

**DEVELOPMENT CONTROL COMMITTEE 12<sup>th</sup> March 2008**

**ADDITIONAL INFORMATION**

This is information that has been received since the committee report was written. This could include additional comments or representation, new information relating to the site, changes to plans etc.

The text in bold is additional/amended information to that circulated to Members on Tuesday 11<sup>th</sup> March 2008.

Item 1 – 07/03214/OUT

Spring Park, Corsham

Corsham Town Council

“Further to the decision to recommend refusal of the above application on 2 January 2008, additional information has been received from the applicant. It was previously ***“Resolved; that the application be refused for the following reason; the proposed development is contrary to policies BD3 and BD4 of the North Wiltshire Local Plan 2011”***. Whilst no revised application has been received, at the presentation on 27 February 2008 the applicants outlined proposals that they feel may overcome these objections. ***Resolved; as the applicant has addressed the reasons for previous objections, no objection is raised.”***

Box Parish Council :

Letter received 12<sup>th</sup> March 2008.

“I refer to my letter to NWDC dated 21<sup>st</sup> January 2008 in which the Parish Council requested the District Council to ask the developers for a voluntary contribution towards the building of the new community pavilion in Box.

I have since spoken with the developers and it has been agreed that it would be preferable for the matter of a voluntary donation to be decided outside the planning process, direct with the Parish Council.”

Corsham Station Campaign :

Letter received 11<sup>th</sup> March 2008, making the following points:

- Although the application states that “the bus” will be the main mode of transport for employees, the bus will be caught in the same congestion that cars are caught in
- When faced with congestion, drivers will look for an alternative route, even if narrow or unsuitable for such traffic (reference is made to the roads surrounding the Westwells area) – drivers may well also seek to avoid the long tailbacks caused by signalised junctions by using other lanes in the surrounding area
- Just because a contribution was not sought from the Basil Hill redevelopment toward the reopening of Corsham Station, does not mean the Spring Park should not provide such a contribution – after all

**ADDITIONAL INFORMATION**

the Basil Hill site already supports a large workforce, whereas Spring Park will attract a further 1000-15000 to the area

- NWDC should apply a levy of £10,000 per prospective employee, which would contribute another £1,000,000 towards the provision of a station, and would be proportional to the £250,000 obtained from the developers of Katherine Park.
- The Community infrastructure Levy has not yet reached fruition, if members do not take note and waste this opportunity, all major development sites in the Corsham area will have been granted planning permission and a valuable source of funding missed.

**Regeneration Officer :**

**“There is a distinct lack of employment sites in the District and this is proving embarrassing for North Wiltshire as we are part of a county wide partnership trying to encourage inward investment. There is great potential to encourage Government departments that have been told to move out of London and the South East, to relocate to Wiltshire. There are also local companies that wish to expand and are finding it difficult to find suitable premises. It is likely that Herman Miller will be moving out of the district and possibly the county as they cannot find a site.**

**To encourage high quality businesses to make for a sustainable future economy, we need to have high quality sites and premises to house them. I am therefore, totally in support of this development which understand will be built to a high specification and will also provide local jobs for local people...”**

**Wiltshire County Council – Strategic Planning Authority :**

**“The site is outside of the settlement area of Corsham and may normally be considered poorly related. However the site benefits from proposed Military employment developments around the site which should ensure that it is related to other employment development and the enhanced links to transport and other services this will bring. The site can be considered brownfield and Spring Park has been previously allocated for development. Although a number of proposed developments, often under different names, have received planning permission, these have failed to materialise.**

**The scale and type of development is at an appropriate scale in line with policy DP4 of Wiltshire and Swindon Structure Plan 2016 and with Development Plan B of the draft RSS. This development is both key to increasing employment opportunities in Corsham and for the North Wiltshire District in fulfilling its employment allocation in the Structure Plan. The development is also in line with Policy DP9 of the Structure Plan where it is stated that previously developed land should be used in preference to un-developed land adjacent to settlements.**

**The application is for a B8 use, although it is made clear that the buildings could have either B1 or B8 use. The full implications of this need to be investigated, as it is important to consider the future use of the proposal to**

**ADDITIONAL INFORMATION**

ensure that access to the site is planned for in the most sustainable way. Thus as the development includes a number of storage buildings which could in the long-term revert to B1 use, this would lead to a significant increase in employment on the site. If this potential increase is recognised as a possible a long term strategy in conjunction with the other employment sites in the area it will be necessary to encourage sustainable modes of transport. On balance Wiltshire County Council as Strategic Planning Authority does not wish to raise an objection to the application subject to appropriate measures being put in place to encourage access to the site in the long term by sustainable modes of travel.”

