

## REPORT TO THE AREA PLANNING COMMITTEE

<b>Date of Meeting</b>	<b>13<sup>th</sup> June 2018</b>
<b>Application Number</b>	<b>17/07724/FUL</b>
<b>Site Address</b>	<b>Land Adjacent to SW Group Logistics, Braydon Lane, Chelworth Industrial Estate, Cricklade, Wiltshire SN6 6HQ</b>
<b>Proposal</b>	<b>Erection of a warehouse building with associated office accommodation, hardstanding and car parking together with re-use of an existing access.</b>
<b>Applicant</b>	<b>SW Logistics</b>
<b>Town/Parish Council</b>	<b>Cricklade</b>
<b>Division</b>	<b>Cricklade – Cllr Bob Jones</b>
<b>Grid Ref</b>	<b>408297 192320</b>
<b>Type of application</b>	<b>Full Planning</b>
<b>Case Officer</b>	<b>Lee Burman</b>

### **Reason for the application being considered by Committee**

The application was called in for Committee determination by Councillor Jones to consider the impact of the development in terms of traffic generation in the locality.

#### **1. Purpose of Report**

To consider the proposed development against the relevant policies of the adopted development plan and with respect to any site specific impacts and recommend that planning permission be granted subject to the conditions listed below.

#### **2. Report Summary**

No representations were received from members of the public or any neighbouring interested parties.

Cricklade Town Council submitted a representation of objection in respect of the proposals.

The key issues raised by the proposed development are:-

Principle of Development/Development Plan Policy Compliance  
Highways Impact  
Drainage Impact  
Ecological Impact  
Impact on the Character and Appearance of the Locality

#### **3. Site Description**

The site is currently flat open land, hard surfaced with gravel and compacted stone with the land used for the parking of HGVs. It is situated adjacent to existing employment related buildings within the industrial estate adjacent to the access road through the estate known as Braydon Lane. The site boundary adjoining the road features an earth bund and mature self-seeded planting and some relatively small mature trees. To the rear of the site is open agricultural land. Boundaries also feature secure fencing. The site and locality is identified as being susceptible to ground water flooding; is a Groundwater vulnerability zone; Water Source Protection Area; with Records of Protected Species of Bird; and a Health and Safety Executive Site.

#### 4. Planning History

The planning history relevant to the application site is as follows:-

N/91/01027/SEC	Section 64 Determination - Construction Of Hard Surfaced Parking Area – Proposal constitutes development and permission required.
N/04/00903/OUT	Outline Application For Construction Of Steel Framed Building For Cold Storage With Associated Offices, Restroom, Car Parking, Vehicle Washing Area And Access Road – approved subject to conditions
N/07/02148/OUT	Construction Of Steel Framed Warehouse Incorporating Associated Offices & Facilities. Access Road And Parking – approved subject to conditions
N/12/00390/FUL	Extension To Existing Warehouse And Ancillary Office Accommodation – approved subject to conditions

It should however also be noted that there are multiple other applications relating to adjoining land which were also granted permission subject to conditions for similar development proposals e.g. 14/08037/FUL Erection Of New Workshop Unit.

#### 5. The Proposal

Erection of a warehouse building with associated office accommodation, hardstanding and car parking together with re-use of an existing access. The proposed unit will provide additional space for the existing facility located on adjacent land.

#### 6. Planning Policy

National Planning Policy Framework (NPPF) Paras 2, 7, 11, 12, 14 17, 18, 19, 21, 28, 32, 34, 103, 118, 120, 123.

Wiltshire Core Strategy Jan 2015 (WCS) CP1 CP2 CP19 CP34 CP35 CP51 CP57 CP61 CP67

Cricklade Neighbourhood Plan (CNP) (made March 2018) H8, TT1, B5

#### 7. Consultations

Highways Officers – Initial response requested a full transport statement, followed by request for further details as to traffic generation from the existing unit, and proposed parking provision and layout. The applicant provided full responses to all requests. Officers have considered the submissions and raised no objections subject to conditions.

