

# WILTSHIRE COUNCIL

## NORTHERN AREA PLANNING COMMITTEE

<b>Date of Meeting</b>	<b>21<sup>st</sup> August 2013</b>		
<b>Application Number</b>	<b>N13.01198.FUL and 13.01226.LBC</b>		
<b>Site Address</b>	<b>Hartham Park, Corsham, SN13 0RP</b>		
<b>Proposal</b>	<b>Redevelopment of Land &amp; Buildings to Create an Institute for Education Comprising of Teaching Space, Lecture Theatre, Interpretation Centre, Administration, Energy Centre, Maintenance Building, Pavilion, Landscaping, Parking, Listed Building Repairs, Ancillary Works and Other Facilities (to Include Demolition of Existing Buildings and Flexibility to Change the Use of the Buildings to Office Use),</b>		
<b>Applicant</b>	<b>Hartham Park Plc and Bath Spa University</b>		
<b>Town/Parish Council</b>	<b>Corsham Town Council</b>		
<b>Electoral Division</b>	<b>Corsham Pickwick</b>	<b>Unitary Member</b>	<b>Councillor MacRae and Councillor Scott</b>
<b>Grid Ref</b>	<b>386092 172054</b>		
<b>Type of application</b>	<b>Full</b>		
<b>Case Officer</b>	<b>S T Smith</b>	<b>01249 706 633</b>	<b>Simon.smith@wiltshire.gov.uk</b>

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

Under the Council's Scheme of Delegation Specific to Planning, Councillor Scott has requested this application be considered by the Northern Area Planning Committee to enable the consideration of traffic issues and potential impact upon the village of Biddestone.

### **1. Purpose of report**

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

### **2. Report summary**

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

- Principle of development – previous permission
- Transportation and impact upon highway safety
- Design, appearance, impact upon listed building
- Ecology
- Listed Building Consent

The application has generated 14 letters of objection from local residents. 1 letter of support has been received. The Corsham Town Council supports the proposal. The Biddestone and Slaughterford Parish Council raise concerns regarding the potential increase in traffic through the village of Biddestone.

### 3. Site Description

Hartham Park is a significant C18th manor house, consisting of the main estate house and several original ancillary outbuildings and other agricultural buildings. The estate itself extends to some 50 acres (20Ha). The main Hartham Park House is listed Grade II with several of the original outbuildings being separately listed; most notably of which being the sticke court, being Grade II\*.

Since the late 1990s, Hartham Park has evolved into a centre for business and technology, with some 90 fully serviced offices, business and conference centre, meeting rooms and bar/restaurant. The application submitted suggests that over 200 people are employed at the site.

The site is located outside of any Settlement Framework Boundary defined in the adopted North Wiltshire Local Plan 2011, therefore by default being part of the countryside in planning policy terms. The focus of the proposed development would take place on land that is part of the Cotswolds AoNB, but does remain entirely outside of the Bath and West Wiltshire Green Belt.

4. Relevant Planning History		
Application Number	Proposal	Decision
99/02177/FUL	Erection of building and extensions to mansion house and courtyard, comprising ancillary dining, hospitality, office and reception accommodation	Permission 25/11/99
08/01157/FUL	Construction of new offices to house Rural Futures Centre, new sports pavilion, plant room and associated hard and soft landscaping, repairs to existing listed buildings within courtyard garden and sticke court	Permission 16/02/09
11/02021/FUL	Change of use from offices to flexible class D1 and retention of existing use class (B1) – Garden Cottage	Permission 27/07/11
12/00398/S73	Renewal of 08/01157/FUL	Permission 27/03/12
12/01265/FUL	Installation of PV solar array with ancillary access, landscaping and associated works	Permission 26/06/12

### 5. Proposal

Bath Spa University is a long established higher education collage, mainly based at Newton Park in Bath, but with facilities in Corsham. Amongst other courses, the university offers three teacher education programmes, each run from different campuses. It is understood that these courses are well regarded and it is the vision of BSU to bring those courses together onto one campus, thereby also delivering the high quality standards of education accommodation/facilities quite rightly demanded by the modern student. Due to its accessibility and proximity to the M4, its location within the BSU catchment area, its proximity to the existing Corsham Court Campus as well as the potential synergies with the existing uses on the site, Hartham Park has been identified by BSU as its preferred location for that new teaching accommodation.