**Natural England :**

Letter received 3<sup>rd</sup> March 2008 continuing to object to the proposal. Natural England continue to be of the opinion that insufficient information has been submitted in order to advise whether the proposal is likely to have a significant effect on the Box Mine SSSI and Bradford-on-Avon Bat SAC.

Note : additional information has again been submitted by the applicant in response to this objection. Since a response from Natural England will not be forthcoming prior to the DC Committee meeting, it is requested that in the event of the Committee resolving to grant planning permission, the matter be delegated to Officers to satisfactorily resolve outstanding ecological issues prior to the issue of any planning permission.

**Development Control Manager**

The following amendments and clarifications should be made to the report to the Development Control Committee:

- Under section entitled “The proposal and site description”, third paragraph, the description of development should be altered to directly relate to the description of development on the submitted forms: “The application is submitted in outline only and proposes the creation of 50,000m<sup>2</sup> – 60,000m<sup>2</sup> of B1 Office/research and development and B8 data storage and processing floorspace.”
- Under section entitled “Background and principle of development”, first paragraph beneath the quote from the Local Plan Inspector, the site area should be 11.75Ha, and should be correctly described as constituting 7.8% of the 1991-2011 Structure Plan requirement for employment land and 62.7% of the total 18.74Ha of the “commitments” identified in the Local Plan.
- Under section entitled “Traffic generation and highway infrastructure”, the first paragraph should importantly have the word “not” inserted so as to make clear that there is no highway safety reason why the amount of commercial floorspace proposed should be restricted below the 60,000m<sup>2</sup> ceiling applied for.

In light of additional comments and the receipt of a draft Unilateral Undertaking in respect of the necessary financial contributions outlined by WCC as the

**DEVELOPMENT CONTROL COMMITTEE 12<sup>th</sup> March 2008**

**ADDITIONAL INFORMATION**

highway authority (under the provisions of S.106 of the Town and Country Planning Act), the recommendation may be altered as follows :

**RECOMMENDATION :**

Subject to the following:

- the completion of a satisfactory legal agreement or unilateral undertaking under s.106 of the Act for the provision of financial contributions toward public transport, traffic management improvements and signage
- additional conditions reasonably required by the Environment Agency
- additional conditions reasonably required by Natural England and/or the County Ecologist

Then GRANT subject to the following conditions:

- 1 Prior to the commencement of the development hereby permitted, details of the layout, scale, appearance of the development, the access to the development and the landscaping of the site shall be submitted to, and approved in writing by, the local planning authority.

Reason: The application was made for outline planning permission

- 2 (a) The application for approval in respect of all matters reserved in Condition No.1 above shall be made to the local planning authority within a period of three years, commencing on the date of this permission.  
(b) The development hereby permitted shall be begun before the expiration of two years of the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

- 3 Total amount of gross floors area constructed on the site shall not exceed 60,000m<sup>2</sup>.

Reason: For clarity and the avoidance of doubt.

- 4 The floorspace created on this site shall be for B1(a) office, B1(b) research and development facilities, and B8 data storage and processing only, together with any ancillary uses, only and for no other purpose, including any other uses within classes B1 or B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or any provision equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification.

Reason: For clarity and the avoidance of doubt and because of the particular nature and conclusions of the transport assessment undertaken.

**ADDITIONAL INFORMATION**

5. Prior to the commencement of the development hereby permitted and before any equipment, machinery or materials are brought onto the site for the purposes of the development, details of fencing to be erected for the protection of retained trees/hedges/shrubs shall be submitted to and approved in writing by the local planning authority.

Fencing for the protection of retained trees/hedges/shrubs shall be erected in accordance with the approved details before any equipment, machinery or materials are brought onto the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason: In the interests of protecting the existing trees/hedges/shrubs on the site.

6. At no time shall there be any external floodlighting erected within the site or on any buildings constructed, unless specifically agreed in writing with the Local Planning Authority in respect of a separate planning permission in that regard.

Reason: In the interests of visual amenity in the landscape and to avoid any impact upon residential amenity.

7. The building works required to implement this development shall only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 12:30 on Saturdays, and not at all on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity.

