

REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting	12.09.2012		
Application Number	W/12/01121/FUL		
Site Address	Land East of Westbury Road, North Bradley, Wiltshire		
Proposal	Construction of new office, fleet vehicle parking area and vehicle preparation centre, including associated staff car parking, landscaping and access		
Applicant	Hitachi Capital Commercial Vehicle Services		
Town/Parish Council	North Bradley		
Electoral Division	Southwick	Unitary Member:	Francis Morland
Grid Ref	386241 155225		
Type of application	Full Plan		
Case Officer	Mr Mike Wilmott	01225 716775 Ext 16775 mike.wilmott@wiltshire.gov.uk	

Reason for the application being considered by Committee

This application has been referred to the Strategic Planning Committee by the Director of Development Services as it is a large scale major development (over 2ha in size) that raises issues of more than local importance in that it concerns a major local employer in Trowbridge relocating to a site in a neighbouring parish. In addition, the proposed site is alongside an existing business park, and although outside of the current development limits in the West Wiltshire District Plan, may be considered to be a sustainable and suitable site in the light of the National Planning Policy Framework and the emerging Wiltshire Core Strategy. If permission is granted in this location, prior to the adoption of the Core Strategy it could set a precedent for similar proposals on other greenfield sites elsewhere in the County.

1. Purpose of Report

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

Neighbourhood Responses – Three letters of objection and one of observation have been received. Details of these are set out in the report below. One letter of support has been received.

Parish Council Response – North Bradley PC object to the proposal, for the reasons set out in the report: West Ashton PC recognise that the site lies wholly within North Bradley, but formally support the objections of North Bradley PC.

2. Report Summary

The main issues to consider are:

- Principle of the development;
- Landscape impact;
- Highway Issues;
- Ecological impact
- Other issues

3. Site Description

The site is currently an agricultural field in arable use located on the north-western side of the roundabout at the south end of the White Horse Business Park, where the A363 and Westbury Road meet. The site is bounded to the south and east by Westbury Road and the A363 respectively, whilst to the north lies the White Horse Business Park. The western boundary is marked by a field hedgerow beyond which lies another large arable field. Other than the hedgerow, the site has no other landscape features. It has a slight slope, with the southern corner by the roundabout approximately 2.5 metres lower than the highest part on the western boundary. To the east, on the opposite side of the road, lies the Meridian Business Park, dominated by the car showrooms of the various franchises operated by Platinum Motors.

The land has an agricultural land classification of 3b (moderate quality). A public footpath crosses the northern part of the site, linking the A363 with the lane at Little Common.

The site is approximately 2 miles by road from the centre of Trowbridge. The nearest dwelling (on Westbury Road) is 45 metres from the boundary of the site and over 120 metres from the site of the proposed office building. The nearest point of the outer boundary of the village policy limit for North Bradley defined in the West Wiltshire District Plan is 250 metres away from the site and on the opposite side of Westbury Road.

4. Relevant Planning History

The site has no relevant planning history

5. Proposal

The applicant, Hitachi Capital Commercial Vehicle Services, is a local employer currently based in Trowbridge. Its core business is the preparation, leasing and management of bespoke commercial vehicles. The company has been successful and has grown to employ 97 staff, at the same time outgrowing its current site at Canal Road, Trowbridge. It foresees further growth over the next three years to around 150 staff and seeks a site for its new divisional headquarters for delivery by March 2014 that can meet its needs for a main office building and vehicle preparation facility, as well as parking for staff and some of the vehicles. The March 2014 date is driven by the expiry of a lease on a significant part of the existing premises.

The company has a long association with Trowbridge and most of their staff are from the local area. As a result, the company seeks a business park style site within or on the edge of Trowbridge that will allow it to provide a high quality headquarters. Whilst most staff are office based, a vehicle preparation facility is also required for adaptations to be made to vehicles before going out on lease, together with an accompanying compound area sufficient to store upto 200 commercial vehicles. The total size of site sought is over 2 ha. The company have carried out an extensive search of potential site options in the Trowbridge area but have been unable to find alternative suitable sites of this size that could be delivered within the timetable sought. However, the site at North Bradley is of the required size, lies adjacent to the White Horse Business Park and opposite the Meridian Business Park and can be brought forward for development within the timetable sought by the company.