In the above context, the application seeks permission for the following: the construction of a non-residential teaching and 350 seat lecture building, involving the demolition of existing farm

buildings and conversion of the existing gas house and the creation of an “Art Barn” (these buildings hosting the new teacher training facility). Serving the wider Hartham Park site, the proposal includes the construction of a new maintenance building and energy centre (housing biomass boiler); the reconfiguration and extension of car parking; sewerage treatment and drainage works; a hard and soft landscaping masterplan.

The new buildings will deliver some 3400m<sup>2</sup> of floorspace, accommodating a maximum of 600 students and 60 staff. 365 parking spaces will be provided at the site, 200 of which being reserved for the existing activities at Hartham Park.

Included in, and intrinsic to, the application is a commitment to carry out repairs to the Grade II\* sticke court, construction of new changing facilities and pavilion adjacent to the sticke court.

## 6. Planning Policy

North Wiltshire Local Plan 2011 Policies:

C3 (general development control policy)  
NE4 (Area of Outstanding Beauty)  
NE9 (protection of species)  
CF1 (local community and education facilities)  
HE4 (listed buildings)

National Planning Policy Framework (NPPF)

## 7. Consultations

Corsham Town Council – Resolved: to support the application.

Biddestone and Slaughterford Parish Council – *“The proposed development lies outside our Parish and we will therefore restrict our comments to the impact of traffic in our village which lies in a Conservation Area. In your Traffic Plan, Clauses 3.1.20 and 3.1.21 refer to Biddestone being subject to a 30 mph limit. This is incorrect, a 20 mph limit being imposed some two years ago. evening peak hours. Clause 3.1.26 states “sight lines onto the A420 at Yatton Keynell crossroads are very good”. Again we totally disagree. If more than one vehicle is approaching from Chippenham direction it is invisible to traffic waiting in the Biddestone arm of the junction. Many serious accidents have occurred when the front vehicle is indicating left and the second one is not seen. This and the high speed of vehicles on the main road have resulted in several deaths in the last few years. We consider the narrow width of the road in Hartham Lane, The Butts and Church Road, with no footpaths or street lighting, make it totally unsuitable for an increase in the volume of traffic. We would therefore ask that serious consideration is given making the exit from Hartham Park a right turn only taking all traffic south to the A4 before continuing on its journey. If the exit was realigned to make a left turn difficult it may assist compliance.”*

Highway Officer – Following negotiations and submission of additional information, raises no objections subject to the imposition of planning conditions. The Highway Officer comments form the basis of the relevant part of section 9 to this report.

Council Ecologist – Following receipt of additional information and commitments from the applicant, raises no objections to the proposed scheme subject to the imposition of planning conditions.

Council Conservation Officer – Following negotiations and submission of additional/revised information, raises no objections.

English Heritage – “*This application is a revision of a previously consented scheme which proposes various developments at Hartham Park, where there are a number of designated assets, including the grade II\* listed Sticke Court. The current application proposes a larger teaching and lecture building than that previously approved, as well as a new energy centre which we understand was not part of the original approval.*

*We are of the opinion that the extension to the teaching and lecture building, while of a significant size, will not impact upon the setting of the grade II\* listed Sticke Court, nor on the setting of the nearby motte castle, which is a scheduled monument. Nor will the proposed energy centre. Given its proximity, the latter may have some impact on the setting of the adjacent grade II buildings, however, and we would recommend that if you propose to grant consent for this building, your expert conservation staff should be fully engaged in advising on potential mitigation measures to ensure any impact is kept to a minimum, and we would suggest the English Heritage guidance on The Setting of Heritage Assets (2011) would prove useful in this regard.*

*We trust the above comments are of use. We recommend that the application be determined in accordance with national and local policy and guidance, and on the basis of your expert conservation advice. It is not necessary for us to be consulted again.”*

Environment Agency – No objections subject to conditions.