8. No construction vehicles may arrive or depart, be loaded or unloaded at or from the site outside the hours of 08:00 to 18:00 Mondays to Fridays, and outside the hours of 08:00 and 12:30 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity.

9. No goods, waste, or waste products associated with the use of the site shall be stored on the open areas of the site outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and views across the site.

10. Prior to the commencement of development, the site shall be subject to:
- a. Site investigation and risk assessment works for chemical contamination
  - b. Works to remediate any chemical contamination identified that is unacceptable in the context of the approved development and its

**ADDITIONAL INFORMATION**

environmental setting as identified by the site investigation and risk assessment works

- c. Remediation validation works - details of which shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out to the satisfaction of the local planning authority prior to the first occupation of any dwellings hereby approved.

All site investigation works shall be carried out in line with the main procedural requirements of BS 10175:2001 - Investigation of Potentially Contaminated Sites - Code of Practice.

Where a requirement for quantitative risk assessment is identified, the assessment works shall be carried out in line with the requirements of the UK Contaminated Land Exposure Assessment (CLEA) guidelines, for assessment of human health risks. Also for ground and surface water risk assessment the Environment Agency R&D Publication 20 "Methodology for the Derivation of Remedial Targets for Soil and Groundwater to Protect Water Resources" protocol shall be utilised.

Reason: In the interests of the protection of public health and the avoidance of pollution.

- 11 Prior to the commencement of any development on site, detailed schemes for the up-grading of the relevant junctions identified within the submitted Transport Assessment, which for the avoidance of doubt, shall include any necessary Traffic Regulation Orders and streetlighting, shall have been submitted to, and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with those details approved.

Reason: In the interests of highway safety and servicing of the site.

- 12 Prior to the commencement of any development on site, and in general accordance with the roundabout scheme demonstrated within the submitted Transport Assessment, a detailed scheme for all accesses to the site, both vehicular and pedestrian/cyclists, have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with those details approved.

Reason: In the interests of highway safety and accessibility.

- 13 No development shall take place until a comprehensive and detailed scheme for the provision / up-grading of pedestrian and cycle facilities to satisfactorily serve the site, which for the avoidance of doubt shall include any Traffic Regulation Orders and streetlighting, has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with those details approved.

Reason: In the interests of highway safety and accessibility.

- 14 Prior to the commencement of any development on site and in accordance with the general phasing plan submitted in respect of junction improvements, a comprehensive programme for the undertaking of the off-

**ADDITIONAL INFORMATION**

site highway works, which should include clear trigger points for junction improvements to take place, shall have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the submitted details shall also include the processing of any Traffic Regulation Order. All necessary off-site highway works shall be provided and undertaken strictly in accordance with the approved programme or any changes to the programme as may subsequently have been agreed by the Local Planning Authority.

**Reason:** In the interest of ensuring that the site is adequately served at the appropriate time(s).

- 15** Prior to the commencement of any development on the site, and prior to the commencement of each subsequent phase of development, a Green Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The approved plans shall be fully implemented in accordance with their provisions, unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** In the interests of providing a long term alternative way of accessing the site other than via the private car.

- 16** No development approved by this permission shall be commenced until a surface water run-off limitation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall, wherever possible be disposed of via suitably designed filtration systems, and be implemented in accordance with the approved programme and details.

**Reason:** To prevent the increased risk of flooding.

-----  
**Item 2 – 08/00111/FUL**

**Weavern Barn, Weavern Lane, Hartham, Corsham, Wilts**

**Development Control Manager**

**Correction to report**

**Planning considerations**

**Delete “few” and insert “three”.**  
-----

**ADDITIONAL INFORMATION**

**Item 3 – 08/00161/FUL**

**Land at Pound Mead, Station Road, Corsham, Wilts**

Development Control Manager

One letter of objection received on the following grounds:

- 3 storey out of keeping
  - Footpath provision inadequate
- 

**Item 4 – 08/00209/FUL**

**8 Kitefield, Cricklade, Wilts. SN6 6NF**

Cricklade Town Council

Comments have been received from Cricklade Town Council as follows:

The applicant already has planning permission for one new house and is now applying to alter that house and his neighbouring property into four small flats. The footprint of the new building is the same as the previous application, which this Council supported.