The proposals for the site include a two storey office building of ca 1730 square metres with a curved structure addressing the curve of the roundabout at the Westbury Road/A363 junction. Vehicular access to the site would be directly from the A363 and in a position closer to the White Horse Business Park than the current entrance on the opposite side of the road to the Meridian Business Park. Close to this access would be built the vehicle preparation centre, a smaller building of 500 square metres floorspace where commercial vehicles would be fitted out on a bespoke basis before being leased. A tree planting belt (of between 12-20 metres in depth) would be planted on the western boundary of the site, inset from the existing hedgerow, connecting to the adjacent perimeter planting of the White Horse Business Park. This planting, on a low mound of 1.5 – 2 metres in height, following a curvilinear boundary, would encompass the staff car parking area and the larger open parking compound for the vehicle stock.

6. Planning Policy

Wiltshire & Swindon Structure Plan – policy DP1 gives priority to meeting local needs for jobs in all settlements whilst minimising the loss of countryside.

West Wiltshire District Plan – The site lies outside of the village policy limits for North Bradley and is also outside (although immediately adjacent to the boundaries of) the White Horse Business Park. Policy C1 permits employment development proposals of this nature in the open countryside where there is an overriding benefit to the local economy. Policy C31a promotes quality of design; C32 deals with landscaping proposals; C34a with resource consumption and C38 with nuisance to neighbouring properties.

Wiltshire Core Strategy - draft policy CP34 supports proposals for employment development outside of Trowbridge that seek to retain or expand businesses currently located within the town, as well as those that are considered essential to the wider strategic interest of the economic development of Wiltshire, where they meet sustainable development objectives and do not adversely affect nearby buildings and the surrounding area or detract from residential amenity.

The National Planning Policy Framework - paragraph 19 – supports sustainable economic growth with economic, social and environmental gains sought through new development.

7. Consultations

Parish Council

North Bradley Parish Council object to the proposal on the following grounds:

- a) Significant increase in traffic to and from the site;
- b) The fact that the site is a Greenfield site, a sacrosanct buffer strip which has been withdrawn from the Core Strategy;
- c) Since the initial Hitachi plan launch, the site size has increased by more than 25% and originally did not include footpath 8;
- d) Hitachi comments about other unsuitable sites are very prejudicial and don't carry weight;
- e) Parish Council feel misled and deceived over proposal and threat of moving out of Trowbridge if Hitachi cannot have this site. Councillors consider tantamount to pressure/blackmail;
- f) When information was given out at the first Hitachi meeting they stated that most employees didn't live in the Trowbridge area, but are now stating employees are local – definite inconsistency;
- g) Light pollution to surrounding properties.

West Ashton Parish Council formally supports all of the comments made by North Bradley PC, although recognising that the site is not in West Ashton parish.

Trowbridge Town Council – no comment

Wiltshire Council Spatial Planning – Support the proposals

Policy context

The principal policy consideration hinges on the fact that the application proposes development of agricultural land which has not been allocated for development. In this sense, the proposal constitutes development in the open countryside, albeit on land that immediately abuts an existing, well designed business park and opposite more recent vehicle sales premises. In this sense, there is also the need to consider matters in relation to the protection of North Bradley village's identity.

The comments set out below relate to the principal of development from a policy perspective.

West Wiltshire District Local Plan – First Alteration 2004

The West Wiltshire Local Plan (WWLP) was adopted June 2004 and forms part of the statutory development plan for the former West Wiltshire District area. The site falls to the south of Trowbridge and to the east of North Bradley immediately adjacent to the existing White Horse Business Park. The proposal lies outside the defined Town Policy Limits (H1) of Trowbridge and the Village Policy Limits (H17) of North Bradley. Therefore, the proposal falls within open countryside and should principally be determined against Policy C1 – Countryside Protection of the WWLP 2004.