## **8. Publicity**

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

14 letters of objection received from local residents. 1 letter of support received. Main issues raised:

- Concerns about existing levels of traffic using lanes in and around Hartham and Biddstone – any additional development is unacceptable.
- Hartham lane is already a heavily used rat run to get from A4 to A420 and M4 junction
- Proposed lay-bys on Hartham Lane may deal with needs of vehicles but do not take account of pedestrian or cyclist safety.
- Assumptions about bus link to reduce car access to site are optimistic. Reality is that most students and staff will drive to site.
- Students will park illegally on Hartham Lane.
- Care should be taken to avoid damage to surrounding properties during construction.
- All construction traffic should be via A4.
- Educational facility of this type may be desirable for area but its rural setting and unsuitable road access is of concern
- Traffic assessment was undertaken when water company was undertaking drainage work.
- Design of buildings inappropriate.
- Loss of important ecology on site due to building works.
- Appearance of two main buildings proposed is a great improvement of that previously permitted.
- Estate will gain a secure use that will underpin maintenance of Hartham Park.
- Proposed landscaping will improve presently unsightly area of ground.

It is understood that prior to the submission of the planning application, the applicant's held a public exhibition between 22 and 23<sup>rd</sup> March. The results of this exercise are recorded in a statement of community involvement, submitted with the application. 100 people attended and of the 40 feedback forms received 30 supported the scheme and 3 did not.

## 9. Planning Considerations

### Principle of development – previous permission

The adopted North Wiltshire Local 2011 does not set out a policy that specifically deals with proposals for new development for education purposes. Rather, Policy CF1 of the Local Plan is a permissive policy for such development within the identified settlements. It does not direct that outside of those settlements such development will be unacceptable, although the accompanying explanatory text does rightly identify the general desire to site such development close to the communities that will use them. In this manner, it is considered that the acceptability of the proposed development will need to be assessed against the more general policies of the adopted Local Plan, the three dimensions of sustainable development set out in the NPPF and site specific considerations.

In addition to the longer standing office accommodation at the site, from 2008 Hartham Park has benefitted from planning permission for the creation of some 1300m<sup>2</sup> of B1 office accommodation, known as the Rural Futures Centre (after the then intended voluntary sector occupant). That development was proposed to take place in the same general part of the Hartham Park and would also result in the removal of the existing agricultural buildings.

Although not implemented, that planning permission remains extant and its existence should rightly be viewed as a significant material consideration when determining this new planning application. Accordingly, the principle of not altogether dissimilar development on this site has already been established as acceptable and, therefore, considerations should be confined to differences between the existing and proposed situations.

The submission refers to the merits of the scheme in terms of the quality of the teaching environment that can be created at Hartham Park, the recognised need for new and better teacher training facilities and the economic and social benefits that the scheme will likely generate for the local and wider area.

### Transportation and impact upon highway safety

It is clear that the main concern of local residents is the potential for the additional traffic generated by the proposed development to make use of the narrow highway network in and around Biddestone, thus resulting in an unacceptable impact on highway safety. In light of such concerns, a series meetings and negotiations between the Council's Highway Officer and the applicant were undertaken to seek to address those concerns. This has resulted in revisions to the scheme and a series of commitments from the applicant.

### *Sustainability and traffic generation*

Whilst the site is located outside settlement limits and is not currently served by sustainable transport facilities and can only be accessed by a relatively narrow lane without footways, due of the nature of the institution proposed, the site is likely close enough to Corsham to mean sustainable transport initiatives could be reasonably successful in reducing vehicle movements. In this context, the Council's Highway Officer does readily acknowledge that the arguments for and against the proposal being considered "sustainable development", to require careful consideration.

Important to this assessment is the planning history of the site. As previously identified, this must be a material consideration of significant weight when determining the application. The creation of 1300m<sup>2</sup> of B1 office floorspace (permitted under 12/00398/S73) already presents a comparable increase in traffic over and above the existing situation and, therefore, must also present a baseline for considerations (ie. a B1 office use likely to generate more vehicle movements than a comparably sized D1 educational use). This point has not escaped the author of the submitted Transport Assessment, which adopts a similar baseline. In this context the Highway Officer (and, by extension, the Planning Officer also) concludes that the potential impacts upon the highway

network over and above that associated with the permitted situation would not reasonably justify a reason to refuse planning permission. Whilst it is only natural that some Biddestone residents will remain concerned over the potential increase in traffic through the village, some comfort must at least be drawn from the conclusion that the proposed situation will be unlikely to be significantly different from the present.