However, if the original application had been for the now proposed development, then the Council would have had a different view and objected based on C3 of the 2011 North Wiltshire District Plan as the development would be in contravention as follows;

New development will only be permitted subject to the following criteria:

i) Respect for the local character and distinctiveness of the area with regard to the design, size, scale, density, massing, materials, siting and layout of the proposal; *The provision of 4 flats is not in keeping with other properties within the area which is either terraced, semi-detached or detached properties. Granting planning permission will set a precedent that could change the character of the area.*

iii) Avoid creating developments with unacceptable low levels of privacy and amenities and avoid the unacceptable loss of privacy and amenities to adjacent dwellings or other uses to the detriment of existing occupiers development; *There are concerns from neighbours on either side of loss of amenity in terms of noise, etc. This is obviously a particular concern to the attaching terraced property. Whilst a mixture of high-density flats, terraced, semi-detached and detached housing units are to be welcomed in any housing development the attachment of flats to an existing terraced house is unusual and will undoubtedly lead to a loss of amenity to the neighbouring property, 7 Kitefield.*

vii) Have a satisfactory means of access, turning, car parking and secure cycle storage and not result in a detrimental impact upon highway or pedestrian safety; **Parking arrangements** – *room has been provided for four off-street parking spaces albeit appendix 3 of the local plan recommends 2 per unit, therefore there should be a provision of 8 spaces.. This is felt to be inadequate and also having two cars parked at the front of the property is not in keeping with the other houses in this*



**ADDITIONAL INFORMATION**

*terrace i.e. out of keeping with the characteristics of the area. **Highway Safety** – the dropped kerb is directly on to the junction of Kitefield and Hallsfield. This is unsafe and would not be allowed in a new development. Kitefield is a critical route for pedestrians accessing local shops and services in the Town. It is a key element of the local schools and WCC 'Safer route to schools initiative' and used by substantial numbers of parents and children walking to both schools and the local pre-school playgroup. Any alterations to the pavements in the area are likely to compromise safety for the children.*

viii) Avoid overloading of existing or proposed services and facilities, the local road network or other infrastructure;

**Photographs have been provided to both Highways and NWDC showing the congestion that already exists and this proposal will exacerbate the current situation.**

**Also photographs have been to both Thames Water and NWDC showing recent flooding in the area, this is supported by the Environment Agency flood plain maps indicate that Kitefield is on the border of a flooding area, and the photographs support the risk.**

To summarise, Cricklade Town Council are objecting to the development for the reasons stated. If this proposal is deemed that the application is not a new development but an extension of an existing development then H8 of the NWDC 2011 Local Plan apply, but the reasons for the objections that we have documented would still be appropriate.

Local Residents

Nine further letters of objection have been received from local residents, below is a summary of the key issues:

- Additional cars parked on the road, area is already inundated with parked cars as originally properties only had one off-road parking space, insufficient room within the site for parking;
- Proposed parking unrealistic and may cause damage to vehicles of neighbours;
- Shared responsibility of the shared access;
- Problems of emergency vehicles accessing the area;
- Existing drainage cannot cope and the area has been subjected to flooding, the proposal will cover two manholes;
- Out of character with the area, which is mainly semi-detached and detached properties;
- Excessive noise and intrusion due to cars parked on the frontage and the layout of the flats with living areas next to the bedrooms of the adjoining dwelling;
- Greater fire risk;
- Reduced property values;
- Set a precedent for similar schemes on the estate, resulting in increased density and massing;
- Disruption during construction.
- Money making scheme with no consideration to neighbours.
- A similar scheme in Ladymead has already been refused.

**DEVELOPMENT CONTROL COMMITTEE 12<sup>th</sup> March 2008**

**ADDITIONAL INFORMATION**

Assets, Design and Regeneration

The Senior Regeneration Officer has advised on the financial contribution that would be sought to meet the requirement for open space provision under Policy CF3 should planning permission be granted.

(Case Officer: The agent has been made aware of this information.)

---

**Item 5 – 08/00093/FUL**

**Court Farm, Hullavington, Chippenham, Wilts. SN14 6QP**

**Development Control Manager**

**A letter has been received from the applicant confirming that the application is WITHDRAWN**

---

**Item 6 – 08/00220/FUL**

**Malford Farm, Christian Malford, Chippenham, Wilts. SN15 4AZ**

Development Control Manager

Two letters of objection received on the following grounds:

- Outside framework boundary
- Local plan should not be ignored
- Would undermine objectives of long term plan
- No benefit to village
- Highway safety
- No affordable housing
- Pressure on services
- Farm should be kept for future agricultural enterprise
- Sewerage system inadequate.