Policy C1 of the WWLP 2004 seeks to maintain and protect the quality and variety of the countryside, the water environment, the rural landscape and wildlife through the control of development and positive planning measures. The policy also states that development proposals in the open countryside will not be permitted, other than those which encourage diversification of the rural economy and rural recreation, unless there is an agricultural, forestry or other overriding justification such as essential transport improvements, schemes of national importance or **overriding benefit to the local economy** (emphasis applied).

The principle issue with the chosen site is the fact that the land has not been identified within the development plan (adopted and emerging) for employment use. Therefore, if this application is to be considered as an exception to policy, then the test will be whether the proposal offers “*overriding benefit*” to the local economy.

In this particular case, the applicant has sought to demonstrate a clear operational and business commitment to remain in Trowbridge. Alternative options for relocation have been identified and effectively dismissed for a range of sound reasons. Although this, in itself, does not entirely demonstrate why the application offers an overriding benefit to the local economy, it nonetheless presents an opportunity to retain, maintain and enhance employment opportunities in Trowbridge.

In addition, it is worth referencing the fact that the extant WWLP sets out a clear objective to “...sustain a buoyant local economy and **to create suitable conditions for the expansion of existing firms** and the development of new businesses” (emphasis applied). This application offers a tangible expression of this objective which should be a material consideration in the decision making process.

Wiltshire Core Strategy – Submission Draft 2012

The Wiltshire Core Strategy has recently been submitted to the Secretary of State for examination. The strategy once adopted will present a unified policy approach for the whole of the Wiltshire Council administrative area. The underpinning goal of the strategy is to strengthen communities, wherever possible, by maintaining and increasing the supply of jobs to ensure that Wiltshire remains strong and prosperous. The underlying principles of the strategy seek to manage future development to ensure that communities have an appropriate balance of jobs, services and facilities and homes.

This core strategy plans for the provision of around 178 hectares (ha) of new strategic employment land over the plan period to 2026, to supplement that already built or granted planning permission between 2006 and 2011. The overall strategy for employment growth is set out in Core Policy 2, and specific sites are identified in the Area Strategies.

In developing the core strategy, the evidence gathered in relation to the economy indicated that Wiltshire does not have sufficient land available in the right place at the right time to meet immediate business needs. Wiltshire Council has sought to address this issue through a flexible policy approach that allows for investment opportunities to occur at windfall development sites. In this particular circumstance, there is an immediate need to help retain and offer opportunity for an existing employer within Trowbridge.

Core Policy 34 of the core strategy presents a flexible and objective approach to handling applications for additional employment land. Core Policy 34 states that additional employment land outside the Principal Settlements, Market Towns and Local Service Centres **that seek to retain businesses located within the settlements listed in the settlements strategy (Core Policy 1) and are considered essential to the wider strategic interest of the economic development of Wiltshire,** as determined by the council, **will be supported** where they:

- meet sustainable development objectives as set out in the policies of this Core Strategy

- are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity
- are supported by evidence that they are required to benefit the local economic and social needs
- would not undermine the delivery of strategic employment allocations
- are supported by adequate infrastructure.

(emphasis applied)

Although support for such proposals will generally be considered as an exception to the presumption in favour of developing allocated sites, Policy 34, and the core strategy more generally, nonetheless maintains a general commitment to applications that seek to retain existing businesses within the local economy.

In terms of addressing the five exceptions criteria, it is clear from the application that Hitachi Capital can make a strong case for developing the land adjacent to the White Horse Business Park. In addition, as the proposals effectively reflect Hitachi Capital's own interests – i.e. relocation with additional investment rather than a speculative application for general employment use, there is unlikely to be an impact on the successful delivery of the strategic employment allocation relating to the Ashton Park development area.