To further assuage concerns and mitigate excessive traffic, in the event of planning permission being granted, it is recommended that the following be matters controlled through planning conditions and/or agreement under s106 of The Act:

- As part of a car-park management plan, to provide no more than 365 parking spaces in total on the site (thereby reflecting the number permitted under 12/00398/S73).
- The strict limitation of car parking spaces used by the new educational facilities to 165 spaces, and that parking be controlled through a permit system. Permitting arrangements are to minimise use of on-site spaces during less intensive periods of use of site and not to expand use of permits to maximise use of spaces. Arrangements to include for access controls to prevent abuse of privilege.
- Establish a code of conduct for students and staff in relation to travel to the site and car parking, with defined disciplinary measures for any students not complying with management arrangements, including addressing 'rights' to park on public highway in vicinity of site.
- Establish and operate an approved travel plan for the site, with the principal objective to reduce car trips to the site at all times during the academic year, regardless of actual site attendance. Travel plan to be applicable to the whole site i.e. to include current land uses.
- Covenant to restrict the number of registered students and staff associated with the site at no more than the number accounted for in the Transport Assessment (570 students/50 staff maximum); to not change the use permitted to any other use; or to allow the premises to be used for any other purposes, without consent of the LPA. Any office use of the buildings permitted to be subject to same constraints in relation to travel to the site and permitting arrangements
- The introduction of a private bus service (specified as being 40 seat and of an electric/hybrid design) between the site and Corsham town centre, so to accommodate the vast majority of students who do not obtain a parking permit. Such a service shall be open for use by others also employed at the site.
- Make provision within site for overnight bus parking, maintenance and energising; provision to include for replacement bus in the event of non-availability for unforeseen circumstances and during planned maintenance etc.

### *Hartham Lane*

Hartham Lane is sufficiently wide to accommodate car/car and car/bus passing, but not wide enough to accommodate bus/HGV/agricultural vehicle passing. Following discussions with the applicant's transport consultant, the proposal now includes the provision of 12no. 6.0m wide passing bays on Hartham Lane. The bay would address the potential for the conflict of movement on the lane for all users, but particularly for car/HGV/bus conflict. The Council's Highway Officer is comfortable that there will not be an unacceptable level of delay caused to users of Hartham Lane during the peak periods of use, provided the proposed passing bays are provided. As part of a suitably worded planning condition (or planning obligation), the performance of the passing bays proposed can be monitored and if found to be deficient (in terms of average traffic delays), contingency arrangements be activated whereby the applicant is compelled to provide 5no.additional passing bays.

The physicality of the proposed widening works can be the subject of a planning condition that requires details to be submitted and agreed by the Local Planning Authority prior to the first use of the proposed development. In this way, the visual effect/impact of the works can be minimised.

### *Hartham Lane / A4 junction*

The proposal involves an improvement of the Hartham Lane/A4 junction, with a proposed upgrade to provide a right turning lane on the A4. The Highway Officer considers this improvement to be beneficial to the maintenance of free flowing of traffic. Whilst there is forecast to be a minor degree of evening peak period queuing on the side road, delays to A4 traffic will be minimal. Westbound flows are predicted to be improved over the current situation.

### Design, appearance and impact upon listed buildings

#### *Main teaching and lecture buildings*

Broadly following the layout and positing of two large existing agricultural buildings on the northern side of the access road as the main car park is approached from the main entrance. This is not dissimilar to that positioning for the permitted "Rural Futures Centre" (RFC), albeit the application now proposes some double the amount of floorspace. Following some alterations to the height of the lecture theatre, the Council's Conservation Officer is broadly content that the buildings will not adversely impact upon the setting of Hartham Park House.

The two main buildings proposed (one labelled as teaching, the other as a lecture theatre) are separated, but linked at an elevated first floor level, which also has the effect of creating a main entrance courtyard at ground level. Both buildings adopt a quasi industrial/agricultural aesthetic, which is considered to be reasonably successful. Predominantly glazed at ground floor level, a switch to a profiled vertical timber cladding, which together do provide a contemporary architectural appearance similar to some of the other more recent buildings at Hartham Park.

Most strikingly, a "saw-tooth" zinc roof form has been utilised for both main buildings. Primarily a feature that allows for a relative lowering of ridge height to compensate for the necessarily high eaves height (ranging from 7.7m to a maximum of 9.0m, immediate adjacent to the gashouse building), the roof form does add to the contemporary and quasi-industrial aesthetic. Maximum height of the lecture building reaches 10.8m, although the majority of the teaching and lecture building is closer to 9.5m.