Drainage Officers – Initial holding objection subject to a request for additional storm water and foul drainage details. Following the provision of responses additional detailed queries and requests for further information were made by officers. The applicant has responded

with a full Flood Risk Assessment submission and clarifications and revisions in response to the further queries and requests. Officers have reviewed and considered the submissions in full and raise no objections.

Public Protection – No objections subject to conditions in respect of hours of construction; No burning of waste on site during construction; Contaminated Land Investigation.

Trees Officer – No comment

Ecology – No comment

## **8. Publicity**

The application was advertised by site notice, press notice, neighbour notification and notification to the Town Council.

No representations from local residents or interested neighbouring third parties were received.

## **9. Planning Considerations**

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

### Principle of Development/Development Plan Policy Compliance

The site falls outside the defined settlement boundary for the town of Cricklade and is not within any of the WCS CP35 designated principle employment areas. The application site is not allocated for development within either the WCS or the CNP for any form of development. In this context the development proposal does not directly accord with the development strategy of the plan as to the scale and distribution of development set out in CP1 & CP2 of the WCS.

This in principle position is not in itself fatal to the application and proposed development as the WCS does allow for the proposed development to come forward on unallocated sites outside of designated areas and defined settlements under CP34, subject to a range of criteria, as an exceptions approach. This policy provision directly accords with the requirements of para 21 bullet point 2 of the NPPF which requires that LPAs include policies in their plans which are flexible enough to allow for employment related development needs not anticipated in the plan period to come forward and allow a rapid response to changes in economic circumstances.

Policy CP34 includes a number of criteria to address the wide range of potential circumstances and material considerations relevant and to facilitate compliance with the NPPF objectives of para 21. Consequently not all of the criteria are of direct relevance to all proposals for employment development on unallocated sites outside of defined areas. In this instance it is considered that criterion (i) is of direct relevance in that Cricklade is defined as a Local Service Centre in the settlement hierarchy as referenced by CP1, CP2 & Appendix WCS. Criterion (i) permits proposals to come forward where located adjacent to Principle Settlements, Market Towns & Local Services Centres and where the proposal would seek to retain or expand businesses currently located within or adjacent such centres. That is specifically the case in this instance in that the site is adjacent to the Local Service Centre of

Cricklade and the proposal facilitates the expansion of an existing business already located adjacent the town - SW Logistics.

In addition the proposals are considered to meet other criteria of the policy in that as the development supports the expansion of an existing business providing for economic investment in Wiltshire resulting in job creation, support for supply chains and business rates revenues and as such it meets the wider strategic interest of economic development of Wiltshire as determined by the Council. The proposals are broadly consistent in scale with their location and would not adversely affect nearby buildings, the surrounding area or residential amenity; would not undermine strategic employment allocations as proposal involves the expansion of an existing business; and is considered to be supported by adequate infrastructure as discussed further below. In this context it is considered that the provisions of Criteria iv, vi, viii & ix of CP34 are also met.

The Cricklade Neighbourhood Plan (CNP) following examination and referendum was "made" in March 2018 after the application was submitted and forms part of the adopted development plan for the area. As with the WCS the plan does not allocate the site for development but does define the extent of the Chelworth Commercial Area in figure 14 and applies a policy to this area – B5. The policy states that proposals to extend the uses in the commercial area into the surrounding countryside will not be supported. However given the existing use of the site for storage of HGVs; its existing hard surfacing and its positioning in between existing built structures directly adjoining the site and located within the area defined in Figure 14 it is not considered that the proposals constitute an expansion into the open countryside surrounding the defined commercial area. As such it is not considered that the proposals conflict with this policy. Other relevant policies of the CNP are addressed further below under relevant subject specific headings.

On this basis it is considered that there is no in principle objection or conflict with the development plan and the proposals are acceptable in principle subject to the other relevant policies of the development plan and any site specific impacts.