Wiltshire & Swindon Waste Core Strategy 2009

As an aside to the primary policy considerations, it is noted that the application is supported by a Waste Audit Report in accordance with policy WCS6 of the Wiltshire and Swindon Waste Core Strategy.

Having reviewed the submitted document, it is clear that the applicant has made a firm commitment to reducing and re-using waste materials wherever possible, a principle that underlines European, national and local policy. In terms of detail, the submitted proposals present a strategy for managing the anticipated arisings of waste materials generated through the construction and occupation phases. Therefore, on the basis of what has been submitted, the applicant's Waste Audit presents sufficient information to meet the policy requirements of WCS6.

Summary

This application presents a justified and cogent set of proposals designed to allow Hitachi Capital to maintain an economic presence within Trowbridge and a base from which to invest in their operations, thereby maintaining and creating valuable jobs in the local economy.

In terms of core policy, the basic consideration boils down to whether there is sufficient support for allowing development on an unallocated site within what is technically defined as open countryside. However, in this particular case, there is also the added imperative of securing a long-term future for one of Trowbridge's more significant employers. In this sense, although a balance will need to be drawn, there would appear to be sufficient policy support to justify the proposals on the grounds of the exception criteria set out in adopted ('saved') policy C1 of the WWLP; and emerging policy 34 of the Wiltshire Core Strategy.

Wiltshire Council Highways - No objection, subject to minor changes to the access junction design and conditions securing a Travel Plan and completion of the access, turning area and parking spaces before the development is brought into use. (Plans have now been received securing the access junction changes required).

The public footpath must be diverted as part of the proposals and the details shown of the diversion route are wholly acceptable.

Wiltshire Council Ecologist – No objection. The proposed native-species planning will deliver a significant enhancement to the ecological value of the site, providing new habitat opportunities and reinforcing the connectivity of the site, benefitting a wide range of species in the long term. Great Crested newts have been identified at ponds in the vicinity, but the outline mitigation strategy for them is satisfactory.

Wiltshire Council Landscape and Forestry Officer – No objection

Environment Agency - no objection, recommend a planning condition requiring a surface water drainage plan for the site based on sustainable drainage principles.

Wessex Water – No objection

8. Publicity

The applicants have carried out pre-application public consultation, including meeting with the parish council in October 2011, a briefing of the Trowbridge Community Area Board in May 2012 and a public consultation event for local residents in May 2012. A further discussion with the parish council was offered by the applicants in April 2012 but was declined by the parish on the grounds that their views had already been expressed.

The application has been advertised by site and press notices and neighbour notification. Expiry date: for the latest press advert – 24th August 2013.

Objections have been received from 3 local residents with observations from a fourth. A letter of support has been received from Trowbridge and District Chamber of Commerce

Summary of points raised:

- Brownfield sites should be built upon before green field sites;
- The field should remain undeveloped as an important buffer zone between the business park and the village of North Bradley;
- It would set a precedent for other companies to try and build on green field sites;
- The land is not designated for industrial or commercial development
- The Platinum garage is already a blot on the landscape;
- The Spatial Strategy allocates land off of West Ashton Road and not this site;
- Cycling facilities should be improved;
- The wildlife reserve around the lake by the railway should be protected and enhanced;
- Lighting could have an adverse impact;
- The development should not add to the existing traffic problem in the area;
- Noise should be mitigated;

The Chamber of Commerce supports the application on the grounds that Hitachi's presence is important to Trowbridge as a major national and global brand. This opportunity will protect existing jobs and offer additional employment, enhancing the local economy.