The scale of the new buildings and their proximity to residential properties (particularly Briarwood House to the immediate west of the teaching building) has been a concern, just as it was at the time of the previous RFC application. However, the use of a strong boundary treatment and placement of windows is thought to address those concerns. Indeed, the relationship, scale and placement of windows in relation to Briarwood House is little different from that already permitted.

#### *Gas house, energy centre, art barn and maintenance store*

The stone built listed gas house building is situated immediately to the east of the proposed lecture theatre and is particularly important because of its prominent chimney and immediacy of its visual presence as the Estate is approached from the Hartham Lane entrance. It is proposed that this building will become part of the adjoining building, known as the interpretation centre. Following discussion with the Council's Conservation Officer, the ridge height of the lecture theatre has been reduced so as to better respect the scale of the gas house building.

On the opposite side of the access road, a new "energy centre" building is to be constructed, so as to house wood pellet biomass boilers serving the entire Hartham Park complex. Following negotiations with the Council's Conservation Officer, now considered to be appropriately positioned at the entrance to the Estate so as easily accept deliveries of the pellets, the building is of a similar aesthetic and materials to the main teaching accommodation.

The "Art Barn" (ancillary to the teaching activities) and maintenance building are to be small single storey buildings on the northern and southern side of the existing estate wall respectively. Both are small in scale and constructed of timber, with the appearance of the maintenance building appropriately enhanced because of its position within the historic walls of the Estate.

### *Sticke Court and Pavilion*

Intended as relief to the Grade II\* Sticke Court, the pavilion building will provide for ancillary and changing facilities, in order that the Court itself can remain largely unchanged, aside from the badly needed repairs, also embedded within the proposal. Necessarily subservient, the pavilion will keep a respectful distance from the Sticke Court and is to take a simple single storey timber clad design.

The repair works to the Sticke Court are universally regarded as being a positive step to secure the future of such a significant building. At the request of the Council's Conservation Officer, a Schedule of works document has now been submitted and can be embedded within the permission, if granted.

### Ecology

An ecological survey of the site has been carried out comprising an Extended phase 1 habitat survey and bat surveys, carried out during 2011 and 2013. Based upon that submission an initial series of concerns were raised by the Council's Ecologist, in particular, highlighting issues surrounding protected species including bats, and the presence of calcareous grassland habitats. In response, the applicant has submitted additional information and provided a series of commitments, which in the opinion of the Council's Ecologist are considered to mitigate against unacceptable impacts. As a result, the council's Ecologist does not raise objections to the proposed development, provided suitably worded planning conditions are imposed on any permission granted. There is considered to be no reason to diverge from this view.

### *Bats*

Several buildings across the Hartham Park site support a range of bat roosts including Annex II species (greater and lesser horseshoe). Whilst majority of the proposed demolition / refurbishment activities will avoid direct impacts upon the majority of these roosts the development proposals will nevertheless include some works with potential to damage / destroy / disturb a small number of bat roosts, which would breach Regulation 41 of the Habitats Regulations. In such circumstances the Council must ensure that necessary measures are put in place to protect bat species (Circular 06/2005).

The listed Gashouse building and adjoining shed support night roosts of lesser horseshoe bats. Loss of these roosts because of repair works is to be compensated by enhancing a small former ice house nearby within the site; this building is already used by small numbers of greater horseshoe bats, however its suitability is understood to be limited by high internal light levels and a lack of roosting features. Enhancements will include baffles to reduce light intrusion, attachment of wooden batons to the ceiling to provide roost features and a grille across the door to avoid any potential human disturbance. These measures will improve the internal conditions for roosting bats, increasing its potential to support horseshoe bats displaced from the gas house.

The listed sticke court building supports a maternity roost of brown long-eared bats. The main colony roost within the roof space, however further roosts are likely to be present elsewhere within the building given the general condition of the fabric. Works are required to repair / refurbish the building, however it will be possible to time the works to avoid sensitive periods and retain / replace roost features.



The main part of development proposed does also have potential to indirectly impact upon the found roosts through lighting and loss of commuting routes (particularly links between Sticke Court and Tynning Woods). However, the Council's Ecologist considers such impacts could easily be avoided or managed through implementation of sensitive lighting scheme and careful landscaping, secured through appropriately worded planning conditions.