It is also material to note that the application site has been the subject of multiple previous consents for employment related development as identified in the site history section above. This includes permission granted in 2007, which whilst no longer extant was for a similar form of development albeit larger in scale. There have been changes in material circumstances since this consent was granted but the previous permission and earlier permissions is a material consideration of some limited weight. Additionally it is also material to note that consent has been granted previously on adjacent land for similar employment related development.

### Highways Impact

The proposal is for the erection of a warehouse as an extension of the existing operation on adjacent land and would involve the distribution of goods to and from the site. As such HGV vehicle movements are generated by the proposals. The site layout has been designed to accommodate the requisite vehicle manoeuvring, loading and unloading in accordance with the Freight Transport Association guidelines and to meet Wiltshire parking standards. An existing former access to the site is proposed for re-opening and is proposed to be configured to accommodate the projected vehicular movements.

As noted in the consultation summary section Highways Officers in their initial consultation response requested the submission of a full transport statement (TS) given the nature, scale and form of the development proposal. The TS was submitted and in response further information particularly in relation to traffic generation from the existing unit and confirmed parking provision in accord with the TS proposals was requested. In part this was required

as the TA as submitted assessed vehicle generation rates based on industry standard data derived from comparative development elsewhere nationwide in similar situations. The report identified that *trip generation based on TRICS trip rates shows that the proposed development could generate around 30 two-way vehicle trips in the morning and evening peaks of which around 2 would be heavy goods vehicles. These trips would disperse onto the surrounding highway network (including the B4040, B4696 and A419) and it is on this basis that it is considered that the potential trip generation and associated traffic impact of the proposed development would be negligible.*

The supporting data table at para 5.4 Table 5.2 identifies a total of 341 total vehicular movements 07:00 – 19:00; Am peak total 29 vehicles; pm peak Total 31 vehicles. OGV Trips are identified as total of 19 07:00 -19:00 hours; 2 in the am peak and 2 in the pm peak.

The TS also assessed parking requirements based on the proposed floor space; land use type and Wiltshire Standards and identified a requirement of 6 parking spaces for the B1 office element of the scheme and 17 spaces for the B8 element. In addition requirements for 2 motorcycle parking spaces and 14 cycle parking facilities were also identified.

As noted above Highways officers requested further detail in respect of these submissions in the context of existing operations, and detailed plans showing the parking layout as proposed. Plans were submitted to address this and further clarification detail as to traffic generation was submitted as follows:-

#### ***Business operations and HGV movements***

*The trip generation predictions set out in the Transport Statement (TS) were based on trip rates obtained from the TRICS database as set out in Chapter 5 of the TS. As requested, additional information has been obtained from SW Group Logistics in respect of its business operations and associated HGV movements as set out below:*

#### *Current situation*

*1. 28 round trips per week between Swindon and Chelworth, this is down from 50+ 6 months ago as a result of a major long term Customer setting up their own warehouse operation in Swindon which resulted in considerably reduced handling and transport activity at our warehouse because we now store bulk raw materials for them rather than “strategic” production material. Typically we previously operated 6 round trips per day for this customer now an average of 1.*

*2. We move an average of 2 trailer loads per day from Chelworth to our Distribution centre in Swindon.*

*3. Vehicles are mainly Articulated some 18 tonne rigids and no small vehicles, vans etc.*

#### *Anticipated Situation*

*1. Our use of the new building will be purely as a storage and processing facility, as now. Our Cheney Manor, Swindon site acts as a Southern Distribution depot for our transport operation with the central hub being our depot in Telford where some 70% of our overnight distribution volume is generated.*

*2. The new building has been designed with 4 loading bays, this is for purely operational efficiency reasons in that we will drop empty or loaded trailers onto bays to be processed as required, the tractor unit will then be deployed elsewhere while the trailers are loaded/unloaded.*

3. Movement between the new building and the existing one will be minimal and may involve the odd forklift using the rear service road, we do not envisage any movement using the Public Highway.

4. The lack of space at our existing Chelworth warehouse causes us to use offsite overspill storage in Swindon which then requires transfer to Chelworth for processing thus creating additional transport, this will be eliminated with the new building.