9. Planning Considerations

9.1 Principle of Development

The starting point for the consideration of the application is the development plan. In the West Wiltshire District Plan the application site lies on agricultural land outside of the defined Town Limits for Trowbridge and the Village Policy Limits and (alongside) but outside of the employment policy area of the White Horse Business Park. In this location, policy C1 of the District Plan generally restricts development proposals, but does make an exception for schemes of '*overriding benefit to the local economy*'. In this instance, Hitachi is an established local employer of a significant size seeking to develop and expand its business close to its existing roots. It is clearly a benefit to the local community and the local economy if they are able to fulfil this aim. This site meets their requirements whilst other potential alternatives cannot, due either to space restrictions or matters such as the tight timetable required for development (occupation by March 2014) or the terms on which the land is being made available. North Bradley PC have suggested a site at the West Wilts Trading Estate at Commerce Way, but this is not considered suitable by the applicants due to its smaller and less regular size and the terms on which it is available (not freehold). Looking at what would be 'overridden' if this site were to be developed, it is worthwhile noting that this is not an environmentally

sensitive site and that it has no national or local landscape designations and is not high quality agricultural land. It is also not an isolated site, but is closely related to both the adjacent White Horse and Meridian Business Parks. In sum, it is considered that the proposal does meet the exception criteria in policy C1, as well as the overall strategy for development in the plan that is outlined as *'continuing to meet the essential development needs of the local economy and community'*.

The West Wiltshire District Plan will be replaced by the Wiltshire Core Strategy, which is now in an advanced stage, having been presented to the Planning Inspectorate for their consideration. This is a plan that states at the outset that it aims to be *'a strategy that places an emphasis on economic growth as the driving force behind meeting (the Council's) objectives'* and that *'Planning for job growth and meeting the needs of business are central to this strategy'*. Core Policy 34 on Additional Employment Land supports developments outside of the Principal Settlements such as Trowbridge that *'seek to retain or expand businesses currently located within or adjacent to the settlements'*, as well as supporting developments that are *'considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the Council'*. In both cases, the support is conditional on the proposals meeting a number of criteria, including meeting sustainable development objectives; being consistent in scale with their location and not adversely affecting nearby buildings and the surrounding area, or detracting from residential amenity; are supported by evidence that they are required to benefit the local economic and social needs; would not undermine the delivery of strategic employment locations; and are supported by adequate infrastructure.

It is considered that the proposal is in accordance with the thrust and flexibility of this emerging policy. More specifically, looking at the criteria in turn;

- The application is from a company located within Trowbridge seeking to expand;
- The site proposed is in a sustainable location, lying as it does adjacent to existing business parks with good connectivity to the residential and areas of Trowbridge and the town centre.
- The size of the proposal is commensurate with its location, being similar to that of other developments on the adjacent business parks;
- The proposal does not adversely affect any nearby buildings, nor does it detract from residential amenity as the nearest dwelling is over 100 metres from the new office building. The impact on the surrounding area is considered to be acceptable and is addressed in more detail below;
- The proposal is not speculative, but is put forward by a local company seeking to expand – in this regard the proposal would not undermine the delivery of other strategic locations as these would not be available within the time frame sought;
- The site has adequate infrastructure, including good access to the main road network.

In relation to the National Planning Policy Framework, this seeks to promote sustainable development. Significant weight is attached to the need to support economic growth through the planning system. Existing business sectors are to be supported, with policies being flexible enough to accommodate needs not anticipated in the plans and to allow a rapid response to changes in economic circumstances. Net gains in matters such as biodiversity are to be sought where possible.

In sum, it is considered that the proposal is in accordance with the strategy and exceptions criteria of the District Plan and with the thrust and detailed policy of the emerging Core Strategy. It is supported by the National Planning Policy Framework.