This site is within 3km of the Bath and Bradford Bats SAC and supports two of the qualifying features of that designation. The Council's Ecologist has considered possible effects upon that designation as a result of the proposed works and concludes them to be negligible.

### *Great Crested Newt*

A great crested newt population is present at the Hartham Park site, breeding at a large pond to the south of the main buildings. This species can range some distance from its breeding pond during its terrestrial phase (usually up to 250m) and although some works are proposed within this area, they are all over 100m from the pond, limited in extent and restricted to habitats which are of little value to this species.

## **10. Conclusion**

Conceptually, the proposed development of an education centre with a regional profile can only be positive for Corsham and the surrounding area. The development would reinforce Hartham Park as a centre of intellectual activity, whilst simultaneously securing the future of the listed buildings.

However, whilst the benefits are clear, they would not outweigh other unacceptable impacts associated with such development taking place. Indeed, policies C3, NE4 and NE9 of the Local Plan, as well as the principles set out within the NPPF require precisely such judgements to be made. In this particular case, it is considered that planning conditions and other obligations can successfully mitigate against those potential unacceptable impacts and concerns identified by local residents.

Whilst the quantum of development is indisputably greater than that previously permitted, the impacts associated with the proposal over and above the existing/permitted situation (and in particular, traffic generation and highway safety) are not considered to be such that would justify a reason to refuse planning permission.

## **11. Recommendation**

### **Subject to all parties entering into a legal agreement under s106 of The Act in respect of**

1. Improvements of the Hartham Lane/A4 junction
2. Provision of passing places on Hartham Lane, together with arrangements for performance monitoring and provision of additional passing places should unacceptable delays be identified.
3. Provide and operate a 40 person capacity low carbon (electric/hybrid) bus link between the site and central Corsham in perpetuity,
4. Creation, agreement and implementations of car parking management plan.
5. Establishment, agreement and implementation of a code of conduct for students and staff in relation to travel to the site and car parking, with defined disciplinary measures for any students not complying with management arrangements,
6. Establishment, agreement and implementation of a travel plan for the entire site (and all uses taking place), with the principal objective to reduce car trips to the site at all times during the academic year
7. Covenant to restrict the number of registered students and staff associated with the site at no more than the number accounted for in the Transport Assessment (570 students/50 staff maximum)

**Then:**

**The application be delegated to Officers for Planning Permission to be GRANTED for the following reason:**

The proposed D1 educational development is considered to suitably co-exist and reinforce existing business activities at Hartham Park. Although greater in scale than development previously permitted at the site which is situated away from identified settlements, the use of suitably worded planning conditions and planning obligations, are considered to successfully mitigate against the generation of unacceptable levels of traffic upon the surrounding highway network and potential adverse impacts upon highway safety. As such, the proposal is considered to comply with the provisions of Policies C3, NE4 and NE9 of the adopted North Wiltshire Local Plan 2011, as well as meeting the dimensions and principles set out within the National Planning Policy Framework. In other respects the proposal is considered to preserve the special historic interest of the listed buildings and, subject to the imposition of suitably worded planning conditions, not to present an unacceptable impact upon the ecological value of the site nor the amenities of neighbouring residential properties in accordance with Policies C3 and HE4 of the 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 Section 91 of the Town and Country Planning Act 1990.

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

#### Plans

SAV01 Site Location Plan  
AP(0)05E Proposed Site Plan  
AP(0)07H Proposed Lower Ground Floor Plan  
AP(0)08H Proposed Ground Floor Plan  
AP(0)09H Proposed First Floor Plan  
AP(0)10D Proposed Roof Plan  
AP(0)11G Proposed Elevations  
AP(0)12G Proposed Elevations  
AP(0)13G Proposed Elevations  
AP(0)20B Proposed Pavilion  
AP(0)22 Proposed Art Barn  
AL(0)05I Proposed Energy Centre Plans  
AL(0)06G Proposed Energy Centre Elevations  
AL(0)40A Existing and Proposed Sticke Court  
202.01M Landscape Masterplan  
202.02G Landscape Drawing  
202.05D Landscape Proposals  
AL(0)82 Condition Wall Condition Survey (1)  
AL(0)83 Conditional Wall Condition Survey (2a)  
AL(0)84 Conditional Wall Condition Survey (2b)  
AL(0)85 Conditional Wall Condition Survey (b)  
AL(0)91A Condition Survey Sticke Court  
AL(0)101 Gas House Condition Survey