5. As previously mentioned our Head Office, Workshop and Southern Distribution Centre are all based at Cheney Manor, Swindon and we do not anticipate that this will change at any time for operational reasons.

6. It is worth noting that whilst we trade as SW Group Logistics Ltd. an overnight next day distribution company our warehouse activity is to all intents and purposes a separate entity where storage and processing are its principal source of revenue with transport activity as a secondary and minor part of the overall operation.

As set out in the Transport Statement, the proposed building is to complement the existing business operation with the intention of making operational efficiencies. The pertinent points from the above are:

- The current operation generates 28 HGV round trips, which is 56 total HGV movements (28 arrivals + 28 departures = 56 total movements) per week or 11 total HGV movements a day (56 movements ÷ 5-days = 11 movements per day). The current operation therefore generates on average around 1 HGV movement per hour based on a 12-hour day.
- The current operation relies on off-site overspill storage in Swindon which then requires transfer to Chelworth for processing generating additional movements, which would be eliminated with the new building.

It is on this basis that SW Group Logistics anticipates that its use of the new building would not result in a material change in the number of HGV movements to/from Chelworth Industrial Estate and would result in a reduction in movements on the wider highway network through operational efficiencies.

On the basis of this clarification of detail in relation to the specific site operation and the additional plans providing parking layout details within the site layout plans in accord with identified requirements, Highways Officers raised no objection subject to conditions. The conditions to address detailed access requirements including adequate visibility splays; implementation of proposed parking provisions; and submission and agreement of a travel plan.

It is noted that the Town Council has raised objections on the basis of potential impacts to local highways conditions through traffic generation from the development. In this context policy TT1 of the CNS is also relevant in that it states that proposal for industrial and commercial development will be supported where traffic movements generally and HGV movements in particular can be satisfactorily accommodated on the strategic and local highway networks. Given the identified volume of traffic generated and the Highway officer's representation of no objection, alongside the use of the travel plan condition, it is considered that this position is confirmed and traffic can be satisfactorily accommodated on the highway network. It is not considered that projected traffic volumes are such that the development would result in adverse impacts of a severe cumulative nature that could under NPPF guidance para 32, CP61 WCS & TT1 CNS justify a refusal on this basis. It is also material to note the previous grants of consent at the site.

## Drainage Impact

As noted above the site has some degree of sensitivity and constraint in respect to the water environment and drainage. Given the limited information submitted with the application initially in this respect and the scale of development proposed drainage officers sought additional information submissions.

The applicant has responded in full with a comprehensive flood risk assessment (FRA) detailing proposals for the drainage of the development proposal at the site. The assessments, mitigation proposals and conclusions are identified as follows:-

*7.1.1 The site is classified as greenfield and is currently used for vehicle parking.*

*7.1.2 The proposed development consists of a new warehouse with associated hardstanding for heavy vehicle loads.*

*7.1.3 Surface water run-off will be drained using sustainable drainage methods, including permeable paving. Roof, access and hardstanding drainage will be discharged to the existing ditch network via a restricted outfall from site. Discharge rate will be limited to  $Q_{bar} 2.3l/s$  in accordance with LLFA recommendations.*

*7.1.4 Attenuation shall be provided via on site pond/dry basin or underground storage device for storms up to and including the 100 year plus climate change event.*

*7.1.5 A full maintenance regime will be implemented at detailed design stage and will provide input into the operation and maintenance manual (O&M).*

*7.1.6 The proposal is considered to accord with the requirements of the National Planning Policy Framework (NPPF) with residual risk to the site fully mitigated, and as such considered low risk.*

*7.1.7 Given the information provided, it would appear that the proposed development can be achieved within the constraints and guidance as set out in all relevant standards, with matters relating to surface water design and SuDS safeguarded by planning conditions.*

Additionally that:-

- It is agreed to 1 in 30 year event for the design of the pond and all other events up 1 in 100yr plus climate change retained on site.*
- The 1 in 100 year would normally cater for car parking and external areas.*
- Given the design has a lower level loading area and access to it we recommend the pond caters for the 1 in 100yr plus climate change volumes. We intend for an overflow for exceedance beyond this event with routes out to the front ditch.*
- Team 4 will be making a foul drainage consent application.. This should not hold up the planning approval for the drainage.*

On this basis the Council's Drainage Officers raise no objections. Given the comment from the FRA listed as 7.1.7 above standard conditions for surface and foul drainage are proposed.