9.2 Impact on the appearance of the area

The appearance of the area will inevitably change, as what is currently a green field will be developed. However, by providing a tree belt around the western boundary, reinforcing the existing hedgerow line, a better landscaped setting is provided to the area of the business parks, particularly the car showrooms at Meridian Business Park, when viewed from the scattered properties along Westbury Road and from Little Common. As the site is not isolated in the countryside, but has the Meridian Business Park on the opposite side of the road and the White Horse Business Park to the north, it will appear from the south and east as part of the business park infrastructure. The two storey height of the main office building is in keeping with the height of other business park buildings in the vicinity, and the fact that the building will be constructed at the lower part of the site means that its impact when seen from the nearest houses will be further reduced. The office building itself is curvilinear, following the curve of the roundabout that it sits adjacent to. Although the main entrance

and openings are on the northern side, facing the car park, the detailing of the roadside elevation ensures that there is articulation on this side. Although the parish council at North Bradley describe the site as part of a 'sacrosanct buffer strip', it is not considered that its development in the manner proposed will have any adverse impact on the setting, appearance or amenity of the village.

9.3 Highway issues

The main entrance is located directly from the A363, closer to the White Horse Business Park than the current access to Meridian Park on the opposite side of the road. No objections have been raised on road safety grounds to this location. Whilst there will be some additional traffic from the expanded business, some of this will simply be offset from the current location at Canal Road. The overall increase does not justify an objection on highway grounds and no objection has been raised by the Council's highway officers. 74 car parking spaces for staff are provided within the site, together with cycle facilities.

A public footpath crosses the northern part of the site, and this will require formal diversion as a separate process. (In practice, although the route is signposted, it appears that walkers currently already divert around the edge of the field rather than cut through it).

9.4 Ecology Issues

The site is currently an arable field with no features of ecological interest beyond the boundary hedge. By introducing a wooded buffer strip alongside this hedge, the ecological value of the site will be enhanced, providing a wildlife corridor that links into the wooded landscape setting of the adjacent White Horse Business Park. There will thus be a net biodiversity gain from the development.

9.5 Other Issues

The application incorporates an acoustic fence that will prevent any undue noise disturbance to local properties and proposes a lighting scheme that will minimise light spill and glare. Both of these matters are covered by relevant conditions set out below.

9.5 Conclusion

Although the site is not allocated for development, its development in the manner proposed to assist the expansion and continued development of a locally based firm wanting to stay in the area is in line with the strategy of both the existing District Plan and the emerging Wiltshire Core Strategy. The site proposed is well located adjacent to existing business parks and is not in an environmentally sensitive area with any landscape, green belt or other protected designations. The proposal is in accordance with the thrust of the National Planning Policy Framework that encourages economic development whilst also delivering benefits in terms of enhanced biodiversity. Permission is therefore recommended.

Recommendation: Permission

For the following reason(s):

The proposed development is sited in a sustainable location adjacent to existing business parks. Whilst the site is not allocated for development, the proposal will assist an important locally based employer to develop and expand, and it meets the exception criteria set out in policy C1 of the West Wiltshire District Plan and is in line with the requirements of policy CP34 of the emerging Wiltshire Core Strategy and the National Planning Policy Framework, where a core planning principle is set out as proactively supporting sustainable economic development. The development will also deliver enhanced biodiversity by the creation of a woodland belt around the western perimeter of the site.

- 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 All soft landscaping comprised in the approved details of landscaping (Drawing no's 1038-201 Rev A & 1038-202 rev A) shall be carried out in the first planting and seeding season following the first occupation of the office building 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.

- 3 No building shall be first occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved in accordance with the approved details.

REASON: To ensure the proper management of the landscaped areas in the interests of visual amenity

- 4 No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall include details of how the scheme shall be maintained and managed after completion. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system.

- 5 The site access junction shall be completed in accordance with the approved details shown on Drawing No. FMW 0781 GA01 D before the first use of the development.

REASON: In the interests of road safety.

- 6 The Travel Plan dated June 2012 and contained in Appendix F of the Transport Assessment by FMW consultancy shall be implemented in accordance with the details and monitoring proposals included within it. 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 highway safety and sustainability.

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

REASON: In the interests of road safety.

- 8 Before development is commenced, details of the proposal's energy strategy and BREEAM certification for the scheme shall be submitted to and approved in writing by the local planning authority. The agreed proposals shall be implemented in accordance with a timetable to be submitted to and approved in writing by the local planning authority before development is commenced.