IMA-13-010 Plan 12A A4 Hartham Lane Proposed Junction Improvements  
IMA-13-010 Plan 14 – Proposed Passing Place  
IMA-13-010 Plan 15 – Proposed Passing Place at PV access  
IMA-13-010 Plan 16 – Passing Places / Highway Works along Hartham Lane  
IMA-13-010 Plan 17 – Passing Places / Highway Works along Hartham Lane  
IMA-13-010 Plan 18 – Highway Works – North of Hartham Park  
IMA-13-010 Plan 19 – Passing Places along Hartham Lane Inter-visibility

### Documents

Design and Access Statement (revision C, July 2013)  
Heritage Statement prepared by Mitchell Taylor Workshop  
Sticke Court Photographic Record (May 2013) prepared by Mitchell Taylor Workshop  
Hartham Park Sticke Court Schedule of Works Rev A prepared by Mitchell Taylor Workshop  
Hartham Park Gas House and Works Schedule of Works Rev A prepared by Mitchell Taylor Workshop  
Planning Statement prepared by Savills  
Transport Assessment incorporating Travel Plan prepared by IMA  
Landscape and Visual Appraisal prepared by the Landscape Agency  
Statement of Community Involvement prepared by Grayling  
Drainage Strategy  
Hartham Park, Corsham Updated Ecological Appraisal prepared by Waterman (document reference E12338-100-R-1-2-1-SP)  
Building Inspection and Bat Survey Report prepared by Soltys Brewster (document reference E1345601/Doc01)

All dated 18<sup>th</sup> July 2013 unless otherwise indicated

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

3. No development shall commence until details of the proposed and existing levels across the site (including details of the finished floor levels of all buildings hereby permitted) have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the details so approved.

Reason: In the interests of securing a satisfactory form of development that minimises impact upon the locality and listed buildings.

4. The detailed landscaping around the new buildings and parking area shall be carried out in accordance with the detailed landscape proposals (shown on Landscape Agency drawing 202-05D).

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

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

5. A phased landscaping scheme and implementation programme for the site is to be submitted to the Local Planning Authority within one year from first occupation of the development and is to be agreed in writing with the Local Planning Authority. Unless otherwise agreed in writing, this strategy is to be in accordance with the approved Landscape Masterplan (The Landscape Agency drawing 202-01 rev M) and Landscape Concept (The Landscape Agency drawing 202-02 rev G).

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

6. All development shall be carried out in accordance with the Section 3 of the submitted Bat Survey Report (Soltys Brewster, Ref. E1345601) and all mitigation measures therein implemented in full.

Reason: In the interests of securing development that does not adversely impact upon the ecological value of the area.

7. Renovation works to Sticke Court shall only be carried out between the months of October-November or March-April inclusive, unless supervised by a bat licensed ecologist.

Reason: In the interests of securing development that does not adversely impact upon the ecological value of the area.

8. No lighting shall be installed on any building (or on the site in connection with the development hereby approved) until details of a phased lighting scheme including lux plan shall be submitted to and approved in writing by the local planning authority. The approved scheme shall demonstrate how current light levels in the vicinity of Sticke Court, Tynning Wood and the 'ice house' (as shown on Figure 1 of the submitted Ecology Appraisal; Watermans, Ref. E12338-100-R-1-2-1-SP) will be maintained or how any increase will be minimised. The lighting shall be installed in accordance with the details so agreed and shall remain in that condition thereafter.

Reason: In the interests of securing development that does not adversely impact upon the ecological value of the area.

9. Prior to commencement of development a scheme for the protection of all areas of calcareous grassland (as shown on Figure 1 of the submitted Ecology Appraisal; Watermans, Ref. E12338-100-R-1-2-1-SP) is submitted to and approved by the local planning authority. All construction works shall be carried out in strict accordance with the approved protection scheme.

Reason: In the interests of securing development that does not adversely impact upon the ecological value of the area.

10. Unless otherwise agreed in writing, the external walls and roofs of the proposed buildings shall be constructed and finished in accordance with the materials shown on the approved drawings.