As such it is considered that the proposals accord with and meet the requirements of WCS CP61 and NPPF para 17 & 103.

CNP Policy H8 addresses drainage matters in relation to new development in the plan area. Whilst the policy is contained within the housing section of the plan it does not refer exclusively to housing development and instead states that proposals for new development will be required to demonstrate that they will not increase the risk of flooding within the site or surrounding area. The policy goes on to identify that support will be given to sustainable urban drainage systems and measures where it is identified that such proposals will be

effective in preventing flooding and surface water run off. Given the findings of the submitted FRA and related mitigation measures alongside the Drainage team's position of no objection and the use of conditions it is considered that the provisions and requirements of this policy are addressed satisfactorily.

### Ecological Impact

The Council's Ecologist was consulted in respect of the scheme proposals given the historic records of protected species in the locality. However, given the existing site conditions officers raised no concerns, considering that the site was highly unlikely to support any of the identified protected species. In this context it is also material to note the previous grants of consent at this site and in the adjoining locality.

### Impact on the Character and Appearance of the Locality

As is identified in the site description the site is already subject to some level of use and development in terms of hard surfacing and stationing of a number of large scale vehicles. The site is also situated adjacent to existing large scale buildings and is screened at the boundary adjoining Braydon Lane by a bund and mature boundary vegetation. Other boundaries also feature fencing treatments and some level of self seeded mature vegetation. In this context the site is relatively well screened and self contained and is characterised by some level of usage. It does not appear visually as open countryside or agricultural land. Consequently the impact of the erection of the proposed warehouse and parking areas on the locality is considered to be minimised. It is also considered that this can be further mitigated by the use of conditions requiring the submission and approval of details for boundary treatments and the control of external lighting and hours of operation.

As such it is considered that the proposal do not conflict with the provision and requirements of WCS CP51, CP57 and NPPF para 17.

### Other matters

Given existing use of the site and adjoining land, previous consents and constraints records for the locality alongside the proposed use of the site Public Protection officers identified potential issues in respect of possible ground contamination and recommended site investigations prior to the commencement of development via the use of condition. This is considered reasonable and necessary and the condition is proposed.

## **10. Conclusion**

Whilst the proposed development is not within a defined settlement; defined principle employment area and is not allocated for development it does meet the requirements of WCS CP34 (i) being for the expansion of an existing business in a location adjacent Cricklade which is a defined local service centre. The proposals accord with other provisions of CP34 in particular (iv, vi, viii and ix) and in this context is considered to accord with the provisions of the plan in terms of the principle of development as an exceptions site. The proposals do not conflict with and are considered to accord with the principle policy of the Cricklade Neighbourhood Plan relating to this specific location, that being B5. In these respects the development is considered to be acceptable in principle.

In this context it is also material to note that the site has been the subject of several previous consents for similar forms of development whilst being situated directly adjacent other existing similar uses; and again sites that have also been the subject of multiple previous consents.



Subject to the use of conditions and on site mitigation the proposal is seen to raise no site specific harmful impacts in terms of drainage, highways and access, ecology or landscape and visual impact such that consent ought to be refused on this basis. Given location and proximity to neighbouring existing uses development would raise no issues in relation to residential amenity. In this context the proposals are seen to accord with the relevant policies of the development plan both in terms of the Wiltshire Core Strategy and Cricklade Neighbourhood Plan; and in terms of national guidance contained within the NPPF.

The proposals will result in economic benefits in terms of job creation and the enhancement and expansion of an existing local business. The proposed development is not subject to objections from local residents and interested third parties adjacent the site.