REASON: To ensure that the development incorporates effective sustainable construction and renewable energy measures to reduce its carbon footprint

- 9 Before any external lighting is erected, a plan detailing the proposed location of any external lights, their height (which shall be minimised to protect the external appearance of the area) and the measures to restrict glare and spillage shall be submitted to and approved by the local planning authority. The scheme shall comply with the CISBE Guides and ILE category E2. Any lights erected shall comply with the approved details.

REASON: To minimise light spillage, in the interests of the protecting the appearance and amenity of the area.

- 10 The development shall be constructed in accordance with the Site Waste Management Plan approved as part of this application. Any proposed changes to the plan shall be submitted to and approved in writing by the local planning authority prior to their implementation.

REASON: To reduce the environmental impact of the development and in the interests of reducing vehicle traffic movements off site during construction works.

- 11 Prior to development commencing, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. This shall be based on the draft plan submitted with the application. The construction shall be implemented in accordance with the details contained within the CEMP.

REASON: To mitigate the construction impacts of the development.

- 12 The acoustic fence (and the panels on either side of the washdown area) shall be erected before the vehicle preparation centre (VPC) is first brought into use. Before construction work on the VPC is commenced, details shall be submitted to and approved in writing by the Local Planning Authority of the materials, height, design and precise position in relation to the landscaped bund of the acoustic fence. The fence shall be maintained for as long as the VPC remains in operation.

REASON: To protect the amenity of nearby dwellings.

- 13 Before any part of the security fencing is erected, details of the design and material of the fencing, including the colour, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To protect the character and appearance of the area.

- 14 The first occupier of the office building hereby approved shall be Hitachi Capital Commercial Vehicle Services.

REASON: The site lies in a location where new employment development is restricted by the policies of the development plan to that which is of overriding benefit to the local economy. This proposal by this applicant meets these criteria. A speculative application with no local employer may not meet these criteria.

- 15 This permission relates to the following plans: Drawing Numbers 12010(L) 001 P1; 002 P2; 003 P1; 012 P2; 013 P1; 12010(L) 101 P2; 102 P2; 103 P2; 12010(L) 12010(L) 201 P2; 202 P2; 203 P2; 210 P1; 211 P1; 12010 (D) 100 P1; 101 P1; 1038 - 001 D; 1038-002; 1038-004 A; 1038-011; 1038-201-Rev. A; 202-Rev A; .FMW 0781 GA01 Revision D.

REASON: To define the plans approved as part of this planning permission.

- 16 No development shall commence on the erection of either the vehicle preparation centre or the office building until (1) details and, where requested, samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority; and (2) the finished floor levels of the buildings in relation to the existing ground levels

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.

- 17 Before the bike store/bin shed structure is erected, details of its design and external appearance, including materials, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved plans.

REASON: To ensure that the development does not detract from the character and appearance of the area.

- 18 Details of the any hard landscaping proposals (including fencing or walls) to the site frontage with Westbury Road and the A363 shall be submitted to and approved in writing by the Local Planning Authority before any building is first occupied and shall be completed within the proposed timetable for the soft landscaping scheme.

REASON: To ensure that any such proposals do not detract from the character and appearance of the area.

Informatives:

- 1 There is a low risk to Great Crested Newts, which whilst not normally present on the site, are recorded in the vicinity. The outline mitigation strategy is satisfactory, but the applicant is advised that planning permission does not derogate the applicant's legal responsibilities under the Conservation of Species and Habitats Regulations (2010). It is the applicant's responsibility to obtain a European Protected Species Licence from Natural England to legitimate any action likely to breach Regulation 41.
- 2 The developer must ensure that the diversion of the registered public right of way, footpath no.8, is completed before any works which affect its current route are undertaken. Wiltshire Council will undertake the diversion procedure under Section 259 of the Town and Country Planning Act on behalf of the developer, who will pay all costs associated with the diversion.