Reason: For the avoidance of doubt and to secure a suitable form of development that respects the character and appearance of the listed buildings and surrounding locality.

11. No raw materials, finished or unfinished products or parts, crates, materials, waste, refuse or any other item shall be stacked or stored outside any building on the site without the prior approval in writing of the local planning authority.

Reason: For the avoidance of doubt and to secure a suitable form of development that respects the character and appearance of the listed buildings and surrounding locality.

12. Other than those windows shown on the plans hereby approved, no further windows shall be inserted into the western elevation of the office building unless otherwise agreed in the form of a specific planning permission in that regard.

Reason: In the interests of neighbour amenity.

13. The proposed repairs and enhancement to the Gas House and Walls will be carried out in accordance with the Gas House and Courtyard Walls Schedule of Work (reference RM/BT/2717 rev A, June 2013) and drawings 2717/AL(0)82, 2717/AL(0)83, 2717/AL(0)84, 2717/AL(0)85 and 2717/AL(0)101. The works will be completed before first occupation of any part of the development hereby permitted.

Reason: To secure the future of the listed buildings on the site.

14. The proposed repairs and enhancement to the Sticke Court will be carried out in accordance with the Sticke Court Schedule of Works (reference RM/BT/2717 rev A, June 2013) and drawing 2717/AL(0)91A. The works proposed to the fabric of the building (1- 38 and 45 - 47 in the above schedule) shall be completed and a specification and timetable for the works to the floors and balconies will be agreed within 1 year of first occupation of any part of the development hereby permitted.

Reason: To secure the future of the listed buildings on the site.

15. Prior to the commencement of development, a surface water drainage scheme for the site (which shall include full details for its management and maintenance in perpetuity), based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, in accordance with the submitted 'Drainage Strategy / Statement', shall have been submitted to and approved in writing by the local planning authority. Development shall be carried out in complete accordance with that approved drainage scheme unless otherwise agreed in the form of a separate planning permission in that regard.

Reason: In the interests of securing a form of development that is adequately drained.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting or amending that Order with or without modification), no vehicular or pedestrian access shall be made from the site other than by way of the existing northern site vehicular access on Hartham Lane

Reason: In the interests of highway safety.

17. The development hereby approved shall not be first brought into use until that part of the service road which provides access to it has been constructed in accordance with the approved plans, and all parking places for use only by users of the permitted development, and bus waiting area and approach routes have been clearly marked, in accordance with a

scheme which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is served by an adequate means of access, parking and passenger transport service.

18. Prior to the first use of the development hereby permitted, a bus stop area within the site shall be constructed, together with a connecting footpath, in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority. The details for the bus stop shall include a shelter.

Reason: To provide adequate amenity for the bus users, in the interests of sustainable transport.

19. Prior to the first use of the development hereby permitted, a covered cycle stand for not less than 10 cycles shall be constructed, in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: To provide adequate amenity for the cycle users, in the interests of sustainable transport.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting or amending that Order with or without modification), the proposed development shall remain used for the planning use classes permitted (substantively D1 non-residential institution) and there shall be no change of use unless otherwise agreed in the form of a separate planning permission in that regard.

Reason: So as to allow consideration of any proposed change of use and assessment of its suitability for the locality.

### Informatives

- The applicant is advised of the need to submit plans, sections and specifications of the proposed retaining wall for the approval of the Highway Authority in accordance with Section 167 of the Highways Act 1980. (For information, this relates to retaining walls which are wholly or partly within 4 yards (3.65metres) of a street and which is at any point of a greater height than 4'6"(1.40 metres) above the level of the ground at the boundary of the street nearest that point.) Works within the highway will be subject to the requirement for a s278 agreement with the highway authority.
- 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 and the Deed of Variation dated 21/06/2011.
- That the developer be advised that where any species listed under Schedules 2 or 4 of the Conservation (Natural Habitats etc.) Regulations 1994 is present on the site in respects of which this permission is hereby granted, no works of site clearance, demolition or construction shall take place to the Gas House or to building 36 (as described in the Building Inspection and Bat Survey Report completed by Soltys Brewster (July 2013)) in pursuance of this permission unless a licence to disturb any such species has been

granted in accordance with the aforementioned Regulations and a copy thereof has been produced to the local planning authority.

**Site Location Plan**  
Hartham Park, Corsham