In summary the proposals result in benefits and do not conflict with national or development plan policies and therefore in accordance the guidance contained in paragraph 14 of the NPPF consent should be granted.

## **RECOMMENDATION**

Approve subject to conditions

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

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

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

Design and Access Statement  
Existing Site location Plan  
Elevation and Section Proposed TA 16 071 36 REV A  
All Received 08/08/2017

Site Location Plans; TA 16 071 20 REV A  
Received 5/9/2017

Proposed Site Access Arrangements T344/1  
PFA Consulting Transport Statement December 2017  
Received 15/02/2018  
(TA Addendum Statement Received 05/04/2018)

Site Location Plan Proposed TA 16 071 30 REV A  
GF Warehouse and Ground & first Floor Office Proposed Plans TA 16 071 35 REV B  
Site Plan TA 16 071 31 REV A  
Received 20/04/2018

Flood Risk Assessment BR-533-0005 REV A May 2018  
Received 14/05/2018

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

3. The development hereby permitted shall not, at any time, be subdivided into a larger number of units.

REASON: To enable the Local Planning Authority to consider individually whether planning permission should be granted for additional units on the site.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), the site shall be used solely for purposes within Class(es) B8 Warehouse and B1 Ancillary Office of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended)(or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).

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

5. The development hereby permitted shall not be brought into use until a plan showing the precise location of any areas of open storage and specifying a maximum height of open storage within such area(s) has been submitted to and approved in writing by the Local Planning Authority. No materials, goods, plants, machinery, equipment, finished or unfinished products/parts of any description, skips, crates, containers, waste or any other item whatsoever shall be placed, stacked, deposited or stored on the site outside the approved storage area, or above the height agreed as part of this condition.

REASON: In the interests of the appearance of the site and the amenities of the area.

6. The B8 Warehouse use hereby permitted shall only take place between the hours of [06:00 hours in the morning and 18:00 hours in the evening) from Mondays to Saturdays. The use shall not take place at any time on Sundays and Bank or Public Holidays.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

7. No development shall commence on site until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2.4metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge of the carriageway 120metres in both directions from the centre of the access in accordance with the approved plans (Proposed Site Arrangements, numbered T344/1). Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 1m above the level of the adjacent carriageway.

REASON: In the interests of highway safety.

8. 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.

9. No part of the development hereby permitted shall be first brought into use until the access (Proposed Site Arrangements, numbered T344/1), 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.

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

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

11. No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

REASON: In the interests of residential amenity.

12. No burning of waste or other materials shall take place on the development site during the demolition/construction phase of the development.

REASON: In the interests of residential amenity and the environment and air quality.

13. 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 (including asbestos) 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 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.

14. The construction of the Warehouse Building hereby permitted shall not 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. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

15. The construction of the Warehouse Building hereby permitted shall not commence on site until details of the works for the disposal of sewerage including the point of connection to the existing public sewer have been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not be first brought into use until the approved sewerage details have been fully implemented in accordance with the approved plans.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

16. No railings, fences, gates, walls, bollards and other means of enclosure development shall be erected in connection with the development hereby permitted until details of their design, external appearance and decorative finish 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 brought into use.

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

17. 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 in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication "Guidance Notes for the Reduction of Obtrusive Light" (ILE, 2005), have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

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

INFORMATIVES TO APPLICANT:

18. 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.
19. The applicant should note that the grant of planning permission does not include any separate permission which may be needed to erect a structure in the vicinity of a public sewer. Such permission should be sought direct from Thames Water Utilities Ltd / Wessex Water Services Ltd. Buildings are not normally allowed within 3.0 metres of a Public Sewer although this may vary depending on the size, depth, strategic importance, available access and the ground conditions appertaining to the sewer in question.
20. 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.  
  
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.
21. Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.

**Appendices:**

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

**Wiltshire Core Strategy**  
**Cricklade Neighbourhood Plan**  
**National Planning Policy Framework**  
**Planning Practice Guidance**