of key relevant points raised:

- The original application for this plot was for a 2 bedroom property which was refused. Why is this application being considered only a short time after the refusal?
- The proposed extension will reduce the amount of light to my property.
- The proposed extension will further impose on my property.
- Concerns regarding a proposed balcony.

8. Planning Considerations

Policy H8 of the adopted Local Plan requires that development within a residential curtilage will be permitted provided that it is in keeping with the scale, form, materials and detailing of the host dwelling and that it maintains the scale and siting of the dwelling in relation to adjoining development, open spaces and the character of the area and the wider landscape.

Policy C3 of the adopted Local Plan requires that all development has to respect the local character and appearance of the area with regard to its design, size, scale, density, massing, materials, siting and layout. Policy C3 also requires new development to avoid creating unacceptably low levels of privacy and amenities and avoid the unacceptable loss of privacy and amenities to the detriment of the existing occupiers in adjacent dwellings.

The site has an area of 12 metres x 11 metres. The siting of the dwelling has been kept in line with the adjacent dwellings i.e. the side elevation of 2 Athelstan Road and 22 St Aldhelm Road, resulting in the dwelling sitting close to the boundary of the site.

The first floor extension would be deeper than the existing ground floor and would create a covered area over the living room window and door to the front of the house. A small hip to the roof is proposed. It is considered that the elements of the design would not be in keeping with the simple design of the existing dwelling.

Critically it must be noted that during the application consideration and determination of the original 2009 application the agent was clearly advised that an extension of a type and scale similar that now proposed would not be supported. This was because of the small plot and to protect the amenities of the occupiers of adjacent dwellings.

The dwelling has recently been constructed and the negotiations on the original application sought to keep the built form to a minimum because of the small plot size and to protect the amenities of the occupiers of the adjacent dwellings. The situation and effect of such an addition has not altered since that time.

9. Conclusion

The extension would result in a flank wall being approximately 7 metres from the rear of No. 2 Athelstan Road. Although No. 20 is sited at a lower level than the neighbouring dwelling, it is considered that there would be considerable harm caused to the amenities of the occupiers of the adjoining dwelling due to the height and proximity of the extension to the rear windows and garden area of No. 2 Athelstan Road.

10. Recommendation

Planning Permission be REFUSED for the following reason:

The proposed extension, by reason of its design, form, scale and siting, would not be in keeping with the host dwelling and would be harmful to the amenities of the occupiers of the adjacent dwelling, contrary to policies C3 and H8 of the North Wiltshire Local Plan 2011.

Informative

1. This decision relates to documents/plans submitted with the application, listed below.

Drawings: 01, 02, 03, 04, 05, 06, 07, 08, 09, 010 & 011

Dated: 26th March 2012

